



“Much, Much More Than a Mere Transport Project!”

“THE FIRST Moves to Choose the Sites for the Stations of the forthcoming Levenmouth Rail Link have been made, with four possible sites highlighted for Leven - with their details, advantages, disadvantages and other information being offered for public discussion by *Network Rail Scotland* in a series of virtual video-meetings that are so “fashionable” now, due to the *Covid-19* coronavirus regulations.

However, it looks as though regulations of a wholly different kind have led to the old Cameron Bridge station - often seen in these pages, in different ages - being “ruled out” for the revived railway, for fear of a “major accident”. Instead, a new location is being suggested at a short distance up the line towards Leven ... “South-East of Windygates”, as they say. On their “Scotland’s Railway” website, *Network Rail Scotland* have a ‘Project Summary’, in which they write: “We want your views on the new stations! ... As part of the Levenmouth Rail Link development, there will be two new stations on the line - at Cameron Bridge and at Leven.

“[We have] developed a range of options for the station at Leven and we are seeking the views of the local community on which of these options is the most favourable. View the different options [on the website’s *Location* tab to find out more about each of the sites. You can also submit your views in the *Contact* section.

“We will consider all feedback before deciding which of the options we will take forward”, the website adds.

For Cameron Bridge, however, patients and staff of the nearby Hospital might feel a bit aggrieved. - They were left without a significant, and very close, transport link when the passenger trains were withdrawn in 1969, this being one of the issues that were discussed at the

Locations for Stations...

4 Sites Possible for Leven - But Only One (New) One for Windygates as Original Cameron Bridge “Ruled Out”



Above: The *Levenmouth Leisure Centre*, at Leven, dominates the background in this image from 9th. October, 2015, and the town’s Bus Station is to the right. One of the four potential station sites now under discussion for Leven is behind the *Leisure Centre*. Two others are located near the *Sainsbury’s* supermarket, around a quarter-mile to the west (or 400 metres, to the ‘right’) of here, and a fourth is considered for ground near the *Fife Heritage Railway* yard.

Details: **“Scotland’s Railway” Website (*Network Rail*)**, Wednesday, 2nd. December.:

heated inquiry with *British Rail* officials when the affects of withdrawal of these trains were debated nine months earlier.

As they did for Leven, *Network Rail Scotland* had four potential Station sites in mind for Cameron Bridge - but realised that three of them were, as they stated: “deemed to be sited too close to the [*Cameron Bridge*] *Distillery*, and excluded under *Control of Major Accident Hazards (COMAH) Regulations*” [introduced as recently as 2015], requiring businesses and, no doubt, railway builders, to “take all necessary measures to prevent major accidents involving dangerous substances”.

A Series of ‘Virtual Meetings’

As a consequence, there is only one viable site being considered”, the website continues: “The new Cameron Bridge - [or ‘Windy gates?’] - Station is proposed to be south-east of Windygates. ... We have limited the site options at Cameron Bridge, and we are now in a position where we are only able to ‘progress’ a single station location”. The details of the five Station sites have been the subject of a series of ‘virtual meetings’, conducted by *Network Rail Scotland* on behalf of *Levenmouth Connected*, and similar to those held by *LevenMouth Rail Campaign* members during this year. ➔

LMRC’s Next On-Line Meetings...

Tuesday, 29th. December, '20,
and Tues., 26th. January, '21,
- Both at 6.30 p.m..

Please See Back Page for Information and Campaign Contacts - LMRC members are sent codes to allow them to access On-line Video-Meetings.

Stay Safe ... Protect Others ... Save Lives !

Remember Your Mask ... and the "F.A.C.T.S."* !!

- ★ **FACE COVERINGS** in Enclosed Spaces;
- ★ **AVOID** Crowded Places;
- ★ **CLEAN** Your Hands & Surfaces Regularly;
- ★ **TWO-METRE (6ft.)** Distancing;
- ★ **SELF-ISOLATE** if You Have Symptoms.

[* From Official Guide Website.]

- says *LMRC News*

Stay SAFE ... and Stay SANE!

Locations for Stations - [← Cont. from Front Page]

Lined-Up for Leven Station? ...

