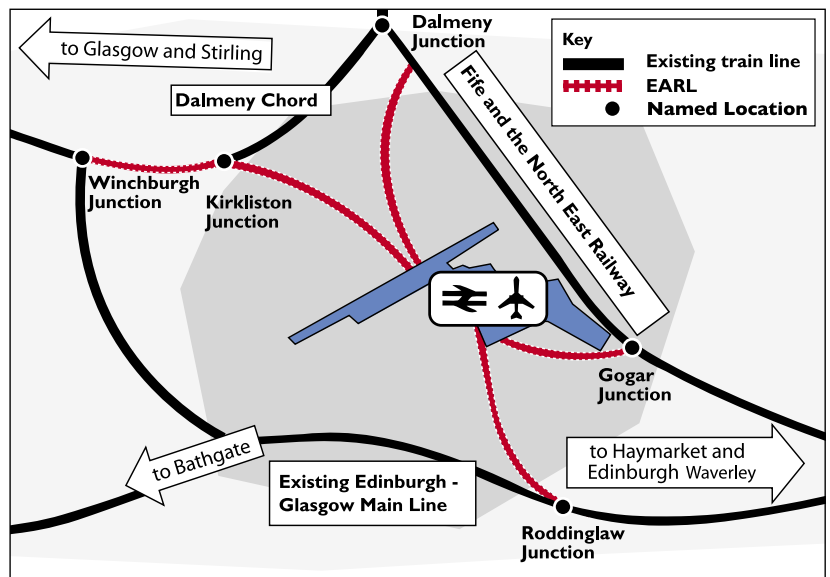


Why is EARL needed?

- Passenger usage of Edinburgh Airport has grown by 36% between 2000 and 2003, and is forecast to grow from 8 million people in 2004 to between 21 million and 23 million passengers by 2030.
- Public transport usage to and from Edinburgh Airport is currently lower than in other parts of the UK (where an average 1 in 3 passengers through BAA airports used public transport in 2001/2002). While 49% travel to/from the airport by private car and 29% by taxi, only 19% currently use public transport. Access by car is becoming increasingly difficult as the road network in the area is currently either at or near maximum operating capacity.

EARL will

- Put Edinburgh Airport into the heart of the Scottish rail network**, considerably expanding the airport's catchment area. The integration of EARL into the national rail network will make the airport easily accessible to the large majority of people in Scotland.
- Significantly increase the share of airport travellers using public transport.** In the first full-year of operation (2011) an estimated circa 1.8 million travellers are expected to use EARL, increasing the overall share of airport travellers using public transport to about 33%. By 2026, approximately 4.4 million travellers are forecast to be using EARL annually, increasing overall public transport usage to and from Edinburgh Airport to about 44%.



Train Frequency

- Two trains per hour in each direction between Glasgow Queen Street and Edinburgh Waverley via Falkirk.
- One train per hour in each direction between Aberdeen and Edinburgh Waverley.
- Two trains per hour in each direction between Dunblane and Newcraighall, via Stirling and Edinburgh Waverley.
- One train per hour in each direction between Perth and Edinburgh Waverley.
- Two trains per hour in each direction between the Fife Circle and Edinburgh Waverley.



Journey Times

- The additional stop will not significantly affect existing journey times. With the timetable modelling completed to date, it is anticipated that any additional journey times will be largely offset by the use of newer, faster trains.

Fare

- The fare between Edinburgh Airport and Edinburgh Waverley is currently being estimated at £3.75 (single).

Cost

- Transport Scotland has estimated the scheme will cost between £550-£650m. We are confident that EARL will come in on time and on budget.

Value for Money

- tie** will ensure that the total cost of EARL is properly assessed at the outset, and if the Private Bill is enacted, will apply a robust management regime which will effectively regulate costs and the delivery programme, and ensure value for money.

Timescale

- Submit Bill: March 2006
- Royal Assent: May 2007
- Full Construction start: 2008
- Route open: 2011



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