



edinburgh
airport rail link

Questions and Answers





B A C K G R O U N D

WHAT IS THE EDINBURGH AIRPORT RAIL LINK?

The Edinburgh Airport Rail Link (EARL) is a project to enable direct rail services to and from Edinburgh Airport, connecting it to stations throughout Scotland.

Rail passengers and airport users will be able to travel on trains to/from Edinburgh, and destinations to the north, west and south including Glasgow, Stirling, Perth, Fife, Inverness and Aberdeen.

The proposal currently being developed (the Runway Tunnel option) includes the construction of a railway station near the terminal at Edinburgh Airport. Trains would arrive via a tunnel under the airport's main runway and terminal building.

WHO IS BEHIND THE SCHEME?

This scheme is being delivered by **tie** limited (www.tie.ltd.uk) which has been mandated by the Scottish Executive to deliver the scheme through the Private Bill process.

tie limited is a non-profit private company, which is wholly owned by City of Edinburgh Council. The Scottish Executive identified this rail link as a key priority in its report 'Scotland's Transport: Delivering Improvements' published in March 2002.

WHY IS EARL NEEDED?

In order for Scotland to compete successfully on the world stage, it requires a modern, flexible and well integrated transport system with high quality links to the rest of the UK, Europe and the world. The development of this transport infrastructure must be firmly rooted in the principles of supporting economic growth, ensuring sustainability and social inclusion and minimising environmental impact.

These drivers have seen transport policy target improvements that will help to stimulate a modal shift away from the use of cars thereby reducing congestion, reducing the growth in fossil fuel requirements, reducing air pollution and helping to maintain commitments on emissions of greenhouse gases.

The provision of airport rail links is a cornerstone in the move towards achieving a sustainable, flexible and integrated system. Air travel growth at Edinburgh Airport is predicted by the Department for

Transport (DfT) to rise from around 7million passengers a year at present to around 20million passengers a year by 2030. It is estimated in the Sinclair Knight Merz (SKM are transport and engineering experts) Report that 18-19% of passengers to the airport per year will use the new rail link.

EARL is fully in line with helping to achieve the Scottish Executive's vision for Scotland's transport infrastructure. It reduces the use of resources, makes better use of energy, tackles congestion and minimises wasteful journeys. It connects Edinburgh Airport into Scotland's rail network, facilitating easier access for the Scottish population and enhancing its status as an international gateway. In economic terms, the National Planning Framework for Scotland recognises that airports are important economic development generators and providing airport links is a national priority.

DOES THIS MEAN EDINBURGH AIRPORT WILL BE SCOTLAND'S MAIN AIRPORT?

Both Edinburgh and Glasgow Airports are growing rapidly and heavy rail links to both are being developed. This maximises the potential of both these important airports.

HAS A SIMILAR PROJECT EVER BEEN ATTEMPTED?

There are many examples of similar projects introduced in both the UK and internationally.

These include rail services from/to:

- Manchester Airport
- London Stansted Airport
- Heathrow Airport
- JFK International Airport
- Stuttgart Airport
- Sydney Airport
- Milan's Malpensa Airport

WHO ARE THE KEY STAKEHOLDERS INVOLVED IN THE PROJECT?

The key stakeholders involved in this project are the Scottish Executive, BAA, City of Edinburgh Council, the South East Scotland Transport Partnership (SESTRAN), Strategic Rail Authority (SRA), Network Rail and First ScotRail.

PARLIAMENTARY PROCESS

WHO WILL GIVE THE SCHEME THE GO-AHEAD?

The Scottish Executive will be required to approve the Business Case for funding for EARL and the necessary powers to construct the route and acquire the necessary land will be sought through the promotion of a Private Bill to obtain an Act of the Scottish Parliament.

WHAT IS THE LIKELIHOOD THAT THIS PROJECT WILL GO AHEAD?

EARL is supported by both local and national planning policy. As recently as 18th January 2005 First Minister Jack McConnell confirmed his intention to build rail links to Edinburgh and Glasgow Airports and committed to making the £500 million link to Edinburgh Airport a reality within the next decade.

WHAT IS A PRIVATE BILL?

