



Transform Scotland Member's Session
6th November

The lost lines

A photograph of a railway track receding into the distance, flanked by bare trees and overgrown vegetation under a cloudy sky. The track is made of wooden sleepers and metal rails, and it leads the eye towards a vanishing point in the center of the frame. The surrounding landscape is overgrown with tall grass and weeds, and the trees on either side are mostly without leaves, suggesting an autumn or winter setting. The sky is filled with soft, grey clouds.

Levenmouth
is the largest urban area in
Scotland with **NO** rail service

BACKGROUND – FIFE RAILWAYS



THORNTON-LEVEN LINE : HISTORY

- a. Line opened 5th Aug 1854 *(161 yrs ago)*
- b. .. closed 4th Oct 1969 *(46 yrs ago)* despite local Beeching and local campaign
- c. Freight service to Methil Power Station *(until 2001), & resumed to Earlseat (1 mile) in 2011*
- d. 1991/2 Campaign fails; 2008 campaign STAG Report (BCR-1.5) Scot Parl debate, Council £2m
- e. Not included in 2008 Strategic Transport Project Review – *“local, not national benefits”*
 - e. 2014 Campaign relaunched

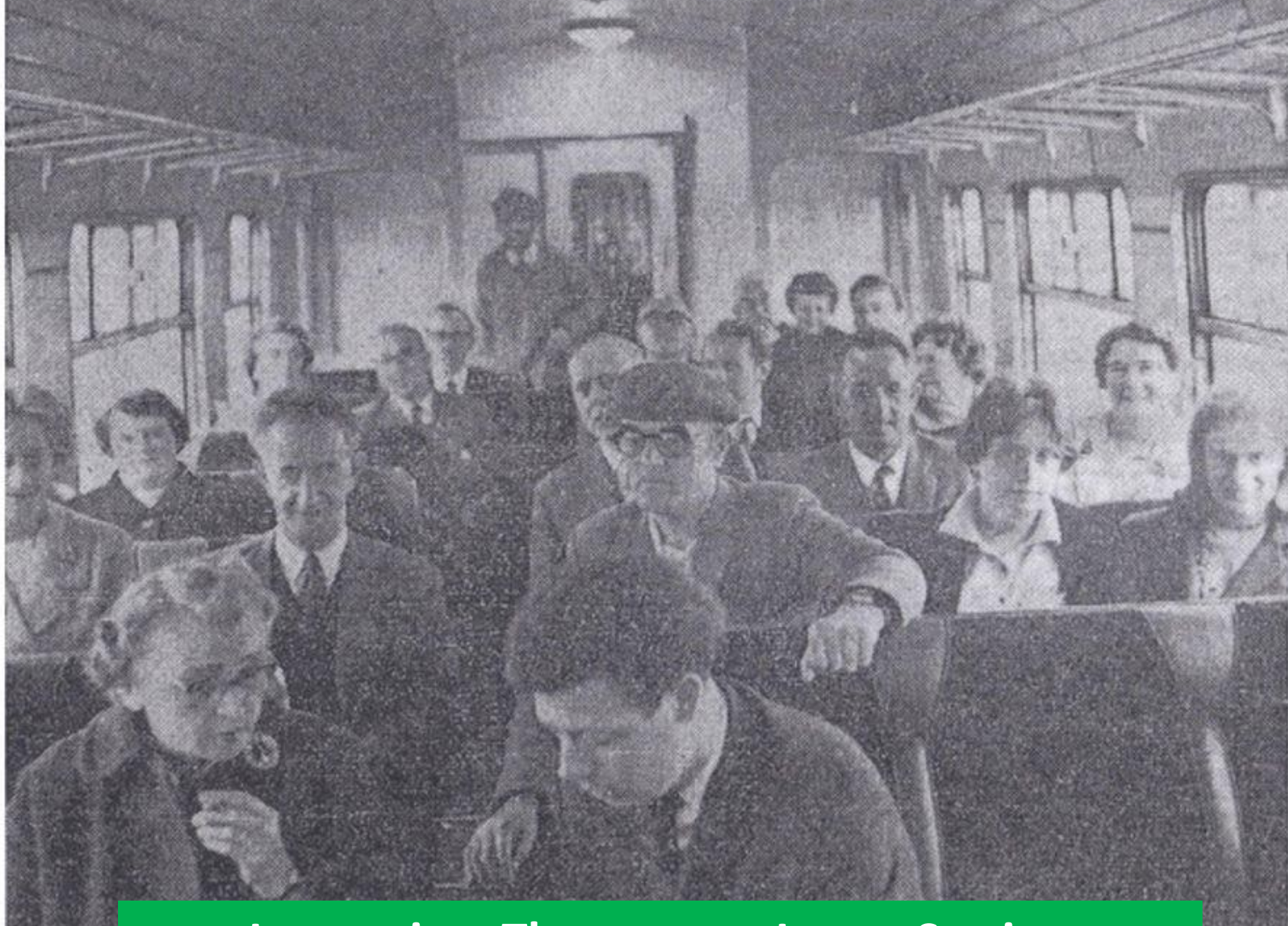
LEVENMOUTH RAILWAYS – PAST DAYS

Marshalling yards at Wellesley Pit/Methil Docks





Leven Station, 1950, 60s
– *original station site built
over with housing in 1990's*



Last train – Thornton to Leven Station



Cameron Bridge 1983 looking
west to Thornton



Methil East ca 1985

CURRENT SITUATION

- ❖ Trackbed, bridges are fully **intact**, in Network Rail ownership - only **`mothballed`**
- ❖ The **first mile reopened in 2012** to carry coal from Earlseat = the **junction** is now working
- ❖ Considered a **priority** in Fife Council plans
- ❖ STAG report 2 on **9th November**

Trains on the Leven line in 2012



Thornton North Junction 2012

THE CAMPAIGN *(relaunched March 14)*

— *RECONNECT LEVENMOUTH TO THE REST OF SCOTLAND*



A black dog, possibly a Labrador Retriever, is standing on a railway track. The dog is facing left, looking towards the horizon. The track is made of wooden sleepers and metal rails, and it curves into the distance. The surrounding area is overgrown with tall grass and weeds. In the background, there are bare trees, suggesting a late autumn or winter setting. The sky is overcast.

**THE LINE IS IN PLACE –
*WHAT ARE WE WAITING FOR?***

***STAG due
9th November***

PASSENGER



STRONG CASE FOR REINSTATEMENT



FREIGHT POTENTIAL



DEPRIVATION & REGENERATION

Depressing reality of Fife poverty

by Claire Warrender

DESPERATE PARENTS going without food so their children can eat, queues of hungry people reliant on food parcels and families regularly shivering without fuel – it may sound like a description of Victorian Britain, but for too many people it is the depressing reality of 21st century Scotland.

Shocking statistics revealed by The Courier yesterday showed that the country's worst child poverty rates in the world are in Fife, with 27% of youngsters living below the breadline.

A more detailed study of the figures shows that 38% of children in Buckhaven, Methil and the Wemyss Villages are living in poverty.

This does not mean that the latest figures mean that the cost of living is going up, out the basics – and the rising cost of food.

and fuel, combined with welfare reform, means things are only going to get worse.

Research carried out by lone-parent organisation Fife Gingerbread in collaboration with the Poverty Alliance found that people are facing increased stress and mental health problems due to living in poverty.

Some parents reported they were skipping meals so their children did not go without, and high numbers said they had difficulty accessing healthcare due to a lack of access to public transport and high fuel costs.

Fife Gingerbread, based in Leven, said it had received 258 new referrals last year, 87 of which were from Central Fife. It is supporting more people in crisis as other poverty and its links are increasing.

Lisa Mackay, from Leven, is a Gingerbread volunteer and supports other lone parents through crisis.

The 34-year-old said she was shocked by what people were going through.

"We have parents going without food to provide for their kids," she said.

"When you think about poverty, you think about Third World countries, but it's happening here and now."

