

Edinburgh Tram Written Questions

Question S4W-21552: Colin Beattie, Midlothian North and Musselburgh, Scottish National Party, Date Lodged: 30/05/2014

To ask the Scottish Government whether it will provide an update on any potential revision of the national concessionary travel scheme, in light of the City of Edinburgh Council's decision to charge Scottish National Entitlement Card holders from outwith Edinburgh to use its trams.

Answered by Keith Brown (12/06/2014):

The national bus concessionary travel scheme is a national scheme, is for buses only and does not apply to local schemes such as the Edinburgh trams and the Glasgow Subway. Any decisions on tram concessionary travel are for the City of Edinburgh Council to take.

It is possible for the City of Edinburgh Council to offer concessions to non-Edinburgh citizens if, as with the Glasgow subway, they come to agreements with other local authorities to do so.

Question S4W-21122: Alex Rowley, Cowdenbeath, Scottish Labour, Date Lodged: 13/05/2014

To ask the Scottish Government what its initial position was regarding concessionary travel access to the Edinburgh trams project for people living outwith the City of Edinburgh Council area and for what reason tram travel will no longer be covered by the national concessionary travel scheme for all travellers in Scotland.

Answered by Keith Brown (27/05/2014):

In agreeing to provide substantial funding for the introduction of the Edinburgh trams project in 2007, the Scottish Government made clear that no further subsidy would be provided once the network was commissioned and that it was making no commitment at that time to include tram travel within the national concessionary travel scheme. This is consistent with the approach to other non-bus schemes such as the Glasgow Subway and Scottish rail travel.

The Scottish Government, through the national concessionary travel scheme funds Scotland-wide free bus travel for older and eligible disabled people. The scheme is based around free bus travel as it is the most widely available mode of transport in Scotland. Local authorities can if they wish, offer their resident cardholders concessionary transport schemes for modes other than bus. Any local authority that chooses to operate local concessionary transport schemes is responsible for the administration and funding of these schemes.

Question S4W-18841: Kezia Dugdale, Lothian, Scottish Labour, Date Lodged: 11/12/2013

To ask the Scottish Government when it will establish a public inquiry into the Edinburgh Trams project; who will chair it, and what its (a) remit and (b) budget will be.

Answered by Keith Brown (07/01/2014):

The Scottish Government has made it clear that it would welcome a public inquiry but the focus has rightly been on delivering the project, which is now nearing completion. Once completed, we will consider when and how best to establish a public inquiry into the Tram project and what lessons can be learned for the future.

Question S4W-16765: Marco Biagi, Edinburgh Central, Scottish National Party, Date Lodged: 19/08/2013

To ask the Scottish Government, in light of it being one of the conditions that it set in order to provide funding for it, how it will monitor the benefit-to-cost ratio of the Edinburgh tram project.

Answered by Keith Brown (13/09/2013):

The benefit-to-cost ratio was used as a conditions precedent for the approval of the Scottish Government grant. In order to qualify for the grant funding the business case had to demonstrate a benefit-to-cost ratio of greater than one. This conditions precedent was fulfilled.

The City of Edinburgh Council (CEC) will continue to monitor the performance of the tram system set out in the operating agreements between CEC and Edinburgh trams to ensure the benefits of the project are realised to the optimum level.

Question S4W-16764: Marco Biagi, Edinburgh Central, Scottish National Party, Date Lodged: 19/08/2013

To ask the Scottish Government what its position is on whether the Edinburgh tram project should continue to have a positive benefit-to-cost ratio.

Answered by Keith Brown (13/09/2013):

I refer the member to the answer to question S4W-16765 on 13 September 2013. All answers to written questions are available on the Parliament's website, the search facility for which can be found at

<http://www.scottish.parliament.uk/parliamentarybusiness/28877.aspx>

**Question S4W-16763: Marco Biagi, Edinburgh Central, Scottish National Party,
Date Lodged: 19/08/2013**

To ask the Scottish Government what role Transport Scotland had in drawing up the 15-year financial projection for the Edinburgh tram project that was published by City of Edinburgh Council on 16 August 2013.

Answered by Keith Brown (13/09/2013):

This is the responsibility of the City of Edinburgh Council. Transport Scotland was not involved in the drawing up of the 15-year financial projection for the Edinburgh tram project.

**Question S4W-16070: Marco Biagi, Edinburgh Central, Scottish National Party,
Date Lodged: 26/06/2013**

To ask the Scottish Government how much it estimates the Edinburgh tram project will save each year in carbon emission reductions, also broken down by cost-per-kilogram of carbon dioxide saved.

Answered by Keith Brown (18/07/2013):

The Edinburgh Tram remains a City of Edinburgh Council (CEC) project. The Edinburgh Tram Network STAG 2 Appraisal of December 2006 prepared by CEC predicts an increase of 2.6% in CO2 emissions. This information has not been updated since 2008.

The assumptions in the STAG were based upon significant development going ahead as a result of the trams with additional traffic, private cars and freight which would result in more CO2 emissions globally. It is also based on an assessment of the line from Airport to Newhaven and not the current truncated line from the Airport to York Place. It also assumed that power generation did not come from renewable sources, but it did identify that localised CO2 emissions through the key sections, such as Shandwick Place, would be significantly reduced.

**Question S4W-15866: Marco Biagi, Edinburgh Central, Scottish National Party,
Date Lodged: 24/06/2013**

To ask the Scottish Government what capital projects it has funded or part-funded, or expects to fund or part-fund, in Edinburgh between 2007 and 2016; what the value is or will be of its contribution for each project, and what the overall value is or will be of each project.

Answered by Nicola Sturgeon (06/08/2013):

Edinburgh has benefitted and will benefit from a wide range of capital investment between 2007 and 2016. Information relating to major projects which are completed or which are currently in construction within the Edinburgh area and which the Scottish Government has provided funding or part funding for since 2007, is

provided in the following table:

Project Name	Status	Capital Value	Scottish Government Proportion of Funding
Forth Replacement Crossing	In Construction	£1.45bn-£1.60 billion	100%
Edinburgh to Glasgow Rail Improvement Programme	In Construction	£650 million	100%
Edinburgh Tram Link project	In Construction	£500 million	64%
Parliament House Redevelopment	Completed	£60 million	100%
National Museum of Scotland	Completed	£47 million	33%
National Museums Collections Centre	In Construction	£11.8 million	100%
Scottish National Portrait Gallery	Completed	£17.1 million	42%
NHS Lothian Royal Victoria Hospital	Completed	£44 million	100%

Question S4W-11323: Tavish Scott, Shetland Islands, Scottish Liberal Democrats, Date Lodged: 19/11/2012

To ask the Scottish Government when the (a) Edinburgh Gateway and (b) Haymarket railway station improvements will be completed.

Answered by Keith Brown (28/11/2012):

The opening of Edinburgh gateway station will coincide with the introduction of a new tram stop in the Edinburgh gateway area. Commencement of works on the new station will be dependent on the completion of tram infrastructure works in the area. We continue to work with City of Edinburgh Council and the Edinburgh tram contractor to enable Network Rail to develop a programme for delivery of the station. The Edinburgh Glasgow Improvement Plan redevelopment of Haymarket Station is making good progress and is scheduled for completion in late 2013.

Question S4W-10818: Richard Simpson, Mid Scotland and Fife, Scottish Labour, Date Lodged: 06/11/2012

To ask the Scottish Government whether the standards being used to allocate night time noise mitigation in relation to the Stirling-Alloa-Kincardine railway line are those included in volumes 2 and 3 of the Stirling-Alloa-Kincardine Railway (Route Re-opening) and Linked Improvements (Scotland) Bill Environmental Statement.

Answered by Keith Brown (20/11/2012):

Volumes two or three of the Stirling-Alloa-Kincardine Railway (Route Re-opening) and Linked Improvements (Scotland) Bill Environmental Statement (2003) does not include standards for the allocation of night time noise mitigation.

The criteria for night time noise mitigation being applied to the

Stirling-Alloa-Kincardine Railway line were adopted after the commencement of night time freight trains in 2008, consistent with parliamentary consideration of Acts for other Railway projects, including the Edinburgh Tram (Line One) Act 2006 and Edinburgh Airport Rail Link Act 2007.

Question S4W-10809: Richard Simpson, Mid Scotland and Fife, Scottish Labour, Date Lodged: 06/11/2012

To ask the Scottish Government what plans it has to provide mitigation for properties on the Stirling-Alloa-Kincardine railway line affected by overnight noise above the World Health Organization limit known to cause sleep disturbance.

Answered by Keith Brown (22/11/2012):

The World Health Organisation Guidelines on Community Noise advised noise levels which exceeded recommended thresholds should not occur more than 10-15 times per night. To avoid the situation where all 10-15 occurrences happen within the same hour, it was advisable to assume not more than two events in any one hour during the night time duration. This was applied to the Stirling Alloa Kincardine project in assessment of night time noise mitigation.

In addition, the mitigation criteria of 82dB max, was adopted to provide consistency with Parliamentary Acts for other Railway projects, including the Edinburgh Tram (Line One) Act 2006 and Edinburgh Airport Rail Link Act 2007.

Question S4W-08601: Murdo Fraser, Mid Scotland and Fife, Scottish Conservative and Unionist Party, Date Lodged: 09/07/2012

To ask the Scottish Government what benefits the Edinburgh-Glasgow Improvement Project will bring to (a) Stirling, (b) Dunblane and (c) Alloa.

Answered by Alex Neil (27/07/2012):

The continuing electrification of the Scottish rail network will benefit all rail passengers by driving reliability improvements across the entire network.

The newly refurbished Haymarket Station will provide an effective interchange between Stirling services and the tram network offering connection opportunities to the airport, places of work and the surrounding business development area.

Question S4W-06403: Richard Simpson, Mid Scotland and Fife, Scottish Labour, Date Lodged: 22/03/2012

To ask the Scottish Executive whether the threshold that Transport Scotland applies for mitigation on the basis of excessive nighttime noise along the Stirling-Alloa-Kincardine railway line is over 80 decibels Leqmax external and that the noise must occur more than once per hour between 11 pm and 7 am.

Answered by Keith Brown (24/04/2012):

The threshold for SAK is the same as was adopted for Edinburgh Airport Rail Link (EARL), Edinburgh Tram and Airdrie to Bathgate and is therefore consistent with the approach approved by Parliament during the consideration of these acts. The night-time noise threshold for mitigation on the SAK route is 82dB L_{Amax}, fast more than twice in any one hour during the hours of 11pm and 7am.