There are four types of Bill in the Scottish Parliament, namely Executive, Members, Committee and Private. Executive, Members and Committee Bills are all called 'Public' Bills. A Private Bill differs from other Parliamentary Bills because:

- (a) It must be laid before the Parliament by a person or body from outside Parliament ('the promoter') i.e. not a Minister, individual MSP or convenor of a Parliamentary committee; and
- (b) Its purpose must be to change the law so as to enable the promoter to do something, or to give him the benefit of something, that cannot be done under the law as it stands.

This is quite different from a Public Bill introduced by a Minister of the Scottish Executive, an individual MSP or the convenor of a Parliamentary committee which will amend the general law i.e. as it relates to the whole of Scotland, and will deal with matters of public policy.

T I M E S C A L E

HAS A PREVIOUS STUDY BEEN DONE ON OTHER OPTIONS?

A detailed economic and engineering study was commissioned by the Scottish Executive in association with BAA, Scottish Enterprise, the Strategic Rail Authority and the Department for Transport in 2002 to look at various options for development of rail links to both Glasgow and Edinburgh Airports. The report was undertaken by transport consultants SKM and a link to this report can be found on the EARL website (www.earlproject.com).

tie was instructed by the Scottish Executive to develop the Runway Tunnel Option early in 2003 and relevant consultants were appointed between late 2003 and early 2004 to assist **tie** in undertaking this development work.

WHY WILL IT TAKE SO LONG TO BUILD?

Construction of the scheme will involve major civil engineering works.

The indicative timescales are:

Dec 2003 to Dec 2004:	Technical Development incl Public Consultation
Jan to May 2005:	Develop Environmental Statement, Bill & Business Case
May 2005:	Introduction of Bill to Scottish Parliament
Late 2006	Royal Assent to the Bill
2007-2010	Construction period
2010/11	Rail Link operational

C O S T S A N D F U N D I N G

HOW MUCH WILL IT COST?

Now that the public consultation, technical development and environmental consultation stages are complete, **tie** is developing the project's business case and finalising the overall cost assessment of the project. Initial studies suggested that the construction of the scheme would cost close to £500m. The indications of the ongoing work on the business case suggest that the final cost will be within this budget. The total project cost is now being refined as further technical assessments are completed.

WHO WILL PAY?

EARL is a national project and it is anticipated that the Scottish Executive will be the principal funder. It is likely that based on analysis of benefits and cost sharing, capital funding will be provided by a number of public and private bodies. The Estimate of Expense and Funding Statement which will be submitted along with the Private Bill to the Scottish Parliament will provide further information.

WILL THE MONEY USED TO PAY FOR EARL BE DIVERTED FROM OTHER PROJECTS?

As announced recently by Transport Minister Nicol Stephen, the money used to fund the construction of EARL will not divert funding from other transport projects that the Scottish Executive have undertaken.

Transport spending is set to rise to over £1billion per year. Over 70% of that funding will be invested in public transport to improve and expand bus, rail & ferry links.

HOW CAN YOU GUARANTEE THAT COSTS WILL NOT ESCALATE?

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 risk management regime which will aim to mitigate and avoid risk where possible and effectively manage any risks to cost escalation or the delivery programme.

OPTIONS CONSIDERED

HOW ARE OPTIONS APPRAISED?

EARL is subject to Scottish Transport Appraisal Guidance (STAG). STAG is a statement of guidance and best practice to aid transport planners and decision-makers in the development of public transport projects.

STAG is needed on all transport projects for which Scottish Executive support or approval is required. The STAG Part 1 is the initial investigation of the impacts against a number of important objectives (Environment, Safety, Economy, Integration Accessibility and Social Exclusion). Part 2 follows Part 1 and is a more detailed scrutiny of the scheme. The next section explains how STAG was applied to EARL and influenced its development.

WHY WAS THIS OPTION CHOSEN?

An initial eight alternative rail route options were identified for EARL by SKM with a STAG 1 appraisal resulting in further consideration of 7 of these alignments.

A STAG 2 appraisal of the following options was then undertaken:

- Fife Spur – a branch off the existing Fife line terminating at the airport.
- Edinburgh and Glasgow Spur – a branch of the existing Edinburgh and Glasgow line terminating at the airport.
- Runway Tunnel – a loop (partly in tunnel) linking the Edinburgh and Glasgow line and the Dalmeny Chord with a through station underground at the airport.
- Edinburgh and Glasgow line Diversion – a branch off the Fife line terminating at the airport, and a branch off the Edinburgh and Glasgow line terminating at the airport, together with a new chord linking the Edinburgh and Glasgow line to the Dalmeny Chord at Winchburgh Junction.