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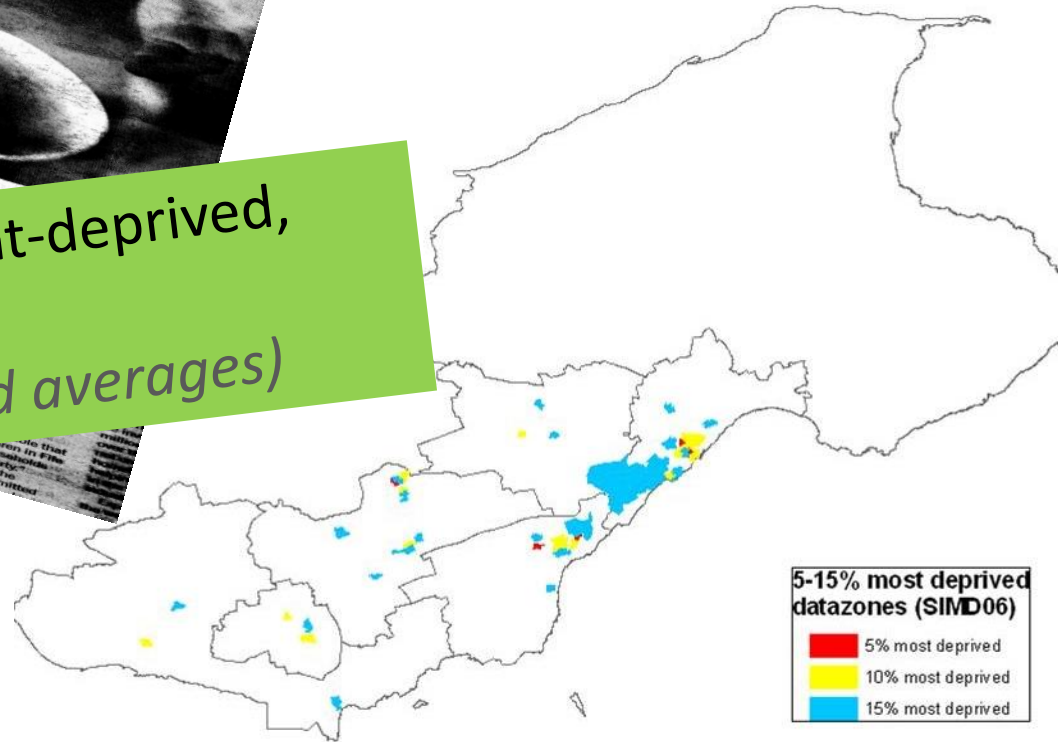
Indus

A study revealed that almost four in 10 children are living in poverty in Buckhaven, Methil and the Wemyss Villages. Picture: Thinkstock