Option 1 - Adjacent to 'Fife Heritage Railway' Yard

Option 1 is of a Station West of Leven, near the yard of the **Fife Heritage Railway** - the venue of the town's [usually!] annual Steam and Vintage Vehicle Rally - which would offer **Shared Pedestrian and Cycle Access** from the South-East. There will be a **Passenger Drop-Off Point**, a **Car Park** of 100 spaces, and a **Bus-Stop and Turning-Circle** to be accessed via **Methil Brae Bridge** to the South-West. There would be provision for **Secure Cycle Storage**, [Disability-] **Accessible Spaces**, and **Charging-Points** for electric vehicles. It will be circa 1.4 Kilometres [0.87 Mile] from Leven Town Centre.

Option 2 - West of Sainsbury's

Option 2 is the site for a Station West of the **Sainsbury's** supermarket, offering access via a **New Road** and **Footpath** to the North, connecting to the existing network from the **Riverside Road [B.933.]** There will be a **Passenger Drop-Off Point**, a 100-space **Car Park**, and a **Bus-Stop and Turning-Circle**. **Secure Cycle Storage** would be provided, as well as **Accessible Spaces** and electric vehicle **Charging-Points**. This option would be around 0.8 km. [½-mile] from the Town Centre.

Option 3 - Behind Sainsbury's

Option 3 would envisage a Station behind **Sainsbury's** [where the Railway already passes], offering access from the North via an **Upgraded Footpath** behind the **Levenmouth Leisure Centre** and from **South Street**, and through the **Car Park** using the existing [Bawbee] Bridge over the River Leven. For this, there will be a **Passenger Drop-Off Point**, a **Car Park**, with 90 Spaces, and a **Bus-Stop and Turning-Circle** on the West side of the River - with an option for **Alternative / Additional Parking** on the East side of the River. **(Please Note that this is Not part of the initial proposal)**. There would be provision for **Secure Cycle Storage**, as well as **Accessible Spaces** and **Charging-Points** for electric vehicles. This is about 200 metres, or 220 yards, from Leven Town Centre.

2 - *LMRC News* - December 2020 - www.facebook.com/LevenmouthRail

IMPORTANT PASSENGER ANNOUNCEMENT :

The Next Train from LEVEN to EDINBURGH

(and Other Destinations),

Calling at CAMERON BRIDGE (?), is

Now Due : 2023 !

Network Rail Scotland say ...

"THE RE-INSTATEMENT of Levenmouth Rail Link is part of wider improvements to Scotland's railway infrastructure, and will provide a major boost to economic sustainability and connectivity.

"It will [also] deliver opportunities for local people - unlocking access to education, culture, entertainment and employment options, as well as attracting new business and investment."

Our 'Project Timeline'...

Selection of Preferred Options (Stations and Infrastructure)
- Winter 2020-2021

Planning and Consenting Process for Stations
- Summer 2021

Main Construction Works Start on Site - 2022

Opening Date Stated [by Select Media Sources, at Least] - 2023

Option 4 - Adjacent to The Levenmouth Leisure Centre

Option 4 presents a Station behind **Levenmouth Leisure Centre**, offering access from the North, via an **Upgraded Footpath** behind the Leisure Centre. There will be a **Passenger Drop-Off Point**, a 90-space **Car Park** and a **Bus-Stop and Turning-Circle** on the West side of the River - with an option for **Alternative / Additional Parking** on the East side of the River. **(Please Note that this is Not part of this initial proposal)**. There would be provision for **Secure Cycle Storage**, **Accessible Spaces** and electric vehicle **Charging-Points**. It is circa 200 metres [220 yards] from the Town Centre. The main difference between options 4a and 4b is essentially in the platform design - and a need to replace the retaining wall that is there now, between the Railway and Station, and the River Leven.

• More Downloadable Details on "Scotland's Railway" Website (Network Rail)

Only One Station Site Option for ... Cameron Bridge

Details: "Scotland's Railway" Website (Network Rail), Wednesday, 2nd. December.:

"WHILE we looked at a range of possibilities...", the Network Rail Scotland "Scotland's Railway" website text read; "... at Cameron Bridge there is now only one viable option for locating the Station". Of the four options that we developed, three were deemed to be sited too close to Diageo's Cameron Bridge Distillery - and excluded under Control of Major Accident Hazards (COMAH) Regulations. ... Businesses must 'take all necessary measures to prevent major accidents involving dangerous substances'."

On an area of land **South-East of Windygates** a Station has been proposed, which would provide access from the A.915. **[Standing Stanes road]**, and via a **Footpath** that is included in the plans - which would cross a bridge over the Railway, to the **South-West** of this location.