The preferred railway tunnel option which was consulted upon offers the best in terms of:

- Highest number of trains able to serve the airport – 8-10 per hour in each direction
- Ability to serve the widest catchment area possible for the airport
- Greatest potential benefits overall to the Scottish economy through the wide range of connections
- Helping to reduce road congestion
- Least disruption to the existing rail network and neighbouring properties during construction

WAS A STATION AT TURNHOUSE WITH A WALKWAY OR BUSLINK TO THE AIRPORT CONSIDERED?

In the course of the EARL Public Consultation, suggestions have been made that a cheaper option should be considered encompassing a new station close to the airport on the Fife line, linked to the airport by a bus or travelator.

A study is on-going to evaluate this option.

WILL THERE BE PROVISION FOR A TRAIN STATION AT KIRKLISTON, GOGAR OR NEWBRIDGE?

This is outwith the scope of the EARL project, although EARL will not preclude a station at any of these locations should it be required in the future.

Residents in the West of Edinburgh and communities surrounding the airport will of course be able to use the airport station.



PROPOSED ROUTE & DETAILS OF ENGINEERING

WHERE WILL THE RAIL LINK BE BUILT?

The Runway Tunnel Option would connect at its western and eastern extremities with the Edinburgh to Glasgow (E&G) line via a new railway between Winchburgh and Edinburgh Park Station with the alignment passing under the airport runway.

The south-eastern part of the alignment would leave the E&G line west of the A720 City Bypass near Roddinglaw by a new grade-separated double track junction. The track would then cross the line to Glasgow in a northerly direction crossing Roddinglaw Road. The existing Edinburgh – Glasgow line would cross over the EARL link at a higher level. A cutting would then be required extending to the south of Freeland Road. The route would then cross Freeland Road and under the A8 and enter a tunnel portal north of the Hilton Hotel. The twin tunnel would extend under the runway and the River Almond, surfacing at a tunnel portal to the east of Carlowrie Estate. A station would be constructed within the tunnel (in an open cutting/sub surface) near the south east corner of the airport terminal building.

The route would then cross a road running from Carlowrie to Carlowrie Cottages, a disused railway (currently used as a cycleway) and then the Kirkliston to Carlowrie Road and join the Winchburgh to Dalmeny chord via a flat double junction facing west (towards Glasgow). There will also be a double track chord from the north tunnel portal joining the East Coast Main line North via a flat junction facing north-east towards Dalmeny and Fife. An additional line will connect the EARL line to the East Coast Main line North at Gogar Roundabout via a flat double junction at Winchburgh, in cutting between Gogar roundabout and the Gogar Burn, where it will cross the Burn and connect into the Ingliston Junction south of the station via a flat double junction.

WHAT INFRASTRUCTURE WILL BE NEEDED FOR THE PROJECT?

In summary, the engineering works required to implement the scheme would include.

- 10 miles of double track railway
- 7 main junctions, one grade separated
- 1.6 miles of tunnel
- 22 bridge structures

- Temporary local diversion of the River Almond
- Permanent diversion of the Gogar Burn
- Airport accommodation works
- Utilities diversions

A detailed plan can be downloaded from the EARL website (www.earlproject.com).

WHAT IS THE DISTANCE OF THE PROPOSED ROUTE?

The distance of the new route is approximately 10 miles (16km) long.

WHAT LENGTHS OF THE TRACK WILL BE IN TUNNEL , CUTTING OR VISIBLE?

Approximately 1.14 miles (1.82 km) of track will be in tunnel and approximately 3.9 miles (6.3km) of track will be in cutting.

IS A SURFACE STATION NOT VIABLE?

The most beneficial route for EARL will link the Fife line, Dalmeny Chord and the Edinburgh-Glasgow line to the new airport station. To do this a tunnel must be constructed under the Runway at the airport.

Due to constraints from the tunnel depth below the runway the station is likely to be several metres below ground level. Discussions are ongoing about whether the station will be fully sub surface or left open.

