



10 Reasons why St Andrews needs its railway back

1. St Andrews is the **Home of Golf**, a venue for tournaments every year, such as the Women's British Open, Curtis Cup, the annual Dunhill Championship, and the greatest of all -
2. The **Open**. This five-yearly event sees a global influx via road. As far back as 1989 the Chair of the Scottish Tourist Board expressed concern and asked if it would be possible to restore the railway - since then, the Open has grown considerably.
3. St Andrews is a **major tourist destination**, which regularly featuring in the VisitScotland 'Top Ten' and 'Trip Advisor UK' destinations, and the only one of such locations without a railway station.
4. The **economy**. Unlike most Fife towns, St Andrews is an economic generator and an employment and commercial hub. The improved connectivity which a railway to St Andrews would bring would not only bring greater revenue and prosperity to St Andrews, it would also benefit other Fife towns, such as Cupar and Dunfermline, and also the nearby City of Dundee.
5. The **University of St Andrews**. Scotland's oldest university is regularly ranked highly in performance tables, yet is the only Scottish university town without a railway link, and one of only a handful of British university towns in this predicament (the others being Keele, Cranfield, Buckingham and Lampeter). Since the closure of the railway in 1969, the number of students has grown from 2,000 to nearly **8,000**. With its world-class university, St Andrews has the basis of a knowledge industry which, with improved transport links, could attract business start-ups and research institutes in a manner comparable to Cambridge.
6. **Festivals** such as St Andrew's Day, Stanza, and Scotland's oldest surviving street fair, the Lammas Market, attract significant numbers of visitors and generate even more road-going traffic.
7. The population of St Andrews is circa **17,000**, making the town one of the largest settlements in Scotland without a railway line - the Association of Train Operating Companies recently set out criteria for new railway stations, one of which was a population of 15,000 (2,000 lower than that of St Andrews).
8. Large numbers of **Commuters** travel to and from St Andrews every day. The ever-increasing volume of this commuter traffic makes the A91 between Guardbridge and St Andrews the busiest road in North East Fife. In this non-resilient situation, traffic jams occur very readily and 'special events' or 'holiday traffic' can cause tailbacks nine miles westward to Cupar.
9. High car usage causes **Congestion** in the town and puts considerable pressure on **Parking** space. The mediaeval layout of St Andrews, with its very limited space, does not lend itself to large car-parks and the large number of parked cars has produced an unsightly blight on the visual amenity of the town centre.
10. The excessive volume of road-going traffic is harmful to the **Environment**. As trains are the most efficient and environmentally-friendly means of transporting large numbers of people, a St Andrews rail link would lead to a significant reduction in carbon emissions - it has been found that a rail travel option can attract 70% of car users, a finding borne out by StARLink Campaign surveys, all of which found that 72-73% of car-driving visitors would be willing to use a train.