

Annex A – Information held in relation to 27 October 2020 meeting

MINISTERIAL ENGAGEMENT BRIEFING: Michael Matheson

Copied to: As per email copy list

<i>Engagement Title</i>	Meeting – Call with Sir Tom Hunter
<i>Suggested tweet after event</i>	n/a
<i>Organisation/Venue and full address including postcode</i>	Call Dial-in details: Dial in: [REDACTED] Participant Code: [REDACTED]
<i>Date and Time of Engagement</i>	Date(s): Tuesday 27 October Time(s): 1200 – 1245 hours
<i>Background/Purpose</i>	Purpose/Invitation History: MACCS (2020/0003465) Sir Tom Hunter requested a meeting with you to discuss Winchburgh railway station.
<i>Relevance to Core Script</i>	Supports the Scottish Government's - Wealthier, Fairer and Greener priorities.
<i>Greeting Party and specific meeting point on arrival (if event is at a non SE Building)</i>	n/a
<i>Specific entrance for Ministerial Car/parking arrangements</i>	n/a
<i>Venue contact Number</i>	n/a
<i>Special Dress Requirements</i>	n/a
<i>Background, Key Messages and Defensive Lines</i>	Annex: A
<i>Lines to Take – Edinburgh Waverley Western Approaches (EWWA)</i>	Annex: B
<i>Attendees</i>	Annex: C

*Official and Comms Support
(including mobile numbers)*

[REDACTED], Transport Scotland,
[REDACTED]

Background:

1. Winchburgh is one of the UK's single largest residential and mixed use developments, worth an estimated £1 billion, and has been granted planning permission by West Lothian Council.
2. The developer, Winchburgh Developments Ltd, commissioned a transport appraisal in line with Scottish Transport Appraisal Guidance (STAG), which was published in April 2010. The most favourable solution was found to be a combination of a new motorway junction, rail station and bus measures.
3. The rail industry has been working closely with the developer to develop a suitable timetable and station site options, taking cognisance of the Edinburgh Waverley Western Approaches (EWWA) development work. The proposed railway station is [REDACTED], inclusive of [REDACTED] development work. **Section 30(b)(ii)**
4. There are two sites being considered for the station. (One on the new Almond Chord route to be constructed as part of the EWWA programme and the other is on the main Edinburgh & Glasgow via Falkirk High line near Winchburgh Tunnel). [REDACTED] has recently drafted a feasibility report for the developer which compares and contrasts both site locations in terms of service pattern, constructability and estimate cost.
5. Transport Scotland and [REDACTED] had a progress call with the developer on 8th October where the developer asked about timescales and decision points for the commitment to constructing the Almond Chord. The developer is keen to get a firm date on commitment to the EWWA programme in order for them to choose the best site for constructing Winchburgh station. The EWWA OBC is due to be presented to the IDM panel in Spring next year, when one of the above three options will be selected for further development.
6. As part of the EWWA OBC, [REDACTED] is funded to undertake development work examining three infrastructure options. These are:
 - A new chord (Almond chord) with flat junctions at both Winchburgh and Almond.
 - The Almond chord with a flat Winchburgh Junction and a grade separated Almond Junction; and
 - The Almond chord with grade separated junctions at both Winchburgh and Almond.
7. The recent rail modelling, which has been presented to the developer, shows that if Winchburgh station is constructed on the main Edinburgh to Glasgow line there would likely be a performance impact on this section of the network (not including any Covid related impacts on demand), until such time that the Almond Chord is constructed. If approval is given to proceed, the earliest that the Almond Chord would be delivered would be mid-CP7, thus the developer would need to wait until then to build the station on this route, which is unfavourable to them. However, this would come at a significantly lower construction cost than the site on the Edinburgh & Glasgow line.

8. It is likely that the EWWA programme will need to instruct the Transport and Works Act (TAWs) process to secure land and operational rights for the new chord. [REDACTED] has estimated this process to take 27 months, and this has been factored into the programme and also communicated to the developer.
9. The Almond/ Dalmenny Chord was previously part of the EGIP programme and in 2012 was deferred until EGIP phase 2. This has subsequently been superseded by EWWA; the developer is anxious for the station to proceed without what he perceives as further delays.
10. In January 2019 a major multi-million pound development for Winchburgh in West Lothian was agreed by Sir Tom Hunter's West Coast Capital, CALA Homes and West Lothian Council. The joint venture will include a total of 3,450 new homes, new schools and a range of infrastructure including improved transport links, a new marina, a 75 acre district park and 35 acres of employment land.