ARE YOU ABLE TO TUNNEL GIVEN THE GROUND CONDITIONS IN THE AIRPORT AREA?

A recently completed study considered a wide range of tunnelling options. Following 2 phases of geo-technical investigations a hybrid option consisting of a Twin Bored Tunnel Runway Crossing and Cut/Cover Extension was viewed as the most favourable. The land take being identified in the Private Bill is based on this option, as is the Environmental Statement which is submitted with the Bill.

WILL CONSTRUCTION DISRUPT AIR TRAFFIC INTO THE AIRPORT?

It is the intention of the EARL team that no services into or out of the airport will be affected during construction of EARL.

HOW WILL TRAINS CONTINUE TO RUN IF THERE IS AN OPERATIONAL FAILURE?

The provision of bi-directional signalling or a turn-back facility are being considered to assist should an event such as a train failure occur.

HOW WILL THE CONSTRUCTION OF EARL BE MANAGED?

The construction of the scheme will adhere to a strict Construction Code which will be imposed throughout the procurement and construction processes.

ELECTRIFICATION

WILL THE NEW TRACK BE ELECTRIFIED?

The new track will not be electrified, but will be able to be converted in future if required.

The EARL Project is proposing to join into existing rail routes which run diesel rolling stock currently.

HOURS OF OPERATION & TRAIN FREQUENCY

WHAT TRAINS WILL USE THE RAIL LINK?

The timetable has not been finalised but it is possible that the following stopping pattern may be implemented:

Route	Trains stopping
Edinburgh–Glasgow	2 per hour
Edinburgh–Dunblane	2 per hour
Fife	2 per hour
Edinburgh–Aberdeen	1 per hour
Edinburgh–Inverness & Perth	1 per hour

The EARL timetable workstream has taken account of implications on the existing rail network. Timetabling for EARL is being progressed by a Timetabling Group consisting of **tie**, the Scottish Executive, Network Rail and First ScotRail. This will ensure that all aspects of the timetable are considered.

WHEN WILL TRAINS RUN?

Hours of operation have not yet been agreed and are subject to discussion with Network Rail and First ScotRail.

WILL ADDITIONAL SERVICES BE IMPLEMENTED?

EARL will use existing services and therefore this is currently not envisaged.

WHAT PROPORTION OF SERVICES WILL BE DIVERTED TO THE AIRPORT?

Not every train will call at the new Edinburgh Airport Station. The table above details the proposals.

WILL EARL MAKE TRAINS MORE RELIABLE?

Reliability and punctuality are key priorities for the rail industry. Network Rail and the Train Operating Companies are responsible for reliability and punctuality on the rail network in Scotland. However, proposals for EARL will be approved on the basis of no material impact on the rail network.

IMPACT ON EXISTING JOURNEY TIMES

WILL THE ADDITIONAL STOP EXTEND EXISTING JOURNEY TIMES

With the timetable modelling work completed to date, **tie** limited anticipates that any additional journey times will be largely offset by the use of newer, faster trains. As detailed under the heading '*HOURS OF OPERATION & TRAIN FREQUENCY*' only some trains will be diverted to call at the airport.

WILL EXISTING SERVICES BE DISRUPTED DURING CONSTRUCTION?

As the rail link comprises mainly of new track, the disruption during the construction phase will be minimal and planned and notified well in advance.

HAS ADDITIONAL STOPPAGE TIME FOR PASSENGERS ALIGHTING AT THE AIRPORT STATION BEEN TAKEN INTO CONSIDERATION?

Yes. We have allowed 90 seconds of dwell time at the airport station. The average dwell time at a commuter station is 30 seconds.

NEW TRAINS

WILL THE NEW TRAINS BE SUITABLE FOR THE TUNNELS AND THE GRADIENTS INVOLVED IN THE ROUTE?

The trains using EARL will be fit for purpose and will be capable of navigating the gradients over the proposed route.

WILL THE NEW TRAINS OPERATING MEET REGULATIONS FOR THE DISABLED?

Yes. The trains serving the airport station will be new in 2010, therefore compliant with all necessary regulations.

WILL EARL BE ABLE TO ACCOMMODATE VIRGIN AND GNER HIGH SPEED TRAINS?

