



BREAKING THE CIRCLE

**TOWARDS A FIFE-WIDE
RAIL ENHANCEMENT STRATEGY 2025**

Mark Ruskell
MSP for Mid Scotland and Fife region



My vision for Scotland is to have a railway which is reliable, sustainable, inclusive, safe, affordable, and accessible, helping to deliver a healthier, fairer and more prosperous Scotland.

Fiona Hyslop
Cabinet Secretary for Transport
September 2024⁸



BREAKING THE CIRCLE: THE PROGRESS SO FAR

Following the Railways Act (2005), Scottish Ministers gained major powers to make decisions and set strategies relating to railways in Scotland.¹ As a result of these new powers, the previous decade saw significant investments across railways in Scotland, with a focus on improving existing services and expanding available rail routes.² Not only did the early strategic work prioritise rail improvements for economic growth, and to connect communities, investment in Scotland's railways was also intended to support a modal shift from road to rail.

Earlier investments in Scotland's railways included opening 30 miles of track with 7 stations on the Borders Railway, and the extension of the Alloa-Stirling line alongside multi-phase projects, like the Edinburgh Glasgow Improvement Project (EGIP), Aberdeen – Inverness Phase 1, and the Highland Main Line improvement project. EGIP resulted in the successful electrification of the core Edinburgh to Glasgow (via Falkirk High) line, with links to Stirling, Dunblane and Alloa as well as the Cumbernauld, Whifflet and Paisley Canal lines.³ Since these initial large-scale projects, investment and progress in further rail improvements has slowed. Current projects include the ongoing electrification of the East Kilbride line, with the Barrhead line now completed, and various station improvement projects.

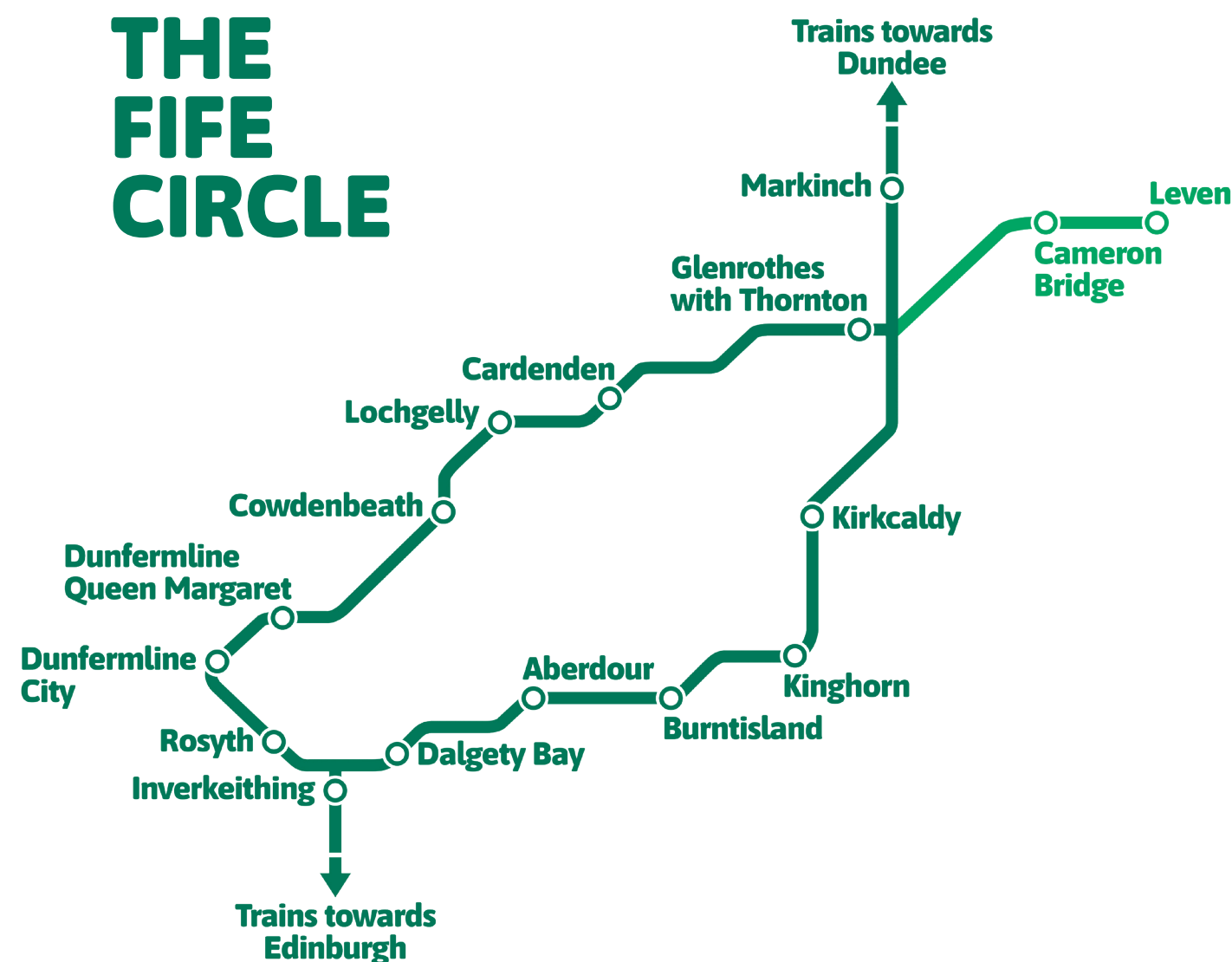
In the 1990s, Fife was at the forefront of increasing railway capacity, with new stations at Dalgety Bay and Dunfermline Queen Margaret. Since then, development of rail services in Fife have been incremental, building on existing infrastructure and services but with relatively small changes overall compared to other areas of Scotland's railway network.