Question S4W-05888: Kezia Dugdale, Lothian, Scottish Labour, Date Lodged: 23/02/2012

To ask the Scottish Executive what assessments of risks and ramifications were made before deciding to remove Transport Scotland officials from the management board of the Edinburgh trams project in 2007.

Answered by Keith Brown (06/03/2012):

Delivery of the project is and always has been the responsibility of the City of Edinburgh Council as the promoter, authorised undertaker and operator in terms of the Tram Acts.

Question S4W-05887: Kezia Dugdale, Lothian, Scottish Labour, Date Lodged: 23/02/2012

To ask the Scottish Executive whether the decision to remove Transport Scotland officials from the management board of the Edinburgh trams project in 2007 has been reviewed and, if so, by whom.

Answered by Keith Brown (06/03/2012):

No review was undertaken.

The Cabinet Secretary for Infrastructure and Capital Investment Alex Neil announced on 14 September 2011 that the Scottish Government will help oversee the final delivery of the Edinburgh Tram Project. A team of experienced project managers from Transport Scotland now fill key senior roles in the new governance structure with City of Edinburgh Council, bringing the professional approach that has seen major projects such as the M74 completed ahead of schedule and under budget.

Question S4W-05885: Kezia Dugdale, Lothian, Scottish Labour, Date Lodged: 23/02/2012

To ask the Scottish Executive for what reason Transport Scotland officials were removed from the management board of the Edinburgh trams project in 2007.

Answered by Keith Brown (08/03/2012):

Scottish Ministers recognised that the effective project management required clear lines of responsibility in the management and governance of the tram project and the need to distinguish City of Edinburgh Council's role as project owner and TIE Ltd's responsibility for delivery, with TS role as principal funder.

Question S4W-05388: Marco Biagi, Edinburgh Central, Scottish National Party, Date Lodged: 01/02/2012

To ask the Scottish Executive how much funding it has provided to the Edinburgh tram project in each year since the project began.

Answered by Keith Brown (29/02/2012):

The Scottish Government accepted Parliament's decision on 27 June 2007 to support the capital cost of the Edinburgh Trams project, subject to a maximum contribution of £500 million.

Details of funding are as follows:

Financial Year	Amount (£ million)
2002-03	2.0
2003-04	7.2
2004-05	6.4
2005-06	13.5
2006-07	25.7
2007-08	50.6
2008-09	122.6
2009-10	107.2
2010-11	58.4
2011-12	62.0

The funding for the years 2002-03 to 2004-05 were authorised under a previous grant arrangement.

Question S4W-04677: Kezia Dugdale, Lothian, Scottish Labour, Date Lodged: 19/12/2011

To ask the Scottish Executive whether it has discussed its plans for a public inquiry on the Edinburgh tram project with the Lord Advocate.

Answered by Frank Mulholland (10/01/2012):

It is a long-established convention, as set out in the Ministerial Code, that the Scottish Government does not disclose whether it has or has not received legal advice from the Law Officers.

Question S4W-04274: Kezia Dugdale, Lothian, Scottish Labour, Date Lodged: 28/11/2011

To ask the Scottish Executive whether the Cabinet Secretary for Finance, Employment and Sustainable Growth has approved the relaxation of the conditions set out in the grant agreement for the Edinburgh tram project since January 2008 and, if so, to what extent the conditions were relaxed and whether this was agreed with the City of Edinburgh Council.

Answered by Keith Brown (09/12/2011):

The substantive grant conditions have not been relaxed. Ministers have approved changes to two grant conditions with the agreement in each case of the City of Edinburgh Council. In October 2010, the council sought approval to waive the 30 days formal notice required to give ministers prior to any termination of the tram contract. Ministers agreed to that request.

To allow the council time to conclude their negotiations with their contractors and obtain the agreement of their full council, ministers agreed with the City of Edinburgh council to extend the grant agreement from 31 March 2011 to 31 August 2011.

Question S4W-04273: Kezia Dugdale, Lothian, Scottish Labour, Date Lodged: 28/11/2011

To ask the Scottish Executive when the Cabinet Secretary for Finance, Employment and Sustainable Growth was first made aware that the Edinburgh tram project would not meet its planned opening date of January 2011.

Answered by Keith Brown (09/12/2011):

The Cabinet Secretary for Finance, Employment and Sustainable Growth was first made aware that the Edinburgh tram project would not meet its planned opening date of January 2011, in March 2010.

Question S4W-04272: Kezia Dugdale, Lothian, Scottish Labour, Date Lodged: 28/11/2011

To ask the Scottish Executive whether the reports it receives from Transport Scotland on the progress of the Edinburgh tram project are structured on the basis of each grant condition and the degree to which these conditions have been met.

Answered by Keith Brown (09/12/2011):

The progress reports cover all relevant aspects of the tram project and are not specifically structured on the basis of each grant condition.

Question S4W-04271: Kezia Dugdale, Lothian, Scottish Labour, Date Lodged: 28/11/2011

To ask the Scottish Executive how many full-time-equivalent Transport Scotland employees there have been with the Edinburgh tram project since May 2011 and how many there were from (a) May 2008 to April 2009, (b) May 2009 to April 2010 and (c) May 2010 to April 2011.

Answered by Keith Brown (09/12/2011):

Details are as follows:

May 2008 to April 2009	One
May 2009 to April 2010	One
May 2010 to April 2011	One
May 2011 to August 2011	One
September 2011 to present	Four

Question S4W-04270: Kezia Dugdale, Lothian, Scottish Labour, Date Lodged: 28/11/2011

To ask the Scottish Executive how often the Cabinet Secretary for Finance, Employment and Sustainable Growth has received reports from Transport Scotland on the progress of the Edinburgh tram project since May 2008.

Answered by Keith Brown (09/12/2011):

Ministers have been kept apprised of progress on an ongoing basis since May 2008.

Question S4W-02487: Kezia Dugdale, Lothian, Scottish Labour, Date Lodged: 01/09/2011

To ask the Scottish Executive whether truncating the Edinburgh tram line to St Andrew's Square, instead of Newhaven, constitutes a material change in the business case.

Answered by Keith Brown (28/09/2011):

The business case is a matter for The City of Edinburgh Council.

Question S3W-38962: Murdo Fraser, Mid Scotland and Fife, Scottish Conservative and Unionist Party, Date Lodged: 21/01/2011

To ask the Scottish Executive whether the statement by the First Minister's official spokesman reported on the BBC News website on 30 May 2007 in reference to the Edinburgh trams project that "The government intends all expenditure planned for these projects or any alterations will continue to be used for public transport projects that tackle congestion, connectivity and journey times in Edinburgh and across

Scotland” accurately reflected the Scottish Executive position on the matter.

Answered by Keith Brown (04/02/2011): In May 2007 we were faced with the budgets set by the outgoing administration. Had the Parliament supported our plans to stop the tram project and use the funds for more pressing transport priorities then we could have easily reallocated budgets and brought forward alternative possibilities such as targeting early dualling opportunities for the A9.

It is clear that if the Parliament had not decided in June 2007 that the Scottish Government should fund the Edinburgh Tram project up to £500 million then that would have freed up funding for other transport options, such as significant investment in much needed transport infrastructure improvements on the A9.

Question S3W-38965: Murdo Fraser, Mid Scotland and Fife, Scottish Conservative and Unionist Party, Date Lodged: 21/01/2011

To ask the Scottish Executive, if the reported statement by a spokeswoman from Transport Scotland on 20 January 2011 that “if Parliament had thrown out the trams project, ministers would have brought forward alternative budget proposals to target early dualling of the A9” accurately reflects the Scottish Executive position on the matter, when this position was first announced to the Parliament.

Answered by Keith Brown (04/02/2011): In his statement to the Parliament in June 2007, Stewart Stevenson MSP, the then Minister for Transport, Infrastructure and Climate Change, made it clear that the Scottish Government opposed the Edinburgh Tram project which represented a significant risk to Scottish taxpayers money, and that there were other more important priorities for the use of funds on that scale. The full parliamentary statement can be found at:

<http://www.scottish.parliament.uk/Apps2/Business/ORSearch/ReportView.aspx?r=4735&mode=html>.

Question S3W-35323: Jeremy Purvis, Tweeddale, Ettrick and Lauderdale, Scottish Liberal Democrats, Date Lodged: 15/07/2010

To ask the Scottish Executive how it is prioritising the projects in the Strategic Transport Projects Review.

Answered by Stewart Stevenson (04/08/2010): I have previously highlighted our approach to the prioritisation of the projects in the Strategic Transport Projects Review.

Our priorities are:

- Firstly, the Forth Replacement Crossing. The Bill has been brought before the Parliament.
- Secondly, the Edinburgh to Glasgow Improvements Programme is being taken forward for delivery. The first phase of this programme, new hourly fast

services between Glasgow and Edinburgh have been introduced. In addition, outline design for the new station at Gogar is progressing well, and it is planned that the station will be completed to coincide with the opening of the Edinburgh tram network.

- Finally, Network Rail are working hard on the development of our plans for the Highland main line and the Aberdeen to Inverness line.

In terms of the remaining 25 projects, we are working with partners and stakeholders to take forward the development and design of these projects.

Question S3W-34636: Charlie Gordon, Glasgow Cathcart, Scottish Labour, Date Lodged: 18/06/2010

To ask the Scottish Executive what proportion of its £500 million grant to the Edinburgh tram scheme has been paid to its promoters.

Answered by Stewart Stevenson (24/06/2010): 71% of the £500 million grant for the Edinburgh Tram scheme has been paid to the promoter, City of Edinburgh Council.

Question S3W-33394: George Foulkes, Lothians, Scottish Labour, Date Lodged: 27/04/2010

To ask the Scottish Executive what consideration it has given to applying for EU funding for the development and extension of the Edinburgh tram project.

Answered by Stewart Stevenson (12/05/2010): Responsibility for funding for development and extension of the Edinburgh tram project, beyond the £500 million contribution from the Scottish Government, rests entirely with the promoter, the City of Edinburgh Council. This would be a matter for the City of Edinburgh Council.

Question S3W-32855: Shirley-Anne Somerville, Lothians, Scottish National Party, Date Lodged: 26/03/2010

To ask the Scottish Executive, further to the answer to question S3W-17961 by Stewart Stevenson on 3 December 2008, how much of its £500 million contribution to the Edinburgh trams project has been spent since that date, broken down by (a) date of release and (b) amount.

Answered by Stewart Stevenson (22/04/2010): A further £146.956 million has been spent from 3 December 2008.

