

Final Draft 2

EDINBURGH AIRPORT RAIL LINK BILL

Draft

PROMOTER'S MEMORANDUM

INTRODUCTION

1. This document relates to the Edinburgh Airport Rail Link Bill introduced into the Scottish Parliament on [] 2005. It has been prepared by the Promoter, **tie** Ltd, (a not-for-profit company limited under the Companies Acts, having its registered office at Verity House, 19 Haymarket Yards, Edinburgh, company number 230949), to satisfy Rule 9A.2.3(b) of the Parliament's Standing Orders. The contents are entirely the responsibility of the Promoter and have not been endorsed by the Parliament.
2. Explanatory Notes and other accompanying documents published by the Parliament are available separately as SP Bill []-EN. It contains details of the accompanying documents published by the Promoter, and where those documents may be inspected or purchased.
3. This memorandum explains:
 - the policy objectives of the Bill;
 - the details of the proposed railway scheme and the background to it;
 - the consideration undertaken by the Promoter of the alternatives to the chosen scheme; and
 - why the chosen approach was adopted.

It describes the consultation that took place in relation to:

- the objectives of the scheme;
- how to meet them; and
- the details contained in the Bill.

and summarises the outcome of that consultation.

POLICY OBJECTIVES OF THE BILL

4. In summary, the policy objectives of the Bill are to create a rail link to be known as Edinburgh Airport Rail Link (“EARL”) which will:
- put Edinburgh Airport into the heart of the national rail network;
 - allow fast, frequent, reliable rail services direct to many parts of Scotland and beyond;
 - optimise accessibility to as many destinations as possible whilst providing the minimum of disruption to existing rail services;
 - provide an integrated public transport link in line with national, regional and local planning and transport policy;
 - bring Scottish transport links into line with their European equivalents;
 - stimulate economic growth of Scotland as a whole;
 - facilitate trading connections with the rest of the world and encourage inward investment and tourism;
 - stimulate local economic growth;
 - offer sustainable transport alternatives to car travel to the airport;
 - improve public safety;
 - reduce congestion and protect the environment;
 - improve social inclusion and access;
 - create the opportunity for a public transport interchange at Edinburgh Airport;
 - be compatible with potential long term development strategies at Edinburgh Airport and West Edinburgh.

These objectives were initially developed by a core stakeholder Steering Group of the Scottish Executive, BAA, the Strategic Rail Authority, the Department for Transport and Scottish Enterprise as part of a wider consultation since March 2001. Further details of the consultation within this group and the Rail Operating Group (ROG) which succeeded it in 2003 are in paragraph 79 below.

5. Edinburgh is one of the largest European capital cities in population terms without an airport rail link. Plans for linking Dublin, the largest capital city without a rail link, are expected to be announced later in 2005. Scottish cities that could have direct train services to Edinburgh Airport under EARL include Aberdeen, Dunfermline, Dunblane, Dundee, Glasgow, Inverness, Perth and Stirling, as well as Edinburgh itself. Many other towns and communities on these lines will also be directly served. The Promoter estimates that the integration of EARL into the national rail network will make the airport easily accessible to the large majority of people in Scotland. EARL could also provide a direct service between Edinburgh Airport and major population centres in the north of England.

6. The chart below shows British airports with a passenger throughput of 1m-20m in 2003. Heathrow (64m), Gatwick (30m) and airports with a throughput of below 1m lie outside the scope of the chart. The chart demonstrates that Edinburgh and Glasgow are the two airports with the largest annual passenger numbers that do not possess a rail link. It can be seen that many smaller airports already enjoy a direct rail connection, or have one under construction.

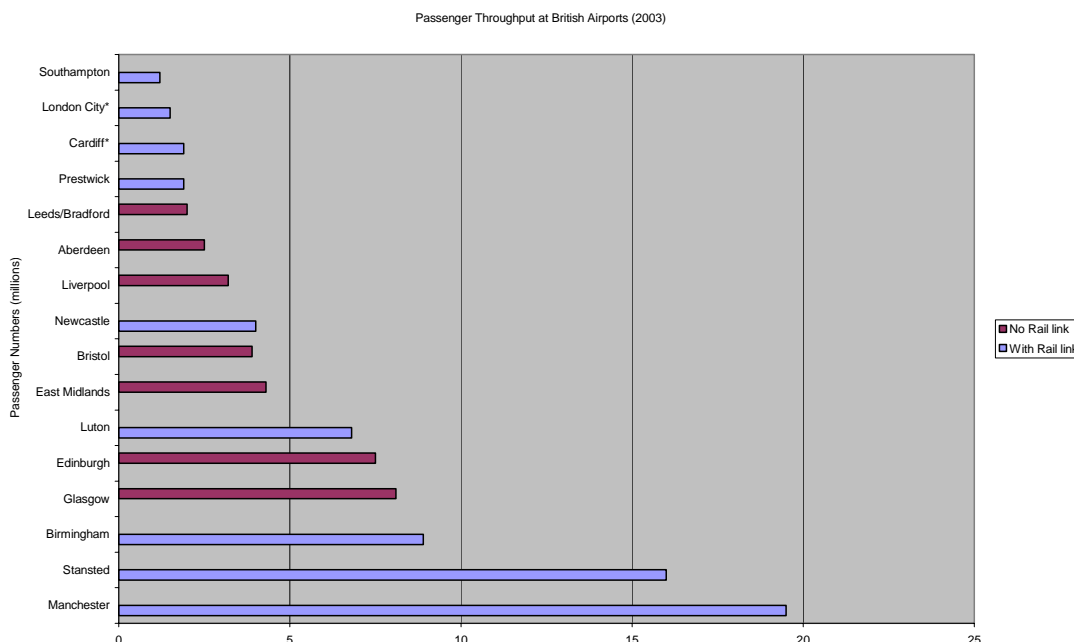


Chart 1: Passenger Throughput at British Airports (2003)

(Source: CAA¹, BAA² and airport websites³)

* indicates rail link under construction and due to open in 2005

BACKGROUND

7. The construction of new rail infrastructure requires specific statutory authorisation. This is needed to give statutory sanction to what could otherwise be a public or private nuisance and as the only way of authorising compulsory purchase of the land required for the railway. Before devolution, railways in Scotland were authorised by means of provisional Orders made under the Private Legislation Procedure (Scotland) Act 1936, which confers functions on the Secretary of State and the UK Parliament. The Scotland Act 1998 (Modifications of Schedule 5) Order 2002 (SI 2002/1629(S.5) had the effect of devolving to the Scottish Parliament functions connected with “the promotion and construction of railways which start, end and remain in Scotland”. The 1936 Act therefore no longer applies to railways that come within this description. Such railways must now be authorised by a Private Bill in the Scottish Parliament.

8. Neither **tie** Ltd, the Promoter, nor any other body currently possesses the statutory powers to construct EARL.

9. In deciding how best to obtain the necessary statutory powers to construct the new railways, three options were considered by the Promoter, namely: (1) utilising any powers which Network Rail might have; or (2) purchasing the land from the

¹ www.caa.co.uk (economic regulation-economic policy and strategy-surveys)

² www.baa.com/main/corporate/investor_relations_frame.html

³ Prestwick (www.gpia.co.uk), Newcastle (www.newcastle-airport.co.uk) and Leeds/Bradford (www.lbia.co.uk)

individual landowners and going through normal planning procedures; or (3) the Private Bill process.

10. Network Rail does not have existing powers to construct any of the railways comprising EARL and would face the same need as the Promoter to obtain the necessary powers.

11. Proceeding by way of voluntary purchase and obtaining planning permission was also considered. In the absence of a Bill seeking statutory powers there could not be certainty of being able to acquire the necessary land. Even if the owners of all the relevant property interests were prepared to sell, in the absence of compulsory purchase powers there would be no way of preventing them from demanding prices in excess of a fair market price, effectively demanding a premium for the scheme. This would prevent EARL from proceeding to a pre-defined programme, and funding could not be secured. In addition, planning permission (which would be required from the two local planning authorities involved, namely West Lothian and City of Edinburgh) would not confer the statutory powers that are required to construct the new railways (see paragraph 10 above).

12. The Bill seeks powers to provide the Promoter with statutory authority to construct new railways providing new routes, which will become key rail routes to Aberdeen, Fife, Glasgow and Stirling/Perth/Inverness, via a new station to be constructed at Edinburgh Airport. In connection with these works, the Bill provides for diversion of some minor roads and accesses that would cross the new railways.