In addition, the significant investment in road networks at the Queensferry crossing, paired with expensive rail tickets, has made road travel more attractive, facilitating a modal shift away from rail toward car use, resulting in increased emissions and congestion. Similarly, there are long-term plans to upgrade Sheriffhall roundabout,⁴ which secured significant funding through the Edinburgh and South East Scotland City Region Deal,⁵ to address congestion issues. Whilst the proposed upgrade of the roundabout is supported by Fife Council as part of the City Deal,⁶ the substantial investment is further indicative of capital investments promoting car dependency, when it should focus on improving public transport options, such as rail.⁷

Moreover, given the Scottish Government still intends to reduce road vehicle miles by 2030, it is vital there is comparable investment made into the rail network serving Fife to restore its competitiveness.

This updated assessment of the 2017 'Breaking the Circle: Towards a Fife-wide rail enhancement strategy', outlines how Fife continues to be overdue new investment in rail capability. Despite the recent re-opening of the Levenmouth line, further investment is necessary to promote a modal shift toward rail travel across Fife, and lead to better and fairer rail connectivity for those in Fife.

THE FIFE CIRCLE



Levenmouth: a success story

In the original Breaking the Circle report, the case for reopening the Levenmouth line was outlined. Arguments in favour of reopening included that it was the largest urban community in Scotland without a link to the national network, and there was significant freight potential from its proximity to the Diageo distillery in Cameron Bridge.

Following a 25-year campaign from the local community, stations at Leven and Cameron Bridge were officially opened in Summer 2024, marking the first time the line has been opened in 50 years,⁹ and making it the only rail route reopening to be delivered in the CP6 investment period.

The reopening of the line has been hailed as transformational for the local area. Not only in terms of increasing connectivity for the community, but also for quicker journey times to healthcare services, and increased access to education, employment, economic and entertainment opportunities, especially in Edinburgh.¹⁰



Levenmouth station under construction

Since its reopening, the stations have proved to be very popular, with a noticeable increase in demand, and recent changes to ScotRail timetables mean it is now serviced by two trains per-hour.¹¹ One of these hourly services will continue to service the coastal section of the Fife Circle, the second an inland service,¹² providing a direct link between Levenmouth and stations in Dunfermline, Cowdenbeath, Glenrothes with Thornton, Cardenden, Lochgelly and Rosyth.

The success of the Levenmouth reopening gives support to the other rail reopening campaigns that remain ongoing.

Timeline of Levenmouth opening

2008	First Scottish Transport Appraisal Guidance (STAG) report for Levenmouth line
2016	Second STAG report for Levenmouth line
May 2019	Third STAG report for Levenmouth line
August 2019	Line re-opening announced
2020-2021	Prep work undertaking, including removing vegetation and abandoned tracks
2022	Main delivery phase, including laying track, constructing station platforms and installing signalling
January 2024	Infrastructure works mostly complete
June 2024	First passenger service begins
June 2025	Second hourly train announced

A PACKAGE OF RAIL ENHANCEMENTS FOR FIFE

Following the successful reopening of the Levenmouth branch, there are three remaining locally promoted rail re-opening projects across Fife that are yet to come to fruition. These proposals have been identified by the local communities who understand their needs, and

the benefits a rail station offers. In addition, in 2021, Fife Council were considering the possibility of adding a rail station to the Halbeath Park and Ride,¹³ which currently services multiple bus routes.