Details are as follows:

Edinburgh Tram Project Expenditure	2008-09	2009-10
Month of Payment	£000	£000
April	0	9,323,615

May	0	2,627,100
June	0	7,360,439
July	0	8,327,281
August	0	3,878,006
September	0	7,827,210
October	0	3,648,214
November	7,025,692	4,602,059
December	6,533,047	15,586,682
January	15,449,350	11,838,938
February	8,989,344	3,279,151
March	4,864,412	7,741,148
April	2,797,129	15,256,851
May	0	0
June	0	0
Totals	45,658,974	101,296,694

Question S3W-31491: Wendy Alexander, Paisley North, Scottish Labour, Date Lodged: 04/02/2010

To ask the Scottish Executive for what reason the Edinburgh tram project did not appear in the written evidence provided to the Public Audit Committee by the Permanent Secretary of the Scottish Executive in January 2010 regarding progress on major capital projects.

Answered by John Swinney (25/02/2010): In his submissions to the Public Audit Committee of 30 June 2009 and 21 December 2009 on major capital projects the Permanent Secretary stated that the information provided did not include projects which are the responsibility of local authorities. The Edinburgh tram project did not appear in the written evidence provided to the Public Audit Committee because the project is being delivered by the City of Edinburgh Council.

Question S3W-31105: George Foulkes, Lothians, Scottish Labour, Date Lodged: 27/01/2010

To ask the Scottish Executive what discussions officials and ministers have had with councillors or officials of the City of Edinburgh Council regarding the tram project in the last three months; what subjects were discussed, and whether any alterations to the scheme are envisaged as a result.

Answered by Stewart Stevenson (05/02/2010): Transport Scotland officials regularly meet with City of Edinburgh Council officials to review the monthly progress reports. In addition, there have been further meetings within the last three months, covering project finance matters. The leader of the Council, the Transport Convener and the Chief Executive of tie.Ltd, met with the Minister for Transport, Infrastructure and Climate Change on 2 December 2009 to discuss both progress with the Tram and Gogar Station projects. No alterations to the current Tram scheme are envisaged as a result of these meetings.

Question S3W-31106: George Foulkes, Lothians, Scottish Labour, Date Lodged: 27/01/2010

To ask the Scottish Executive what alterations to the Edinburgh tram project would require (a) ministerial and (b) parliamentary approval.

Answered by Stewart Stevenson (05/02/2010): The Edinburgh Tram (Line One and Line Two) Acts 2006 provide full Parliamentary powers to the City of Edinburgh Council to construct and operate a tram network in the city. Changes to the route of the tram outside the limits of deviation approved by Parliament would require amendment to the relevant Tram Act, or new powers to be secured by the City of Edinburgh Council. On 27 June 2007, Parliament voted to require the Scottish Government to proceed with the Edinburgh Trams project within the budget limit set by the previous administration, noting that it is the responsibility of Transport Initiatives Edinburgh and the City of Edinburgh Council to meet the balance of the funding costs. Changes to the tram project which affected this arrangement would require ministerial approval.

Question S3W-29942: Margaret Smith, Edinburgh West, Scottish Liberal Democrats, Date Lodged: 10/12/2009

To ask the Scottish Executive whether it plans to build a tram line from Fife to Edinburgh Airport via South Queensferry.

Answered by Stewart Stevenson (11/01/2010): There are currently no plans to build a tram line from Fife to Edinburgh Airport via South Queensferry.

However, intervention 25 of the Strategic Transport Projects Review (STPR) has recommended the provision of a light rapid transit system, initially bus-based over the Forth, providing improved connections across the Forth Estuary between the communities of Fife and the business and commercial opportunities in Edinburgh (including outlying areas such as Edinburgh Airport) and West Lothian.

The detailed design and development of this intervention and its subsequent delivery will be subject to future spending reviews.

Question S3W-22813: Des McNulty, Clydebank and Milngavie, Scottish Labour, Date Lodged: 07/04/2009

To ask the Scottish Executive whether it is working towards cutting CO₂ emissions from key transport projects and what estimates it has of the emissions associated with projects where the construction phase has not yet commenced and that are due to be delivered between 2009 and the start of implementation of the Strategic Transport Projects Review.

Answered by Stewart Stevenson (07/05/2009): The Scottish Government is working towards cutting CO₂ emissions from key transport projects as outlined in the Government Economic Strategy, National Transport Strategy and the Strategic Transport Projects Review (STPR).

The following table details the emissions associated with the projects where construction has not yet commenced and which are due to be delivered before the implementation of the STPR.

Route	Project Name	Estimated Carbon Dioxide Emissions* (tonnes p.a.) Unless Otherwise Stated	Assessment Year
A77	Park End to Bennane	3	2008
M74	Raith Interchange	10,000	2020
A9	Crubenmore Extension	251	2022
A96	Fochabers to Mosstodloch	171	2020
M8	Baillieston to Newhouse	30,000	2020
M8	Associated Network Improvements	1,600	2010
A75	Dunragit Bypass	3,670	2022
A9	Kincraig to Dalraddy	45	2023
A90	Aberdeen Western Peripheral Route	36,700	2025
A77	Symington and Bogend Toll	121	2024
A90	Balmedie to Tipperty	2,137	2010
	Forth Replacement Crossing	-23,000	2017
Rail	Glasgow Airport Rail Link	-2,000	2014
Rail	Borders Railway	Cumulative decreases of	
		-74,000	2030
		-238,000	2050
		-415,000	2070
Rail	Edinburgh " Glasgow (Rail) Improvements Programme	-20,000 annually with cumulative savings of	
		-1,181, 000	2075
Rail	Edinburgh Tram Line 1a	+98,000	2011
		+177,000	2031

Note: *The emission estimates within this table are forecast increases in carbon dioxide emissions with the project compared to without the project in a given future assessment year. These estimates have been calculated using a variety of methodologies and, consequently, it is not statistically valid to aggregate the individual figures or directly compare them with one another. Environmental impacts from infrastructure projects are taken from the latest published estimates. In most cases, this will be the carbon estimate contained in the specific Environmental Statement (ES). Some projects may not yet have undergone a formal Environmental Statement; where this is the case the carbon estimate is taken from

the environmental chapter of the STAG Appraisal report.

Question S3W-22688: Des McNulty, Clydebank and Milngavie, Scottish Labour, Date Lodged: 03/04/2009

To ask the Scottish Executive what discussions have taken place to progress tram line 3 to link Edinburgh city centre with the Royal Infirmary of Edinburgh.

Answered by Stewart Stevenson (05/05/2009): The Scottish Government has discussed with both City of Edinburgh Council and Tie Ltd what processes would need to be followed if they wished to secure powers to construct Tramline 3.

Question S3W-22689: Des McNulty, Clydebank and Milngavie, Scottish Labour, Date Lodged: 03/04/2009

To ask the Scottish Executive whether any discussions regarding tram line 3 have considered extending the tram line to Midlothian.

Answered by Stewart Stevenson (05/05/2009): No material proposal to extend the tram line to Midlothian has been considered.

Question S3W-21867: Des McNulty, Clydebank and Milngavie, Scottish Labour, Date Lodged: 12/03/2009

To ask the Scottish Executive on what date the contract between Transport Initiatives Edinburgh (TIE) and the consortium awarded the contract for the delivery of a tram system for Edinburgh was signed.

Answered by Stewart Stevenson (19/03/2009): The Scottish Government has been advised that the contract was signed on 14 May 2008 by TIE on behalf of the City of Edinburgh Council.

Question S3W-21868: Des McNulty, Clydebank and Milngavie, Scottish Labour, Date Lodged: 12/03/2009

To ask the Scottish Executive whether ministers or Transport Scotland were consulted or had discussions about the terms of the contract between Transport Initiatives Edinburgh (TIE) and the consortium awarded the contract for the delivery of a tram system for Edinburgh.

Answered by Stewart Stevenson (19/03/2009): This contract and its terms are entirely a matter for Transport Initiatives Edinburgh on behalf of the City of Edinburgh Council.

Question S3W-21869: Des McNulty, Clydebank and Milngavie, Scottish Labour, Date Lodged: 12/03/2009

To ask the Scottish Executive, following the agreement to provide funding for the

Edinburgh tram project, what steps were taken by ministers to ensure that all the issues identified in the Audit Scotland report on the project were fully taken account of.

Answered by Stewart Stevenson (19/03/2009): Parliament agreed, against the wishes of the Scottish Government, on 27 June 2007, that the issues identified in the Audit Scotland report on the Edinburgh tram project had been fully taken account of, and agreed that the Scottish Government should continue to provide financial support for the project. Following this, the City of Edinburgh Council accepted full responsibility for the project.

Question S3W-21870: Des McNulty, Clydebank and Milngavie, Scottish Labour, Date Lodged: 12/03/2009

To ask the Scottish Executive who were the signatories to the contract between Transport Initiatives Edinburgh (TIE) and the consortium awarded the contract for the delivery of a tram system for Edinburgh and on whose behalf they were acting.

Answered by Stewart Stevenson (19/03/2009): This is not a matter for the Scottish Government as the contract was signed by Transport Initiatives Edinburgh (TIE) on behalf of the City of Edinburgh Council.

Question S3W-21871: Des McNulty, Clydebank and Milngavie, Scottish Labour, Date Lodged: 12/03/2009

To ask the Scottish Executive how much of the expected contribution from the Scottish Government for the Edinburgh tram project has been (a) committed and (b) handed over to Transport Initiatives Edinburgh (TIE) or the City of Edinburgh Council.

Answered by Stewart Stevenson (19/03/2009): The amount invoiced to date to Transport Scotland by the City of Edinburgh Council for the tram project is £236 million.

Question S3W-21872: Des McNulty, Clydebank and Milngavie, Scottish Labour, Date Lodged: 12/03/2009

To ask the Scottish Executive whether there are guarantors for the clients in the contract between Transport Initiatives Edinburgh (TIE) and the consortium awarded the contract for the delivery of a tram system for Edinburgh and, if so, who these guarantors are, and what the nature is of their contractual liability.

Answered by Stewart Stevenson (19/03/2009): I refer the member to the answer to question S3W-21870 on 19 March 2009. All answers to written parliamentary questions are available on the Parliament's website, the search facility for which can be found at <http://www.scottish.parliament.uk/Apps2/Business/PQA/Default.aspx>.

Question S3W-21873: Des McNulty, Clydebank and Milngavie, Scottish

Labour, Date Lodged: 12/03/2009

To ask the Scottish Executive whether the contract between Transport Initiatives Edinburgh (TIE) and the consortium awarded the contract for the delivery of a tram system for Edinburgh is a fixed-price one.

Answered by Stewart Stevenson (19/03/2009): I refer the member to the answer to question S3W- 21867 on 19 March 2009. All answers to written parliamentary questions are available on the Parliament's website, the search facility for which can be found at <http://www.scottish.parliament.uk/Apps2/Business/PQA/Default.aspx>.