13. Provision is made for the compulsory acquisition of land permanently required for EARL, and of the necessary permanent and temporary access and other rights over other land during and after construction. The Bill also provides for the authorised undertaker to take temporary possession of certain land for construction purposes. Along with these compulsory purchase powers, the Bill applies the body of law (known as the 'compensation code') that governs compensation for all compulsory purchase throughout Scotland. Parties whose land is taken for, or affected by, the scheme will therefore enjoy the same rights to compensation as apply to any other scheme involving compulsory purchase.

14. The Bill, if passed, will effectively grant outline planning permission for the works it authorises⁴.

15. The procedure leading to the passing of a Private Act ensures that there is a full environmental impact assessment of the proposals and that there is a public consultation exercise before the Bill is introduced into the Scottish Parliament. It also ensures that there is an opportunity for all interested or affected members of the public to make representations to the Parliament about the proposals, including their

⁴ The legal basis for this is contained in article 3 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (S.I. 1992/223 (S.17)) which grants planning permission for the classes of development specified in Schedule 1 to the Order. Class 29 in Part II of that Schedule specifies development authorised by (among other legislative instruments) an Act of the Scottish Parliament. The extent of the permission granted is restricted in the ways described in Class 29 and the permission given by article 3 is subject to the requirement for environmental assessment.

environmental impact, and that all the issues raised are considered and properly adjudicated upon by the Parliament.

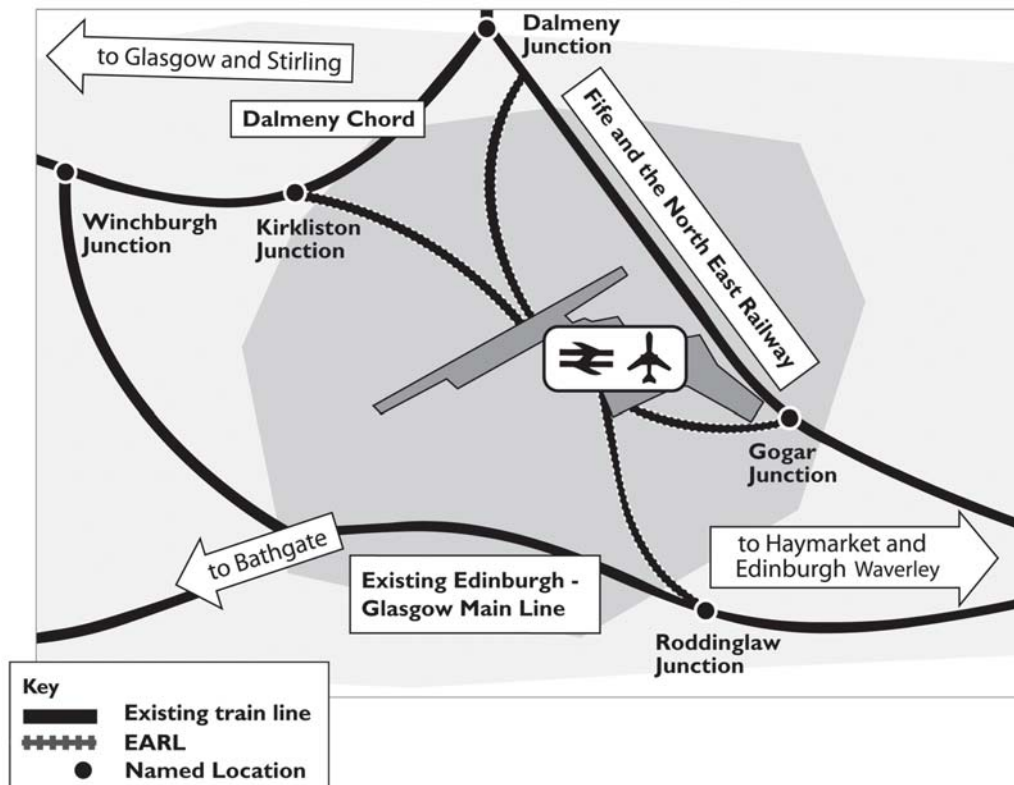
16. To understand the reasons for promoting the EARL, which in turn necessitates the Bill, it is helpful to understand the nature of the scheme and the rationale for its development.

DETAILS OF THE PROPOSED RAILWAY SCHEME

17. EARL will provide the following new railways linking a new Edinburgh Airport station, via a tunnel, with the national railway network:

- connecting with the Edinburgh to Glasgow Main line via;
 - to the north west, an upgraded section of the existing railway between Winchburgh and Kirkliston and a new railway, connecting with the existing Dalmeny Chord Railway, between Kirkliston and the airport;
 - and
 - to the south, connecting with the Main Line at Roddinglaw;
- connecting with the Edinburgh to Fife and North East Railway via;
 - to the north, a new railway from the airport to Dalmeny; and
 - to the south, via a new railway from the airport to Gogar.

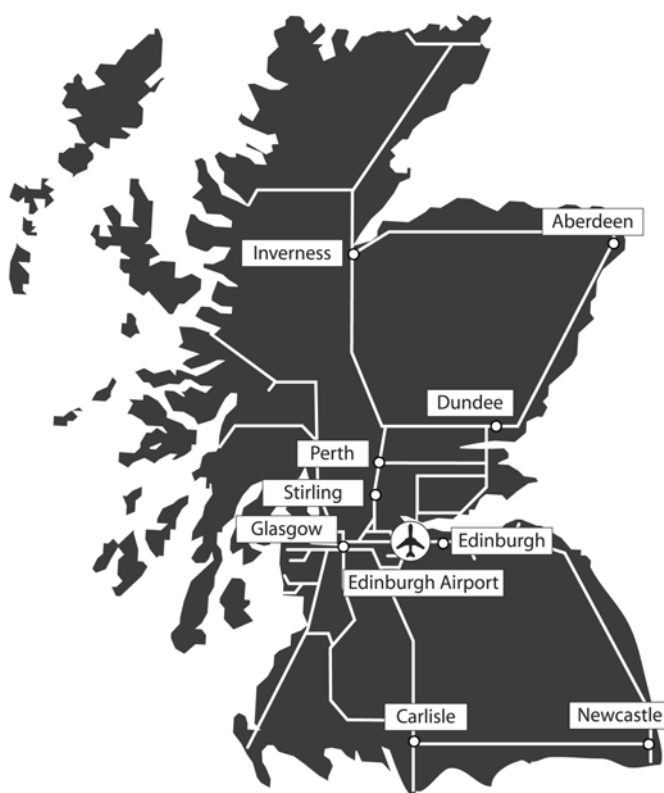
Connections would thus be established between Edinburgh Airport and the West, North and East of Scotland.



18. The nearly 14km (nearly 9 miles) of new railways, plus the nearly 4km (over 2 miles) of upgraded existing railway, would allow the following patterns of trains to run. These are based on the current timetable, and all would call at the new Edinburgh Airport station:

This document relates to the Edinburgh Airport Rail Link Bill (SP Bill[]), as introduced in the Scottish Parliament on [] 2005

- two trains per hour in each direction between Glasgow Queen Street and Edinburgh Waverley via Falkirk High, currently operated by First ScotRail, with the other two trains per hour using the existing route,
- one train per hour in each direction between Aberdeen and Edinburgh Waverley, currently operated by First ScotRail and Virgin (some of these go to Newcastle and beyond),
- two trains per hour in each direction between Dunblane and Newcraighall, via Stirling and Edinburgh Waverley, currently operated by First ScotRail,
- one train per hour in each direction between Perth and Edinburgh Waverley, currently operated by First ScotRail. In some cases these trains start from Inverness,
- two trains per hour in each direction between the Fife Circle and Edinburgh Waverley, currently operated by First ScotRail.



19. An indicative timetable based on this pattern of services has been constructed, independently checked using industry standard models and leads the Promoter to believe that the overall effect on network reliability would not be significant. Many alternative timetables could be operated equally successfully. Although the timetable is based on diesel trains, the scheme has been designed to permit future electrification, should that be required.

FIT WITH NATIONAL, REGIONAL AND LOCAL PLANNING AND TRANSPORT POLICY

20. The Partnership Agreement⁵ of the Scottish Executive confirms that an effective transport system is central to a thriving economy and strong communities. Delivering rail links to Edinburgh and Glasgow airports are high level commitments.