Newburgh station re-opening

Currently the Ladybank to Perth line runs through Newburgh, but, due to a lack of station does not stop there, leaving the community isolated. The most recent STAG carried out for Newburgh has demonstrated that a new low cost modular station offers considerable benefits, in terms of local economic regeneration, community connectivity, and other commuting, business and leisure-related opportunities. It has also been suggested the new station would be revenue positive for ScotRail, as passenger income should be in excess of the direct operating costs.

The potential benefit of Newburgh has now been explicitly recognised by the Scottish Government, who followed up the commitment in the 2025/26 Programme for Government to



Newburgh railway tracks

fully consider the proposals for a new station at Newburgh,¹⁴ with a visit to Newburgh.



The social and economic transformations a rail station would bring to Newburgh and the wider North Fife Tayside area, is finally being recognised by the Scottish Government.

With the completion of the Newburgh STAG report, support and funding from the Scottish Government for a full rail appraisal would be significant in developing the business case and delivering a rail station for Newburgh.

Newburgh Rail Campaign



Newburgh station campaigners meet MSPs and the Cabinet Secretary for Transport



A train travelling through Newburgh



Alloa – Dunfermline passenger service

The line between Alloa and Dunfermline was used for coal deliveries to Longannet Power Station until its closure in 2016.¹⁵ Spanish train manufacturing company Talgo had eyes on utilising the railway as part of a proposed factory at Longannet. However they have since pulled out.

Reopening the route to passenger services would provide rail access to a number of villages along the West Fife coast, whilst also presenting a significant opportunity for any future development of the Longannet site and the development of Culross as a more accessible tourist attraction. Upgrading the line would also re-establish a transport link between Stirling, Alloa and Dunfermline and West Fife with improved links to Rosyth, Edinburgh Airport and the city centre.

Halbeath Park and Ride

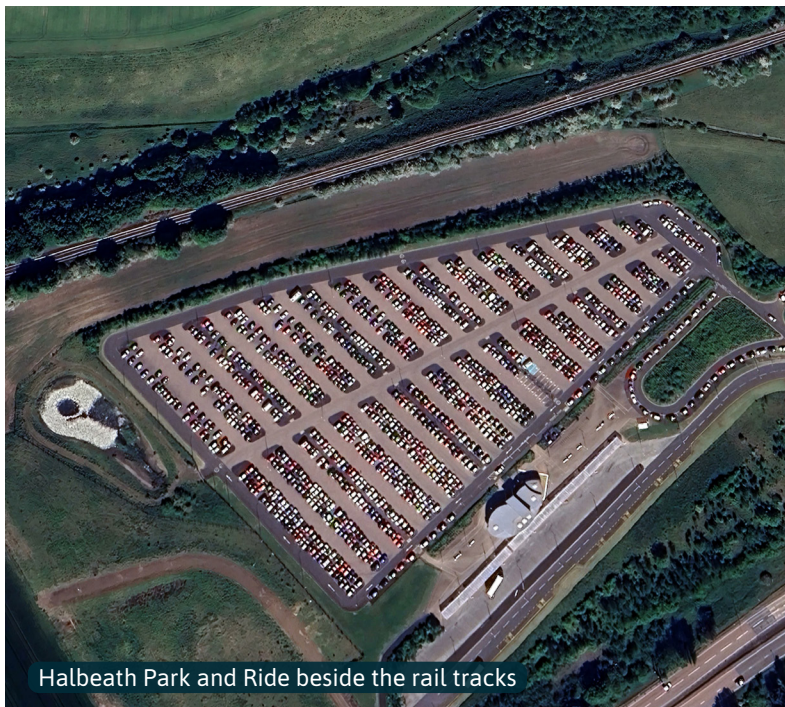
In 2021, Fife Council proposed a rail halt at Halbeath Park and Ride, which already hosts a bus station and 1,000 parking spaces.¹⁷ The idea of a rail halt was previously included in the 2009 Strategic Transport Project Review, but work has not progressed since.