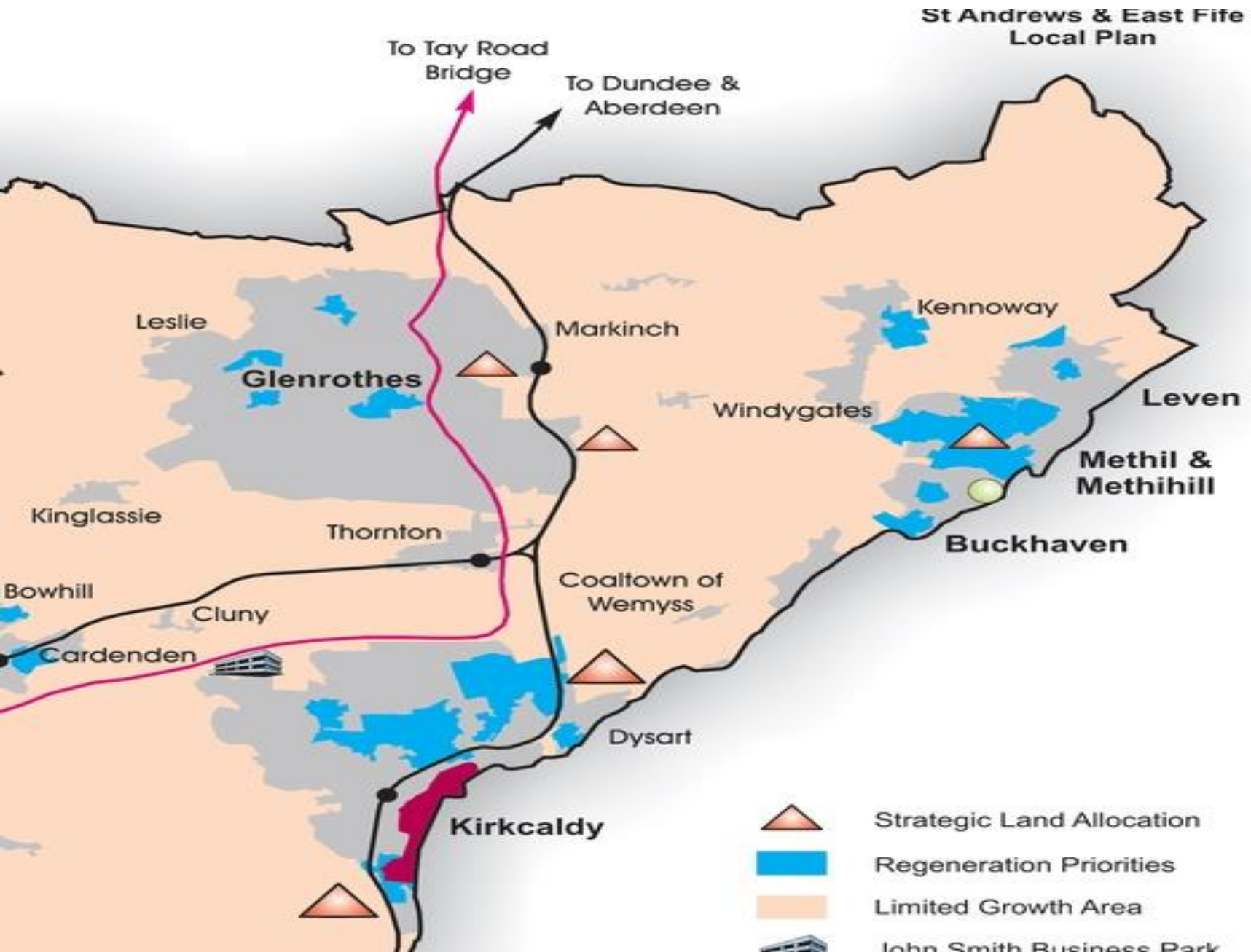


38% of children in Buckhaven, Methil & Wemyss villages live in poverty

19.6% Households employment-deprived,
19.4% HHs income-deprived
(vs 12.8%, 13.3% Fife, Scotland averages)