21. The Scottish Executive's White Paper "Scotland's Transport Future"⁶ published in June 2004 and now taken forward in the Transport (Scotland) Bill [SP Bill 28], sets out the Executive's view of the challenges, objectives and delivery opportunities for transport over the next 20 years. It recognises transport as one of Scotland's most vital public services, influencing the nation's economy, communities, environment and quality of life.

22. The Executive's White Paper refers to the value of efficient links to airports providing direct flights to and from Scotland to promote trading connections with the rest of the world. Scottish businesses can increasingly access new and established markets directly, avoiding extra flights and consequent delays via a hub airport. Economic growth also includes tourism, a major building block of the economy, and the Executive's White Paper sees this set to expand by 50% over the next ten years, with a strong linkage between tourism and good transport gateways/international links.

23. Edinburgh Airport is a major asset in fostering this economic growth. Passenger usage of the airport has grown 36% between 2000 and 2003⁷. The UK Government's White Paper "The Future of Air Transport", ("the UK White Paper"), published in December 2003⁸, envisages a continued increase in demand⁹. Passenger numbers at Edinburgh Airport are expected to grow from 6m people in 2001, and 8m people in 2004, to between 21m and 23m people by 2030. The forecasts were undertaken by Scott Wilson Kilpatrick on behalf of the Department for Transport, and the draft BAA masterplan¹⁰ for Edinburgh Airport published in May 2005 shows consistent predictions. The UK White Paper recognises that a rail link would contribute significantly to increasing the share of airport passengers using public transport.

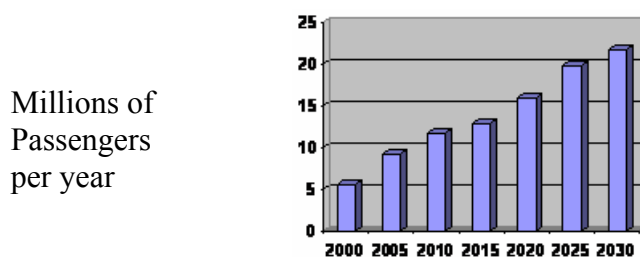


Chart 2: Edinburgh Airport Forecasts

⁵ Partnership Agreement of the Scottish Executive dated 2003 entitled "a partnership for a better Scotland"

⁶ White Paper: Scotland's Transport Future – The Transport White Paper-June 2004

⁷ CAA survey returns.

⁸ Cm 6046

⁹ ATWP supporting document "Passenger Forecasts: Additional Analysis" Annex B.10

¹⁰

*This document relates to the Edinburgh Airport Rail Link Bill
(SP Bill[]), as introduced in the Scottish Parliament on [] 2005*

(Source: UK Government White Paper “The Future of Air Transport” December 2003)

24. To sustain this growth at Edinburgh Airport, some £140m has already been spent by BAA in developing airport facilities, with a further £200m planned for the next four years on terminal extension and remodelling. EARL features in BAA’s draft masterplan referred to in paragraph 22 above, published for consultation in May 2005 and covering the period to 2030. Current projections suggest a second runway may be required in future, and the design of EARL allows for this.

25. Public transport usage at Edinburgh Airport is currently a modest 16% overall and only a slightly higher 19% for foreign travellers, with less than 1% having used rail for part of their journey¹¹. This is a sharp contrast with Prestwick Airport where 38% of passengers travelling to that airport use the rail link¹², and Stansted at 29% in 2003¹³. Access to Edinburgh Airport by car is becoming increasingly difficult, especially at peak times, because these airport users have to share same roads in the west of Edinburgh with commuters. The West Edinburgh Planning Framework¹⁴ records that the road network in the area is currently either at or near maximum operating capacity. In April 2005 Scott Wilson Halcrow Joint Venture railway consultancies (SWHJV) reviewed data originally used in the West Edinburgh document, relating to road traffic, and found the majority of roads and junctions within the vicinity of the airport were operating above capacity. At present approximately 50% of passengers travel to the airport by private car, and 29% take taxis¹⁵. Further multi-storey car parks at the airport are planned.

26. EARL is being promoted as the best way to achieve improved and integrated public transport to Edinburgh Airport and to achieve the policy objectives set out in paragraph 4 of this memorandum.

27. Edinburgh has recently enjoyed the fastest rate of economic growth in the UK¹⁶. Traffic congestion is also increasing, and will, if unresolved, act as a constraint to further growth¹⁷. A high quality rail link is seen as an essential contribution to sustain this economic growth. The SWHJV modelling referred to in paragraph 25 above found that by 2026 EARL would have a positive impact on road congestion in the immediate vicinity of the airport, particularly on the A8 Corridor. It will also bring further benefits associated with greater connectivity and accessibility.

28. A review of options for establishing a direct rail link was commissioned in 2001 by the Scottish Executive from the Sinclair Knight Merz (SKM) consultancy.

¹¹ SKM report to Scottish Executive February 2003

¹² December 2004 figure, evidence by Prestwick Airport to Scottish Parliament Enterprise and Culture Committee, 18th January 2005(EC/S2/05/01/6, para.11). Annual figure is 30% of passengers and rising.

¹³ CAA modal split data

¹⁴ West Edinburgh Planning Framework, Scottish Executive 2003

www.scotland.gov.uk/library5/planning/wepff-01.asp

¹⁵ Edinburgh Airport Surface Access Strategy 2002-2007, BAA Edinburgh

¹⁶ Cambridge Econometrics June 2000 and August 2001

¹⁷ Cambridge Econometrics August 2004 predicts Edinburgh will experience the fastest growth of London, Birmingham, Manchester, Glasgow and Cardiff over the next 5 years

This was overseen by a steering group comprising the Scottish Executive, BAA, the Strategic Rail Authority, the Department for Transport and Scottish Enterprise.

29. SKM's appraisal of the costs and benefits of a series of options showed that they all generated economic benefits that exceeded the cost of implementation and operation. The creation of new Edinburgh-Glasgow and Edinburgh to Fife and the North East rail routes via a new railway travelling under Edinburgh Airport runway would generate both the highest passenger usage and Net Present Value¹⁸ (NPV) benefit. The SKM study anticipated that, during the first full year of operation of the rail link in 2010, some 2m passengers would use the rail link if the "Runway Tunnel" option were constructed. Thereafter, by 2020, the total number of passengers was expected to almost double compared to the 2010 figures.

30. There is detailed discussion of the alternative transport modes considered in paragraphs 45 – 52 below and of the options review process in the SKM study at paragraphs 55 – 68 below.

31. The SKM report was commissioned against the background of the Scottish Executive's Transport Delivery Report (TDR)¹⁹. Published in March 2002 this report set out the Executive's vision for transport delivery stretching over the following ten years to 2012. It highlighted the challenges facing transport in Scotland, particularly the predicted 27% increase in road traffic over the next 20 years, and proposed courses of action to meet these challenges and to stabilise road traffic at 2001 levels by 2021. The TDR highlighted the Executive's Policy of providing a package of alternatives to the private car.

32. The TDR set out ten priorities for delivery, including opening up direct access to the rail network for business and private travellers by developing a rail link to Edinburgh Airport and Glasgow Airport. Edinburgh and Glasgow airports are the two largest airports in the UK without established air-rail links, described in paragraph 6 above.

33. The Scottish Executive's Framework for Economic Development in Scotland²⁰ confirms transport will continue to be a high priority, with a clear focus on improved strategic planning, infrastructure investment, reducing road congestion and improving public transport. EARL is clearly in line with these policy objectives.

34. The National Planning Framework for Scotland,²¹ published by the Scottish Executive in April 2004, includes a rail link to Edinburgh Airport in the Executive's transport infrastructure commitments to 2010. It also refers to the safeguarding of land for an additional runway at the airport.

¹⁸ Net Present Value is calculated by off-setting capital and operating costs (negatives) against user and decongestion benefits and revenues (positives) over a 30 year project life.

¹⁹ Scottish Executive Report: 'Scotland's Transport: Delivering Improvements' (March 2002)
www.scotland.gov.uk/library3/transport/stdi.pdx

²⁰ Framework for Economic Development in Scotland published in 2004

²¹ National Planning Framework for Scotland, Scottish Executive, April 2004
www.scotland.gov.uk/library5/planning/npf04-00.asp

35. EARL will assist significantly in delivering a more sustainable, effective, integrated transport system and is thus in accordance with the key policy aims and objectives of the Scottish Executive contained in Scottish Planning Policy 1: The Planning System²², National Planning Policy 17: Transport and Planning²³ and Planning Advice Note 57: Transport and Planning²⁴ and Scottish Planning Policy 2: Economic Development²⁵.