Now that Leven services pass through Halbeath, it offers a wider range of origin-destination combinations, thus offering a considerable increase to integrated connectivity for Fife. For some passengers this might be a more attractive interchange and may help reduce motorway congestion. Adding a station at the Park and Ride would be relatively simple and would likely be revenue positive for ScotRail.

Since the line between Alloa and Dunfermline continues to be maintained to allow for occasional freight or heritage trains to utilise, there is precedent for it to become a passenger route. Upgrading the route for passenger use will not only benefit the public by connecting communities, but also the environment.

Alloa Central Community Council

Although existing railway infrastructure would need investment to upgrade from freight use to regular passenger capability, it is a viable option for passenger railway. Network Rail had begun to draw up plans and start the initial development work for new stations at Clackmannan and Kincardine, when Talgo were interested in the site.¹⁶ Because of the existing infrastructure, and existing station designs, this could be the only Scottish CP7 reopening if it is completed before 2029.



Halbeath Park and Ride beside the rail tracks



Halbeath Park and Ride

St Andrews to Edinburgh and Dundee

The StARLink campaign group have long campaigned for the introduction of a station in St Andrews. Despite being a major tourist destination, the nearest rail station is at Leuchars 6 miles away, contributing to congestion and air pollution in this ancient town.

Following a drawn-out appraisal process, the Cabinet Secretary for Transport, Fiona Hyslop, announced there was not a 'robust socio-economic case' for a new rail option at St Andrews.¹⁸ Transport Scotland have indicated there is a clearer case for stronger bus-rail

Eighteen months after the submission of the Detail Operations Appraisal, Transport Scotland has concluded that there is no socio-economic case for a railway in St Andrews. However, considering St Andrews welcomes more than 7 million visitors annually and makes such a significant contribution to the Scottish economy, a rail link is most certainly needed to improve the town's connectivity and resilience, so therefore the campaign will continue.

STARLink Campaign Group



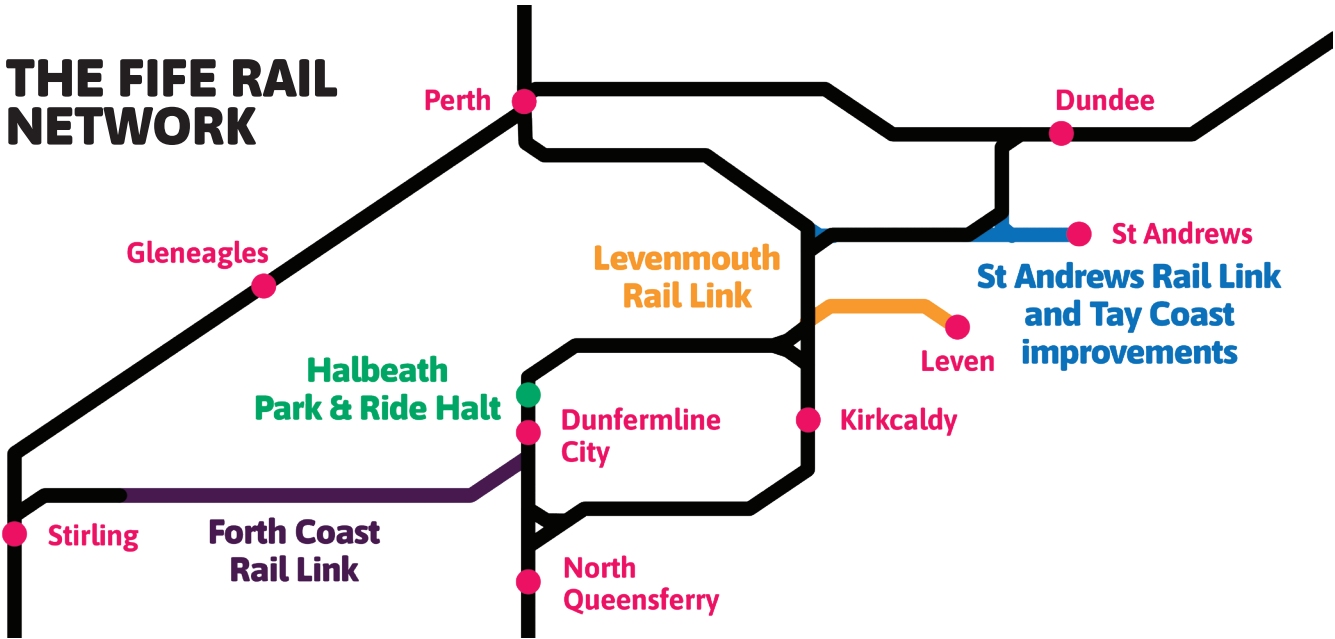
St Andrews station, 1965

integration between St Andrews and Leuchars train station.

