

The Proposed Plan outlines at P-25, Page 86, land reservation for a parkway railway station south of East Calder/east of Mid Calder Junction. Due to lack of sufficient supporting evidence it is requested that this is removed from the Plan.

Section 5. Representation

Your representation should be no more than 2000 words. You should explain clearly and concisely your reasons for seeking a change to or supporting this aspect of the Proposed Plan. If you are attaching additional documents as part of your representation you must refer to these in this section of the form and include a summary of their content. Representations which simply state “see attached” or similar will not be accepted and will be returned.

Transport Scotland is responsible, on behalf of Scottish Ministers, for the development of the rail network in Scotland. Transport Scotland's Transport Projects Review (STPR), published in 2008 sets out the Government's investment priorities to 2032. The STPR, along with the Infrastructure Investment Plan (2011), provide a number of objectives for strategic transport corridors across Scotland, and through an evidence led appraisal, a suite of interventions were then developed to meet these objectives. A rail halt at this location was not recommended in either of these overarching documents.

Section 3E (2) and (3) the Planning etc (Scotland) Act 2006, states that Development Plans must contribute to the objective of sustainable development and that Scottish Ministers may issue guidance on this which authorities must have regard to. Scottish Planning Policy (SPP) sets out the Scottish Ministers' priorities for the development and use of land. SPP page 10 states that Development Plans should set out a spatial strategy which is both sustainable and deliverable, providing confidence to stakeholders that the outcomes can be achieved.

Specifically in relation to rail stations, SPP states in paragraph 277; *“The strategic case for a new station should emerge from a complete and robust multimodal transport appraisal in line with Scottish Transport Appraisal Guidance. Any appraisal should include consideration of making best use of current rail services; and should demonstrate that the needs of local communities, workers or visitors are sufficient to generate a high level of demand, and that there would be no adverse impact on the operation of the rail service franchise. Funding partners must be identified.”*

An appropriate appraisal should be robust, based on objective-led analysis and consistent with the approach set out in Scottish Transport Appraisal Guidance (STAG). The identification of transport interventions, potentially including railway stations, should result from the assessment of evidence based transport problems and opportunities of a specific area. A range of transport alternatives should be considered and not focussed on a particular rail solution. Furthermore the Network Rail “Investment in Stations” guidance highlights the need to provide a positive business case, engineering and operational feasibility, on-going subsidy implications, and initial capital costs.

SPP unequivocally states *“Agreement should be reached with Transport Scotland and Network Rail before rail proposals are included in a development plan”*, agreement with Transport Scotland and Network Rail has not been reached with regard to a Rail Halt at this location and a robust, multi modal appraisal has not been undertaken to determine whether this is the best transport solution after fully investigating any problems, constraints, issues or opportunities within the area. A business case has also not been produced or initiated to show a new rail halt is financially viable or deliverable.

Consequently, it is requested that proposal P-25 is removed from the Proposed Plan.