Question S3W-21874: Des McNulty, Clydebank and Milngavie, Scottish Labour, Date Lodged: 12/03/2009

To ask the Scottish Executive, if the contract between Transport Initiatives Edinburgh (TIE) and the consortium awarded the contract for the delivery of a tram system for Edinburgh is not a fixed-price one and a funding shortfall exists, who ultimately is responsible for the balance.

Answered by Stewart Stevenson (19/03/2009): The Scottish Government is committed to provide up to £500 million for the Edinburgh tram project. All costs in excess of this are the responsibility of the City of Edinburgh Council.

Question S3W-21875: Des McNulty, Clydebank and Milngavie, Scottish Labour, Date Lodged: 12/03/2009

To ask the Scottish Executive whether it is satisfied that Transport Initiatives Edinburgh (TIE) has the civil engineering capabilities to undertake a project of such national significance as the delivery of a tram system for Edinburgh.

Answered by Stewart Stevenson (19/03/2009): This is entirely a matter for the City of Edinburgh Council.

Question S3W-21876: Des McNulty, Clydebank and Milngavie, Scottish Labour, Date Lodged: 12/03/2009

To ask the Scottish Executive whether consideration has been given to asking Transport Scotland to take over responsibility as client for the delivery of the contract for the Edinburgh tram project if Transport Initiatives Edinburgh (TIE) fails to fulfil its duties and preparatory works.

Answered by Stewart Stevenson (27/03/2009): Responsibility for the delivery of the Edinburgh Tram project is a matter for the City of Edinburgh Council.

Question S3W-21877: Des McNulty, Clydebank and Milngavie, Scottish Labour, Date Lodged: 12/03/2009

To ask the Scottish Executive whether it has sought assurances that the progress of

utility works for the Edinburgh tram scheme will be completed by the original and anticipated date.

Answered by Stewart Stevenson (27/03/2009): Transport Scotland maintains standard monthly promoter reporting procedures which covers cost and programme issues.

Question S3W-20902: Margaret Smith, Edinburgh West, Scottish Liberal Democrats, Date Lodged: 12/02/2009

To ask the Scottish Executive whether it will consider siting the proposed Gogar railway station on the south side of the A8 next to the Gyle Shopping Centre and a tram stop.

Answered by Stewart Stevenson (02/03/2009): Scottish ministers announced on 10 December 2008 that the new railway station would be situated on the existing Fife line to the north of the A8 Gyle Roundabout. This followed consideration of a number of sites, including options on the south side of the A8. The announcement was made to the Scottish Parliament as part of the Strategic Transport Projects Review.

Question S3W-20903: Margaret Smith, Edinburgh West, Scottish Liberal Democrats, Date Lodged: 12/02/2009

To ask the Scottish Executive whether a delay in making a decision about the siting of the proposed Gogar railway station has resulted from a change or delay to the Transport Initiatives Edinburgh (TIE) tram works programme at the Gogar depot.

Answered by Stewart Stevenson (02/03/2009): Scottish ministers announced on 10 December 2008 that the new railway station would be situated on the existing Fife line to the north of the A8 Gyle Roundabout. The announcement was made to the Scottish Parliament as part of the Strategic Transport Projects Review.

Transport Initiatives Edinburgh (TIE) tram works programme was not a consideration in determining the timing of this announcement.

Question S3W-17961: David McLetchie, Edinburgh Pentlands, Scottish Conservative and Unionist Party, Date Lodged: 18/11/2008

To ask the Scottish Executive how much of its £500 million contribution to the Edinburgh trams project has already been spent, broken down by (a) date of release and (b) size and purpose of each payment.

Answered by Stewart Stevenson (03/12/2008): The Scottish Government pays a proportionate share (91.7%) of the City of Edinburgh Council's expenditure on development and implementation costs for the Edinburgh Tram project. A total of £206.881 million has been drawn down to date as set out in table 1.

Table 1

Edinburgh Tram Expenditure	2002-03	2003-04	2004-05	2005-06
Month of Payment	(£000)	(£000)	(£000)	(£000)
June	0	0	121,369	4,271,101
July	0	0	578,554	0
August	29,656	528,096	471,370	0
September	0	1,684,648	615,262	0
October	331,678	687,422	0	0
November	0	554,906	114,731	859,387
December	311,949	376,207	291,646	0
January	180,575	909,258	2,035,697	0
February	140,871	0	0	0
March	332,021	389,423	141,786	1,632,190
April	486,807	1,101,081	120,656	5,368,775
May	0	925,222	1,917,781	1,369,172
June	218,985	0	0	0
Totals	2,032,542	7,156,263	6,408,853	13,500,625

Edinburgh Tram Expenditure	2006-07	2007-08	2008-09
Month of Payment	(£000)	(£000)	To date (£000)
June	0	0	14,128,172
July	0	0	9,049,325
August	5,316,445	0	43,086,443
September	0	0	9,957,687
October	12,109,729	0	1,462,720
November	0	0	2,480,528
December	6,972,186	0	0
January	0	0	0
February	0	0	0
March	1,234,591	0	0
April	0	0	14,524,929
May	0	69,918,838	5,863,750
June	0	0	0
Totals	25,632,951	69,918,838	82,231,111

Question S3W-16881: Helen Eadie, Dunfermline East, Scottish Labour, Date Lodged: 07/10/2008

To ask the Scottish Executive what consultation has been undertaken regarding a scheme that would take trains into Gogar with a tram interchange.

Answered by Stewart Stevenson (04/11/2008): Transport Scotland is leading the project to establish an interchange between rail and tram in the Gogar area. Preliminary consultation with local land owners including the City of Edinburgh Council, Network Rail and TIE Ltd (Edinburgh Tram project) has taken place. As is normal for projects of this nature, a consultation strategy is under development to take the project through its subsequent stages.

Question S3W-16120: Margaret Smith, Edinburgh West, Scottish Liberal Democrats, Date Lodged: 09/09/2008

To ask the Scottish Executive what engagement it and Transport Scotland have had with local businesses and other stakeholders about the location of the proposed railway station at Gogar.

Answered by Stewart Stevenson (24/09/2008): Transport Scotland officials have held discussions with officials of City of Edinburgh Council and Transport Initiatives Edinburgh Limited concerning proposals for a new railway station in the Gogar area designed to integrate with the Edinburgh tram for onward connection to the airport. Transport Scotland has also engaged with SCA packaging and William Ewart Properties limited (owners of The Gyle shopping centre) as the landowners likely to be immediately affected by the proposed development.

The project is currently at the design stage with an announcement regarding the location of the new station expected in Autumn 2008. As is normal at this stage of a project a mapping exercise has been completed to identify stakeholders and a broad ranging stakeholder engagement exercise will take place as the project progresses through its natural lifecycle.

Question S3W-13368: George Foulkes, Lothians, Scottish Labour, Date Lodged: 22/05/2008

To ask the Scottish Executive which public transport projects have been approved since May 2007; what the total capital cost is, and what the comparative figure was for the previous year.

Answered by Stewart Stevenson (09/06/2008): In the June 2007 transport investment statement the Scottish Government committed to the following:

- Airdrie to Bathgate rail link project - £300 million to £375 million
- Glasgow Airport Rail Link - costs currently under review
- Edinburgh Waverley Station - estimated to cost £150 million
- Stirling-Alloa-Kinross rail link - £80 million to £85million

In September 2007 the Edinburgh and Glasgow improvements programme was announced at a cost of £500 million to £1,050 million and £500 million was committed to the Edinburgh tram project.

In March 2008 the government confirmed its commitment to the Borders railway project, with costs expected in the range of £235 million to £295 million

Ministers also approved the construction of the replacement vessel for the Islay ferry services. This vessel which, including commissioning, will cost £24.5 million, has been commissioned by Caledonian Maritime Assets Ltd (CMAL), and will be funded by loans from the Scottish Government to CMAL.

A number of smaller rail projects, with a total cost of £6 million have been announced between March 2008 and June 2008.

In the previous year £25 million was announced for smaller rail projects.

Question S3W-10800: Jeremy Purvis, Tweeddale, Ettrick and Lauderdale, Scottish Liberal Democrats, Date Lodged: 07/03/2008

To ask the Scottish Executive why it considers that the non-profit distributing model is better suited to the Borders rail project than the Edinburgh tram scheme.

Answered by Stewart Stevenson (25/03/2008): The use of the Regulated Asset Base (RAB) or non-profit distribution (NPD) funding models offer maximum value for money and flexibility for projects of this nature. The procurement route chosen for the Edinburgh tram project is a matter for Edinburgh City Council.

Question S3W-09413: Margaret Smith, Edinburgh West, Scottish Liberal Democrats, Date Lodged: 01/02/2008

To ask the Scottish Executive whether it or Transport Scotland has commissioned any consultants' reports on the feasibility and deliverability of a tram-train interchange at Gogar since the decision on 27 September 2007 on plans for the Edinburgh Airport Rail Link and, if so, when such reports were commissioned.

Answered by Stewart Stevenson (29/02/2008): Transport Scotland is developing plans to build a new Railway Station in the Gogar area of Edinburgh which will provide connection with the tram network for travel to Edinburgh airport. This scheme is at an early stage of development.

Transport Scotland issued an invitation to tender for the early design work in December 2007 and appointed the successful bidder for the early design stages of the new facility on 7 February 2008.

When completed the design work will define the exact location of the station and the method of connection to the Tram.

Question S3W-09414: Margaret Smith, Edinburgh West, Scottish Liberal Democrats, Date Lodged: 01/02/2008

To ask the Scottish Executive whether it or Transport Scotland has instructed TIE Limited to alter the plan for the Gogar depot tram stop, in light of the Scottish Government's alternative plans for the Edinburgh Airport Rail Link, or whether TIE Limited is progressing with a staff-only tram depot stop.

Answered by Stewart Stevenson (29/02/2008): Transport Scotland has not requested City of Edinburgh Council to instruct Tie Limited to take any action to alter the plans for the Gogar Tram Depot.

Question S3W-09415: Margaret Smith, Edinburgh West, Scottish Liberal Democrats, Date Lodged: 01/02/2008

To ask the Scottish Executive whether it or Transport Scotland has met TIE Limited to seek its views on the feasibility and deliverability of the proposal for an airport station at Gogar since the decision on 27 September 2007 on plans for the Edinburgh Airport Rail Link and, if so, how often such meetings have taken place.

Answered by Stewart Stevenson (29/02/2008): Transport Scotland has met Tie Ltd to discuss options for the proposal to build a new station in the Gogar area to integrate with the Tram for onward connection to Edinburgh airport.