Whilst improvements to the bus-rail integration in the area is likely to help reduce some of the transport and congestion issues in the town, it is unlikely to be as effective as a dedicated rail station in St Andrews would be.

Without its own station, St Andrews remains cut off from the national rail network, and reliant on road-dependent travel options.

Taking forward these long-awaited rail enhancement projects will offer greater connectivity to and from Fife, deliver significant transport improvements and economic benefits across the Fife region.



A package of rail improvements

In the first quarter of this century, significant investment has been channelled into the Borders and Lothian parts of the SEStran area, including, most notably, the Edinburgh-Glasgow routes. The success of Levenmouth's re-opening illustrates the significant impact rail connectivity can have on local communities and the economy.

As such, there is an opportunity for SEStran to pivot its focus toward its strategy in Fife and build on the success of the Levenmouth re-opening. Moreover, considering the explicit mention of exploring re-opening Newburgh in the Programme for Government, and the commitment to reducing road miles, now is an opportune moment to pursue greater investment in Fife's rail network.

As three of the four projects either utilise or build on the existing rail network, using pre-

existing under-used lines, there is a clear case for these projects to be taken forward. Providing new local stations along busy commuter lines and services, and extending the current rail network to large centres of the population would likely make rail the preferred choice of travel, thus encouraging a modal shift from private car and roads to rail.

Rail development in Fife, has, up until now, been an incremental process, building bit by bit upon existing infrastructure, with relatively small changes to the current network. These proposals continue with this work adding relatively small elements to deliver more use of existing services and infrastructure. There is the potential in Fife to consider current service provisions, alongside current active local campaigns, to deliver a package of enhancements to expand a large number of journey opportunities.

SUMMARY OF CURRENT PROJECTS

The original Breaking the Circle report published in 2017, included project summaries on the active rail re-opening projects across Fife. The table overleaf provides an update on these current projects. For reference, Control Period 6 (CP6) ran from 2019 to 2024, whilst Control Period 7 (CP7) runs from 2024-2029.

Due to its successful re-opening, Levenmouth has not been included in this updated table.



Potential completion date	Control period 7				Control period 8				
	2026	2027	2028	2029	2030	2031	2032	2033	2034
Newburgh Station									
	Studies complete	Approvals attained	Implications for Network	Local Support					
Alloa to Dunfermline Line									
	Studies complete	Approvals attained	Implications for Network	Local Support					
St Andrews Line									
	Studies complete	Approvals attained	Implications for Network	Local Support					
Halbeath Park & Ride station									
	Studies complete	Approvals attained	Implications for Network	Local Support					

