



T : 0300 244 4000  
E : scottish.ministers@gov.scot

Gerry Cornes  
Gerry.Cornes@eastdunbarton.gov.uk

Our Reference: 202300356841  
Your Reference: Rail Services - East Dunbartonshire

1 August 2023

Dear Mr Cornes,

Thank you for your letter of 3 May to the First Minister and the Minister for Transport regarding attending a meeting at East Dunbartonshire Council to discuss the rail services in East Dunbartonshire, redualing of the Milngavie line and the construction of a new station at Allander.

The Minister is unable to meet at this time, however, I thought it may be useful to provide some information in relation to Milngavie rail services, a new station at Allander and dualling of the line at Milngavie.

The Milngavie Line is relatively well-performing with a Public Performance Measure (PPM) of 87.4% for the year ending 29<sup>th</sup> April 2023; for comparison, PPM for ScotRail as a whole over the same time period was 89.4% and for Great Britain as a whole **86.2%**.

In December 2020, Scotland's Railway successfully completed a £5m enhancement of Milngavie railway station, this included platform extension work in an investment to improve the reliability of services for passengers. Station platforms were extended from 141 metres to 205 metres and changes to the track and signalling layout at the station were undertaken. Extending the platforms delivered improvements in the service to passengers by now having space for the 'stabling' of trains at the station. This allows more time between arrivals and departures, providing greater resilience and service reliability on this part of the network. Milngavie is served well with four trains per hour in the morning and evening peaks and two trains per hour during the daytime and evening service.

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Tha Ministearanna h-Alba, an luchd-comhairleachaidh sònraichte agus Rùnaire Maireannach fo chumhachan Achd Coiteachaidh (Alba) 2016. Faicibh [www.lobbying.scot](http://www.lobbying.scot)

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No strategic business case has been presented for a new Allander rail station and/or double tracking of the line at Milngavie. The transport appraisal work undertaken by East Dunbartonshire Council using Scottish Transport Appraisal Guidance for the A81 Milngavie to Bearsden corridor, considered multi-modal transport options, including options for a new Allander rail station with single/double tracking of the line at Milngavie.

As you will be aware, the appraisal concluded that none of the rail options offered sufficient value for money and were less effective than the option of expanding car parking provision at Milngavie rail station - which was identified as the "preferred option" from the appraisal.

The transport appraisal, therefore, did not demonstrate the evidence necessary for a strategic business case to justify progressing a new Allander rail station and/or double tracking of the railway line over any section between Westerton and Milngavie.

Yours sincerely



**FIONA HYSLOP**  
**Minister for Transport**

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