There will be a **Passenger Drop-Off Point**, a **Car Park**, of 300 spaces, and a **Bus-Stop and Turning-Circle**, which would be accessed via the A.915. "We will be working with other partners to develop connectivity to the Station, including options from Methilhill", the website added: "There would be provision for **Secure Cycle Storage**, **Accessible Spaces**, and electric vehicle **Charging-Points**".

Declare "Climate Emergency", UN Secretary-General Says

António Guterres' Rallying-Call

Story: Daisy Dunne, 'The Independent' Website, Saturday, 12th. December.:

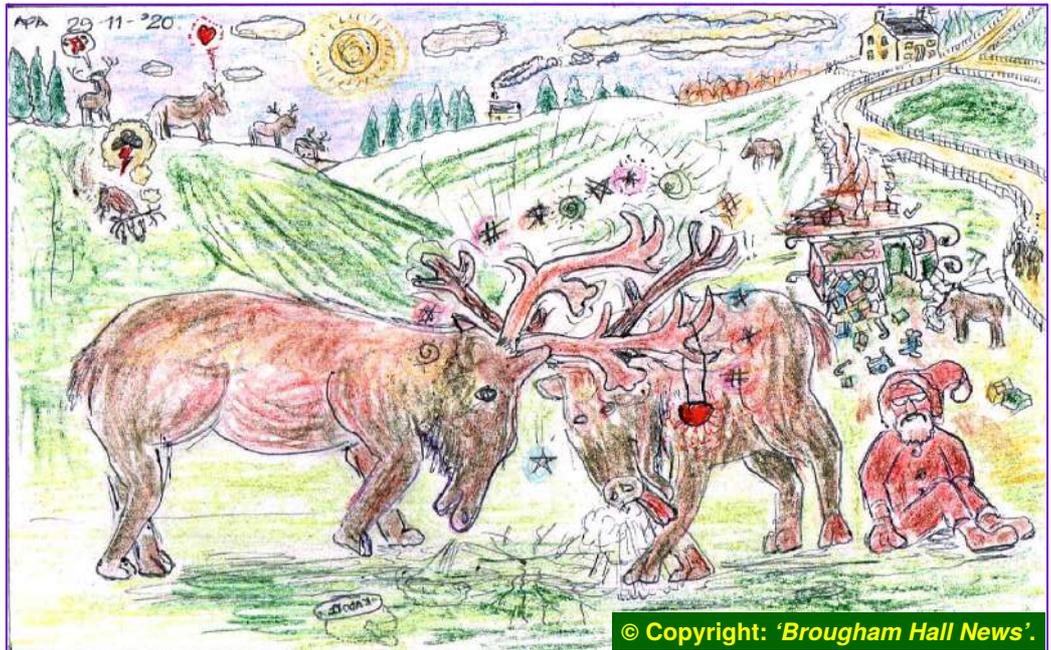
THE SECRETARY-General of the *United Nations*, addressing a key global conference in which the world's top emitters of carbon-dioxide (CO₂), has called upon all countries to declare a "climate emergency" which, he suggests, should remain in place until "global emissions reach net-zero" - that is, until these pollutants are stopped completely.

António Guterres told a 'virtual' 2020 *Climate Ambition Summit* that the world was "still not going in the right direction" 5 years after ▶

Right - Climate Call: António Guterres, Secretary-General of the *United Nations*, in an undated, **uncredited** image in the **Microsoft 'Clip-Art' Library**.



Merry Christmas Everyone
- and Enjoy 2021 ... !



© Copyright: 'Brougham Hall News'.

"As I keep on telling you - Christmas seems to come earlier and earlier every year. ... It's still their Rutting Season!"

Right: LMRC members and supporters at the second 'Walk-The-Line' event, on Friday, 17th. May, last year, holding a "Climate Emergency" banner that local students had helped make for the Campaign.



the historic "Paris Agreement" on pollution. 45 nations have promised to reduce CO₂ emissions, and make ambitious new commitments. The United Kingdom, for one, pledged to totally ban sales, from the start of 2031, of new vehicles that run by electric motor alone, and plan on banning the use of 'fossil fuels' such as oil, coal or gas, from that date. Another 24 nations announced their plans to reach 'net-zero' emissions; the *European Union* countries intend to reduce their CO₂ levels overall by 55%. by the end of 2030, according to the **BBC News website**. They had previously agreed on 40% by then. U.S. President-Elect Joe Biden promises to return the *States* to the environmentalists' "club" after his predecessor took them out of the negotiations for reasons perhaps best-known to himself, but other countries that have previously not been keen to get involved have still not made any such ambitious plans.