'REGENERATION' PRIORITIES

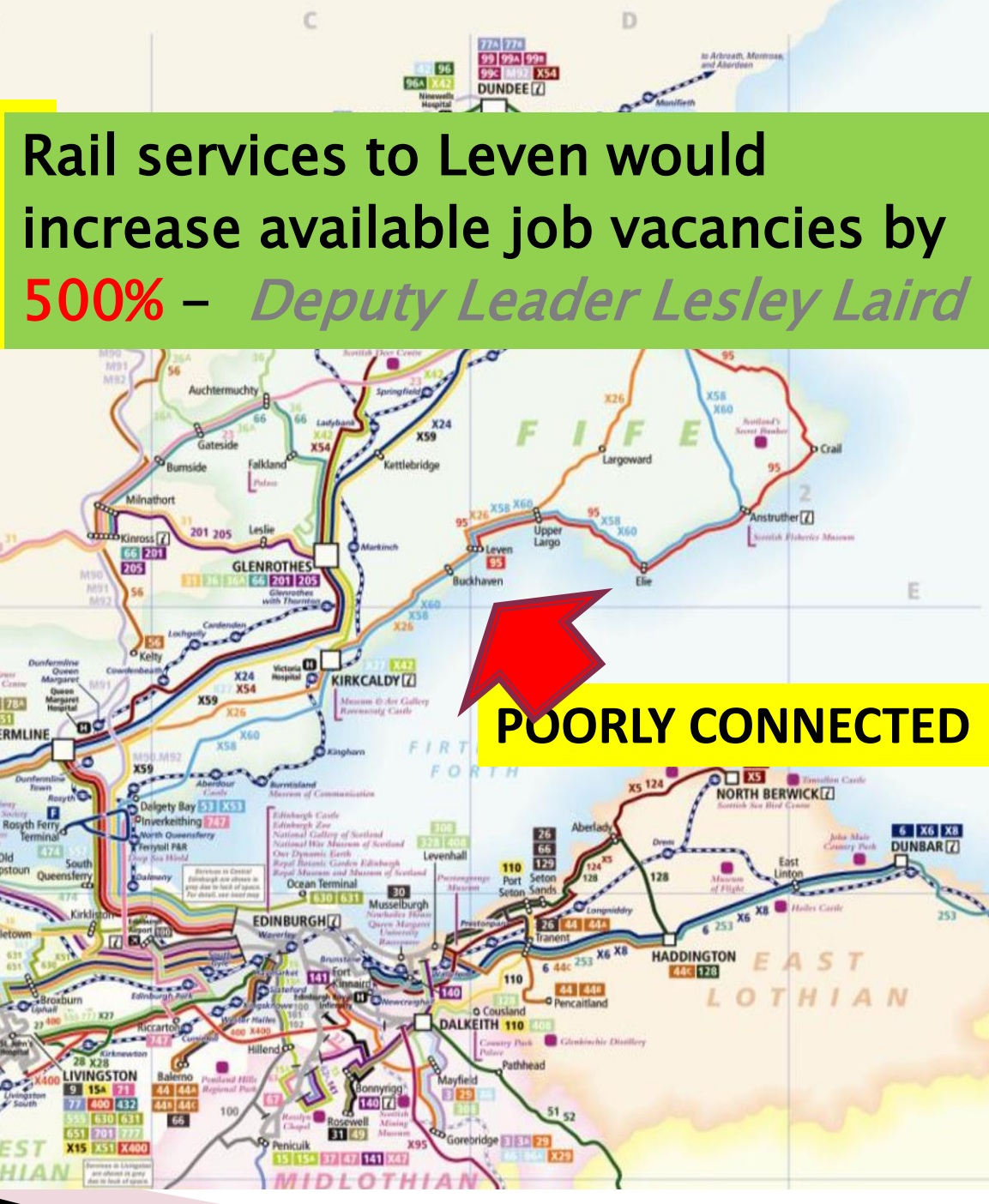


**CROSS BOUNDARY
PUBLIC TRANSPORT
S&E SCOTLAND REGION**

Rail services to Leven would increase available job vacancies by **500%** – *Deputy Leader Lesley Laird*