36. The Edinburgh and Lothian's Structure Plan 2015,²⁶ approved by Scottish Ministers in June 2004 supports the provision of an Edinburgh Airport rail station and associated rail links and this is identified as a Key Transport Investment Proposal to be safeguarded pending decisions by stakeholders on implementation. Edinburgh Airport rail station and associated rail links are also identified as a strategic transport investment proposal in the Action Plan²⁷ which accompanies the approved Edinburgh and Lothian's Structure Plan 2015.

37. The Finalised Rural West Edinburgh Local Plan²⁸ supports the principle of an Edinburgh Airport rail station and associated rail links. It confirms that the Scottish Executive is examining options for providing this together with a tunnel link. The City of Edinburgh Council²⁹ has confirmed its intention to undertake an early Formal Alteration to the Finalised Rural West Edinburgh Local Plan to safeguard EARL.

38. EARL is in accordance with adopted policy in the City of Edinburgh Council's Local Transport Strategy 2004 – 2007 (LTS).³⁰ The LTS supports working with the Scottish Executive, the rail industry and Edinburgh Airport on the implementation of a rail link to the airport to ensure maximum benefits to the travelling public.³¹

39. On 25 November 2004 City of Edinburgh Council's Planning Committee³² maintained its support for the principle of the EARL project, noting the substantial benefits direct airport rail services will deliver. Officers of the Council were directed to address planning issues, including detailed landscape, flooding and other environmental matters, which are considered through the Environmental Impact Assessment. The Committee also requested that tie Ltd works with Council officers to build in measures which minimise the impact of the scheme on the long-term commercial potential of land to the north of the East Chord line between the Airport and South Gyle. This is covered in paragraph 41 below.

40. The West Edinburgh Planning Framework mentioned earlier, as well as referring to an increase in road congestion around the airport, also highlights West

²² Scottish Planning Policy 1: The Planning System published November 2002

²³ National Planning Policy 17: Transport and Planning published 1999

²⁴ Planning Advice Note 57: Transport and Planning published April 1999

²⁵ Scottish Planning Policy 2: Economic Development published November 2002

²⁶ Edinburgh & Lothian's Structure Plan 2015, approved by Scottish Ministers on 17 June 2004

www.midlothian.gov.uk

²⁷ Action Plan which accompanies the Edinburgh and the Lothian's Structure Plan 2015

²⁸ The Finalised Rural West Edinburgh Local Plan published by City of Edinburgh Council

²⁹ Meeting of Planning Committee of City of Edinburgh Council on 5 August 2004

³⁰ City of Edinburgh Council Local Transport Strategy 2004-2007 published March 2004

³¹ LTS, PTP26

³² City of Edinburgh Council Planning Committee Minutes 25th November 2004

www.edinburgh.gov.uk

Edinburgh as an international business location capable of attracting “World companies” and associated headquarters organisations. The document supports improvement in public transport accessibility by the introduction of an Edinburgh Airport rail link which is identified as a key policy objective, with a requirement for careful integration of transport and strategic land use. The plans for EARL have been developed to integrate with other transport and land use in the area.

41. The impact on land use highlighted by City of Edinburgh Council has been addressed by **tie** Ltd in the provision of a single transport corridor running between the south of the airport and Gogar roundabout. The corridor could be shared with Edinburgh Tram (Line Two) (“TRAM 2”) route where it converges with EARL. The new railway along this corridor would be some 78% in cuttings to allow low level bridging to maximise the future development of this area as a potential site for high quality economic development.

42. The scheme has been designed so that EARL and TRAM 2 complement each other, and demand modelling for EARL took full account of TRAM 2. The two transport schemes serve different passenger needs, and Edinburgh Airport station could develop as a major integrated public transport hub, providing interchange for air, rail, tram, bus, coach and taxi.

43. **tie** Ltd estimates that EARL will initially take in excess of 1000 cars per day off the A8 and roads in the vicinity of the airport, which will improve car journey time to the airport from Central Scotland and Fife.

CONSIDERATION OF CHOSEN APPROACH AND ALTERNATIVES

Choices of Transport Mode

44. The UK Government’s Scottish Integrated Transport White Paper³³ places a clear focus on three key aims for transport policy in Scotland:

- a strong economy,
- a clean environment, and
- an inclusive society.

45. Alternative transport modes were examined in earlier studies, for example ‘Feasibility Study for North Edinburgh Rapid Transit Solution’ (Andersen, Steer Davies Gleave, Mott MacDonald 2001). While this study looked at public transport in north Edinburgh, **tie** considers that the principles emerging apply equally to the west. A number of technologies were considered in this study, namely: monorail, magnetic levitation (“maglev”), guideways (platoons of cars on fixed trackway), guided busways, people movers and traditional bus. Monorail, maglev, guideways, guided busways and people movers have had limited application in the UK and the rest of Europe. They are best as a mode for a fixed end-to-end journey. They would make some contribution towards the objectives of increasing public transport usage, and reducing road congestion locally, albeit with different degrees of intrusion into

³³ Travel Choices for Scotland: The Scottish Integrated Transport White Paper, Scottish Office July 1998 (Cmmd 40)

West Edinburgh infrastructure but these modes cannot be applied as an extended network. Apart from considerations of journey times and adequacy of infrastructure for long journey users, these modes would require their own systems, both infrastructure and rolling stock. They could not be integrated into the national rail network. Requiring their own corridors rather than sharing a former or existing rail corridor, they would be environmentally unfriendly and require unjustified land take. None of these transport modes meets the wider policy objectives described in paragraph 4 above.

46. Experience elsewhere of buses indicates only limited success in encouraging people out of private cars, eg only 2-3% shift in Birmingham and Leeds³⁴, and bus reliability is inevitably constrained by the road network and congestion.

47. The TRAM 2 system has therefore been proposed as the best means of serving the local market in the corridor Edinburgh City Centre, Murrayfield, Edinburgh Park, The Gyle, Ingliston Park & Ride and the airport. It offers greater capacity, reliability and attractiveness to car users than buses, and reduced emissions.

48. However, in considering the application of these other modes to enhance national links to Edinburgh Airport, the challenge and opportunity is far more extensive than the corridor between the City Centre and the airport. Only one journey in three to Edinburgh Airport is from Edinburgh City Centre. There is an evident need to provide for a wider market, coming from further afield, and to achieve full national coverage the transport mode to and from the airport should be part of a national network as already exists for rail.

49. In summary, the possible alternatives would only serve a minority of the existing market and fail to meet the objectives of expanding the catchment area of, and improving accessibility to, the airport.

50. The bus is the only alternative which has the flexibility and possible potential to contribute towards the objectives of expanding the catchment area and supporting economic growth. Significantly, the free market has produced only the one bus link, from Edinburgh City Centre. This suggests people are not attracted to the bus as an alternative to the car, and mirrors the experience in Birmingham and Leeds referred to in paragraph 46 above.

51. It is also considered that bus links would suffer all the disadvantages of capacity, comfort, vulnerability to road congestion and the establishment of further bus routes would actually offset some of the decongestion benefits that the links were seeking to achieve. Bus journey times to the airport, even with bus lanes already in place, are 25-40 minutes from Waverley and 20-35 minutes from Haymarket. By rail they will reduce to 10 minutes and 7 minutes, respectively.

52. Rail, on the other hand, already exists as a regulated network, with train service levels and destinations controlled by the Scottish Executive via the Rail

³⁴ Written evidence to TRAM (Line One) Scottish Parliamentary Bill Committee given in response 6, paragraph 7 dated 22nd October 2004 to 9th Meeting on 23 November 2004 (Session 2)

Franchise agreements. Extensive infrastructure is in place and rail has acceptance as a mode of transport.

Choices within Rail Options SKM Report – Steering Group

53. The SKM report, referred to in paragraphs 28 and 29 above, examined the economic and engineering viability of linking Edinburgh Airport to the national rail network. The study was conducted in four phases, with review at each phase by a Steering Group consisting of the Scottish Executive, BAA, the Strategic Rail Authority, the Department for Transport and Scottish Enterprise. SKM were also asked to examine Light Rail links to Edinburgh Airport as a complement to heavy rail.

54. The planning objectives for the heavy rail link were that:

- operating costs should, at least, be covered by revenues, or be supported by third party contributions based on other benefits;
- public sector contributions to capital costs should, at least, be matched by benefits to non-public transport users, such as the relief of road congestion; and
- options should be compatible with potential long-term development strategies being considered at the airport as part of the UK strategy for air transport.