"CO₂ levels are at a record high", Mr. Guterres said; "Can anybody still deny we are in a climate emergency?"

Justifying New *Active Travel* Routes, ... and those Cycle-Repair Vouchers !!

£2Bn. Package “Set to Boost UK Cycling and Pedestrian Capacity”

Main Story: **Carl Dinnen**, *ITV News Website*, Saturday, 9th. May.:

PLENTY OF People hereabouts may not be convinced with this announcement from the *Westminster* government - they'll just have to wait to see what comes from it. ... At the height of the initial “Lockdown”, in the Springtime, Grant Shapps, the Transport Secretary in London, announced a £2Bn. scheme to increase cycling and walking capacity across the United Kingdom. Commuters are daily having to put up with new challenges as they head out to work, or back, during this “*Covid-19*” crisis - whenever it's been wise or possible at all, to travel. Public bus services, hobbled by the crisis and losing services as passengers stay away, suffers as timetables are disrupted and, because of the contagion (*we presume*), there were few printed timetables available at Leven Bus Station. The whole situation is proving unpredictable and we yearn for something that passes for “normality”.

There are several notices at the Bus Station, proclaiming the advantages of the internet, 'phone *apps* and social-media for checking the progress of buses, but what of those who do not have this technology and, basically, have to “chance it” with, for them, unknown timetables and connections - and the risk of being effectively “marooned” in abandoned streets, with shops closed, and unsure of the next bus home, several miles away.

The two-metre (6½ft.) social-distancing rule also means a bus can carry just one-tenth of its usual passenger capacity, which would be another concern for our lost traveller.

“Doubling Cycling and Increasing Walking to Work By 2025”

The programme was formally launched in early-June, amid hopes of doubling the amount of cycling to work within the next five years, and also to raise the amount of people regularly walking to work, also by 2025. The planned network of footpaths and cycle-ways in Levenmouth will be a very tangible - and very welcome - contribution towards that initiative. Measures will include ‘pop-up’ bike lanes and wider pavements, as well as cycle and bus-only streets. At the time of the launch in June, U.K. Transport Secretary Grant Shapps said it was “likely” that peoples’ work commutes on public transport would change dramatically due to the impact of *Covid-19*.

“Whilst it is crucial that we stay at home”, Mr. Shapps continued; “...when the country does get back to work we need to ask those people to carry on cycling, or walking, and for them to be joined by many others as well.

“Getting Britain moving again, while not overcrowding our transport network, [will] require many people to think about how and when they travel. ... The Government is aiming to double cycling capacity by 2025.”

In May, the U.K. Government announced their £250M. “emergency” *Active Travel* fund as part of £2Bn. in investment in commuters’ walking and cycling activity in future.

This funding is part of £5Bn. intended for cycling and bus services, *outside London*, which had been announced in February. Days earlier, Prime Minister Boris Johnson had spoken of “a new Golden Age of Cycling”, after telling many mayors around the U.K. that “far more commuters would need to cycle when the nation begins to emerge from *Lockdown*”. With this being the start of Summertime, Grant Shapps then called on people to ride or walk more and “take the pressure off roads and public transport ... During this crisis, many millions of people have discovered cycling - whether for exercise or as a means of safe, socially-distanced transport.”

Justifying Importance of *Active Travel* Cycle-Footpaths

“Otherwise, with public transport’s capacity severely restricted [due to the crisis], our trains and buses could become overcrowded and our roads gridlocked - holding up emergency services, critical workers and vital supplies. We know cars will continue to remain essential for many people, but, as we look to the future, we must build a better country with greener travel habits, cleaner air and healthier communities.”

This justifies the importance of entirely-new networks of fully-accessible “*Active Travel*” cycle-footpaths, such as the ones now being arranged for Levenmouth - and all those £50 cycle-repair vouchers announced earlier this year.

Will Norman, the Cycling Commissioner for London, said: “If just a fraction of commuters switch from public transport to cars, the capital would grind to a halt.”

Chris Boardman, the celebrated British Gold Medallist at the 1992 *Olympic Games* in Barcelona - who is now the Cycling Commissioner for Manchester - said: “The crisis has exposed how little space is allocated to people. If we enable people to travel differently, we will protect them now during the crisis, and afterwards, when the public health benefits of more people exercising and breathing in cleaner air ‘kick in’. – *that’s* how you protect the *N.H.S.*”.