**% of population
working in Edinburgh**

- ❖ **Dunbar – 22%**
- ❖ **Levenmouth – 3%**



TRACK & LAND AVAILABLE

Leven Beach

Leven Town Centre

Main Bus Station

Power
Station site

Leven Retail Park



East Fife

STATIONS AT **LEVEN &
CAMERON BRIDGE**
(inc Park & Ride)



Methil Docks,
Energy Park

Google earth

TRAIN TIMES
2 December 2011 - 11 May 2012

Newcraighall -
Edinburgh & Fife

Calling at

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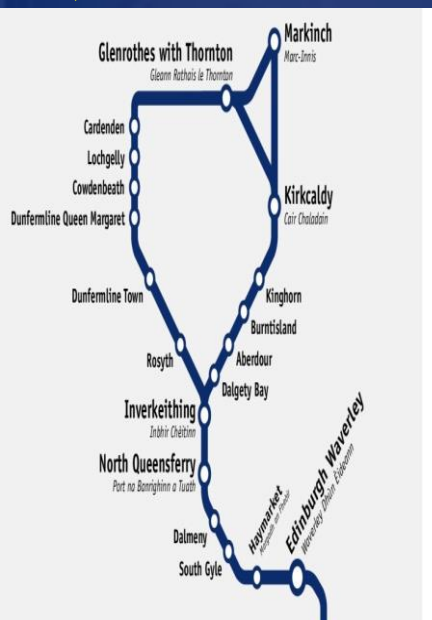
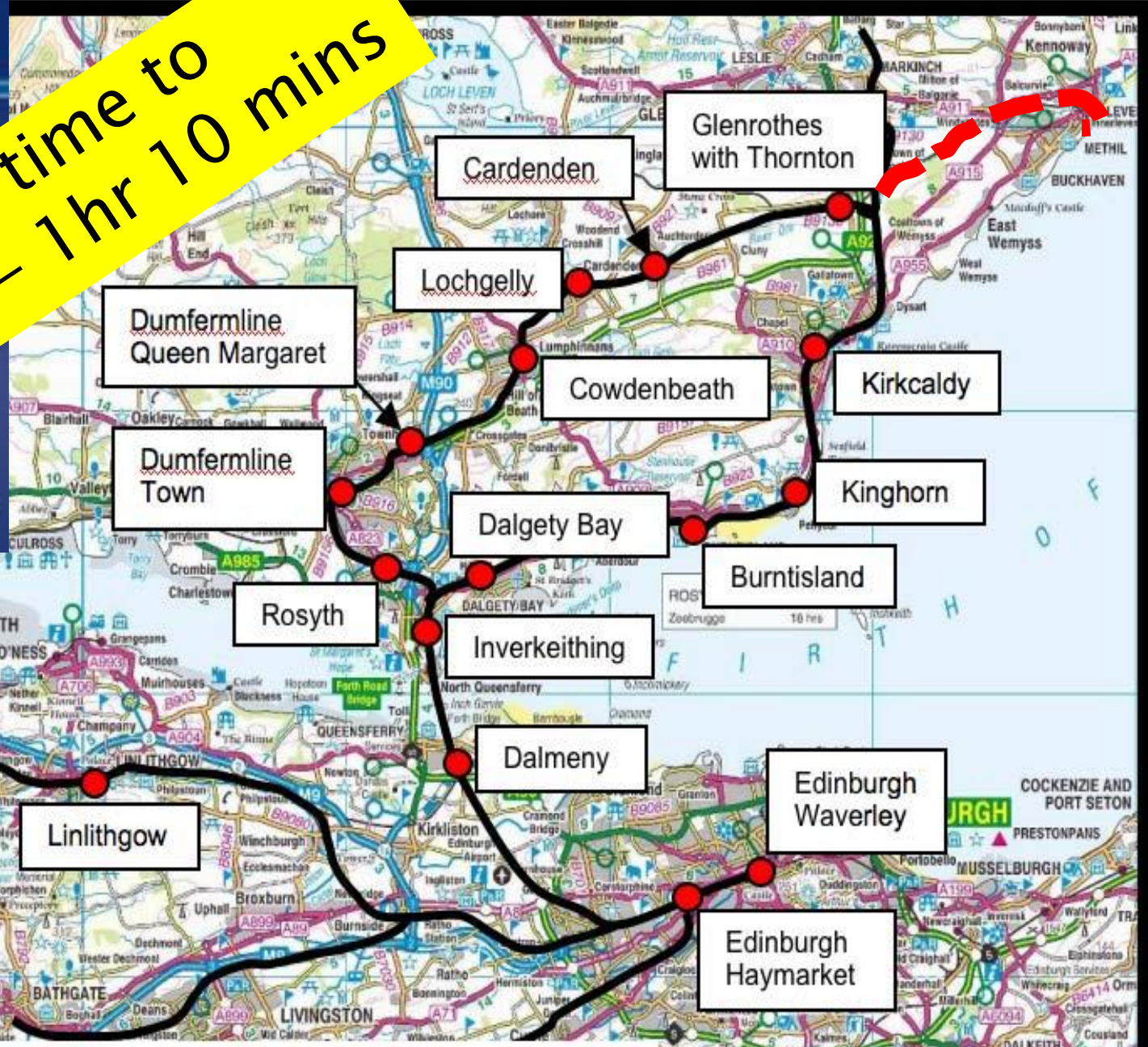
Intermediate
Stations