Presently GNER trains have large diesel tanks on the locomotive and this would preclude them from running through the airport tunnel. **tie** limited is in regular dialogue with the rail companies regarding EARL.

The airport tunnel will be capable of accommodating current Virgin trains and will not effect existing GNER services.

WILL THE NEW TRAINS BE ABLE TO ACCOMMODATE AN INCREASED LUGGAGE REQUIREMENT AND BIKES?

A specification for new trains is currently being developed.

S A F E T Y

WHAT VENTILATION OPTIONS WILL BE IMPLEMENTED TO CONTROL FUME LEVELS IN THE TUNNELS AND UNDERGROUND STATION?

The fact that diesel trains will be running through the proposed tunnel and deep station will have a major impact on the ventilation requirements. Significant work has been put into designing extract systems to cater for Diesel Engine Exhaust Emissions, which comply with rigorous Health and Safety regulations.

WHAT PRECAUTIONS WILL BE TAKEN AGAINST FIRE AND FLOOD WITHIN THE TUNNEL?

Design of the tunnel will incorporate guidelines provided for safe means of escape in the event of a fire occurring within the tunnel. Suitable ventilation for dealing with smoke and noxious gasses will be designed to afford passengers safe egress from a fire. The position of cross passages and their spacing will be determined to make safe egress possible. The use of heat resistant concrete in the tunnel segment units shall be considered in light of recent tunnel incidents and the follow-on industry research/best practice.

The tunnel alignment is situated almost completely within the flood plain of the River Almond. Measures such as provisions of bunds and other protective barriers will be investigated and developed as necessary to prevent inundation of flood water in the tunnel.

WHAT SECURITY MEASURES WILL BE UNDERTAKEN TO MONITOR LUGGAGE BEING BROUGHT INTO THE AIRPORT VIA THE RAIL LINK?

Luggage entering the airport via the rail link will be subject to rigorous security checks as implemented by BAA at Edinburgh Airport.

INTEGRATION

HOW DOES EARL INTEGRATE WITH OTHER TRANSPORT SYSTEMS, SUCH AS THE PROPOSED EDINBURGH TRAM?

EARL will be completely integrated with the other transport links to the airport including the proposed tram scheme and the current bus link. The station will allow passengers to choose which mode(s) they require, and purchase tickets centrally.

This will provide significant interchange possibilities for passengers, whether they are using the airport station to travel more quickly from Fife to Glasgow, or using the train and the tram to access business centres at the Gyle and Gogarburn.

DO WE NEED A HEAVY RAIL LINK AND A TRAM LINK TO AND FROM EDINBURGH AIRPORT?

Each transport mode is a service catering for different marketplaces. Tram Line 2 will be used by those travelling to destinations within Edinburgh, whereas EARL will cater for those travelling to/from the airport and Edinburgh, Stirling, Glasgow, Fife and other locations across Scotland. In the future, people will be able to choose which means of public transport they prefer.

The output from the Demand Modelling will outline the anticipated passenger traffic flows following the introduction of EARL.

HOW DOES EARL FIT WITH EXISTING LOCAL PLANS?

EARL is a nationally important public transport scheme and is supported by the Approved Lothian Structure Plan, the Finalised Rural West Edinburgh Local Plan, the West Edinburgh Planning Framework, the National Planning Framework and national planning policy.

WILL THIS PROJECT TIE IN WITH ROAD UPGRADES SUCH AS THE A8000?

EARL is a stand alone project and will not include road upgrades to major roads not directly affected by the Project.

WILL EARL CONNECT TO THE GLASGOW AIRPORT RAIL LINK (GARL)?

This is outwith the scope of the EARL project but should this become a priority in the future it will not be precluded by the construction of EARL.

IMPACT

WILL LAND BE REQUIRED TO BUILD THE PROPOSED ROUTE?

As this is a new railway, it will be necessary to acquire land to permit its construction, operation and maintenance. Temporary access to land may also be required during the planning and construction stages of the project. In addition, several roads will be diverted. Land and rights in land will be acquired through compulsory purchase powers. **tie** will ensure that the land take, necessary for the project is kept to the minimum. Any party whose land is to be acquired will be notified and has the right to object to EARL in addition to rights to compensation. A consultation process is ongoing to ensure that affected parties are kept fully informed.