A coalition of nine environmental and transport pressure groups, including *Greenpeace* and *Cycling UK*, demanded a big increase in spending on walking and cycling facilities.

Ruth Cadbury M.P., co-chair of the *All Party Parliamentary Cycling Group*, urged Mr. Shapps to allocate funding to local authorities to widen pavements and add cycle lanes.

“‘Pop-up’ cycle lanes and widened pavements are cheap, easy-to-implement, solutions which will allow millions to move in safety - not just from the risks of motor traffic but also from the risks of coronavirus. If such initiatives are implemented there will be likely be fewer instances of drivers complaining about cyclists and pedestrians taking road space.”

Duncan Dollimore, *Cycling UK*’s Head of Campaigns, said: “The last thing we want is everyone driving to work as they’re concerned about public transport. It would be completely absurd if ... we allowed thousands more to [die from] the devastating impacts of toxic pollution”.

‘LevenMouth Rail Campaign News’

Produced by ALISTAIR AYNSCOUGH at Colinsburgh, Fife, Scotland.

Transmitted by *Adobe PDF*, and e-Mailed for the

LevenMouth Rail Campaign

by the Creator of

‘Brougham Hall News’ [Penrith, Cumbria].

www.broughamhall.co.uk



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Look Out for *Your...* **LMRC 2022 Calendar!**

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Equinoxes - Sat., 20 March, and Wed., 22 September.
Solstices - Mon., 21 June, and Tues., 21 December.
Easter - Good Friday, 2 April, to Easter Monday, 5 April.
Early-May Bank Holiday - Monday 3 May.
Scottish Summer Bank Holiday - Monday 2 August.
St. Andrew's Day - Tuesday 30 November.
Boxing Day - Sunday 26 December; **Bank Holiday, Tues., 27th.**

New Year's Day - Friday 1 January; **Bank Holiday** - Monday 4 January.
British Summer Time Changes - Sundays 1Hr.> 28 March; <1Hr. 31 October.
Bank Holiday - 2-5 Apr., Limited Hrs.* / Closed. **[Please Check Nearer the Time!]**
Late-Spring Bank Holiday - Monday 31 May.
Christmas Day - Saturday, 25 December;
 **Christmas Bank Holiday** - Monday 27 December.
Hogmanay / New Year's Eve - Friday 31 December.



'REINSTATE THE LEVEN-EDINBURGH RAIL-LINK !'



Make Us Your New Year's Resolution!

Please Keep **LMRC** in Mind in **2021**, as We Get Set to See The **Levenmouth Rail Link** Being Fully Reinstated!

For More Information - or to Join Us! ... Contact Details Below-Right



LMRC **NOT** MEETING LITERALLY, But *Still* VIRTUALLY ! - - - -

LevenMouth Rail Campaign are Sorry to Announce that, due to Coronavirus, their usual Monthly 'Action Group' Meetings at the Fife Renewables Innovation Centre are Cancelled 'til Further Notice ("For the Duration"), but will Take Place via "Zoom" Internet-Based Video-Conferencing

The Next 'Zoom' Meetings for LMRC, are as Planned:

LMRC Action Group '*Virtual*' Meeting - Tuesday, 29th. December, 6.30 p.m.;

LMRC Action Group '*Virtual*' Meeting - Tuesday, 26th. January, '21, 6.30 p.m.;

LMRC Action Group '*Virtual*' Meeting - Tuesday, 23rd. February, 6.30 p.m.;

LMRC Action Group '*Virtual*' Meeting - Tuesday, 23rd. March, 6.30 p.m..

For Other Dates, Events and Details ->

LMRC Contacts



CLEAR Buckhaven, 36 College St., Buckhaven, KY8 1JY. - [Opposite Library and Council Offices]

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Website: www.levenmouth.co.uk

Facebook: www.facebook.com/LevenmouthRail

Twitter: www.twitter.com/LevenmouthRail

CAMPAIGN CALL "LOBBY YOUR MSP!" SAY LMRC

ALTHOUGH, of Course, we now have the wonderful prospect of the Levenmouth Rail Link being reinstated, the **LMRC** remain active - and continue to keep watch on progress. If you have concerns at any stage, you should still write to your MSP, MP or Local Councillor.

STILL So Little Sport ... ?

Keep the Ball in Their Court !!!

CAMPAIGN CALLING ...

LOBBY YOUR MSP

... .. Say **LMRC**,

Please Keep This 'Ball' Rolling !