Transport Scotland has put in place a series of regular progress meetings with the City of Edinburgh Council, the promoters of the Edinburgh Tram project. The meetings take place every six weeks and Tie Ltd is invited by City of Edinburgh Council to these meetings.

Question S3W-09419: Margaret Smith, Edinburgh West, Scottish Liberal Democrats, Date Lodged: 01/02/2008

To ask the Scottish Executive what level of modal shift from private cars to public transport will be achieved for passengers travelling to Edinburgh Airport as a result of the proposal for a rail stop at Gogar rather than a direct rail link to the airport.

Answered by Stewart Stevenson (29/02/2008): A significant modal shift from private car to rail use is anticipated as a result of the Edinburgh " Glasgow Improvements Programme, which includes the station at Gogar, to link with the Edinburgh Tram Project. Specific patronage estimates for Gogar station will be developed as part of the normal development process.

Question S3W-09420: Margaret Smith, Edinburgh West, Scottish Liberal Democrats, Date Lodged: 01/02/2008

To ask the Scottish Executive what impact the proposed rail stop at Gogar will have on the levels of road traffic in west Edinburgh compared with those if the direct Edinburgh Airport Rail Link were to have proceeded.

Answered by Stewart Stevenson (29/02/2008): The Edinburgh “ Glasgow Improvements Programme, of which a new station at Gogar comprises one part, should be considered in conjunction with the significant investment in the Edinburgh Tram Project. Taken together, these will have a wider impact on road traffic levels throughout Central Scotland, including West Edinburgh, than EARL would have done.

Question S3W-09422: Margaret Smith, Edinburgh West, Scottish Liberal Democrats, Date Lodged: 01/02/2008

To ask the Scottish Executive whether it has decided where the proposed new Gogar rail station will be built.

Answered by Stewart Stevenson (29/02/2008): Transport Scotland is developing plans to build a new railway station in the Gogar area of Edinburgh which will integrate with the tram network for onward connection to Edinburgh airport. This scheme is at an early stage of development.

There is a number of possible locations for the new Gogar station. A consultant has been appointed to take forward the early design work including single option selection. When completed the design work will define the location of the station and the method of connection to the tram.

Question S3W-08156: Margaret Smith, Edinburgh West, Scottish Liberal Democrats, Date Lodged: 21/12/2007

To ask the Scottish Executive whether it has any plans to support a tram line from Edinburgh Airport to Newbridge, Kirkliston, South Queensferry, the new Forth Bridge and Fife.

Answered by Stewart Stevenson (17/01/2008): There are no current plans to extend Edinburgh’s tram line. The decision has been taken, however, to design the bridge deck with the width and strength capable of incorporating tram or light rail based systems in the future.

Question S3W-06398: Des McNulty, Clydebank and Milngavie, Scottish Labour, Date Lodged: 15/11/2007

To ask the Scottish Executive whether it has estimated the impact on carbon emissions in each year to 2010-11 of its transport programme set out in Scottish Budget: Spending Review 2007.

Answered by Stewart Stevenson (29/11/2007): The Scottish Budget Spending Review 2007 sets out our Transport investment plans including our commitment to invest in public transport, providing £840 million/£917 million/£897 million on rail and tram services and projects in Scotland, £3 million a year on travel information, £57.2 million a year to support bus services and £11 million a year on direct support for sustainable and active travel. This, along with support to local authorities will support sustainable places by reducing car dependency and increasing the

proportion of people walking and cycling.

We have not estimated the impact on carbon emissions of our full transport programme in each year to 2010-11 because the detailed programme has not been finalised, there are difficult methodological issues in making calculations, and some of the programme is demand-led, thus the full impacts cannot be known. However, estimates are being made for some elements of the programme where this is technically feasible. In the longer term, the government is developing a transport carbon balance sheet which will contribute to this process.

Question S3O-00948: David McLetchie, Edinburgh Pentlands, Scottish Conservative and Unionist Party, Date Lodged: 17/10/2007

To ask the Scottish Executive whether it will provide an update on the funding of the Edinburgh tram scheme.

Answered by Stewart Stevenson (25/10/2007): As I confirmed in my statement to Parliament on 27 September this year the Scottish Government will provide up to £500 million in financial support to the City of Edinburgh Council's tram project.

Question S3W-04815: Alison McInnes, North East Scotland, Scottish Liberal Democrats, Date Lodged: 01/10/2007

To ask the Scottish Executive what the predicted cost is of the Scottish Government's proposed Edinburgh Airport rail link, also broken down into component parts.

Answered by Stewart Stevenson (08/11/2007): The full programme of improvements proposed to rail travel between Edinburgh and Glasgow is anticipated to cost between £500 and £1,000 million in 2006 prices, as set out in the STAG report *Strategic Transport Projects Review – Edinburgh to Glasgow Improvements*, which can be found on the Transport Scotland website at www.transportscotland.gov.uk. Within this total, the cost of providing the Dalmeny chord and a new station at Gogar linked to the tram network (as an alternative to the EARL project) is estimated at around £200 million.

Further design and development work will now be undertaken to define particular work structures necessary for delivery of the programme.

Question S3W-04817: Alison McInnes, North East Scotland, Scottish Liberal Democrats, Date Lodged: 01/10/2007

To ask the Scottish Executive how many stations across Scotland will be directly connected to Edinburgh Airport under the Scottish Government's proposed Edinburgh Airport rail link.

Answered by Stewart Stevenson (25/10/2007): It is anticipated that direct

connection with the tram link to the airport at Gogar and Edinburgh Park will be possible from more than 70 stations across the Scottish heavy rail network.

Question S3W-04796: Margaret Smith, Edinburgh West, Scottish Liberal Democrats, Date Lodged: 28/09/2007

To ask the Scottish Executive how many car journeys it is estimated will no longer be undertaken as a result of its proposed new Edinburgh Airport rail link.

Answered by Stewart Stevenson (25/10/2007): No specific assessment on modal shift from cars has been carried out at this time for the Gogar station proposal.

The new Gogar station and its connection with the tram is part of a rolling programme of works known as "Package C3". This package of works includes changes to the Dalmeny chord, changes at Garngard and electrification of the routes including the Edinburgh to Glasgow route (via Falkirk High) the Cumbernauld line and the Stirling to Dunblane line. This will have a big impact on the network and it is expected as a whole to increase rail travel across the Edinburgh and Glasgow corridor by 4% and improve some 15 million passengers journeys per annum.

Question S3W-04797: Margaret Smith, Edinburgh West, Scottish Liberal Democrats, Date Lodged: 28/09/2007

To ask the Scottish Executive when trains on the Edinburgh to Glasgow line will be able to stop at Edinburgh Park as part of its proposed new Edinburgh Airport rail link.

Answered by Stewart Stevenson (25/10/2007): An interchange with the Edinburgh tram at Edinburgh Park and the new station at Gogar will be in place to coincide with the completion of the tram in 2011, improving public transport connections to both Edinburgh airport and the growing economic area to the west of Edinburgh. In addition, Airdrie to Bathgate trains from Glasgow will stop at Edinburgh Park from 2010. It will take a few years longer before the necessary infrastructure, including the Dalmeny chord, will be in place to provide capacity for additional services on the Edinburgh to Glasgow route via Falkirk that can stop at Edinburgh Park. The full programme will be completed by 2016, but it is expected that many of the benefits may be achieved in advance of that date.

Question S3W-04799: Margaret Smith, Edinburgh West, Scottish Liberal Democrats, Date Lodged: 28/09/2007

To ask the Scottish Executive what the modal shift figures are for people travelling to Edinburgh Airport under its proposed new Edinburgh Airport rail link.

Answered by Stewart Stevenson (25/10/2007): No specific assessment on modal shift from cars has been carried out at this time for the Gogar station proposal.

The new Gogar station and its connection with the tram is part of a rolling

programme of works known as "Package C3". This package of works includes changes to the Dalmeny chord, changes at Garngard and electrification of the routes including the Edinburgh to Glasgow route (via Falkirk High) the Cumbernauld line and the Stirling to Dunblane line. This will have a big impact on the network and it is expected as a whole to increase rail travel across the Edinburgh and Glasgow corridor by 4% and improve some 15 million passengers journeys per annum.

Question S3W-04800: Margaret Smith, Edinburgh West, Scottish Liberal Democrats, Date Lodged: 28/09/2007

To ask the Scottish Executive what land acquisition measures will be undertaken as part of its proposed new Edinburgh Airport rail link.

Answered by Stewart Stevenson (25/10/2007): The land needed for the tram route to the airport will be acquired using the recently passed Edinburgh Tram Act. Any further land needed for the interchange at Gogar will be acquired using normal processes which may include the use of the new Transport and Works(Scotland) Act 2007.

Question S3W-04801: Margaret Smith, Edinburgh West, Scottish Liberal Democrats, Date Lodged: 28/09/2007

To ask the Scottish Executive whether it agrees with figures contained in the promoter's written response to the Edinburgh Airport Rail Link Bill Committee on alternative options (PROM (P) 1H) with regard to the de-congestion benefits, patronage levels, economic benefits and loss of revenues involved in alternative options.

Answered by Stewart Stevenson (25/10/2007): The promoter's previous written response was concerned with alternative options which did not include integration with the tram as is now being proposed. The new proposal costs a third of the cost of the EARL scheme and the Gogar station will enjoy the same level of connectivity.

Question S3W-04805: Charlie Gordon, Glasgow Cathcart, Scottish Labour, Date Lodged: 28/09/2007

To ask the Scottish Executive what the full capital and revenue cost implications will be for the Edinburgh trams project as a result of its ministerial statement on rail links to Edinburgh Airport on 27 September 2007 (Official Report, c. 2252-2260).

Answered by Stewart Stevenson (25/10/2007): Following the statement, more detailed discussion is required with the promoter, of the Edinburgh Tram project, City of Edinburgh Council. The implications of the new rail interchange on the Tram Project including cost and revenue implications will be part of that discussion.

The recently published Tram Business Case supports the view that rail-tram integration at Gogar will provide a beneficial source of future tram revenues and will have a positive outcome on the viability of the tram scheme.

Question S3W-04811: Charlie Gordon, Glasgow Cathcart, Scottish Labour, Date Lodged: 28/09/2007

To ask the Scottish Executive whether it supports the development of through rail services connecting Prestwick, Glasgow and Edinburgh airports and, if so, how and when they will be implemented.

