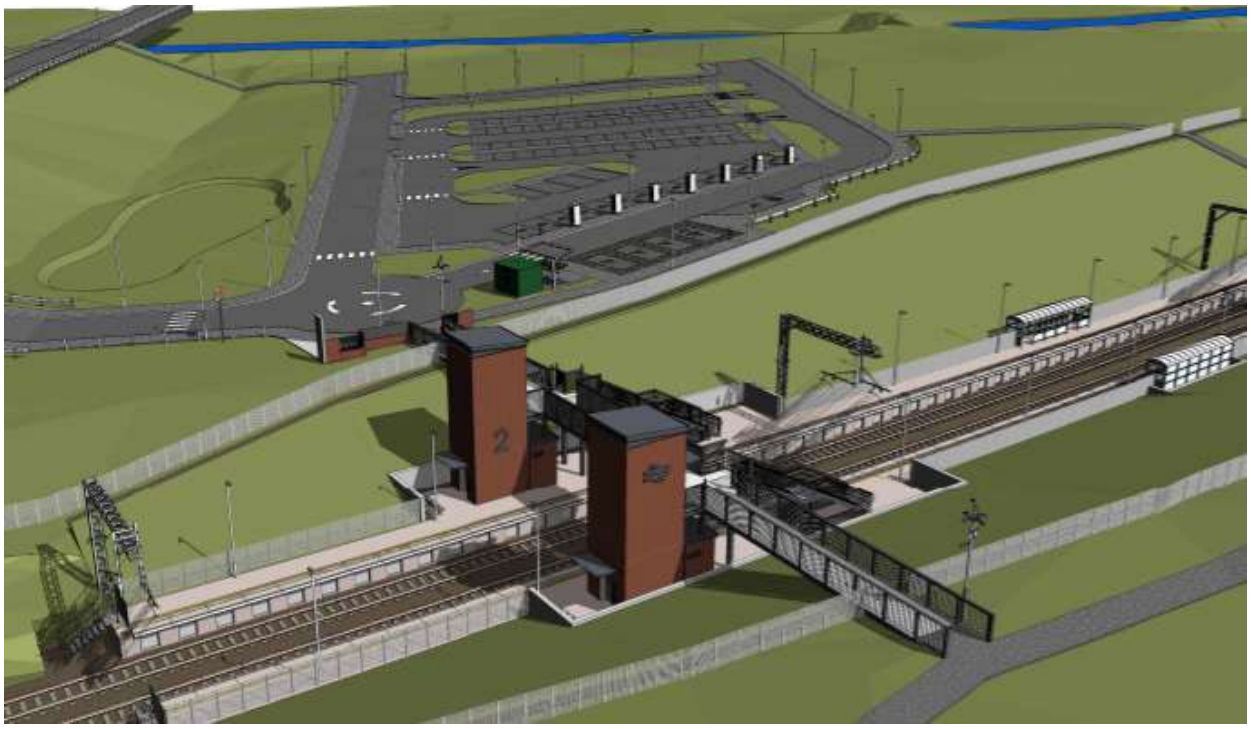
Written submission from Winchburgh Railway Station Steering Group



Prepared by co-promoters Winchburgh Developments Limited and West Lothian Council.

Overview

1. The identification of a rail station site within Winchburgh has been part of the land use planning process since 2004. Its exact location was formally established in the Adopted Winchburgh Masterplan, which accompanied the planning permission in principle granted in 2012.

2. Since then, Winchburgh Developments Ltd (WDL) have been committed to progressing plans for a new rail station to serve the expanding community. A multi-agency steering group has been formed with all parties aligned to find an appropriate site and acceptable service provision. Ultimately, the steering group has been identifying funding mechanisms to deliver the new infrastructure, including the adjacent transport hub / park and ride facility.

