



**EARL – Action Notes from Kirkliston Community Council (KCC) Meeting**

**29 August 2006**

**Kirkliston Council Office, Station Road, Kirkliston**

**Present:**

Catherine Jackson	<b>tie</b>	Stuart Szylak	<b>Scott Wilson Halcrow</b>
Jen Johnston	<b>tie</b>		
Mr Steve Lee	<b>KCC</b>	Mr Clifford King	<b>KCC</b>
Mr Joe Henderson	<b>KCC</b>	Mr Henryk Zukowski	<b>KCC</b>
Mr Brian Brookes	<b>KCC</b>	Mrs Ina Morris	<b>KCC</b>
Mr James Brown	<b>KCC</b>	Mrs Jane Batty	<b>KCC</b>
Mrs May McGregor	<b>KCC</b>	Four members of the public	

**Apologies:**

Cllr John Longstaff	Reverend Glenda Keating
Mr Adam Conn	Mr Ross Clark

	<b>Issues / Questions</b>	<b>Response</b>
<b>1</b>	How is EARL going to accommodate extra passengers on already busy trains?	<p><b>tie</b> Limited has provided a rolling stock specification to Transport Scotland on the requirements for the EARL project. This is being used by Transport Scotland to assist in their review of the rolling stock procurement strategy across the First Scotrail franchise. This aims to ensure that the trains will be suitable to accommodate both commuter and air travel passengers. The forecast passenger demand modelling for EARL has, therefore, been factored in to train capacity planning for the future.</p> <p>The demand modelling work was undertaken by Scott Wilson, a multi-disciplinary technical consultant, in consultation with First ScotRail, the Train Operating Company.</p>
<b>2</b>	Why not the Turnhouse option?	<p>An initial eight alternative rail route options were identified in the SKM report. The SKM report identified the Runway Tunnel option as the preferred solution, and this was subsequently passed to <b>tie</b> to develop and promote through a Private Bill. From response to public consultation, undertaken by <b>tie</b>, a STAG (Scottish Transport Appraisal Guidance)</p>

		<p>Part 1 appraisal reviewed the merits of the Turnhouse Option. While costs of the Turnhouse Option would be less than the proposed EARL scheme, the benefits would be significantly less.</p> <p>The benefits of the proposed EARL scheme are:</p> <ul style="list-style-type: none"> <li>- Highest number of trains able to serve the airport: 8-10 per hour in each direction</li> <li>- Ability to serve the widest catchment area possible for the airport</li> <li>- Greatest potential benefits overall to the Scottish economy through the wide range of connections</li> <li>- Helping to reduce road congestion</li> <li>- Least disruption to the existing rail network and neighbouring properties during construction</li> </ul>
3	Connectivity	<p>EARL will integrate with other transport links at the airport, including the proposed tram scheme and current bus link. The station will allow passengers to choose which mode they require.</p> <p>This integration of EARL into the national rail network will make Edinburgh Airport easily accessible to the large majority of people in Scotland. It will also offer better connections to many rail passengers, for example, people travelling from Fife to Glasgow will be able to change at the new airport station, without having to travel into the city.</p> <p>Also, with the introduction the Edinburgh Airport Rail Link, 62 stations in Scotland will have a direct link with Edinburgh Airport, and 64% of the population lives within two miles of these stations.</p>
4	Economic Case for EARL and Tram	<p>Both the EARL and Tram economic cases have been presented at their respective Parliamentary hearings, and they have been considered collectively to ensure that both schemes can co-exist.</p>
5	How far away from approval is EARL for the 100mph speed limit along the Dalmeny Chord?	<p>The scheme design for the whole project has been accepted by Transport Scotland and Network Rail (the railway infrastructure operator), and is now proceeding through the formal technical approval design phase with Network Rail.</p> <p>The new railway line situated along the Dalmeny Chord is part of the scheme design and trains will travel on this route at up to 100mph, reducing to 75mph and then 50mph by the time they reach the tunnel network at the airport.</p>