55. In the first phase, eight infrastructure options were drawn variously from previous studies, steering group proposals and consultants' recommendations. The eight options were:

- a route from Winchburgh to Edinburgh Park with a new underground station at the airport,
- as above with an additional link from the airport station to Dalmeny,
- as the first option with an additional link from the airport station to the Winchburgh – Dalmeny chord ('Runway Tunnel' option),
- a double spur from the Edinburgh – Glasgow line with a surface airport station,
- a route from Winchburgh to South Gyle with a new underground airport station, largely following Turnhouse runway,
- a double spur surface route from South Gyle with an airport station which could be underground,
- a route from Winchburgh to South Gyle with a new underground airport station, with an additional link to the Winchburgh – Dalmeny chord,
- a route from South Gyle to Newbridge with a surface airport station parallel to the runway, and a new chord at Winchburgh.

56. The eight options were then appraised using the required simplified Scottish Transport Appraisal Guidance (STAG) Part 1 Appraisal³⁵ summary table.

57. In phase two, which led to a shortlist, the capital costs of the infrastructure options were drawn up, along with patterns of potential train service which each

³⁵ Scottish Transport Appraisal Guidance is the Scottish Executive's appraisal guidance for projects requiring public funding.

remaining option would allow. This meant annual operating costs and potential patronage could be established. The assessment showed that the highest passenger usage and revenue would be generated by the Runway Tunnel option which would allow through running of services from Aberdeen and Newcastle as well as Fife, Stirling and Glasgow, with little increase in journey time. Options involving diversion of services without tunnelling reduced capital costs, but these options also significantly extended journey times as a result of reversing trains at the airport (eg those from Fife by up to 15 minutes), and this journey time lengthening reduced their benefits.

58. The Stakeholder Group agreed the desirability of achieving the objective of high patronage from through-running and took forward the Runway Tunnel option and an option to divert the Edinburgh-Glasgow line. Two cheaper spur options were also taken forward, with freestanding services to avoid extending existing journey times. There was a concern that these spur options would not permit direct service for many destinations, which would reduce attractiveness to potential users. Finally, as a result of the studies, an option was devised to deliver the benefits of a diversion to achieve through running without the costs and risks of tunnelling under the runway (the Surface option).

59. The agreed shortlist for detailed appraisal therefore consisted of the five selected during the above process, namely:

- a spur from the Edinburgh to Fife and the North East line (Fife Spur),
- a spur from the Edinburgh – Glasgow line (E & G Spur),
- new railways from both Edinburgh – Glasgow line and Edinburgh to Fife and the North East line through the airport (Runway Tunnel),
- a new railway for the Edinburgh – Glasgow line through the airport (E & G Diversion),
- spurs from both Edinburgh to Fife and the North East line and Edinburgh – Glasgow lines terminating at the airport, together with a new chord line near Winchburgh Junction (Surface option).

60. These five short listed options were then subjected to detailed appraisal:

- against the earlier planning objectives/criteria of operating cost neutrality, capital cost covering non-user benefits, and consistency with long term airport strategy,
- against implementation criteria including land use, fit with national and local policy, technical feasibility and risk, operational feasibility and public acceptability,
- thirdly each scheme was assessed against the Government's five objectives, set out in STAG 2 appraisal guidance.

61. The most important element of the three way appraisal was STAG 2 which assessed options in five key areas:

- environmental, comprising mitigation options available, noise and vibration, air quality including CO₂, PM₁₀ and NO₂ emissions, water quality, drainage and flood defence, geology, biodiversity, visual amenity, soil and cultural heritage impact, landscape and recreational access,
- safety, impact on accidents and security,

- full Transport Economic Efficiency Appraisal. This in depth study involved assessing expected usage by airport travellers, employees and others, and the financial benefits from their time savings. Road decongestion benefits were quantified and overall NPV calculated,
- integration benefits,
- accessibility change from each option, and Social Exclusion impact.

62. Table 1 below summarises the key differences between the options, as revealed in the SKM appraisal. Safety and social inclusion are not shown in the table since no significant differences were found between the options. Similarly, only small differences were discovered in the environmental areas of air quality/impact, water quality, geology, biodiversity, agriculture and soil and cultural heritage. Table 2 shows key places directly served. All options generated economic benefits which would exceed the cost of implementation and operation.

63. In considering the best overall option the Steering Group looked firstly at objectives which included: serving and expanding the airport catchment area, encouraging use of public transport, reducing motorway and major road congestion levels and, secondly, at supporting the Scottish economy.

64. Against these criteria there was one clearly preferred option, namely the Runway Tunnel option, with a predicted 37% more usage in 2020 than its nearest rival. Additionally this option integrated into the Scottish rail network, and gave the opportunity for new interchanges, such as Fife to Glasgow.

65. The estimated capital cost of the Runway Tunnel option was higher than other options. However, its ability to accommodate a large number of existing train services each hour meant that annual user benefits and decongestion benefits were significantly higher than other options. Conversely, because the train services already exist, the incremental operating costs to provide this benefit were relatively low. Out of the five short-listed options, the Runway Tunnel option achieved the highest level of usage by air passengers by 2020, at 19% with the nearest other option achieving only 13.8% (the Surface Diversion option).

66. The Runway Tunnel option produced the smallest environmental noise and vibration impact, jointly with the E & G Spur option. In terms of environmental visual amenity impact, the Runway Tunnel option and the E & G Diversion brought a large negative impact, while the other three options entailed a moderate negative impact. No options produced a positive impact in this respect. The Runway Tunnel option was the only one of the five short-listed options to achieve a large positive impact in terms of accessibility improvement, all four other options achieving only a moderate positive impact. The Runway Tunnel option and the E & G Diversion showed a moderate positive impact in terms of land use for transport integration, while the other three options showed only slight positive impact.

67. In terms of impact of each of the options on existing journey times, the Fife Spur option and the E & G Spur option had no impact on existing journey time as the only services provided by those options would be extra trains between the airport and Waverley Station. Out of the other three options, which link into the national network, the Runway Tunnel option involved only small additions to journey times (estimated

This document relates to the Edinburgh Airport Rail Link Bill (SP Bill[]), as introduced in the Scottish Parliament on [] 2005

at up to 5 minutes on some Fife trains and 2 minutes on some trains on the Glasgow line). Both the E & G Diversion and the Surface Diversion involved significant additions to journey times (with both bringing an estimated 15 minutes extra on the Edinburgh to Fife and the North East line and 10 minutes on the Stirling line).

68. The high benefits and low operating costs of the Runway Tunnel option outweighed the capital cost producing the highest positive NPV of the options considered, at £250 million over 30 years. In terms of overall connectivity, the Runway Tunnel option far exceeds the other options, connecting nine Scottish cities/major towns directly to the airport, compared to only five for the E & G Diversion, four for the Surface Diversion and one for each of the Fife Spur and the E & G Spur. Table 2 below provides details of the numbers of cities/towns which would get a direct connection to the airport under each of the options.

69. On the recommendation of the Steering Group, the Transport Minister announced in March 2003 the selection of the Runway Tunnel option as the preferred option. He also announced Scottish Executive funding in partnership with BAA and Scottish Enterprise for **tie** Ltd to develop the scheme in detail and to promote a Parliamentary Bill to seek powers to construct EARL.