Answered by Stewart Stevenson (25/10/2007): The Scottish Government is committed to delivering a rail network that links easily to the airports at Edinburgh, Glasgow and Prestwick. Access to Edinburgh Airport by rail will be achieved by adding a station at Gogar on the Fife railway line, providing an easy interchange with the tram. The building of the Dalmeny Chord will also link this station directly to Glasgow. Passengers from Stirling and Dunblane using the new Airdrie to Bathgate route will be able to interchange with the tram for the airport at Edinburgh Park.

Rail access to Glasgow Airport will be improved through the GARL project and work is still on-going to finalise schedule agreements and milestone dates to meet the delivery programme.

Furthermore, the step change in the number of services between Glasgow Central and Edinburgh, as announced on 27 September 2007, will improve connections from the south and west of Glasgow, and from both Prestwick and Glasgow airports, through to Edinburgh. Consideration will also be given to the possibility of running direct services from Edinburgh to Ayr, which would call at Prestwick Airport.

Question S3W-02229: Jamie Hepburn, Central Scotland, Scottish National Party, Date Lodged: 18/07/2007

To ask the Scottish Executive how much it has spent to date on the (a) online upgrade of the A80 to motorway status and (b) Edinburgh trams project.

Answered by Stewart Stevenson (01/08/2007): A total of £37.7 million has been spent since January 2003, when the decisions from the Central Scotland Transport Corridors Studies were announced, on the online upgrade of the A80, which includes £24.5 million for constructing Auckenkilns Interchange. A total of £64.4 million has been spent on the Edinburgh Tram project from 2002 to June 2007.

Question S3W-00493: Bill Butler, Glasgow Anniesland, Scottish Labour, Date Lodged: 04/06/2007

To ask the Scottish Executive how many meetings took place between 4 and 31 May 2007 involving Scottish ministers and Executive officials to discuss the projected financial cost of the planned Edinburgh tram network.

Answered by Stewart Stevenson (29/06/2007): There have been several meetings between ministers and officials to discuss a range of transport issues.

Question S3W-00496: Bill Butler, Glasgow Anniesland, Scottish Labour, Date Lodged: 04/06/2007

To ask the Scottish Executive what the projected financial cost of the planned Edinburgh tram network was on 4 May 2007.

Answered by Stewart Stevenson (29/06/2007): At 4 May 2007 the estimated cost of the Edinburgh Tram network lay in the range £500 to 545 million.

Question S3W-00497: Bill Butler, Glasgow Anniesland, Scottish Labour, Date Lodged: 04/06/2007

To ask the Scottish Executive what the projected financial cost of the planned Edinburgh tram network was on 31 May 2007.

Answered by Stewart Stevenson (29/06/2007): No new cost estimate was received from City of Edinburgh Council, promoter of the Edinburgh Tram Network, between 4 May and 31 May 2007. The cost estimate is reviewed regularly as part of normal project monitoring by Transport Scotland.

Question S3W-00500: Bill Butler, Glasgow Anniesland, Scottish Labour, Date Lodged: 04/06/2007

To ask the Scottish Executive whether the costs of the planned Edinburgh tram network on 4 May 2007 were within projected estimates.

Answered by Stewart Stevenson (29/06/2007): At 4 May 2007, the estimated cost of the Edinburgh Tram network lay in the range £500 to 545 million and was within project estimates.

Question S3W-00501: Bill Butler, Glasgow Anniesland, Scottish Labour, Date Lodged: 04/06/2007

To ask the Scottish Executive whether the costs of the planned Edinburgh tram network on 31 May 2007 were within projected estimates.

Answered by Stewart Stevenson (29/06/2007): I refer the member to the answer to question S3W-497 on 29 June 2007. All answers to written parliamentary questions are available on the Parliament's website

Question S2W-30790: Kenny MacAskill, Lothians, Scottish National Party, Date Lodged: 03/01/2007

To ask the Scottish Executive whether pensioners will be entitled to concessionary fares on the proposed Edinburgh tram scheme and, if no decision has been made on the issue, when a decision will be made and what the reasons are for the position on the matter.

Answered by Tavish Scott (30/01/2007): No decision has been made on whether the free bus travel scheme for older and disabled people should be extended to

cover travel on any future Edinburgh tram network. The current scheme will be reviewed after its first few years of operation and Scottish ministers may make regulatory changes to it in light of any relevant findings available then.

Question S2W-30775: Fergus Ewing, Inverness East, Nairn and Lochaber, Scottish National Party, Date Lodged: 22/12/2006

To ask the Scottish Executive whether it is satisfied that the cost estimates of Transport Initiatives Edinburgh in relation to the Trams for Edinburgh scheme are reliable.

Answered by Tavish Scott (12/02/2007): The Scottish Executive is considering the Tram Draft Final Business Case including the capital cost estimates and allowances for Optimism Bias.

We expect to complete this consideration by the end of February 2007.

Question S2W-30740: Susan Deacon, Edinburgh East and Musselburgh, Scottish Labour, Date Lodged: 21/12/2006

To ask the Scottish Executive what action it is taking to progress Tram Line 3 to link south-east Edinburgh with the city's planned tram network.

Answered by Tavish Scott (12/02/2007): City of Edinburgh Council is not currently progressing Tram Line 3.

Question S2W-29718: Fergus Ewing, Inverness East, Nairn and Lochaber, Scottish National Party, Date Lodged: 08/11/2006

To ask the Scottish Executive what the current estimated costs are of each of the projects in its strategic transport programme.

Answered by Tavish Scott (23/03/2007): I refer to the statement I made in Parliament on 16 March 2006 (see *Official Report*, c 24049) in which I provided an update on progress on our capital transport plan for new rail and road investment. The following table lists the estimated costs mentioned in my statement together with the current estimated costs for the road projects included in the plan.

Project	Anticipated Out-Turn Forecast* (or Grant Limit Where so Noted) (£ Million)
Rail Projects	
Edinburgh Airport Rail Link	550 - 650
Glasgow Airport Rail Link	170 - 210
Airdrie - Bathgate	300 - 375
Edinburgh Tram Lines 1 & 2	450 - 500 Proposed grant limit

Edinburgh Waverley	150
Borders Rail	155 Proposed grant limit
Larkhall - Milngavie	25
Stirling – Alloa - Kincardine	65 – 70
Road Projects	
Aberdeen Western Peripheral Route	295 – 395
Kincardine Bridge	102 plus VAT
M74 Completion	375 – 500
M74 Raith	56-61 plus VAT
M8 Baillieston - Newhouse	170 – 210 plus VAT
M8 Associated Network Improvements	43 – 57 plus VAT
M80 Stepps - Hags	130 – 150 plus VAT

Note: *The anticipated costs will depend on the out-turn of the various risks associated with each of these projects, subject to limits of grants proposed for some public transport works.

I wrote to the Local Government and Transport Committee on 13 March 2007 to explain that the anticipated outturn forecast of the Kincardine Bridge has risen from the tender cost of £93.5millionplus VAT (as indicated in my statement on 16 March) to £102.5 million to include a number of items that do not form part of the core contract estimate such as provisions for grouting underground mine workings, public utilities works and engineering costs. Otherwise, the anticipated out-turn forecasts for all other projects in the programme are the same as those quoted in my statement last March.

Question S2W-29719: Fergus Ewing, Inverness East, Nairn and Lochaber, Scottish National Party, Date Lodged: 08/11/2006

To ask the Scottish Executive what the estimated costs are of rate relief to businesses affected by the Edinburgh trams project in each year of construction and whether agreement has been reached on this issue and, if so, with whom and on whose authority.

Answered by Tavish Scott (17/11/2006): This is entirely a matter for the City of Edinburgh Council as promoter of the Edinburgh Tram project. We are very pleased that agreement has been reached on this matter and the overall project is continuing according to programme.

Question S2W-29607: Derek Brownlee, South of Scotland, Scottish Conservative and Unionist Party, Date Lodged: 03/11/2006

To ask the Scottish Executive what the (a) initial set up and (b) annual costs to (i) the Executive, (ii) local authorities, (iii) other public sector organisations or bodies

and (iv) other individuals, organisations and bodies of the Edinburgh Tram (Line 2) Act 2006 were projected to be in the Estimate of Expense and Funding Statement accompanying the Bill and what the actual (1) initial set up costs were and (2) costs have been to date since the Act came into force, in each category.

Answered by Tavish Scott (08/12/2006): I refer the member to the answer to question S2W-29585 on 8 December 2006. All answers to written parliamentary questions are available on the Parliament's website, the search facility for which can be found at <http://www.scottish.parliament.uk/webapp/wa.search>.

Question S2W-26291: Kenny MacAskill, Lothians, Scottish National Party, Date Lodged: 25/05/2006

To ask the Scottish Executive how much it has spent on the Edinburgh tram project to date, broken down category of expenditure.

Answered by Tavish Scott (13/06/2006): The Scottish Executive has spent £29.1 million on the Edinburgh Tram project from 2002 to the end of financial year 2005-06. This money has been spent to ensure the development of a robust business case and validate the value for money and economics of proceeding with the Edinburgh Tram project.

A breakdown by category is summarised in the following table:

Area of Spend	Background	Value
Business Case Development	Interim Outline Business Case development to determine the optimum finance and procurement strategy ahead of project commencement.	£10.6m
Design Partnering and Franchise Operating	Operational expertise brought in to inform the design programme.	£1.5m
Project Implementation	Detailed design and costs.	£13.6m
Parliamentary Bills	Support for costs for taking both Private Bills through Parliament.	£3.4m
Total		£29.1m

Question S2W-26292: Kenny MacAskill, Lothians, Scottish National Party, Date Lodged: 25/05/2006

To ask the Scottish Executive how much is allocated to be spent on the Edinburgh tram project in advance of the presentation of the business case later this year, broken down by category of expenditure.

Answered by Tavish Scott (13/06/2006): To develop the business case and to ensure project delivery, City of Edinburgh Council, the Promoter of the Edinburgh Tram project, has requested a further £32.7 million drawdown from the overall offer

of £375 million.

Transport Scotland is considering this request which will enable completion of the production of the Final Draft Business Case and will cover all funding requirements for the project from April 2006 to the end of December 2006. A decision from Transport Scotland to release funds is expected shortly.

A breakdown from the Promoter of the forecasted £32.7 million spend can be summarised as followed:

Pre-Construction Costs(April 2006 to December 2006)

	(£ Million)
Project management costs	£3.2
Design, modelling, technical support services, early operator involvement	£16.24
Legal, financial, communications, marketing and service integration planning costs	£2.9
Utilities diversion preparation*	£6.26
Land and property, insurance, other	£1.09
Contingency (10%)	£2.97
Total	£32.7

Note: *Includes a refundable£5million deposit.