		Her Majesty Railway Inspectorate (HMRI) has confirmed its No Objection to Concept of the scheme design to date.
6	<p>There appears to be no positive benefit to the local community. The sighting of a railway halt on the new line would be of immense benefit to the village, in particular when bearing in mind that some 610 new houses will be sited on the land between the current village boundary and the proposed railway line. Presumably the occupants of these new houses will have no option but to add to the traffic problems that already exist in West Edinburgh, or rely on the unreliable bus service as provided by FirstBus. There appears to be no provision in the EARL plan to increase the frequency or quality of our local public transport to offset this oversight.</p>	<p><b>tie</b> Limited has been instructed by the Scottish Executive to deliver the Edinburgh Airport Rail Link (EARL). The scope of the EARL project includes producing a rail link to the airport. Part of this remit does not include any new rail halts along the route, other than the station at the Airport itself. EARL, however, will not preclude a rail halt being built at Kirkliston in the future. The remit also does not require provision for improvements to the frequency or quality of the local public transport.</p> <p>Specific benefits to the Kirkliston Community are:</p> <ul style="list-style-type: none"> <li>• Airport Station – Kirkliston residents will be able to travel to the new sub-level station at the airport and benefit from the new transport hub of rail, bus, tram and air travel. This will create shorter journey times to the north and west of Scotland.</li> <li>• Burnshot Road – As a result of EARL, Burnshot Road will be straightened out and a speed restriction of 50mph will be put in place over the full length of the route. This, therefore, will remove an identified black spot and will benefit drivers travelling from Kirkliston to Edinburgh and vice versa.</li> <li>• Pepperwood – In association with the Scottish Wildlife Trust, <b>tie</b> has agreed that an area of integration will be included for planting, to ensure continuity with the new woodland area. Consequently, more trees will be planted compared to what was originally there.</li> </ul> <p>It is also worth noting that West Lothian Council support the EARL project.</p>
7	<p>There will be a large increase in noise in the village, with a significant number of trains passing close to the village at high speed. Many local residents already feel that Kirkliston is under siege, with BAA's proposals to build a second runway at Edinburgh Airport, just to the south of the village beginning to loom large on the horizon, plus the large housing development mentioned above commencing within the next two years.</p>	<p>The Environmental Statement identified a moderate noise impact from EARL at properties in Kirkliston, situated closest to the railway line. In accordance with the Noise &amp; Vibration Policy, <b>tie</b> will ensure that noise levels are mitigated to acceptable levels through measures such as the provision of a noise barrier.</p>
8	<p>There will be significant noise and traffic disruption during the construction of the new line.</p>	<p>The impact of construction noise has been fully considered in Chapter 7 of the Environmental Statement (ES) and mitigation measures have been identified. The Promoter (<b>tie</b>) has made</p>

		<p>provision to minimise construction and road traffic impacts through a Code of Construction Practice (CoCP). A draft of which was included in Annex L to the ES (March 2006).</p> <p>Section 6 of the draft CoCP covers noise and vibration impacts and outlines measures which will be used to control noise and vibration from construction, such as permitted hours of working, practical noise control measures, and noise and vibration limits. A policy statement on the CoCP, which explains how the CoCP will be finalised in due course and enforced under the main contract to construct the railway, has also been produced. Both the City of Edinburgh Council and West Lothian Council have been consulted on the development of the CoCP and the CoCP Policy Paper.</p> <p>Noise impacts from construction traffic will be controlled by using the route of EARL to access the site where practicable to reduce impacts on local roads.</p>
9	<p>There appears to be a lack of information regarding the maximum possible speed at which trains may travel on the section of new line immediately north of the village.</p>	<p>The scheme design for the whole project has been accepted by Transport Scotland and Network Rail (the railway infrastructure operator), and is now proceeding through the formal technical approval design phase with Network Rail.</p> <p>The new railway line situated along the Dalmeny Chord is part of the scheme design and trains will travel on this route at up to 100mph, reducing to 50mph by the time they reach the tunnel network at the airport.</p> <p>Her Majesty Railway Inspectorate (HMRI) has confirmed its 'No Objection to Concept' of the scheme design to date.</p>
10	<p>The estimated cost of the development, at this early stage, is approximately £500m, increasing to some £650m allowing for inflation. Bearing in mind the logistical difficulties that must be overcome, most notably tunnelling under an airport runway in 24 hour use, we must assume that this figure will undergo a number of 'revisions' before the project is completed. If I recall correctly, the initial estimate for the Scottish Parliament was some £40m, less than 10% of the actual cost. As with many such projects, the actual cost often becomes apparent when construction is well under way and cancellation is no longer an option without enormous embarrassment to the parties involved.</p>	<p>The cost of EARL has been robustly assessed at £609.9 million (within a range from £550m to 650m) at the date of forecasted expenditure (2007 to 2011). This sum includes contingencies of £61.5 million and an optimism bias of £106.3 million. This optimism bias has been calculated based on HM Treasury Guidance, which is designed to ensure cost outturns are within budget. Transport Scotland will be the major funder of EARL and discussions are ongoing with BAA regarding a contribution to the project.</p>
11	<p>One of the suggested 'benefits' of the EARL project is that it will allow improved surface access to Edinburgh Airport from</p>	<p>The transport modelling, undertaken by Scott Wilson, forecasted that passenger numbers on EARL, from the Glasgow area, would be 323k</p>