3. In November 2025, West Lothian Council (as co-promoter with WDL) submitted a funding application to the Scottish Government (addressed to the First Minister) for the project at a total estimated cost of £24.7m. The application is supported by an Outline Business Case highlighting the project will:

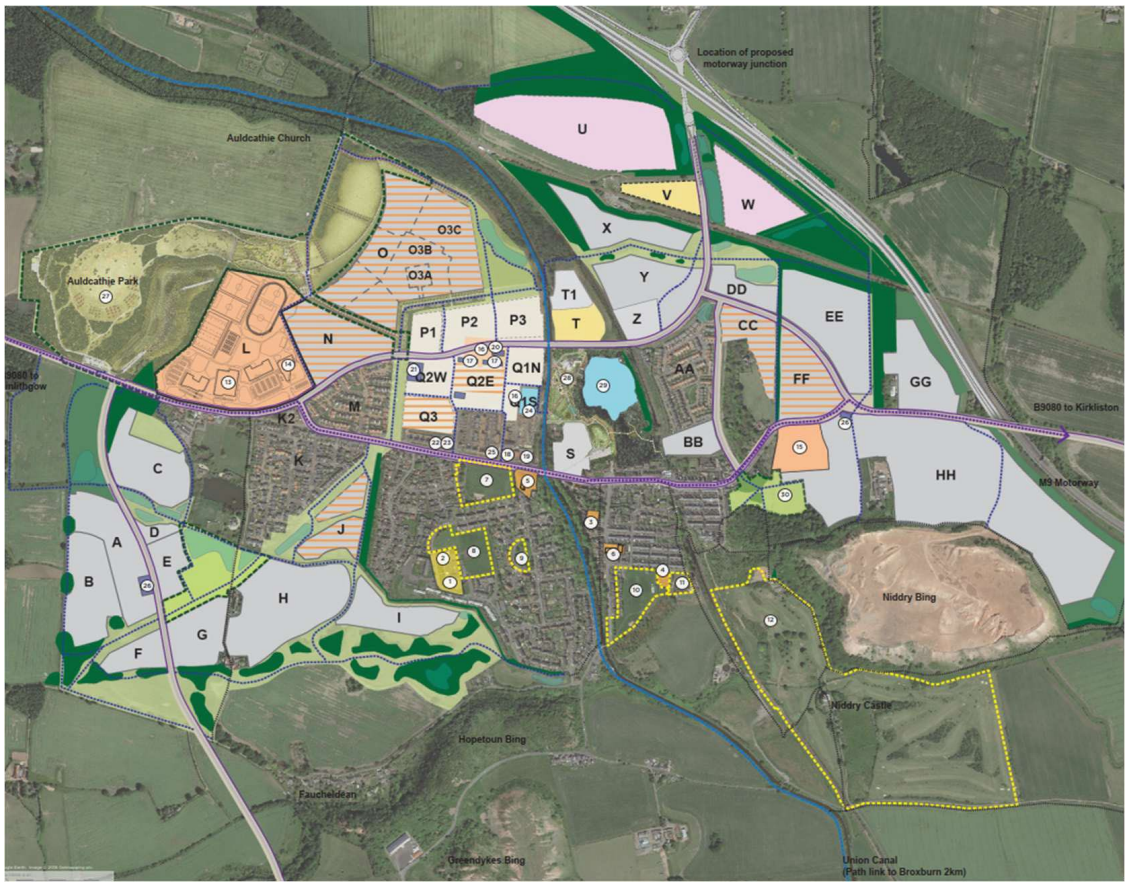
- provide a step change in connectivity for a catchment stretching well beyond the masterplan boundary;
- deliver a strong economic and financial performance; and
- help reduce car kilometres and thereby transport emissions through modal shift both locally (from car to walking/cycling) and regional (from car to train for those currently using the M9 corridor).

4. This submission has been prepared by Winchburgh Railway Station Steering Group, comprising:

    - Winchburgh Developments Limited
    - West Lothian Council (planning);
    - West Lothian Council (transportation);
    - Transport Scotland;
    - SEStran;
    - Edinburgh & Southeast Scotland City Region Deal;
    - Network Rail;
    - ScotRail; and
    - Sweco (as transport consultants to WDL).

Winchburgh Masterplan

5. The proposed station is to be situated at the heart of the expanded Winchburgh community which has planning permission in principle for residential development (circa 4,000 dwellings), commercial, industrial, recreation and retail land uses, community facilities, primary and secondary schools, and extensive amenity areas.



Winchburgh Masterplan showing station location in red

6. Over 1,700 new houses are now occupied at a current rate of approximately 300 units per annum. It is forecast that the final occupations will be in 2036. The new M9 junction has been delivered which distributes traffic on a new network within the town which connects directly to the station site. An extensive network for active travel is being realised, with high-quality traffic-free paths created to encourage sustainable travel choice, with the network focusing on a transport hub adjacent to the station site.