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Journey time to
Edinburgh - 1hr 10 mins



LEVEN SERVED BY THE FIFE CIRCLE

CAMPAIGN ACTION



PUBLICITY



Reinstate the Thornton - Leven rail link now!

Join the campaign to reconnect our community - the largest urban area in Scotland unserved by direct rail services

Support/Get involved:

www.lmrc-action.org.uk

Tel: 01592 713078 or 715021





OUT & ABOUT





Lobbying consultancy ongoing seeking commitments in party manifestoes for Holyrood elections 2016



POLITICAL SUPPORT

THE COURIER

NEW HOPE FOR LEVEN RAIL LINE

East Fife Mail



Energy Minister at BiFab

TURN TO PAGE 9



Reuni at ba

TURN TO

East Fife Mail



The joy of retirement
Why the best days are yet to come ...

PAGES 10 & 11



We're ready to roll on rail issue

(continued from Page 1)

The group is keen to spread its message wide to give the best possible chance of the Levenmouth rail link appearing on Transport Scotland's priority list for 2019.

Mr Clarke explained that one of the reasons the campaign failed in 2008 was because, despite support from the appraisal, Transport Scotland viewed the line as of more local significance.

"It's important that all the bodies involved in the deci-

sion-making know what we are doing."

The appointment of Transform Scotland - the national alliance for sustainable transport - comes ahead of an open meeting with James Ledgerwood, head of economic development at new ScotRail operator Abellio.

He will be speaking at the group's monthly meeting next Wednesday at Fife Renewables Innovation Centre.

"We're very happy he is coming; it will be very helpful in making sure that more and more people know what we are trying to achieve."

£2M BOOST FOR RAIL CAMPAIGN

WE WILL KEEP UP FIGHT FOR

LOCAL NEWS

er says po to reopen

LEVENMOUTH

Rail Campaign

In an effort to reach and influence the key decision-makers likely to have the final say on reinstating the Levenmouth rail link, LMRC this week agreed a contract commissioning a lobbying consultancy with Transform Scotland, a na-

not possess stant, the 2008 Leven rail campaign failed when Transport Scotland decided the line reopening was of 'local rather than national significance', despite the positive case as assessed by independent experts. One key aim of this consultancy is to have the line's reinstatement incorporated in the manifestos of all main political parties for the Scottish Parliament elections scheduled for May 2020. Otherwise, the roadshow will continue to be a thorn in

Friday, 11th September

Leven - 28

Confirms link cash



Campaigners 'left out of feasibility study

Public urged to help Leven link back on track



Next stop must be Fife as we continue to



'Neglected corner' needs a better service, says David Spaven

OVER the past 30 years, Scotland has been the trailblazer for reopening railways in the north of the Border, and new lines now link communities which lost their services in the 1950s and 1960s - Edinburgh to Bathgate, Hamilton to Larkhall, Stirling to Alloa, Bathgate to Airdrie and several suburban routes in Glasgow.

Passenger traffic has been the key driver - and all re-openings have proved to be more successful - than originally forecast - be it the Stirling-Alloa scheme which has unlocked major freight benefits, with an extension eastwards

to allow coal trains to reach Longannet power station more directly, freeing up capacity for passenger trains on the busy Forth Bridge.