	<p>all over Scotland. Bearing in mind that a similar airport link is being mooted to serve Glasgow Airport, precisely how much traffic is expected to head towards Edinburgh Airport from the west of the country? Presumably most passengers based in the West will opt to use their local airport in Glasgow. It therefore follows that EARL should perhaps concentrate its efforts on capturing the East of Scotland market. This would therefore make the 'Turnhouse Option' a more attractive (and much cheaper) solution.</p>	<p>trips per annum by 2026, which equates to about 6.5% of total trips, due to the large numbers of EARL trips.</p>
12	<p>If there is no additional capacity in the existing rail network to increase the number of trains through the airport, and given that the number of carriages cannot be increased due to the limitations of platform length, how is it possible that the system can be adapted to carry the additional passengers that will be required to make EARL a success? Will passengers simply have to sit a bit closer together?</p>	<p><b>tie</b> Limited has provided a rolling stock specification to Transport Scotland on the requirements for the EARL project. This is being used by Transport Scotland to assist in its review of the rolling stock procurement strategy across the First ScotRail franchise. This aims to ensure that the trains will be suitable to accommodate both commuter and air travel passengers. The forecast passenger demand modelling for EARL has, therefore, been factored in to train capacity planning for the future.</p> <p>The demand modelling work was undertaken by Scott Wilson, a multi-disciplinary technical consultant, in consultation with First ScotRail, the Train Operating Company.</p>
13	<p>It would appear that EARL will be operating in direct competition to the proposed Airport phase of the new tram system. Bearing in mind that both of these projects are both expected to be of a phenomenal cost, it seems incredible that they will be competing for overlapping sections of business. Surely the development of either one or the other would be the best way to increase the chances of a successful return on the taxpayer's money?</p>	<p>EARL will not be operating in direct competition to the proposed airport phase of the new tram system.</p> <p>Both the EARL and tram economic cases have been presented at their respective Parliamentary hearings, and they have been considered collectively to ensure that both schemes can co-exist.</p> <p>EARL will integrate with other transport links at the airport, including the proposed tram scheme and current bus link. The station will allow passengers to choose which mode they require.</p> <p>This integration of EARL into the national rail network will make Edinburgh Airport easily accessible to the large majority of people in Scotland. It will also offer better connections to many rail passengers, for example, people travelling from Fife to Glasgow will be able to change at the new airport station, without having to travel into the city.</p>

	<b>Action</b>	<b>Responsibility</b>	<b>Deadline</b>
1	It was agreed that an EARL Open Day would be held in Kirkliston in October. Steve Lee (Chairman) to	<b>SL</b>	<b>29/09/06</b>

Kirkliston Community Council Meeting  
Kirkliston Council Offices, 29 August 2006

	confirm a date with Jen Johnston.		
<b>2</b>	Jen to organise Open Day once date set	<b>JJ</b>	<b>TBC</b>