WHAT WILL HAPPEN TO THE EARTH REMOVED BY TUNNELLING?

Removal of construction spoil and demolition material, as well as importation for landscaping, will be in accordance with waste management licensing regulations and a clear and legally enforceable code of construction practice. Investigations into possible locations for soil disposal to minimise haulage are currently ongoing.

WHAT ARE THE ENVIRONMENTAL IMPACTS OF EARL?

tie limited is required by law to commission an environmental impact assessment (EIA) and environmental statement (ES). This work is underway and the ES must be submitted along with the Private Bill to the Scottish Parliament. The ES will be closely scrutinised by the Scottish Parliament and will be publicly available.

The purpose of the ES is to assess and report on the likely significant impacts of EARL on the environment (e.g. natural and built heritage, flora and fauna), which may be both positive and negative. The scope of the EIA and ES has been strongly influenced by engagement and consultation with Scottish Natural Heritage, Historic Scotland, Scottish Environment Protection Agency and the City of Edinburgh Council. The study will also report on mitigation measures (i.e. those measures which will be undertaken to reduce negative impact and the residual impacts of EARL on the environment).

WHAT IMPACT WILL EARL HAVE ON SCHEDULED MONUMENTS AND OTHER SITES OF ARCHAEOLOGICAL INTEREST?

Within this locale there are several points of archaeological interest including Scheduled Ancient Monuments, Listed Structures and Buildings, design landscape and some areas of potential interest. The main effect likely from the proposed development of the rail link is disturbance to the Scheduled area around the monument of Cat Stane, a Neolithic burial site within the existing airport confines. Other areas are likely to be affected through their proximity to the route rather than direct contact.

Every attempt is being made to reduce the amount and severity of disturbance to the areas of interest, unfortunately due to the high density of archaeological finds and other engineering constraints it has proved unavoidable in a limited number of cases. When this has proved the case, Historic Scotland and the Local Archaeologist within City of Edinburgh Council have been consulted to reach agreement on the best way forward. Further details concerning the area of archaeological interest, how they will be affected and mitigation methods proposed will be given in the Environmental Statement document at the time of submission to Parliament.

COMPENSATION & LAND ACQUISITION

AS A LANDOWNER, WILL MY LAND BE ACQUIRED AND WILL I BE ELIGIBLE FOR COMPENSATION?

Compulsory acquisition, as the name implies, involves the taking of property by one party (in the public interest by statutory process) without the consent of the other. Provision is, of course, made for the payment of compensation. The Bill will, if it is passed by the Scottish Parliament and becomes an Act, authorise the compulsory acquisition of land for the construction of EARL and associated infrastructure and to acquire rights in land e.g. for the purpose of re-routing statutory undertakers' apparatus. The land to be acquired compulsorily can be examined by the public and will be shown on the parliamentary plans, which accompany the Bill. Where land is only required for a temporary period the Bill will also authorise this temporary use. All landowners affected will be formally notified of the Submission of the Bill to the Scottish Parliament and will have a statutory 60-day period in which to object.

The Act will apply the body of the rules known as the 'compensation code' applicable to any compulsory

purchase in Scotland. The three main areas of compensation that may be paid as a result of compulsory acquisition are:

- Compensation for land acquired
- Compensation for severance and injurious affection; and
- Compensation for disturbance

The Promoter will enter into early negotiations with affected landowners with a view to reaching agreement on the level of compensation to be paid. In the event that agreement cannot be reached, the matter may be referred by the claimant to the Lands Tribunal for Scotland which will decide the issue.

In addition, the Bill will apply the law relating to “planning blight” whereby, in certain circumstances, a limited category of landowners (house owners, agricultural landowners and small business) whose land is intended to be acquired for EARL can require the advance purchase of property which has become unsaleable at its former market price.

The powers of compulsory acquisition will be exercised by what is termed the ‘authorised undertaker’. The authorised undertaker will also be the party responsible for paying compensation. It is important to note that the above provisions only apply if the Bill receives Royal Assent and becomes an Act.

The law and procedures relating to compensation & compulsory purchase are complex. **tie** limited recommends strongly that all claimants seek independent expert advice.

A detailed briefing note on compensation is available on the EARL website (www.earlproject.com).