Question S2W-26037: Alex Neil, Central Scotland, Scottish National Party, Date Lodged: 18/05/2006

To ask the Scottish Executive whether it has any plans to introduce light rail systems in any location other than the planned Edinburgh tram network.

Answered by Tavish Scott (13/06/2006): There are no present plans to introduce light rail systems in Scotland except for the Edinburgh system currently being considered by Parliament.

Transport Scotland has the operational responsibility for this area, and can be contacted for more information if required.

Question S2W-21568: David Davidson, North East Scotland, Scottish Conservative and Unionist Party, Date Lodged: 09/12/2005

To ask the Scottish Executive, further to the answer to question S2W-21147 by Tavish Scott on 8 December 2005, whether it will provide a breakdown of the £16.3 million it has spent to date on the Edinburgh Tram Network.

Answered by Tavish Scott (20/12/2005): A breakdown of the £16.3 million spend to date is summarised in the following table:-

Area of Spend	Background	Value
Business Case Development	Interim Outline Business Case development to determine the optimum finance and procurement strategy ahead of project commencement	£1.2 million
Design Partnering and Franchise Operating	Operational expertise brought in to inform the design programme.	£1.5 million
Project Implementation	Detailed design and costs	£12.7 million
Parliamentary Bills	Support for costs of taking both Private Bills through Parliament.	£0.9 million
Total		£16.3 million

Question S2W-21147: David Davidson, North East Scotland, Scottish Conservative and Unionist Party, Date Lodged: 28/11/2005

To ask the Scottish Executive how much it has set aside for the Edinburgh tram lines schemes in (a) 2005-06, (b) 2006-07, (c) 2007-08 and (d) any subsequent years.

Answered by Tavish Scott (08/12/2005): £16.3 million has been spent to date on the Edinburgh Tram Network. The Scottish Executive has set aside £23.2 million in 2005-06 for 2005-06. Funding in future years depends on an acceptable Interim Outline Business Case.

Question S2W-21148: David Davidson, North East Scotland, Scottish Conservative and Unionist Party, Date Lodged: 28/11/2005

To ask the Scottish Executive how much it has contributed towards the Edinburgh tram lines schemes to date.

Answered by Tavish Scott (08/12/2005): I refer the member to the answer to question S2W-21147 on 8 December 2005. All answers to written parliamentary questions are available on the Parliament's website, the search facility for which can be found at <http://www.scottish.parliament.uk/webapp/wa.search>.

Question S2W-21149: David Davidson, North East Scotland, Scottish

Conservative and Unionist Party, Date Lodged: 28/11/2005

To ask the Scottish Executive whether it has considered the use of an FTR StreetCar scheme as a feasible alternative to fixed tram lines.

Answered by Tavish Scott (08/12/2005): Consideration of alternative tram technologies has been undertaken at length, both by the promoter in the various reports completed to date on Edinburgh's future transport requirements and as part of the required STAG appraisal processes for both Edinburgh Tramlines One and Two in 2004.

Question S2W-21150: David Davidson, North East Scotland, Scottish Conservative and Unionist Party, Date Lodged: 28/11/2005

To ask the Scottish Executive what savings it estimates could be achieved through the adoption of an FTR Street Car scheme, rather than a fixed line tram scheme, in Edinburgh.

Answered by Tavish Scott (08/12/2005): I refer the member to the answer to question S2W-21149 on 8 December 2005. All answers to written parliamentary questions are available on the Parliament's website, the search facility for which can be found at <http://www.scottish.parliament.uk/webapp/wa.search>.

Question S2W-20955: David Davidson, North East Scotland, Scottish Conservative and Unionist Party, Date Lodged: 22/11/2005

To ask the Scottish Executive what financial contribution it intends to make towards the Edinburgh tram lines One and Two.

Answered by Tavish Scott (08/12/2005): The promoter's current estimated cost for Edinburgh Tramlines One and Two, allowing for inflation is £634 million. The Scottish Executive has offered £375 million towards this total on receipt of a robust business case from the promoter. The Executive is currently considering whether to index link the £375 million.

Question S2W-20956: David Davidson, North East Scotland, Scottish Conservative and Unionist Party, Date Lodged: 22/11/2005

To ask the Scottish Executive whether any financial contribution that it makes towards the Edinburgh tram lines One and Two will be linked to inflation.

Answered by Tavish Scott (08/12/2005): I refer the member to the answer to question S2W-20955 on 8 December 2005. All answers to written parliamentary questions are available on the Parliament's website, the search facility for which can be found at <http://www.scottish.parliament.uk/webapp/wa.search>.

Question S2W-20957: David Davidson, North East Scotland, Scottish

Conservative and Unionist Party, Date Lodged: 22/11/2005

To ask the Scottish Executive what it estimates the total cost will be of the proposed Edinburgh tram lines One and Two.

Answered by Tavish Scott (08/12/2005): I refer the member to the answer to question S2W-20955 on 8 December 2005. All answers to written parliamentary questions are available on the Parliament's website, the search facility for which can be found at <http://www.scottish.parliament.uk/webapp/wa.search>.

Question S2W-13310: Chris Ballance, South of Scotland, Scottish Green Party, Date Lodged: 11/01/2005

To ask the Scottish Executive what research has been conducted on the appropriateness of railway or tram options (a) as part of the Edinburgh tram proposals, (b) as part of the Airdrie to Bathgate reopening plans or (c) in any other capacity.

Answered by Nicol Stephen (25/01/2005): Transport solutions in Scotland are assessed in accordance with the Scottish Transport Appraisal Guidance (STAG). This guidance requires that solutions be considered for all modes of transport against criteria for the environment, economy, safety, accessibility and social inclusion and integration. The Edinburgh tram proposals and the Airdrie to Bathgate railway have both been assessed in accordance with that guidance.

Question S2W-13005: Kenny MacAskill, Lothians, Scottish National Party, Date Lodged: 13/12/2004

To ask the Scottish Executive what involvement it has in projects associated with the redevelopment of Granton waterfront.

Answered by Malcolm Chisholm (17/01/2005): I have asked Angiolina Foster, Chief Executive of Communities Scotland to respond. Her response is as follows:

The redevelopment of the Granton waterfront is being led by Waterfront Edinburgh Limited. This is a joint venture company supported by the City of Edinburgh Council and Scottish Enterprise Edinburgh and Lothian.

The Scottish Executive is supporting the Granton waterfront initiative through significant investment in a number of areas that are key to the success of this major regeneration initiative. This includes: improved public transport including support to develop the tram network in the city; substantial investment in the provision of affordable housing within the waterfront area, and significant up-front funding to the joint venture company through the Scottish Executive funded enterprise agency Scottish Enterprise Edinburgh and Lothian.

Question S2W-12069: Kenny MacAskill, Lothians, Scottish National Party,

Date Lodged: 09/11/2004

To ask the Scottish Parliamentary Corporate Body whether it will publish the financial models developed by Grant Thornton in respect of the preliminary financial cases for the Edinburgh Tram Bills.

Answered by George Reid (23/11/2004): In September 2004, the Edinburgh Tram (Line One) Bill and Edinburgh Tram (Line Two) Bill Committees commissioned Arup Scotland to conduct independent reviews of the updated Preliminary Financial Cases for both Edinburgh Tram Bills.

As part of these reviews, Arup Scotland reviewed a number of documents, including the financial models developed by Grant Thornton that are referred to in the updated Preliminary Financial Cases.

The updated Preliminary Financial Case and the Arup Scotland review for both Bills are available on the respective committees' webpages and Parliament partner libraries.

It is understood that the financial models developed by Grant Thornton will be available on the Transport Initiatives Edinburgh website in the course of the week commencing 22 November 2004.

Question S2W-11288: Kenny MacAskill, Lothians, Scottish National Party,

Date Lodged: 06/10/2004

To ask the Scottish Parliamentary Corporate Body what the criteria were for appointing the adviser in respect of the analysis of the preliminary financial case of the Edinburgh Tram (Line One) Bill.

Answered by George Reid (19/10/2004): The criteria for appointment was set out in the specification for the submission of tenders. This was published as an Annexe to the minute of the Edinburgh Tram (Line One) Bill Committee meeting of 14 September 2004.

Question S2W-11289: Kenny MacAskill, Lothians, Scottish National Party,

Date Lodged: 06/10/2004

To ask the Scottish Parliamentary Corporate Body whether, in the appointment of Arup Scotland as an adviser in respect of the preliminary financial case of the Edinburgh Tram (Line One) Bill, there were any concerns raised about a potential conflict of interest as Ove Arup Scotland produced the Edinburgh LRT Masterplan Feasibility Study on which the preliminary financial case was based and, if so, what measures have been taken to ensure that any conflict of interest is avoided.

Answered by George Reid (19/10/2004): As part of the specification for tenders to undertake an analysis of the updated preliminary financial case for the Edinburgh Tram (Line One) Bill, a statement from each tenderer on any potential conflict of interest was requested.

The Committee was supplied with details of ArupScotland's role when engaged by the City of Edinburgh Council and was fully satisfied that there was no conflict of interest that would prevent ArupScotland from being able to provide an independent review of the updated preliminary financial case.

Question S2W-08200: Kenny MacAskill, Lothians, Scottish National Party, Date Lodged: 13/05/2004

To ask the Scottish Executive what sums allocated to Transport Initiatives Edinburgh will be spent on (a) the public inquiry into congestion charging and (b) administration prior to the tram lines being constructed.

Answered by Nicol Stephen (03/06/2004): This is a matter for the City of Edinburgh Council.

Question S2O-02379: Kenny MacAskill, Lothians, Scottish National Party, Date Lodged: 12/05/2004

To ask the Scottish Executive what action it plans to take in light of the National Audit Office (NAO) report, Improving public transport in England through light rail.

Answered by Nicol Stephen (20/05/2004): The Scottish Executive is already working closely with the promoters of the Edinburgh tram scheme, in line with the recommendations made in the NAO report. We encourage all those developing light rail schemes to apply the good practice contained in the report.

Question S2W-07977: Kenny MacAskill, Lothians, Scottish National Party, Date Lodged: 04/05/2004

To ask the Scottish Executive whether a tram link or a heavy rail link to Edinburgh Airport is its higher priority and what the reasons are for its position on this matter.

Answered by Nicol Stephen (21/05/2004): The Scottish Executive is supporting the development of both the tram and the heavy rail link to Edinburgh Airport. Each of these schemes will serve different markets. A tram link to the airport would provide fast access from various parts of the city, whilst the heavy rail link has the potential to link Edinburgh airport with the entire Scottish rail network. The development of both projects is being taken forward by Transport Initiatives Edinburgh.