Project	Costs	Studies	Approvals	Timescale	Implications for network	Support
Newburgh Station	Relatively small. Campaign have argued in favour of a short rail halt and modular station, which can be delivered quickly and cost-effectively.	STAG process has now been completed. No recent engineering feasibility study done, so PACE study will be required.	Relatively simple. Planning permission required.	Could be opened for Dec 2026 timetable being introduced. More likely to be mid/late CP7 (2024-2029).	Calls would be provided by existing Edinburgh – Fife – Perth services, so can be easily added to route timetable. There are no implication on rolling stock.	Has strong support from local community group, as well as Fife Council, SEStran and politicians.
Alloa to Dunfermline line	Significant capital costs to be expected due to need for upgrading current freight railway for passenger rail use. Will also require new stations.	More appraisal studies will likely be needed. Updated STAG required, last conducted in 2010. Start of PACE study required.	Relatively simple. Planning permission required.	Could be introduced in late CP7 (2024-2029), as line is already in place.	There are implications for rolling stock – more diesel units are likely to be needed. Opening of line will mean strategic change to network, so will have significant impact on how rail services in Fife are delivered. Creates opportunity for investment to kick start development at Longannet site. Will likely require ongoing revenue support.	Some support from local community, but more buy in from communities would build the case further. There is some political support for the opening of the line.
St Andrews line	Significant costs to re-opening, most likely along a new alignment. New railway will have high capital costs, requiring 7.8km of track and a new station.	STAG and initial technical feasibility study have been completed. Detailed Options Appraisal analysis did not demonstrate robust socio-economic case for light or heavy rail option (October 2025). Still requires a PACE study.	Approvals are more complex than compared to other projects as TAWS will be needed.	Unclear when it could be delivered, due to lack of Government support and the more complex approvals and greater infrastructure upgrades required if delivery was approved.	Will have to choose between light or heavy rail. Heavy rail will have a greater impact on current train services. Current projections suggest ongoing revenue support may be required. Opening of line will mean strategic change to network, so will have significant impact on how rail services in Fife are delivered. Will have implications for ScotRail rolling stock, but only if heavy rail is chosen.	Some support, notably from local campaigners and University of St Andrews. No support from Scottish Government or Transport Scotland as analysis of Detailed Options Appraisal indicated no case for rail option. Consideration for re-opening of St Andrews is similar to the consideration for Hawick and Buchan re-openings.
Halbeath Park & Ride station	Relatively small costs. Rail line already exists and passes by Park & Ride site. Thus, creating a rail halt would only require adding a rail halt and creating access.	No appraisals have currently been undertaken. Will require STAG and PACE study. Fife Council was awarded a £170,000 LRDF grant to study Cross Forth Travel, and assess transport needs and opportunities across Fife.¹⁹	Likely to be a fairly simple approvals process. Planning permission required. There is the potential complication due to the adjacent level crossing.	Could be delivered in late CP7 (2024-2029)/early CP8 (2029-2034) due to appraisals still needing to be conducted and approvals delivered.	Unlikely to have implications for rolling stock, unless significant spike in peak time use. There will likely be some timetable implications for adding a halt. Has strategic consequences for a more integrated transport network across Fife.	There does not appear to be a local campaign group for the rail halt, as this is not a local community-based project but has much wider strategic consequences across Fife. Fife Council were previously very supportive of the halt.

COMPARISON OF RAIL PERFORMANCE ACROSS ROUTES

The use of rail as a mode of transport has changed significantly since the Covid-19 pandemic and the long-term impacts of increased working from home. However, when comparing routes in Fife and those around Edinburgh, the difference is quite stark.

The table below shows the 2023/24 station throughput for three Fife routes and other routes around Edinburgh, in comparison to 2018/19 pre-Covid-19, and the 5-year average pre-Covid-19 (covering 2014/15 to 2018/19).²⁰



Table 1 Station throughput

Route	Year pre-Covid-19	5-year average pre-Covid-19
South Fife Circle	-28.4%	-30.0%
North Fife Circle	-28.9%	-32.5%
North East Fife	-17.3%	-11.8%
North West Edinburgh	-33.5%	-24.8%
Airdrie – Bathgate	-29.4%	-27.6%
Edinburgh, Haymarket, Glasgow Queen Street	-12.1%	-6.9%
Edinburgh to Glasgow (Linlithgow & Polmont routes) ²¹	-15.8%	-12.2%
East Lothian	-5.6%	-5.4%
Borders	-10.0%	4.2% ²²
Livingstone South – Carfin	6.1%	-5.0%

The table shows that the post-Covid-19 recovery of routes in Fife is poor when compared to various other routes around Edinburgh, except for NW Edinburgh and Airdrie to Bathgate. Both the North and South Fife Circle routes have fared particularly poorly, showing reductions of around 30% in the numbers of passengers compared with the year before Covid-19, and the 5-year pre-Covid-19 average.

Similarly, stations on the line to Fife south of the Forth Bridge (shown as NW Edinburgh in the table), have been subject to a similar decline. This is unsurprising considering this route will have lost some of the same passengers who now utilise the Fife Circle routes. The decline in volume on the Airdrie-Bathgate route may be a result of a considerable service reduction on this route.

A slightly smaller decline in station throughput can be seen at the more major stations

(Edinburgh, Haymarket, and Glasgow Queen Street), compared to the decline seen in Fife. Similarly, routes in East Lothian, the Borders line and the Livingston South line have also had much smaller changes in their throughput compared to those in Fife. In the case of Borders, there is a small increase when compared to the 5-year average.

After the pandemic all the routes considered in table 1 on the previous page, experienced reduced usage, which is most likely the result of changes to work-travel patterns created as a result of more people working from home. While these changes have shaped the data in recent years, its impact is becoming less prominent, and rail usage appears to be recovering since the pandemic. Further investments and improvements to rail travel across Fife is needed to further support this recovery and to promote rail travel as the mode of choice for more people.