Winchburgh Railway Station Steering Group

7. A long-established steering group manages the processes involved in progressing the rail station proposals. Chaired by WDL, it comprises representatives of the following bodies:

- West Lothian Council (planning);
- West Lothian Council (transportation);
- Transport Scotland;
- SEStran;
- Edinburgh & Southeast Scotland City Region Deal;
- Network Rail;
- ScotRail; and
- Sweco (as transport consultants to WDL).

8. The Steering Group was established in the previous parliamentary term by the Minister for Agriculture and Connectivity who was part of a stakeholder group comprising local MSPs councillors and representatives of the steering group. The Minister convened the Stakeholder Group periodically to appraise its members of the progress that had been made by the Steering Group.

Planning Context

9. The 2012 Planning Permission in Principle for the strategic expansion of Winchburgh, now ongoing, included the following planning condition relevant to the rail station:

> *"Condition 44: Delivery of the indicative Winchburgh railway station, as shown on the master plan, will be dependent on the appraisal and business case being submitted by the applicant and agreed by the planning authority, in consultation with Transport Scotland. The railway station shall not be constructed until such a time that all necessary consents have been granted by Transport Scotland."*

10. This condition was introduced to allow Transport Scotland to remove its objection to the planning application at the time where Transport Scotland stated it was unable to support the provision of a new rail station as part of that planning application due to a potential conflict with the objectives of the then Edinburgh – Glasgow Improvement Programme.

11. In 2015, West Lothian Council, with support from Transport Scotland, adjudged that sufficient business case and appraisal work had been undertaken on the feasibility of timetabling (using the Dunblane / Stirling – Edinburgh Waverley service) to discharge part of the Condition.

12. The planning permission in principle is accompanied by a Section 75 legal agreement. Clause 12.5 of that Agreement states –

    In the event that the construction of a railway station within the Application Site is to proceed with the agreement of the Owners, all parties acting reasonably, the Owners shall within 28 days (or such longer period as shall be agreed by the parties, acting reasonably) of any request therefor, pay to the Council or Network Rail, as stipulated by the Council acting reasonably, the properly and reasonably incurred costs of the design and construction of the railway station (comprising station platforms, shelters, and appropriate access) and any necessary railway station car parking associated with the Development.

13. The basis and structure of the funding bid made to the Scottish Government set out below is supported by West Lothian Council, Transport Scotland, Network Rail and the Edinburgh and South East Scotland City Region Partnership recognising that the proposed development is a regionally significant infrastructure item to be located on the national rail network with benefits that go well beyond the expansion of Winchburgh alone.

14. In 2025 West Lothian Council **granted** matters specified in conditions for the erection of a railway station, parking, landscaping and associated works: This included:

    - two platforms;
    - access stairs and lifts;
    - 100 space park and ride (expandable to 200, subject to future monitoring);
    - hard and soft landscaping; and
    - drainage infrastructure.

Regional Transport Context

15. The proposed station is supported by an established national and regional transport policy context. The National Transport Strategy 2 sets four priorities for Scotland's transport system:

    - reducing inequalities;
    - taking climate action;
    - helping deliver inclusive economic growth; and
    - improving health and wellbeing.

16. These priorities are reflected at regional level through the statutory SEStran 2035 Regional Transport Strategy (RTS), which provides the framework and direction for transport across South East Scotland.

17. The RTS links the seven strategic growth sites in the Edinburgh and South East Scotland City Region, including Winchburgh, to the need for connectivity and highlights concerns that weaknesses in cross-boundary and affordable public transport can disconnect people from employment opportunities. Within this framework, the RTS provides specific policy support for Winchburgh Station, with Policy 10.2 explicitly supporting the delivery of a new station at Winchburgh. The RTS also identifies high levels of car-based commuting as a regional challenge and recognises that a whole region approach is required to achieve car traffic reduction targets. The station therefore represents the delivery of an established commitment within the RTS, directly supporting the wider national and regional objectives for sustainable travel, connectivity, inclusive growth and reduced reliance on the private car.

Community Consultation

18. There has been positive and ongoing community consultation on the delivery of a rail station at Winchburgh since the early stages of preparation of both the Local Development Plan by West Lothian Council and the Masterplan and planning application.

19. West Lothian Council consulted widely on the preparation and approval stages of the Structure Plan and subsequent Strategic Development Plan as well as the

preparation and adoption stages of the Local Plan and subsequent Local Development Plan.