*This document relates to the Edinburgh Airport Rail Link Bill
(SP Bill[]), as introduced in the Scottish Parliament on [] 2005*

	% Air Passengers Using Rail by 2020	NPV £M	Environmental Noise and Vibration Impact	Environmental Visual Amenity Impact	Accessibility Improvement	Integration: Land use for Transport Integration	Impact on Existing Journey times	Risks	Direct Services (Table 2)
Fife Spur	13.3	+118.7	Moderate negative	Moderate negative	Moderate positive	Slight positive	None, since only services would be extra trains between Airport and Waverley		1
E & G Spur	13.3	+14.5	Small negative	Moderate negative	Moderate positive	Slight positive	None, since only services would be extra trains between Airport and Waverley	Tunnelling	1
Runway Tunnel	19.0	+250.4	Small negative	Large negative	Large positive	Moderate positive	Small extensions to some Fife (+5) and some Glasgow (+2)	Tunnelling	9
E & G Diversion	13.6	+116.5	Large negative	Large negative	Moderate positive	Moderate positive	Significant extensions to some Fife (+15) and all Stirling (+10)	Major effect on RH Showground	5
Surface Diversion	13.8	+250.3	Moderate negative	Moderate negative	Moderate positive	Slight positive	Significant extensions to some Fife (+15) and all Stirling (+10)		4

Table 1: Summary of Options Analysis from SKM Report

This document relates to the Edinburgh Airport Rail Link Bill (SP Bill[]), as introduced in the Scottish Parliament on [] 2005

	Aberdeen	Dundee	Fife	Edinburgh	Falkirk	Glasgow	Inverness	Perth	Stirling	Total
Fife Spur				✓						1
E & G Spur				✓						1
Runway Tunnel	✓	✓	✓	✓	✓	✓	✓	✓	✓	9
E & G Diversion			✓	✓	✓	✓			✓	5
Surface Diversion			✓	✓	✓				✓	4

Table 2: Places with Direct Service

Detailed Development of the Runway Tunnel Option

70. During detailed development of the alignment of rail routes, **tie** Ltd's railway consultants, SWHJV examined a number of tunnelling, station, routeing and junction options. They identified opportunities to amend the routeing of two sections of the link with substantial benefits, in order to:

- reduce the capital cost of the scheme,
- reduce environmental impact of the new routes,
- reduce the potential disruption to the existing rail network, and local residential and commercial areas during construction and
- minimise the impact on Edinburgh City by-pass during construction phase.

These proposed adjustments were subjected to the same level of STAG appraisal as the original options, and also to train timetable validation. They are supported by the Rail Operating Group (ROG) consisting of **tie** Ltd, BAA, the Scottish Executive, the Strategic Rail Authority, Network Rail, ScotRail, City of Edinburgh Council and SESTRAN.

71. The original routeing as envisaged by SKM involved laying two additional tracks alongside the existing Edinburgh - Glasgow line for the 3.6km between Roddinglaw and Saughton, and under the A720 City by-pass and its slip roads. This would have entailed major interruption to the main Edinburgh – Glasgow railway for 12 – 18 months, and significant constructional impact to a large number of residents in Forrester Park. Very serious disruption was expected to the A720 City by pass. An alternative route (East Link) was evaluated between South Gyle and the airport. It is more than 1km shorter, and avoids disrupting the A720 City by pass. Interference with existing rail services is reduced very considerably, and impact on the future potential of land north of the A8 is contained by utilising a transport corridor adjacent to TRAM 2. As well as saving some £25m in capital cost, the revised route reduces engineering and cost escalation risk.

72. The second adjustment of the route involved the northern approach. By moving the initially proposed route to start south of Dalmeny, it is possible to shorten the new route by 1km and use some of the track bed of the former Port Edgar branch. The alteration reduces the capital cost by some £4m and gives enhanced operational flexibility for the new link.

73. Both of the above alterations were incorporated into the public consultation.

74. The Bill and related documentation had been developed on the assumption, as requested by BAA, of a covered underground station allowing development to take place. Recent discussion with BAA, relating to their long-term plans, has indicated that the station may now be open or roofed over, albeit still in open cutting. These options are reflected in the Bill.

75. During the development of the preferred Runway Tunnel option **tie** Ltd undertook, with the assistance of AEA Technology, extensive train timetable validation, in parallel with refinement of route alignments and junction layouts. Key parameters in the development of the Runway Tunnel option were:

- provision of revised train service patterns which would be well patronised by users of the new airport station,
- minimisation of impact on existing journey times from the new station at Edinburgh Airport and
- ensuring that existing train service network reliability levels are not adversely affected by EARL.

76. A sample timetable based on existing service frequencies has been developed and validated, with the following key characteristics:

- eight trains per hour in each direction serving the airport, as described in paragraph 18 above,
- new rolling stock on the Edinburgh – Glasgow, Edinburgh – Aberdeen and Edinburgh – Perth – Inverness services, with door positioning and luggage storage appropriate to airport traveller usage,
- upgrading most of the Central Belt diesel rolling stock fleet, which would provide improved accommodation and layout appropriate to airport travel,
- only small changes to journey times, some better, some worse, up to a maximum of five minutes.

77. In December 2003, **tie** Ltd commissioned SWHJV as part of their overall technical advisory role to carry out a full design development appraisal. The SWHJV appraisal, completed in April 2005, reviewed the earlier outcomes and benefits of the Runway Tunnel option. This appraisal was undertaken against the original planning objectives:

- operating costs should, at least, be covered by revenues, or be supported by third party contributions based on other benefits,
- Public Sector contributions to capital costs should, at least, be matched by benefits to non-public transport users, such as the relief of road congestion,
- options should be compatible with potential long-term development strategies being considered at each airport as part of the UK strategy for air transport,

and also against additional planning criteria, agreed with the Scottish Executive and the Rail Operating Group, described below in paragraph 79:

- to serve and expand the airport's catchment area,
- to encourage modal shift and increase the percentage of passengers accessing the airport by public transport and in so doing, mitigate the impact of long distance travel on local and global travel and the transport network as much as possible,
- to reduce congestion on motorways and major roads near the airport,
- to reduce pressure on car parking at the airport,
- to support the Scottish economy, and
- to contribute to increased surface needs on the basis of achieving sustainable travel without detriment to the transport network.

The appraisal took account of the TRAM 2 proposal.

78. When appraised against original planning objectives, it was found that:

- operating costs should be equalled by revenue (assuming a £3.75 fare) within the first decade of operation, with a surplus thereafter,
- the Transport Economic Efficiency (TEE) appraisal demonstrated that the Public Sector contribution to capital costs would be more than matched by benefits to non-public users. Over both a 30 year and 60 year appraisal period, NPVs and benefits/cost ratios³⁶ (BCR) are recalculated and all show a positive result including a BCR over a 30 year period of 1.75 and over 60 year period of 2.24 provided the costs are as estimated, and
- alongside UK airport long-term development strategies, EARL was found to be supportive of them, and certainly would not hinder these policies and strategies.

Against additional planning criteria the appraisal concluded that EARL is likely to have a positive benefit when assessed against each of them, and that it should:

³⁶ Benefit/Cost Ratio (BCR) assesses economic benefit, and divides by capital costs. The government expects a BCR ratio in excess of one.

This document relates to the Edinburgh Airport Rail Link Bill (SP Bill[]), as introduced in the Scottish Parliament on [] 2005

- expand Edinburgh Airport catchment area, with particular benefit to Fife, improving accessibility by up to 17%;
- encourage modal shift, with an estimated 16% of passengers using the rail link in 2011, rising to 21% by 2026;
- reduce congestion on the approaches to the airport, notably in future years at the south end of the M9 and on the A8 between west of Winchburgh roundabout and The Gyle roundabout;
- reduce car parking pressure at the airport, by 8% in 2011 and 9% in 2026;
- support the Scottish economy and
- improve sustainability.

Usage at 2.0m in first full year of operation is modelled as part of the appraisal and endorses the 2.0m predicted in the earlier SKM study. This figure rises to 4.8m by 2026.

CONSULTATION

Methodology

79. Consultation within the core stakeholder Steering Group of the Scottish Executive, BAA, the Strategic Rail Authority, the Department for Transport and Scottish Enterprise started in the two years leading up to the commissioning of the SKM report in 2001 and has been ongoing since that time. The Promoter, **tie** Ltd, joined that group on appointment in 2003. Since then a Rail Operating Group (ROG) has met every four weeks and been informed about progress and involved in decision making on the project. Options were presented to the Group and either endorsed or further work was recommended. ROG comprises **tie** Ltd, the Scottish Executive, BAA, the Strategic Rail Authority, Network Rail, First ScotRail, SESTRAN and City of Edinburgh Council.

80. The Promoter engaged two companies to support the wider consultation process,

- Scott Wilson Halcrow Joint Venture, railway consultancies (SWHJV) experienced in the promotion of rail infrastructure projects, concentrating on technical consultation including regulatory bodies, statutory undertakers and the rail industry: they were also involved in detailed one to one discussion with local landowners, tenants and residents likely to be affected by the new railways,
- Media House International to manage public and stakeholder consultation, the business community and rail/airport users consultation, and arranging media and public meeting events, including also an 0845 call centre and a web site.

81. In summary, consultation has been undertaken within six broad groupings,

- technical with regulators and other relevant bodies,
- local interests, namely those residents and landowners who may be affected by the proposals through potential landtake or access requirements, road diversions/or closures and those living in properties adjacent to the proposed railways in terms of noise, vibration and visual intrusion,
- the general public,
- stakeholders, more widely defined to include MSPs and political parties, councils, national interests, conservation and environmental groups and transport related organisations,
- the business community,
- existing and potential rail and airport users.

