

Q. 01 In IT ‘virtual’ is the opposite of real and the proposed ‘virtual branch line’ to St Andrews is indeed not real; all that is proposed is providing information in the form of a fancy noticeboard at St Andrews bus-station and putting the bus-times in the rail timetable. Passengers would be entitled to think a virtual branch line would at least be dedicated buses to and from St Andrews which connect with the trains at Leuchars, waiting in the event of a delayed train and minimising the time passengers are between bus and train. It would also not be unreasonable to expect such a bus to be free; instead the proposed combined bus and train ticket costs exactly the same as buying them separately. There is no way that the journey time can possibly be reduced by simply using the existing bus timetable, because the buses are already going as fast as they can, and it is misleading to suggest otherwise. The only point where time could be saved is the gap between the bus and the train. You may not be aware that, when the Commonwealth Heads of Government visited St Andrews around 10 years ago, the north end of the platform was tarmaced so that the fleet of limousines could pick up the dignitaries right beside the trains from which they had just alighted, and then drive them straight across the southbound line on to the road and thence to St Andrews. If you really wanted to shorten the journey times for rail passengers going to St Andrews, why not have a bus waiting where the limousines did, to pick up St Andrews-bound passengers so that they don’t have to negotiate the footbridge and ramp?

Q.02 If you are really serious about making it easier for rail passengers to reach St Andrews, then constructing a real railway line to the town is the only way to do it. The new stations and services that have been opened or are soon to be, are all very fine, but when Alloa and Laurencekirk now have rail services and Leven is being seriously looked at, and rightly so, the fact that such a major tourist destination and Scotland’s oldest university town is fobbed off with a combined ticket, a noticeboard and a few lines in the timetable is disgraceful and a glaring anomaly.

Q.03 You must look at enabling rail travel to popular destinations, such as St Andrews.

Q.04 On journeys which people want to make. A railway to St Andrews would make possible a journey between the Capital of Scotland and the Home of Golf of one hour; there is no other way to achieve this.

Q.05 By increasing the number of outlets where tickets are sold. If lottery tickets can be sold in such diverse outlets as supermarkets and small shops, why not railway tickets?

Q.06 We’d just like a station in St Andrews, thank you; the detail can come later.

Q.07 Ditto

Q.08 Ditto

Q.09 Ditto

Q.10 Once there is a St Andrews railway station. ideally at the old site beside the bus station, a dedicated bus link to the East Neuk would be desirable. Even better would be some form of fixed-link transport.

Q.11 Making buses from Leuchars to St Andrews free for rail passengers would be a start, as the bus fare is considered disproportionately expensive.

Q.12 Getting a rail service to St Andrews is the first priority; the passengers’ experience comes later.

Q.13 Sleepers should continue to serve Leuchars. Of course, once St Andrews is reconnected you might well find the Orient Express wanting to call, especially during major golf tournaments.

Q.14 See answer to Q.02 above. To achieve significant modal shift from private cars between St Andrews and Leuchars, fairly major improvements will be required, more than the examples listed.

Q.15 To enable passengers to make the journeys they want as quickly and as comfortably as possible.

Q.16 What would most benefit passengers is a rail service taking them where they want, when they want, at a reasonable price and in reasonable comfort. WiFi can come later.

Q.17 No

Q.18 Presumably between Edinburgh and Glasgow as quickly and as comfortably as possible. Reduction of traffic on the M8 would demonstrate success. However it would be wrong for rail improvements to be concentrated on the central belt.

Q.19 By running trains to popular destinations to provide an attractive alternative to cars which will achieve modal shift, e.g. to St Andrews.

Q.20 These are all desirable, and should be incorporated in any new service, e.g. to St Andrews.

Q.21 Providing a station and rail service in the first place.

Q.22 Not really relevant until there is a station in the first place.

Q.23 It is likely that some of the athletes will want to train at St Andrews. Therefore, a rail service is needed to facilitate this and to avoid generating extra car journeys.

Q.24 Never mind the aspects, just let the Project Manager get the job done, and as quickly as possible.

Q.25 St Andrews has a significantly large proportion of elderly people in its population, many of whom should perhaps no longer be driving but do because the town is only accessible by road. A railway to St Andrews would be a great benefit to them, and also to university students, as St Andrews is the only Scottish university town not accessible by rail.