While monumental sums are to be thrown at new roads in the coming years - £3 billion

this will be little comfort to some very substantial Scottish towns which are still entirely dependent on road transport - Fraserburgh, Hawick, Peterhead and St Andrews to name just a few.

Perhaps the most pressing and certainly the most noble - is the six-mile line from Thornton to South in Fife. Together, the communities of Leven, Levenmouth and St Andrews - with a population of more than 24,000 - represent the largest conurbation in

Scotland with no rail service. Leven lost its passenger trains in 1969 in a 'post-Beeching' rash of closures in Fife. However, unlike the well-integrated bus-rail operation now serving St Andrews at Leuchars station, Levenmouth remains remote from active rail connections, and suffers low level car ownership and continuing unemployment problems.

And yet, the prospects for passenger and freight trains should be good - the first mile of the branch line was re-opened for open-cast coal traffic 18 months ago, and the rest of the rail corridor (previously serving Methil Docks and the spirits giant Diageo at Cameron Bridge) remains entirely in the ownership of Network Rail, with most of the track in place.

PRESS





A Leven rail link would cost £70m - peanuts to Network rail



IGNORING LEVENMOUTH



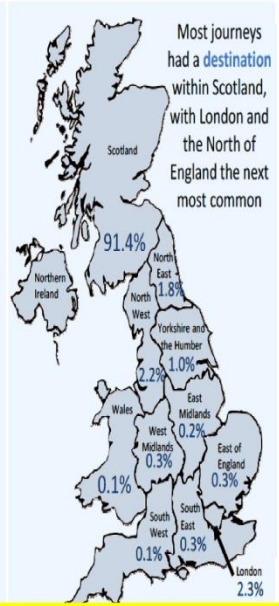
No. of pandas in Scotland = 2
No. of railway stations in Levenmouth = 0

86.3 million
 Scotrail passenger journeys in 2013/14
 13% increase since 2008/09

PROPORTION OF JOURNEYS BY TICKET TYPE

26.4%	SEASON TICKET
43.1%	REDUCED FARE
30.6%	FULL FARE

Based on ORR data for 2012-13
 2,763 km of rail network and
 351 stations in Scotland



ON SUNDAY

SOCIAL MEDIA

FIRST, LEVENMOUTH NEEDS A RAILWAY, ANY KIND OF RAILWAY
...then we can consider ownership



Corbyn: My plan for the people's railway

Exclusive The Labour leader reveals details of his first policy: he will renationalise the railways
 Plan to seize the agenda at party conference after a week of uncertainty and U-turns
 BY JANE MERRICK P4 NO POLL BOUNCE FOR CORBYN P2