IMPROVEMENTS FOR FIFE CIRCLE



Patrick Harvie and Mark Ruskell
at Levenmouth railway

It is crucial for the success of the Fife rail network that there is a much-needed improvement in service quality, punctuality and reliability. Currently, routes across Fife are serviced by older diesel trains, which are less reliable, more likely to breakdown than modern electric trains, and often run with fewer carriages than planned, leading to overcrowding. Replacement of the oldest class 158 trains is now required to maintain reliable services, as it is clear these older models are impacting regular operations, resulting in shorter trains, and more frequent cancellations on Fife routes.

Consequently, improvements to routes across Fife must include further expansion of electrification and introduction of Electric Multiple Units (EMUs) as this will likely result in increased reliability of services and the ability to deploy longer trains with more seats on the Fife routes.

It was recently announced that ScotRail has begun the procurement process for 69 new EMUs and Battery Electric Multiple Units (BEMUs), comprising of 41 EMUs and 28 BEMUs.²³ This is an encouraging development and indicates a continued commitment to further electrification of Scotland's railways. Whilst EMUs can only be used on electrified tracks, BEMUs can be used on partially electrified tracks, by switching to battery power between electrified areas.

Utilising BEMUs may offer a solution for tracks where full electrification is not currently in place, such as along the Fife Coast, where specific natural barriers to upgrading and electrifying the line exist. It is vital, however, that the procurement of BEMUs is viewed as a stepping stone to full electrification where possible, as this is likely to provide the most reliable service. The procurement timescale set out in the Market Engagement document,²⁴ which requires service operation of the units by 2030, provides ample time for the necessary additional electrification infrastructure to be provided in the Leven/Glenrothes area. Transport Scotland are already contracting for these connections to the electricity grid – which are often the critical element for setting an electrification programme. The Leven line is already electrification ready with the piles (foundations) in place and is only awaiting masts and wires. More wiring will be required, spreading out from the Thornton Junction/Glenrothes area to enable the operation of BEMUs on South Fife local services.

It is worth noting that around 40 of these new EMUs are supposedly earmarked as direct replacements for the aging EMUs operating on Glasgow routes. In addition, it is likely that some of the BEMUs will be required in the Strathclyde area to operate beyond the current electrified area as replacements for the near 40-year-old diesel trains. This subsequently will only leave a small fleet of BEMUs to replace the oldest diesel units in the Edinburgh area, including those servicing Fife. This may mean Fife routes continue to be serviced by older and more unreliable diesel units for longer; although there is an ongoing, long-term commitment to fleet modernisation and decarbonisation,²⁵ which indicates much of the older fleet will be replaced in the short to medium-term future.

While improvements to rolling stock and electrification will be important to deliver better rail services in Fife, they must be matched with improved accessibility to services including new stations.

NEXT STEPS

This updated report has reiterated the clear case for further investment in the rail network across Fife. Re-opening the stations and rail lines outlined is likely to offer greater connectivity for the communities they will serve, provide integrated transport links, and generate boosts to the local and national economy. To achieve these outcomes, there are some necessary next steps that need to be taken.

Conduct a strategic review

This updated report has reiterated the clear case for further investment in the rail network across Fife. Re-opening the stations and rail lines outlined is likely to offer greater connectivity for the communities they will serve, provide integrated transport links, and generate boosts to the local and national economy. To achieve these outcomes, there are some necessary next steps that need to be taken.

Comparative investment in rail network

There has been significant investment in the road network across Fife, notably in relation to the Queensferry Crossing, which has driven a preference for private car and road travel. Considering the Scottish Government's own commitments to reducing car miles and net zero targets, greater investment is needed to support a modal shift from road to rail. Thus, a significant investment in Fife's rail network is necessary.

Community driven approach to rail strategy

Community groups are the driving force behind many of the campaigns to re-open rail lines across Fife. It is therefore vital to create an environment and space that brings these communities together with the agencies that can deliver on the reopening of lines and stations.

Cohesive support from rail policy and rail planning

In order to be successful, rail re-openings must be supported by elected representatives, including those in Fife Council, SEStran, and the Scottish Government. Support from the Scottish Parliament is needed in particular, as developing and delivering rail projects is outside the scope of the national strategic planning for the railway, and will need financial commitments from the Scottish Government to be delivered.

Cooperation not competition

Whilst each community would like to see their rail re-opening campaign be successful, it is vital that the different campaigns are not played against each other. There is value in each of the re-openings, and cooperation between the groups may be important in supporting the delivery of their respective projects.

