

[REDACTED]

From: [REDACTED]
Sent: 26 November 2015 09:46
To: [REDACTED]
Subject: EDC - A81 STAG study - TS Response - 13 April 2015

From: [REDACTED]
Sent: 13 April 2015 16:35
To: [REDACTED]@eastdunbarton.gov.uk
Cc: [REDACTED]
Subject: RE: Finalising A81 and A803/806 studies

[REDACTED]

Apologies for the delay in getting our combined comments on the A81 study back to you...

General comments

It is understood that the scope of the work undertaken was limited to updating the 2008 information without undertaking further assessment. However, given the potential scale and impact of the interventions being considered a clear evidence based rationale needs to be established.

While policy on planning and transport is a consideration in the development of the appraisal it would probably sit better woven throughout the study where relevant rather than in a standalone chapter. Where specific policy informs background information, opportunities, issues and constraints it can be referenced or linked where relevant. Currently the information is not connected or cross referenced to any specific issue or problem and is simply outlining current national and local planning policies in isolation of the wider study.

It is suggested that the information within the Evidence Review chapter requires to be aligned to a greater extent to the study aims. Certain information seem to be of little relevance to this specific study including: journeys to school, wages, bus and rail fares, occupation, education etc. As the study is focussing on transport along the A81 corridor it is considered that many of the socio – economic factors don't add much to the understanding of the core issues and the report may benefit from being simplified by having these removed. Additionally, bus and train fare information can be removed as this is not mentioned as an issue warranting further action within the study.

Transport Planning Objectives

It is considered the TPOs are not specifically linked to the evidence included within the Evidence Review chapter for the following reasons:

- Air quality is not discussed or presented as an issue in the evidence
- Improving health is not discussed or presented an issue in the evidence
- Safety and security on all modes is not discussed or presented an issue except for the provision of lockable bike infrastructure at stations and improved lighting on footpaths. Also, road accidents are not presented an issue for further investigation as detailed in Figure 3.15
- Additionally, facilitating economic development is not mentioned or discussed as an issue in the area.
- With regards to the TPO referring to 'Improving access to public transport network, particularly for the first and last miles of journeys', the latter half of sentence isn't necessary.

Furthermore, it is considered there are too many Objectives and that they require to be SMARTened incorporating definitive targets and or indicators where possible.

Rail Options

The concept of adding additional car parking at existing local stations and consideration of parking management in place of or as well as any new station could increase its role in providing transport on this corridor and further consideration should be given to this in any further study of rail options.

While the new station option is potentially an opportunity to increase the use of rail the relative lack of housing within an acceptable walk-in catchment area works against it and hence the park and ride element needs to be fully understood. The negative aspect of a new station is the journey extension to existing rail users, and the impact on existing services because of the single line Milngavie branch. The report alludes to this and suggests that the current timetable is not working effectively, but adding the new station has a significant impact, moving the crossing to the other end of the loop and reducing the turnaround time at Milngavie. Given that the right time performance of the North electrics and the Argyle line is not great, and that they are very complex networks with lots of interactions anything that could make this worse should be avoided.

The option of 20 minute lay-overs at Milngavie adds to the cost of operation, and there is still a risk that a late running inbound train will impact on outbound train. Therefore the initial view is that to facilitate any new station there will be a requirement some redoubling which will have a significant cost implication overall. This could however improve the capability and capacity of the branch and could offer other benefits, such as performance, the ability to offer a more flexible timetable to deal with timing issues elsewhere and capacity to release empty sets during the off peak times.

If track re-doubling was accepted - realistically the earliest that the work could that delivery would be likely would be Control Period 6 (2019 – 2024). To ensure that any works (new station or infrastructure upgrades) are properly incorporated into the railway industry planning cycle it would be desirable that the project was referenced in the Initial Industry Plan (IIP) which Network Rail will publish during 2016. From discussions with Network Rail I believe that they were invited to have a discussion with AECOM during development of the feasibility study and offered comments verbally. Additionally, if the council are stating that funding for construction of the station is not secured then we can only assume they will encounter difficulties in further discussion as Network Rail would require to be funded before undertaking detailed timetable development work that this station development will require.

In summary the work undertaken to date to update the corridor study is welcomed however, it is considered that further refinement is needed to focus the evidence review and align the Transport Planning Objectives against this information. Based on the information currently provided in the updated study, TS cannot agree that the rationale for a new station at Allander has been set out and it is suggested that more focused consideration is required prior to further developing any technical feasibility.

Kind Regards,

[REDACTED]
Major Transport Infrastructure Projects
Technical Analysis Branch

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Transport Scotland, the national transport agency
Còmhhdhail Alba, buidheann nàiseanta na còmhhdhail

From: [redacted]@eastdunbarton.gov.uk [redacted]
Sent: 18 March 2015 14:14
To: [redacted]
Subject: Re: Finalising A81 and A803/806 studies

All,

I have drafted a rough agenda for tomorrow, any other additions let Ewan and I know. I also attach AECOMs response to Transport Scotlands comments on the A803 study to go through tomorrow.

Thanks,
[redacted]

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[redacted]

From: [redacted]
To: [redacted]
E: [redacted]
Date: 13/03/2015 11:51
Subject: Finalising A81 and A803/806 studies

All,

Further to our discussions this week, please can you let me know your available ability for next week to meet to discuss finalising the route corridor studies? We and SPT are free Thursday afternoon so I'm hoping that will work but if not David, Richie and presumably Richard, can you let me know your availability? SPT can also do wed afternoon and Friday morning which aren't ideal for me but I can rearrange my diary.

It is imperative that we get these studies finished in the next two weeks. Outstanding tasks:
A81

- AST tables - AECOM - to arrive today
- Transport Scotland Comments - to arrive early next week
- Final EDC comments - to be issued early next week

A803

- Final draft report to incorporate modelling - AECOM - to be issued today and final draft early next week
- EDC comments - to be issued early next week

A discussion next Thursday will allow us to agree final issues and solutions.

Kind regards,

[Redacted]

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