Key messages to get across at the meeting:

1. *The Scottish Government remains committed to continuing the development of the Edinburgh Waverley Western Approaches project, however its delivery will be subject to available funding and competing priorities within the rail projects portfolio.*
2. *The date of completion of construction for the station remains a matter for the developer and the rail industry continues to work closely with the developer to develop a suitable timetable, station location and station design taking cognisance of the Edinburgh Waverley Western Approaches project work.*
3. *The Edinburgh Waverley Western Approaches is due to present to Transport Scotland's Investment Decision Maker panel in spring next year, when a decision will be made on which infrastructure option will be taken forward for development as part of the next stage of the business case, the Final Business Case (FBC).*

Defensive lines to take on any sensitive issues:

1. Funding

- A number of enhancement schemes are in development including EWWA. Each scheme is competing for funds and will be assessed by their own merits evidenced through the business case.

2. Next key decision point

- The EWWA business case process is progressing with the next decision point in spring 2021. At this point a preferred infrastructure option for the Almond Chord will be selected to be developed further through the Final Business Case (FBC) and again, the FBC will be presented to the IDM board for final commitment to the programme.

Lines to Take: Edinburgh Waverley Western Approaches (EWWA)

[REDACTED] Section 30(b)(ii) [REDACTED]

[REDACTED] Section 30(b)(ii) [REDACTED]

[REDACTED] Section 30(b)(ii)

[REDACTED] Section 30(b)(ii) [REDACTED]

[REDACTED] Section 30(b)(ii) [REDACTED]

[REDACTED] Section 30(b)(ii) [REDACTED]

[REDACTED] Section 30(b)(ii) [REDACTED]

[REDACTED] Section 30(b)(ii) [REDACTED]

Attendees

Michael Matheson, Cabinet Secretary for Transport, Infrastructure and Connectivity

[REDACTED] Transport Scotland

Sir Tom Hunter, West Coast Capital

Winchburgh Station Minute and actions

Tuesday 27 October 2020, 12:00-12:45
Via conference call

Attendees

Michael Matheson Cabinet Secretary for Connectivity, Infrastructure and
Connectivity

Sir Tom Hunter West Coast Capital

[REDACTED]

Note:

Discussion took place on the programme timescales for the Edinburgh Waverley Western Approaches programme and the two proposed Winchburgh station sites; the Dalmeny line and the Edinburgh to Glasgow line.

[REDACTED] advised that the current Edinburgh Waverley Western Approaches programme completion timescale of 2027/28 was highly unfavourable to [REDACTED] because [REDACTED] current house-building programme shows that the majority of the Winchburgh development properties will have been sold by this date, therefore the Dalmeny line site is significantly less commercially viable. He requested that the station be constructed on the Edinburgh to Glasgow Line instead.

[REDACTED] advised that given the risk to network performance by siting the station on the Edinburgh to Glasgow Line, albeit temporary until the Almond Chord is in service, it would be sensible to first identify if the Edinburgh Waverley Western Approaches programme can be compressed to allow the station to be constructed on the Dalmeny line earlier than planned.

Action:

[REDACTED] to speak with [REDACTED], within the next fortnight to understand if the Edinburgh Waverley Western Approaches programme timescales can be compressed. Follow up call to be arranged between [REDACTED] and [REDACTED]

Annex B – Information held in relation to 25 November 2020 meeting

MINISTERIAL ENGAGEMENT BRIEFING: Michael Matheson

Copied to: As per email copy list

<i>Engagement Title</i>	Meeting – Call with Sir Tom Hunter.
<i>Suggested tweet after event</i>	n/a
<i>Organisation/Venue and full address including postcode</i>	Call Dial-in details: Dial in: [REDACTED] Participant Code: [REDACTED]
<i>Date and Time of Engagement</i>	Date(s): Wednesday 25 November Time(s): 1045 – 1115 hours
<i>Background/Purpose</i>	Purpose/Invitation History: This is a follow up to the earlier meeting with Sir Tom Hunter on 27 October 2020 regarding the delivery of Winchburgh railway station.
<i>Relevance to Core Script</i>	Supports the Scottish Government's - Wealthier, Fairer and Greener priorities.
<i>Greeting Party and specific meeting point on arrival (if event is at a non SE Building)</i>	n/a
<i>Specific entrance for Ministerial Car/parking arrangements</i>	n/a
<i>Venue contact Number</i>	n/a
<i>Special Dress Requirements</i>	n/a
<i>Background, Key Messages and Defensive Lines</i>	Annex: A
<i>Lines to Take – Edinburgh Waverley Western Approaches (EWWA)</i>	Annex: B
<i>Meeting notes from initial meeting with Sir Tom Hunter (27 October 2020)</i>	Annex: C

Attendees

*Official and Comms Support
(including mobile numbers)*

Annex: D

[REDACTED], Transport Scotland,
[REDACTED]

Key messages to get across at the meeting:

1. Following a meeting with [REDACTED] on 17 November the following has been agreed:

- [REDACTED] **Section 30(b)(ii)**

- A plan will be set out by Transport Scotland on how the rail industry can support the delivery of the new Winchburgh station as early as practicable. This plan will include the provision of a regular station development forum with key rail industry partners and with a four weekly progress report.