82. In addition, Environmental Resources Management (ERM), as part of the necessary Environmental Impact Assessment and preparation of the Environmental Statement, undertook a

*This document relates to the Edinburgh Airport Rail Link Bill
(SP Bill[]), as introduced in the Scottish Parliament on [] 2005*

consultation with environmental consultees and community groups. The results of this consultation were considered during Environmental Impact Assessment and are reported in the Environmental Statement, which is an accompanying document to the Bill. The Environmental Statement identifies and assesses the environmental impacts of activities involved during the construction and operation of EARL and proposes measures which will mitigate any adverse environmental impacts.

Technical Consultation

83. The technical consultation informed the design process undertaken to this point and comments raised have been taken into account in developing the preliminary design of the scheme. Consultees included BAA; City of Edinburgh Council in its capacity as the Promoter of TRAM 2; Network Rail; HM Railway Inspectorate (HMRI); First ScotRail; GNER; Virgin Trains; and English Welsh and Scottish Railways Ltd. Scottish Executive; West Lothian and City of Edinburgh Councils; British Telecom; Scottish Power; Scottish Water; Transco; Scottish Environment Protection Agency (SEPA); Historic Scotland; Scottish National Heritage (SNH); British Transport Police; Lothian and Borders Police Fire and Ambulance services were also consulted on aspects of the scheme.

84. The technical design of the scheme has been carried out in accordance with Railway Group and Network Rail Company Standards and HMRI Principles and Guidance. Road and bridge design has been in conjunction with the City of Edinburgh Council and the Scottish Executive, and in accordance with the Design Manual for Roads and Bridges, taking cognisance of local planning guidelines, environmental impacts, safety issues, operational constraints and issues along the routes.

Consultation – Local Interests

85. Some 57 residents and landowners likely to be directly affected by landtake, visible intrusion, noise, construction methods and road diversions, were identified in autumn 2004 and contact was made by telephone calls and letter drops. Many homes were visited for detailed discussion and explanation of potential impacts. The outcome of the consultation is summarised below.

Local Interest Response

86. Residents and landowners who were identified and contacted as potentially directly affected by the physical works to construct the new railways had their comments recorded and acknowledged. Concerns expressed included:

- effect on property values,
- noise and vibration,
- landscape and visual impact,
- changes to local road layout and access.

87. In all cases there was been one to one discussion to detail potential impact and to explore the opportunities to address concerns in the scheme design. Individual on-site meetings have been held to clarify works and access detail and in some cases scheme design changed as a direct result. For example, maintenance access has been redesigned to lessen impact on a wild life trust managed area, and the temporary diversion of the A8 has been modified to avoid impact on a private garden. 14 road accesses from private properties have been adjusted for landowners.

Consultation – General Public

88. On 8th November 2004 a campaign to enhance awareness at National and Regional levels was launched at a media event, by Transport Minister Nicol Stephen. Executives from **tie** Ltd, BAA, Network Rail and the City of Edinburgh Council were also present, and the event featured on BBC television. It was followed up with press and outdoor advertising, giving information about the scheme and inviting comment. Advertisements were placed in:

- The Scotsman
- The Herald
- Aberdeen Press & Journal
- Dundee Courier
- Inverness Courier
- Edinburgh Evening News
- Glasgow Evening Times
- Sunday Herald
- Scotland on Sunday
- Edinburgh Herald & Post
- West Lothian Herald & Post
- Fife Herald & Post
- Linlithgow Journal and Gazette
- Falkirk Herald
- Stirling Observer
- Lothian Area Package (5 local publications)
- Dunfermline Press Group (3 local publications)
- Fife Free Press Group (5 local publications).

An Ad trailer toured Edinburgh for three days, and posters were displayed at Edinburgh Waverley, Glasgow Queen Street, Aberdeen and Dundee railway stations.

89. The advertising campaign invited people to call an 0845 call centre and give their opinion, or request further information on the scheme. This number went live on launch day and remained active throughout the consultation period.

90. A website www.earlproject.com was used throughout the consultation both to disseminate information and also to gather opinion. The site contained a detailed route map, briefing notes on assessed noise and vibration and other environmental impacts. It included a plain English guide to compensation procedures, and also gave site visitors the opportunity to express their views on the scheme. Results are shown in paragraph 94 below.

91. A community presentation and consultation meeting was held at the Hilton Hotel next to the airport on 7th December 2004. Mail drops were made to 1400 homes inviting them to a presentation by **tie** Ltd and its principal consultants, followed by the opportunity to question project staff. This event was also advertised in

- The Scotsman
- Edinburgh Evening News
- Linlithgow Journal & Gazette
- Queensferry Journal & Gazette.

*This document relates to the Edinburgh Airport Rail Link Bill
(SP Bill[]), as introduced in the Scottish Parliament on [] 2005*

92. Five workstations manned by project staff were set up, one each to cover the area north, south and in the area of the airport itself, one on environmental issues and one for legal questions. A summary of key feedback is provided below.

General Public Response

93. The 0845 number received 140 calls over the consultation period. Many callers requested project information literature or asked for answers to specific questions. These were normally forwarded to the project team for detailed response.

94. The web site received 241,385 hits and 8,235 unique visitors over the consultation period. Of these, 537 completed the questionnaire with the following results:

- 80% felt they would be affected personally and 52% affected in a business sense.
- 77% supported the introduction of the link for reasons of accessibility, economic benefits to Scotland and congestion relief/pollution control. Cost, lack of requirement and environmental issues were cited by the 12% who did not support the scheme.
- 60% supported the route chosen, with accessibility from a number of directions, and economic benefits of linking Scotland's cities to the airport identified as the main reasons for support. Cost was the main reason for not supporting the chosen route.
- 78% considered EARL a necessity to compete on the world stage in business and tourism.
- 79% agreed the project would benefit the whole of Scotland.
- 76% agreed that EARL will provide an effective and valuable rail link.
- 64% felt well-informed about the project.
- 87% of respondents had used Edinburgh Airport for leisure in the last year, and 61% for business.

95. In the responses about the necessity for EARL, perceived benefits and effectiveness, over three-quarters of the 76% – 79% agreed strongly.

96. All respondents who left contact details have subsequently been sent a comprehensive 14 page Q & A document covering questions posed during the consultation period. The Q & A document was also posted on the website.

97. The public meeting in the Airport Hilton Hotel was attended by local MSP Margaret Smith and around 150 people. Most questions focussed on local aspects of the works:

- road diversions,
- land take,
- noise impact, vibration, visual impact,
- the construction process.

98. Detailed explanation of these potential impacts were given at the time as much as possible; in some cases responses took the form of a follow up telephone call, letter or visit. The meeting was also advised that the Environmental Statement would be available when the Bill is formally introduced into the Scottish Parliament, showing details of noise and vibration effects and proposed mitigation measures.

99. During the public consultation process, the option of a new station at Turnhouse with a link to Edinburgh Airport was proposed from a number of sources, individual and stakeholder. An independent study of the technical feasibility and a STAG 1 appraisal was therefore undertaken.

*This document relates to the Edinburgh Airport Rail Link Bill
(SP Bill[]), as introduced in the Scottish Parliament on [] 2005*

100. This review included a Northern link to Turnhouse, a new station with interchange and possible car park, and additional tracks between Turnhouse and Saughton, consistent with the basis of the SKM options. Different methods of providing the link to the airport have been examined, namely a shuttle bus, a sub surface travelator and a driverless shuttle.

101. The bus shuttle was not considered operationally feasible. Evaluation using industry standard modelling of usage of the travelator and driverless shuttle options predicted at best 28% and 36%, respectively, of the usage of the Runway Tunnel option.

102. This low predicted usage meant that the Turnhouse Link was sub-optimal by some considerable margin in achieving the planning objectives and additional planning criteria of paragraph 77. It represented worse value for money than the Runway Tunnel and was therefore set aside.

Stakeholder Consultation

103. A programme of face to face meetings was scheduled during the consultation period to inform stakeholders, listen to their concerns and collect their opinions. Members of the EARL project team met with the various groups which included partner organisations, politicians, landowners, and transport organisations. Project team members attended all the main political party conferences in 2005.

104. In addition, 124 stakeholders were contacted by letter, inviting them to provide a response to the consultation and offering each of them an individual meeting. Stakeholders groups included:

- partner organisations,
- 15 politicians, including MSPs,
- 35 councils,
- 29 national interests groups, conservation and environmental groups,
- 15 passenger and transport organisations,
- 12 business community organisations including Tourist Boards.

