

[Redacted]

From: [Redacted]
Sent: 20 May 2016 16:16
To: [Redacted]@eastdunbarton.gov.uk
Cc: [Redacted]
Subject: RE: Draft Tender Brief - Allander Rail Station Study.

[Redacted]

Thank you for the email below regarding the draft brief which you are developing. I have reviewed and discussed this with colleagues and offer the following comments for your consideration...

Background...

- A summary of the previous key comments which we have made are shown below...
- The Transport Planning Objectives need to be reviewed to ensure that they are relevant to the evidence of problems/opportunities and smartened.
 - Further options relating to bus and rail based park and ride along the corridor need to be better understood including greater use of existing stations.
 - The impact of any new rail station needs to be better understood in terms of potential benefits, costs, deliverability and local/wider area impacts.

Purpose of Study...

Any further study should be aimed at addressing the key comments above and therefore more fully developing and refining the rationale for interventions which solve issues or make the most of potential opportunities along the corridor being considered. The brief largely responds to this but is heavily focused on the potential rail option. The output from this stage should be that all of the potential options are considered in proportionate and measured way such that their relative merits can be understood.

The Brief seems to focus on the technical and cost aspects of delivering a new rail station but there are other questions to be answered such as those around the limited potential walk in catchment, implications of park and ride on local roads, potential changes in bus use, changes in parking and usage at other local stations, potential impacts on existing rail passengers along the line to Glasgow.

If a new rail station emerges from the robust completion of this stage then a strategic business case would have been made for this intervention, in line with the TS business case guidance. However, further technical work would be required in line with the GRIP process and this will ultimately help decide if/how a rail scheme might be delivered and funded.

Transport Modelling...

- 3.1 Tasks, fourth bullet – Remove direct reference to CSTM12 model but retain/enhance reference to appropriate multi-mode transport modelling package.
- 5.1 Reporting – The suggested project timescales preclude the use of the emerging Strathclyde Regional Transport Model which should be available from around October 2016. Consider revising the timescales to allow for use of this new evidence base and potentially provide a link to the scope of the study to give respondents an understanding of the functionality envisaged.
- 6.1 Experience, third bullet – Consider changing the text to... 'Knowledge and experience of multi-mode transport models such as but not limited to CSTM12, SRTM etc.'

Rail Focused Actions...

It may not be possible to fully answer some of the specific rail questions raised in the Brief due to the level of technical detail required and the need to be proportionate at this stage. However, the brief is correct in defining the key issues which required further investigation and reporting at this stage.

I trust that these are helpful at this stage and I would be happy to discuss the above and other comments you may have had from SPT in due course.

Kind Regards,

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Major Transport Infrastructure Projects
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Transport Scotland, the national transport agency
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From: [REDACTED]@eastdunbarton.gov.uk [REDACTED]
Sent: 12 May 2016 15:00
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Cc: [REDACTED]@eastdunbarton.gov.uk; [REDACTED]@eastdunbarton.gov.uk
Subject: Draft Tender Brief - Allander Rail Station Study.

[REDACTED]

Good to see you at the Air Quality training day in April.

Further to our previous communications regarding taking forward the 2015 corridor studies, and the Transport Minister Derek MacKay's response to our Convenor, Councillor Alan Moir's questions with respect to progressing the three rail options included in the studies, the Council has passed an amendment to its 2016/17 budget to set aside approximately £50,00 to carry out a further study to provide clarity on the viability of a new station at Allander.

I have prepared a draft tender brief for this Allander Rail Study which is attached. Much of the project brief is derived directly from Transport Scotland's comments regarding the crucial information missing from the 2015 A81 study and the criticisms of the methodology. The purpose of this study is to ascertain definitively whether a new rail station at Allander, between Milngavie and Hillfoot stations, is an appropriate and proportionate intervention that offers good value for money and is deliverable. By conclusion of this study, the decision makers should have all the necessary information with which to determine whether there is a clear rationale for a new station at Allander, arrived at through a robust and quantitative methodology and evidence base. The study shall carry out an economic appraisal in order to identify the Benefit Cost Ratios and Net Present Values for the potential station and alternative options appraised in the 2015 study and clearly explain how these have been calculated, including the rationale for cost allocation for any line capacity and infrastructure upgrades that would be required to enable the provision of a new station.

The study's conclusions should present clear and robust evidence on whether a potential station at Allander is an appropriate response to issues faced on the A81 corridor in relation to other transport options and provide evidence to support a decision on whether this option should be progressed or withdrawn.

Clearly it is imperative that Transport Scotland, SPT, Network Rail and Scotrail are involved in this study from its inception and I would be grateful if you could provide any comments on this draft tender brief as soon as is possible or by Friday 20 May. It would be helpful to gain your advice on the relevance of extensive public consultation to the decision making process at this stage, given consultation has already taken place through the previous study and the Local Transport Strategy. I will send this draft tender brief for comments to SPT this afternoon also.

I look forward to your response.

Kind Regards,

[Redacted]

[Redacted]

Land Planning Policy Officer - Transport

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