OTHER SCOTTISH PLACES WITH NO RAIL LINK (# 3) – LIKE LEVENMOUTH

Scottish trains reaching all of the UK – EXCEPT LEVENMOUTH

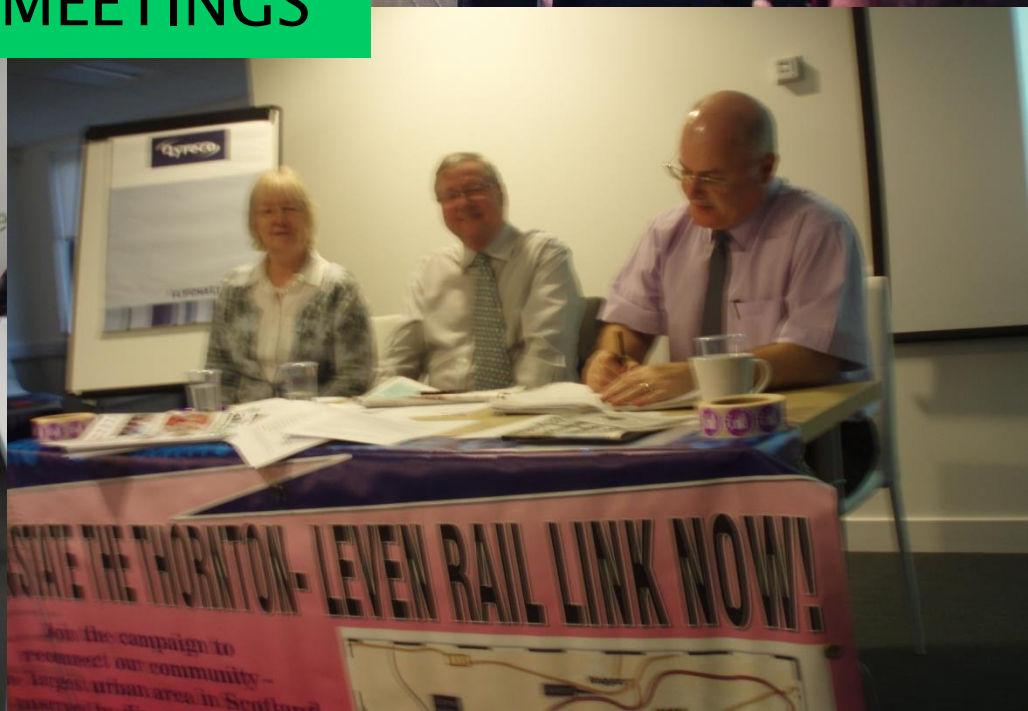


REVERSING THE BEECHING LEGACY: A WINNING FORMULA FOR LEVENMOUTH

PAUL TETLAW | Board Member, Transform Scotland
12 November 2014



TALKS, MEETINGS

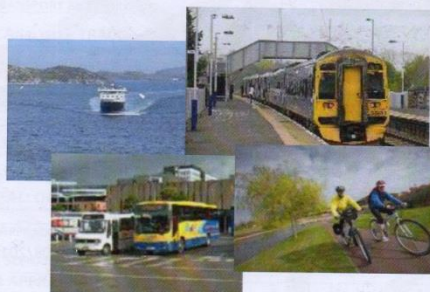


Levenmouth STAG Update
Reference number 103405

18/08/2015



PRE-APPRAISAL AND STAG 1



SYSTRA

Campaigners 'left out' of feasibility study

RAILWAY: group feels frozen out of council process over Levenmouth campaign

CLAIRE WARRENDER

Campaigners calling for the reopening of a Fife railway line fear they have been deliberately excluded from a feasibility study.

The claim by Allen Armstrong, secretary of Levenmouth Rail Campaign (LMRC), has been denied by Fife Council amid criticism over a lack of urgency in completing an options appraisal.

Dr Armstrong's concerns were revealed as it emerged a key report on the viability of reinstating the Leven to Thornton line will not be presented to councillors until November 17.

The strategic transport appraisal (Stag) was initially earmarked for submission this month.

In a letter to council leader David Ross, Dr Armstrong said serious concerns had been raised at an LMRC action committee regarding the completion of the appraisal.

"We understand that delays in submission were a factor explaining why the previous bid in 2008 was unsuccessful and are now fearful the current timetable is already far behind what was promised," he said.

"An LMRC member attending a

“This exclusion fuels continuing speculation that Fife Council remains ambivalent about the priority it accords the Leven rail link.”

ALLEN ARMSTRONG

recent cross-party group in Holyrood conveyed back the strong message from a civil servant... stressing it was vital the completed Stag was submitted to Transport Scotland in October."

Calling for immediate clarification, he added: "It seems that October may be the final date for consideration, so we trust every possible effort is made to ensure this is met."

He continued: "Despite hopes that LMRC, and thus the Levenmouth community, would be considered a partner in the exercise we seem to have deliberately been excluded."

"This exclusion fuels continuing speculation that Fife Council remains ambivalent about the priority it accords the Leven rail link."

Fife Council said it would receive the Stag from the consultant on October 23 and it would be presented to the executive committee on November 17.

The authority added they had been given confirmation there is no specific deadline for submitting the outcome of the Stag to Transport Scotland.

Depute council leader Lesley Laird, who met members of LMRC recently, said the group had been a key consultee throughout the process.

"Their input is very much welcomed by Fife Council," she said.

"Our door is always open to LMRC."

"I have already contacted the group, and once they get in touch we can arrange an early meeting to discuss their concerns."

Council leader David Ross said he would respond to Dr Armstrong's letter directly and added: "We see Levenmouth Rail Campaign as a key partner in this joint campaign and I'd be more than happy to talk over any issues with them."

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NEXT STEPS?



-  STAG Report and follow-up ->Fife Council Exec Committee

Local/regional

-  Drumbeat of activities – meetings, talks,
-  Media, social media and online *eg info-mmmercial?*

National

-  Political campaign
-  Networks

.....pestering

.....direct action

SOME CHALLENGES

- Recognition: *'Levenmouth'* not widely used – a fragmented urban concentration of 7 contiguous communities punching way below its weight. Marginalised by larger Fife towns, and new city-regions = sense of isolation
- Generally deprived, disempowered community hence weaker social capital = limited activism, weaker voice/influence
- No significant 'champion' this time around (political, business) – hence the community campaign
- General political support.....but some rivalries
- Council very supportive... although Transportation not very customer -friendly. Question marks around priorities/wishlist and competing transport projects for Fife.
- Competing transport projects nationally.

+ stamina & endurance, maintaining interest, future direction?