Question S2W-07970: Kenny MacAskill, Lothians, Scottish National Party, Date Lodged: 30/04/2004

To ask the Scottish Executive how much it estimates the operator of the proposed Edinburgh tram lines 1 and 2 will be required to pay the British Transport police for its services during their (a) construction and (b) operation.

Answered by Nicol Stephen (14/05/2004): This is an operational matter for

Transport Initiatives Edinburgh as the project promoter.

Current Status: Answered by Nicol Stephen on 14/05/2004

Question S2W-07262: Kenny MacAskill, Lothians, Scottish National Party, Date Lodged: 26/03/2004

To ask the Scottish Executive whether a cost-benefit analysis was sought by it or Transport Initiatives Edinburgh into the proposed tram scheme on Edinburgh and, if so, who conducted the analysis, when it was completed and will be published, whether it will detail the findings and conclusions of the analysis and whether the conclusion opposed the establishment of the scheme.

Answered by Nicol Stephen (05/05/2004): City of Edinburgh Council as promoter of the tram scheme has commissioned Transport Initiatives Edinburgh (tie) to undertake detailed analysis of the scheme in accordance with the Scottish Transport Appraisal Guidance (STAG). Publication of this analysis is a matter for the council and tie.

Question S2W-07019: Wendy Alexander, Paisley North, Scottish Labour, Date Lodged: 17/03/2004

To ask the Scottish Executive how the planned national planning policy guideline for west Edinburgh will assist development.

Answered by Mary Mulligan (29/03/2004): The Review of the West Edinburgh Planning Framework arises from the UK Government White Paper *The Future of Air Transport*, and is necessary to accommodate the land use and transport planning issues consequent on the policy for the growth of Edinburgh Airport. It will safeguard land for the development of the airport; help facilitate the relocation of the Royal Highland Centre; and incorporate new rail, tram and road links to improve access and thereby assist development. It will also identify the opportunities once the crosswind runway is no longer operational for development in that area and intensification of development in Edinburgh Park.

Question S2W-06821: Kenny MacAskill, Lothians, Scottish National Party, Date Lodged: 09/03/2004

To ask the Scottish Executive what percentage of the City of Edinburgh Council's Integrated Transport Initiative will be funded through the #375 million investment in public transport improvements for Edinburgh, announced by the Minister for Enterprise, Transport and Lifelong Learning on 4 March 2003; what information it had prior to the announcement in respect of the (a) implementation and (b) operational costs of the initiative, and whether it expects the fare box revenue to meet the running costs of the initiative.

Answered by Nicol Stephen (21/04/2004): On 4 March 2003, the Executive announced the future availability of £375 million towards the completion of at least

the north Edinburgh tramline and related public transport improvements in Edinburgh. That funding is dependent on City of Edinburgh Council and Transport Initiatives Edinburgh producing a robust business case for the tram.

At the time of the announcement the Scottish Executive had appropriate estimates of the capital and operating costs. Those cost estimates continue to be developed by Transport Initiatives Edinburgh as part of the production of the business case. The latest estimates from Transport Initiatives Edinburgh continue to show fare box revenue exceeding operating costs by a significant margin.

Question S2W-06179: David Mundell, South of Scotland, Scottish Conservative and Unionist Party, Date Lodged: 11/02/2004

To ask the Scottish Executive whether it will allocate further funding to cover any additional capital costs, should the capital cost of Edinburgh's tram lines 1 and 2 exceed the #375 million it has currently allocated.

Answered by Nicol Stephen (15/03/2004): The Executive committed £375million to Edinburgh's tram network last March. Any additional funding is a matter for Transport Initiatives Edinburgh and Edinburgh City Council.

Question S2W-03055: Kenny MacAskill, Lothians, Scottish National Party, Date Lodged: 01/10/2003

To ask the Scottish Executive what plans it has to improve access to Edinburgh Airport and the site of the new Royal Bank of Scotland headquarters at Gogarburn; what information, including costing, is available regarding an access route to the sites from the M8 east of the M9 exit, and what the reasons are for the position on this matter.

Answered by Nicol Stephen (14/11/2003): Access to Edinburgh airport and the west of Edinburgh will be improved through provision of the Edinburgh Airport Rail Link, and the west Edinburgh tram. We have committed funds to both in order that the necessary Parliamentary powers to construct may be secured.

The Executive currently has no plans regarding an access route from the M8 east of the M9 exit. Our policy, as set out in the West Edinburgh Planning Framework published in March this year, is that public transport improvements will be considered ahead of any road enhancement in the area.

The A8 is a local road and as such the responsibility of City of Edinburgh Council. Access to the Royal Bank of Scotland site would therefore be a matter for the council.

Question S2W-00644: Kenny MacAskill, Lothians, Scottish National Party,

Date Lodged: 04/06/2003

To ask the Scottish Executive whether the proposed tram network in Edinburgh will be within the ambit of the concessionary fares scheme as it currently operates; if not, whether the scheme will be amended to include the tram network and, if so, when and by whom any such amendment will be made, and what public consultation will take place on the matter.

Answered by Nicol Stephen (20/06/2003): The Transport Act 1985 gives local authorities the power to establish a travel concession scheme for the provision of travel concessions on journeys on any form of public passenger transport.

Question S2W-00365: Kenny MacAskill, Lothians, Scottish National Party,

Date Lodged: 22/05/2003

To ask the Scottish Executive how much has been allocated to the construction of a tram system in Edinburgh; from which budget the money has been allocated; over what period the money will be available; what organisation will be responsible for the construction of the system, and how that organisation will be held publicly accountable.

Answered by Nicol Stephen (09/06/2003): The Scottish Executive has allocated around £15 million from the Transport Budget to the City of Edinburgh Council (CEC) for the promotion of the necessary private bills which will allow the construction of the proposed Edinburgh tram lines. Iain Gray, former Minister for Enterprise, Transport and Lifelong Learning, also confirmed the future availability of £375 million provided the council produce a robust final business case. This was announced on 3 March and would secure the completion of at least the first tram line.

Transport Initiatives Edinburgh (TIE) which is delivering the project on behalf of CEC expect the necessary powers for the first two lines to be obtained by 2005 and have indicated that trams could be running by 2009.

Question S1W-34433: Margaret Smith, Edinburgh West, Scottish Liberal

Democrats, Date Lodged: 04/03/2003

To ask the Scottish Executive what the latest estimate is of the cost of tram systems for west, north and south-east Edinburgh.

Answered by Lewis Macdonald (17/03/2003): An estimate of costs as at 30 September 2002 is contained in page 50 of the report *A Vision for Edinburgh*, by Transport Initiatives Edinburgh. A copy of the document is available in the Parliament's Reference Centre (Bib. number 26840).

Question S1W-34388: Angus MacKay, Edinburgh South, Scottish Labour, Date Lodged: 28/02/2003

To ask the Scottish Executive what progress has been made in developing an effective, modern, 21st century public transport system for Edinburgh.

Answered by Iain Gray (03/03/2003): We have already part-funded the work of the City of Edinburgh Council in developing its Integrated Transport Initiative and committed £15 million for the development work on three tram-lines. We are now able to guarantee the availability of £375 million of central Government funding which the preliminary business case for the Integrated Transport Initiative requires.

Our commitment ensures that funding for at least the first tram-line will be available as soon as the council produces a robust final business case. That support is not conditional on the introduction of congestion charging, which the council is considering in order to reduce traffic levels in and around the city.

Question S1W-29492: David Mundell, South of Scotland, Scottish Conservative and Unionist Party, Date Lodged: 18/09/2002

To ask the Scottish Executive whether the commitment in the transport section of Building a Better Scotland - Spending Proposals 2003-06: What the money buys to increasing capacity on the rail network in and around Edinburgh will translate to a fully-financed commitment to a tram system in Edinburgh and, if so, how much funding has been allocated to put this commitment into effect and what the timescale is for completion.

Answered by Lewis Macdonald (02/10/2002): The Scottish Executive has provided £6.5 million to fund the development of the North Edinburgh tram to parliamentary order stage and to look at options for the Edinburgh South Suburban Railway, and a further £5 million to do the same for the West Edinburgh Tram. We are currently considering a proposal from City of Edinburgh Council for funding for development of a South East Edinburgh Tram.

The funding that is in place will allow progress to be made as quickly as possible on the North and West lines. Until this development work, including a Scottish Transport Advisory Group 2 (STAG2) appraisal in each case, is complete, it would be premature to enter into commitments about funding the building of these lines.

On City of Edinburgh Council's current plans, trams would be in operation on the north and west lines in 2009.

Question S1W-26693: Robert Brown, Glasgow, Scottish Liberal Democrats, Date Lodged: 13/06/2002

To ask the Scottish Executive what action it is taking to support the development of modern light rail systems.

Answered by Lewis Macdonald (26/06/2002): The provision of urban light rail schemes is considered a local transport issue and as such is the responsibility of local authorities or, in the case of the Strathclyde area, Strathclyde Passenger Transport Authority.

To date, the City of Edinburgh Council is the only authority to have expressed strong interest in developing a light rail network for the city. As part of the Executive's capital investment support for major public transport projects, we have made awards to the council from the Public Transport Fund and Integrated Transport Fund. This amounts to £6.5 million to advance the proposed development of a tram scheme for North Edinburgh and £6 million for a preparatory study into the proposed light rail system for West Edinburgh.

Question S1W-23742: David Mundell, South of Scotland, Scottish Conservative and Unionist Party, Date Lodged: 05/03/2002

To ask the Scottish Executive whether the proposed west Edinburgh tram system will be funded by a Private Finance Initiative.

Answered by Lewis Macdonald (19/03/2002): The Scottish Executive is working with City of Edinburgh Council to examine all options for how best to finance this project.

Question S1W-23743: David Mundell, South of Scotland, Scottish Conservative and Unionist Party, Date Lodged: 05/03/2002

To ask the Scottish Executive whether the proposed West Edinburgh tram system will be complementary to the West Edinburgh Busways scheme.

Answered by Lewis Macdonald (19/03/2002): The Scottish Executive expects City of Edinburgh Council to ensure that the two projects complement each other.

Question S1W-23744: David Mundell, South of Scotland, Scottish Conservative and Unionist Party, Date Lodged: 05/03/2002

To ask the Scottish Executive whether it intends to contribute additional funding for the west Edinburgh tram system beyond the #5 million it is considering contributing for preparatory work.

Answered by Lewis Macdonald (19/03/2002): The Scottish Executive is working with City of Edinburgh Council, to examine all options for how best to finance this project beyond our initial commitment, in principle, to fund further appraisal work and work to obtain Parliamentary powers for the project.