20. Pre-application consultation was undertaken with the community on the original planning permission for the strategic expansion of Winchburgh, which included provision of a site for a rail station, prior to submission, and that was the subject of full consultation by West Lothian Council as part of the determination process.
21. A community petition supporting the provision of a new rail station at Winchburgh was presented to the Scottish Government in April 2024.

22. The subsequent Matters Specified in Conditions application for the rail station submitted by Network Ral was also the subject of full formal public consultation by West Lothian Council, as planning authority, prior to its positive determination.

23. WDL has also attended Winchburgh Community Council meetings on a monthly basis since before the grant of planning permission in principle in April 2012 and provided relevant updates / answered queries on the rail station delivery process and other relevant matters since then.

Outline Business Case

24. The Outline Business Case produced in June 2025 set out the case for investment by combining the project's alignment with national and regional policies with outputs from the Transport Model for Scotland (TMfS). Key statistics included:

    - ScotRail's Dunblane / Stirling – Edinburgh Waverley services stop at Winchburgh Station, these services run on a half hourly basis and will offer an attractive travel time from Winchburgh into central Edinburgh of 15 minutes (currently varies between 30 and 65 minutes by bus or by car);

    - an additional stop at Winchburgh has already been incorporated within the timetable for the Edinburgh – Dunblane service and this has no timetabling impacts on the Edinburgh- Falkirk High – Glasgow timetable;

    - TMfS forecasts around 625 passengers boarding per day at Winchburgh in 2030, increasing to 768 in 2045. In the morning peak hour there will be around 80 passengers travelling towards Edinburgh and an estimated 50 towards Stirling; this will equate to an increase of around 10% in rail usage on the Stirling to Edinburgh rail service;

    - that Winchburgh Station would have a regional, rather than a local, catchment area;

    - the economic analysis confirms high value for money indicators with a Net Present Value of £12.7m and a corresponding benefit-cost ratio of 4.26.

    - the analysis also confirmed that revenue gathered would significantly exceed annual operation and maintenance costs.

25. The Outline Business Case was produced prior to the permanent removal of peak fares in September 2025. Further to a request from Transport Scotland, an addendum was prepared to reflect this and other comments. As a result, a Net Present Value of **£22.2m** and a corresponding benefit-cost ratio of **12** was achieved.[1]

Funding Package

26. West Lothian Council (as co-promoter with WDL) submitted a funding application to the Scottish Government (addressed to the First Minister) to fund a total estimated expenditure of £24.7m on 17 November 2025. In that application, the provision for at least £50 million from the Scottish Government in the Edinburgh and South East Scotland City Region Deal to support development of strategic housing sites (of which Winchburgh is one) was identified as a potential funding source. Given the compelling business case, the funding application should be considered within the context of all relevant Departmental budgets and funding streams.[2]

27. In parallel to the support provided by Transport Scotland officials towards analysis of the Outline Business Case presented, the Transport Scotland Investment Decision Making Board has approved (subject to funding award and completion of the Final Business Case) the capital costs of station fit out, operational costs of station maintenance and the provision of ScotRail passengers rail services in March 2026. This represents a long-standing commitment given by the Scottish Government.

28. WDL have already covered the costs of various preparatory studies and works to date:

- feasibility studies;
- timetabling modelling;
- designing and constructing all the nearby infrastructure to allow for the provision of a station;
- provision of the land adjacent to Network Rail ownership;
- fund supporting infrastructure, including car parking, as part of the wider development of the new town centre.

29. WDL's capital expenditure commitment in this regard is £2.5m (of which circa £0.6m has been spent to date) plus the cost of the 200-space transport hub facility and adjoining infrastructure (including the railway overbridge constructed in 2024) and sufficient land for the transport hub.

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[1] These results are not directly comparable as they include a different modelling assumption around crowding.

[2] In October 2025, the then Cabinet Secretary for Housing wrote to WDL setting out that the housing supply budget cannot be used to fund the railway station, but that that does not preclude the Scottish Government from working with partners on funding solutions.

Current Status

30. Steering Group meetings are currently ad hoc awaiting approval of the funding application. Subject to funding, Network Rail will undertake the detailed design of the station and arrange for a contractor to be appointed. Construction will commence within 7-9 months of detailed design commencement. The construction period is planned to be 65 weeks. If funding is approved by December 2026, then the station could open to passengers by October 2028.

Prepared by co-promoters Winchburgh Developments Limited and West Lothian Council, on behalf of the Winchburgh Railway Station Steering Group
21 October 2026