INTERCHANGE

WILL THERE BE INTERCHANGE POSSIBILITIES?

EARL will open up interchange opportunities, particularly for a Fife-Glasgow commuter flow. In addition, there are real opportunities for interchange between rail and tram at the airport. Instances include:

- Quicker journey times between Fife and Glasgow
- Easier commuting to business centres in the West of Edinburgh
- Increase in journey options across Scotland

Through the teams responsible for developing EARL and the Edinburgh Tram Project, **tie** is currently working with First ScotRail, BAA and other transport operators to ensure that interchange opportunities are optimised in the design work in order to create an effective gateway.

WILL THE STATIONS AT HAYMARKET AND WAVERLEY BE UPGRADED AS PART OF THIS PROJECT?

Separate projects are currently underway to develop Haymarket and Waverley stations. EARL is not dependant on these upgrades and will co ordinate its requirements to complement them.

AIRPORT STATION FACILITIES

WHAT WILL THE STATION LOOK LIKE?

The permission to construct a station at the airport will be included as part of the EARL Bill. The design of the station is of paramount importance as the design must welcome visitors to Scotland whilst delivering the best in terms of function and safety.

The design of the station will commence as the construction phase begins.

WILL THERE BE LUGGAGE TROLLEYS AVAILABLE AT THE AIRPORT STATION?

Yes. However it will be necessary for conventional safety reasons to prevent airport baggage trolleys from reaching the station platform.

WHERE WILL THE STATION BE IN RELATION TO THE AIRPORT TERMINAL?

The station will be as close as possible to the existing airport terminal building.

HOW MANY PLATFORMS WILL THERE BE IN THE AIRPORT STATION?

One island platform (220metres long and 12m wide) is currently envisaged.

WHAT LENGTH OF TRAINS WILL BE ABLE TO USE THE PLATFORM AT THE STATION?

The platforms will be long enough to accommodate a 9-car train.

WHAT FACILITIES WILL BE INSTALLED TO ACCOMMODATE DISABLED PASSENGERS?

The new airport station will comply fully with the Disability Discrimination Act, and with the Guide to Best Practice prepared by the Department for Transport on Inclusive Mobility. Where external access is not level it is the intention that the design will comply with the latest requirements for ramps and intermediate landings. The design will include both lifts and escalators to link the station concourse to the platform.

TENDERING

WAS THE PROJECT FEASIBILITY AND DEVELOPMENT WORK OPEN TO COMPETITIVE TENDER?

It is **tie's** policy that procurement of advisory services is undertaken through open competition.

In addition to UK laws, within the European Union a series of Procurement Directives (known as EC Procurement Directives) apply to promote efficient, transparent, fair and open competition. These rules require public organisations to publish details of Contracts above specified thresholds which they intend to place, and to follow other specified procurement procedural rules. All the commissions for work on EARL have been subject to competitive tender under the applicable regime and all contracts to execute the project itself will be procured on this basis.

CONSULTATION

WHAT EFFORTS WERE MADE DURING THE CONSULTATION PERIOD TO FULLY INFORM AND INVOLVE THE PUBLIC IN THIS PROJECT?

The Public Consultation ran from 8th November to 19th December 2004 and consisted of a number of methods to gain input:

- Distribution of 250,000 leaflet questionnaires to rail passengers throughout Scotland
- Questionnaires were completed on-line or on a tear-off proportion of our leaflet
- A dedicated 0845 number was set up to take calls in November/December
- A Public Meeting was held on 7th December at the Hilton Hotel, Edinburgh Airport
- An interactive website has been set up to publish current information (www.earlproject.com)
- Newspaper advertising
- Outdoor advertising (posters etc.)
- In depth interviews with rail passengers/air passengers/business groups
- Discussions with affected landowners, businesses, interest groups, and organisations have begun and are ongoing

HOW WILL THE INFORMATION OBTAINED DURING THE PUBLIC CONSULTATION PHASE BE UTILISED IN THE DEVELOPMENT OF THIS PROJECT?

tie is carefully considering all of the feedback from the Consultation and recommendations arising will be put to the EARL Operating Group for discussion, agreement and implementation as required.

A summary of the Consultation Process will be included in the Promoter's Memorandum and will be submitted with the Private Bill.



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