105. The results of this consultation are summarised below.

Stakeholder Response

106. SESTRAN, the transport partnership of City of Edinburgh Council, nine surrounding authorities and the Forth Estuary Transport Authority, has written a formal letter³⁷ of support for the scheme, which it views as being of national significance. It sees Edinburgh Airport station serving most of Scotland providing ready access for Scottish business to the rest of the world, and encouraging inward tourism. The response also comments that the train service plan should anticipate continued rail commuter growth from the north and west.

107. West Lothian Council's Transportation - Policy Manager supports the project and wished to see the opportunity taken to enhance local links.

108. Borders Transportation and Policy Manager is also supportive, and sees particular benefit when EARL integrates with the Waverley Railway to the Borders.

Business Community Consultation

³⁷ SESTRAN: letter Chairman Steering Group to tie 15 December 2004

109. As well as the written invitation to respond sent to a number of business community organisations, several in-depth interviews have been conducted with senior members of staff from:

- the Scottish Council for Development and Industry (SCDI);
- the Confederation of British Industry (CBI);
- Scottish North American Business Council; and
- Scottish Enterprise.

110. Feedback is summarised below.

Business Community Response

111. Very strong support emerged from members of the business community interviewed. They saw the main advantages of the scheme as the strong positive impact on the Scottish Executive objective of stabilising traffic levels, with railways playing a full part in an integrated transport system. Road congestion already being experienced around the airport was highlighted and EARL was considered to be a timely proposal.

112. Opinions suggested a great opportunity for the complementary benefits of EARL, TRAM 2 and the airport bus service. However, these separate benefits and markets were not yet widely understood. It was also stated that an integrated National link such as EARL made a very positive statement about the development of the country, which would also boost the economy.

113. Ticketing packages, fast and comfortable trains, high quality passenger information in the new station and smart ticketing were all seen as factors which will enhance success.

114. The SCDI publicly supports the scheme,³⁸ viewing it as a nationally important project which should be built to international standards. Acknowledging that the preferred option is ambitious, the SCDI viewed cut price options as disadvantaging passengers from the Highlands, North-East and the West of Scotland, and placing more pressure on an already congested Edinburgh Waverley station.

115. Scottish Enterprise offered wholehearted support for a new rail link. It sees the airport as a growth pole in the Scottish economy, and supports the scheme to spread the economic benefits to a wider hinterland in Scotland. Scottish Enterprise believes the heavy rail link provided by EARL is likely to help attract more direct international flights, and sees light rail not as an alternative but as an interchange with a separate market.

116. In addition to the bodies mentioned above, the scheme enjoys the support of CBI Scotland and the Visit Scotland.

Rail and Airport User Consultation

117. Leaflets were produced to provide information, and recipients were invited to complete a questionnaire, the results of which are summarised below. Leaflets were available at ticket offices of all major and affected stations, placed on Edinburgh – Glasgow train seats for three two-day bursts, and also distributed at Edinburgh Waverley station by promotional staff.

³⁸ Press release published 28 December 2004

*This document relates to the Edinburgh Airport Rail Link Bill
(SP Bill[]), as introduced in the Scottish Parliament on [] 2005*

118. In-depth group interviews of regular rail and airport users have been conducted with respondents from a cross-section of places of residence, and who used the different rail routes likely to be affected. Results are summarised below.

Rail and Airport User Response

119. Leafleting of rail and station users produced 307 written responses with the following results:

- 87% indicated they would be affected by EARL.
- 89% supported the introduction of the link, for reasons of accessibility, economic benefits to Scotland and congestion relief/pollution reduction. Cost, lack of requirement and environmental issues were cited by the 8% who did not support the scheme.
- 76% supported the route chosen, with accessibility from a number of directions, and economic benefits of linking Scotland's cities to the airport identified as the main reasons for support. Cost was the main reason for not supporting the chosen route.
- 86% considered EARL a necessity to compete on the world stage in business and tourism,
- 86% agreed the project would benefit the whole of Scotland.
- 85% agreed that EARL will provide an effective and valuable rail link.

120. In the last three responses about the necessity for EARL, perceived benefits and effectiveness, well over three-quarters of the 86% of positive responses agreed strongly.

121. The same Q & A document sent to website respondents was also sent to rail and station users who left contact details.

122. The majority of business travellers interviewed at Edinburgh Airport were aware of the proposed link, and some sought clarification on how EARL and the tram link would work together. The level of support for the rail link was high, with the key advantage being seen to the economy through business travel and tourism, as well as environmental improvement. Airport users suggested integrated ticketing, online bookings, a regular service and proximity to departure terminal/baggage reclaim.

123. During the interviewing of rail travellers, awareness of the project was high with the perception of a linkage to Edinburgh and other main areas within Scotland. Many wondered if the new station could be used even when not flying, and if new and faster trains would be provided. The main benefits were perceived by this group to be:

- growth in the Scottish economy;
- reduction in congestion; and
- speed to the airport without the worry of being able to find car parking.

CONCLUSION

124. This memorandum has been prepared by the Promoter, **tie** Limited to satisfy rule 9A.2.3(b) of the Scottish Parliament's Standing Orders. It sets out the policy objectives of the Bill (see paragraph 4) above; identifies and assesses the alternative ways of meeting those objectives and confirms why the approach taken in the Bill (the Runway Tunnel Option) was adopted (see paragraphs 44-69 above); the consultation undertaken by **tie** on those objectives and the ways of meeting them and on the detail of the Bill and a summary of that consultation exercise (see paragraphs 79 – 123 above).

*This document relates to the Edinburgh Airport Rail Link Bill
(SP Bill[1]), as introduced in the Scottish Parliament on [] 2005*

125. Edinburgh Airport is experiencing rapid growth and passenger usage has grown 36% between 2000 and 2003. The UK White Paper envisages a continued increase in demand and passenger numbers at Edinburgh Airport are expected to grow from 6m in 2001 and 8m in 2004, to between 21m and 23m in 2030. A rail link would contribute significantly to increasing the share of airport passengers using public transport and put Edinburgh Airport into the heart of the national rail network which will bring Scottish transport links into line with their European equivalents and stimulate economic growth across Scotland as a whole. It is generally accepted that congestion on roads near Edinburgh Airport is unsatisfactory at peak times and it is expected that a rail link will help alleviate road congestion in the area.

126. The Runway Tunnel Option would allow the diversion of existing services to run via Edinburgh Airport and would be connected to the Edinburgh - Glasgow Main line and the Edinburgh to Fife and North East Railway. Current projections suggest a second runway may be required in future and the design of EARL permits this. The alternative ways of meeting the policy objectives of the Bill in terms of alternative modes and rail scheme options have been carefully assessed by SKM and **tie** Ltd's consultants on accepted principles of economic evaluation. The Runway Tunnel Option is the only scheme which meets all the policy objectives and in particular optimises accessibility to as many destinations as possible whilst providing the minimum of disruption to existing rail services. In addition, the Runway Tunnel Option is compatible with long term development strategies at Edinburgh Airport, West Edinburgh and importantly the proposed TRAM 2 link to Edinburgh Airport, which will serve an Edinburgh travel market. The Runway Tunnel Option is in line with national, regional and local planning and transport policy.

127. Following the Transport Minister's announcement in March 2003 to select the Railway Tunnel Option as the preferred option, **tie** Ltd has been involved in the detailed development to reduce the capital costs of the scheme, reduce environmental impact, reduce potential disruption to existing rail services, local residential and commercial areas during construction and minimise the impact on Edinburgh City Bypass during construction phase. These are explained in detail in paragraphs 70 to 78 above.

128. **tie** Ltd and its consultants on its behalf have consulted on the policy objectives of the Bill and on the detail of the Bill within the core stakeholder Steering Group, and with a range of other important interested parties including: - those involved in the technical consultation, local residents, general public, stakeholders, the business community, rail and airport users as explained in paragraphs 70 to 123 above. The consultation exercise has positively influenced the Runway Tunnel Option and where practical design changes have been incorporated to reduce impacts as a result of discussion with local residents. The overall outcome of the consultation exercise is overwhelming support for a rail link to Edinburgh Airport.

129. The Bill represents a major opportunity for the Scottish Parliament to use its powers to allow the Promoter to make a step change in Scottish public transport and the Scottish economy. The benefits will be felt throughout most of Scotland and beyond.