However, whilst cooperation is needed, it is pertinent to avoid excessive linkage between the campaigns as it could introduce delays, require duplication of existing work, and could restrict individual campaigns meeting their own needs at their own pace.

HELPFUL DEFINITIONS

STAG – Scottish Transport Appraisal Guidance

- > This guidance provides a framework to assess evidence-based transport problems and opportunities.
- > A STAG report will also incorporate a business case which provides the documentation with the reasoning and justification of the scheme.

GRIP – Governance for Railway Investment Projects

- > This is the process used by Network Rail to manage developments to enhance or renew Britain’s rail network.
- > It is broken down into eight stages, with stages 1 to 3 covering Output Definition, Feasibility and Option Selection.

PACE study – Projects Acceleration in a Controlled Environment

- > Introduced by Network Rail in 2020 to replace GRIP and make project management less complex.
- > PACE is intended to create a simpler and more consistent approach to project management that is necessary to meet current demands on the railway.

TAWS order – Orders under the Transport and Works (Scotland) Act 2007

- > Orders that authorise transport projects and can grant wide ranging powers, including compulsory purchase of land or the closure of streets.
- > TAWS orders are granted by Scottish Ministers.

LRDF – Local Rail Development Fund

- > LRDF supports local and regional rail initiatives by offering grants to support transport appraisal work.
- > There have been two rounds of the Fund; one in 2018, and another in 2019.
- > The fund was delivered as part of the 2018-19 budget negotiations between the Scottish Government and the Scottish Green Party.²⁶

Rolling Stock

- > Rolling stock refers to the trains used in Scotland, that service the rail network.
- > Implications for rolling stock may include the need to procure more, or update rolling stock (i.e. trains that can work on an electrified network).

Control Period 6/7/8

- > Control Periods are five-year cycles used by Network Rail to decide what activities to prioritise for investment.

CP6 = April 2019 – March 2024
CP7 = April 2024 – March 2029
CP8 = April 2029 – March 2034

ENDNOTES

1 [Railways Act 2005 | UK Government](#)

2 [Scotland's Railways | Scottish Executive, 2006](#)

3 Electrification of core Edinburgh-Glasgow (via Falkirk High) and Cumbernauld lines were part of the Edinburgh Glasgow Improvement Programme.

4 [A720 Sheriffhall Roundabout | Transport Scotland](#)

5 [Transport — The Edinburgh and South East Scotland City Region Deal](#)

6 [Finance, Economy and Corporate Services Scrutiny Committee Minutes | Fife Council, 2022](#)

7 [Call to axe Sheriffhall Roundabout support beaten | The Edinburgh Reporter](#)

8 [Fiona Hyslop speaks at Rail Industry Association Annual Summit | Transport Scotland](#)

9 [Reopening the railway in Levenmouth | Network Rail, 2024](#)

10 [Levenmouth Rail Link officially opened | Fife Council, 2024](#)

11 [More trains for Fife as ScotRail enhance Leven services in May 2025 timetable | ScotRail, 2025](#)

12 [Levenmouth to get 2 trains per hour in new ScotRail timetable | The Courier, 2025](#)

13 [Fife: New strategy backs return of Euro ferry and a Halbeath rail halt | Dunfermline Press, 2023](#)

14 [Programme for Government 2025-26 | Scottish Government, 2025](#)

15 [Dunfermline to Alloa rail link: Has Talgo move derailed campaign? | The Courier, 2025](#)

16 [Rail works to inform project development for Fife and Clackmannanshire | Network Rail, 2020; Mark Ruskell: Communities must band together for West Fife rail link | Alloa and Hillfoots Advertiser, 2025](#)

17 [Halbeath rail halt to finally arrive? | Dunfermline Press, 2021](#)

18 [Re-opening rail line to St Andrews rejected by Scottish Government](#)

19 [Local Rail Development Fund | Transport Scotland](#)

20 Data taken from ORR website

21 Excluding Edinburgh, Haymarket and Glasgow Queen Street

22 Using a 4-year average, as the line was not open in the first of these years

23 [Scotrail Suburban Fleet \(EMU and BEMU\) Market Engagement | Scotrail Trains Limited, 2025](#)

24 See above

25 [Scottish Rail Holdings Strategic Plan 2024-2029 | Scottish Rail Holdings](#)

26 [Local economies on track for a boost thanks to Local Rail Development Fund, a Green budget win | Scottish Greens, 2018](#)

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