- [REDACTED] will speak to [REDACTED] to gather information on the drainage concerns in [REDACTED] **Section 30(b)(ii)** It is important for the drainage on the Winchburgh development to be managed in a way which helps keep down the cost of drainage works necessary for the station. This will support the cost challenge on the estimate cost previously provided for the station.

- Furthermore, it is important that [REDACTED] work with [REDACTED] to ensure that provision for adequate land is secured for car parking at the station.

2. It would be sensible for a communications message to be jointly drafted and issued to the public informing them of the positive news for Winchburgh.

Defensive lines to take on any sensitive issues:

1. Cost

[REDACTED] has agreed to review the estimate cost for the new Winchburgh station to ensure value for money is achieved. It is hoped that the cost can be reduced by revising the engineering access to the network whilst construction is taking place.

Lines to Take: Edinburgh Waverley Western Approaches (EWWA)

[REDACTED] Section 30(b)(ii)

Winchburgh Station discussion on site options

Minute and actions

Tuesday 17th November 2020, 15:00-15:45

Via conference call

Attendees

Michael Matheson Cabinet Secretary for Connectivity, Infrastructure and
Connectivity

[REDACTED]

Note:

[REDACTED] Section 30(b)(ii)

[REDACTED] Section 30(b)(ii)

Consequently, it was agreed that the station should be constructed **[REDACTED] Section 30(b)(ii)** and will help support modal shift from private car to rail in the Winchburgh area.

The estimate cost for the station **[REDACTED] Section 30(b)(ii)** was also discussed and it was agreed that **[REDACTED]** would seek to revise the cost estimate and ensure value for money is achieved.

Actions:

- 1) **[REDACTED]** to set out a plan on how the rail industry can support the delivery of the new Winchburgh station as early as practicable.
- 2) **[REDACTED]** to work on revising the estimate cost of Winchburgh Station to ensure value for money is achieved.
- 3) **[REDACTED]** to speak to **[REDACTED]** to gather information on the drainage concerns in **[REDACTED] Section 30(b)(ii)**

ATTENDEES

Michael Matheson, Cabinet Secretary for Transport, Infrastructure and Connectivity

Sir Tom Hunter, West Coast Capital

[REDACTED], Transport Scotland

Winchburgh Station follow up call

Minute and actions

Wednesday 25th November 2020, 10:45-11:20

Via conference call

Attendees

Michael Matheson Cabinet Secretary for Connectivity, Infrastructure and
Connectivity

Sir Tom Hunter West Coast Capital

[REDACTED]

Note:

The [REDACTED] stated that after a lengthy discussion with [REDACTED], the most suitable site for Winchburgh station [REDACTED] **Section 30(b)(ii)**

[REDACTED] **Section 30(b)(ii)** that it would be his preference for [REDACTED] to deliver the station as this would ease the approvals process and with the adjacent new overbridge, drive efficiencies. It was agreed that a plan should be set out by Transport Scotland on how the rail industry can support the delivery of the new Winchburgh station as early as practicable.

In order to expedite early delivery, it was agreed [REDACTED] would work with [REDACTED] on the drainage issues [REDACTED] **Section 30(b)(ii)** and that the drainage on the [REDACTED] **Section 30(b)(ii)** managed in a way which helps keep down the cost of drainage works necessary for the station. This collaborative approach will help support the cost challenge on the estimate cost previously provided for the station. Furthermore, it is important that [REDACTED] work with [REDACTED] to ensure that provision for adequate land is secured for a park and ride at the station.

Regarding a communications message on the new station, it was agreed that it would be sensible for a press release to be jointly drafted and issued to the public informing them of the positive news for Winchburgh.

Both [REDACTED] and [REDACTED] [Redacted] **Section 30(b)** (ii) to progressing the station delivery as soon as possible and offered to re-engage at a later date, if required.

Actions:

- 1) [REDACTED] and [REDACTED] to work together on the drainage issues and adequate car parking for the new station.
- 2) [REDACTED] project teams to collaborate on progressing the development and construction of Winchburgh station to ensure it is delivered as early as practicable.
- 3) Coordinated announcement on Winchburgh station to be jointly drafted by [REDACTED] comms teams.