

ANGUS COUNCIL**PLANNING & TRANSPORT COMMITTEE****28 February 1996****SUBJECT: CAMPAIGN FOR RAIL ELECTRIFICATION : ABERDEEN TO EDINBURGH****REPORT BY DIRECTOR OF PLANNING, TRANSPORT & ECONOMIC DEVELOPMENT**

Abstract: This Report outlines the previous activities of CREATE and recommends that Angus Council agrees to become members of the Campaign.

1 RECOMMENDATION

The Committee is recommended to -

- a Note the activities of CREATE.
- b Agree to accept the invitation to become a member of CREATE and to nominate two representatives to the Steering Group.

2 INTRODUCTION

- 2.1 CREATE was formed out of concern that as a consequence of British Rail's proposal to electrify part of the East Coast main line (between London and Edinburgh), areas to the north would be seriously disadvantaged. A note of CREATE's activities are appended to this Report. The Steering Group has recommended that CREATE should continue beyond the reform of local government and Angus Council has been invited to join the campaign. In the event that the Council accepts this invitation, Angus will be entitled to nominate two representatives to the Steering Group (who may be Members or Officers). In addition an Officer should be nominated to deal with technical matters.

3 DISCUSSION

- 3.1 CREATE has been effective in maintaining a high profile for the electrification campaign and in supporting technical studies to support the case. The issues which resulted in the formation of CREATE remain valid and therefore it is considered that the Council should accept the invitation to joint the campaign.

4 FINANCIAL IMPLICATIONS

- 4.1 The cost of membership of CREATE will be in the order of £2,500 per annum and can be contained within the Department's budget.

5 CONSULTATIONS

- 5.1 The Chief Executive, Director of Law and Administration, the Director of Finance and have been consulted in the preparation of this Report.

NOTE

No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973, (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

AA/SP

Alex Anderson
Director of Planning, Transport & Economic Development

23 February 1996

**CAMPAIGN FOR RAIL ELECTRIFICATION ABERDEEN TO EDINBURGH
STEERING GROUP MEETING: FRIDAY 10 NOVEMBER 1995**

CREATE - THE FIRST SIX YEARS

PURPOSE OF REPORT

The purpose of this report is to update Members of the activities undertaken by CREATE since its inception and to provide a resumé of progress along with the current situation.

BACKGROUND

In 1989, when British Rail were in the process of electrifying part of the East Coast Main Line between London and Edinburgh, local authorities north of the capital were concerned that they were missing out. By electrifying part of the line, it was feared that through running of trains could be discontinued, that diesel trains were unlikely to be continued when three-quarters of the journey was "under the wires" and that partial investment would exacerbate the inequality of the more remote areas.

PROGRESS

The campaign soon had the support of local authorities, MPs and MEPs across political parties, Chambers of Commerce and Trades Councils. The Convention of Scottish Local Authorities' Roads & Transport Committee also pledged its support to CREATE in February 1993. The current membership of the campaign is as follows:-

Grampian Regional Council
Tayside Regional Council
Fife Regional Council
Lothian Regional Council
City of Aberdeen District Council
City of Dundee District Council
City of Edinburgh District Council
Moray District Council
Banff & Buchan District Council

Gordon District Council
 Kincardine & Deeside District Council
 Angus District Council
 NE Fife District Council
 Kirkcaldy District Council
 Dunfermline District Council
 Aberdeen Chamber of Commerce
 Dundee & Tayside Chamber of Commerce
 Fife Chamber of Commerce and Industry
 Aberdeen Trades Council
 Dundee Trades Council
 Kirkcaldy Trades Council

With the reorganisation of local government in Scotland in April 1996, the fifteen local authorities will cease to exist and be replaced by eight Unitary authorities, all of whom have been invited to attend today's meeting.

HISTORY

Since its inception, CREATE has developed into one of the most powerful public transport lobbies representing some 40% of Scotland's population. Its strong links with national campaigning groups such as Transport 2000 and with rail companies including ScotRail and Railtrack set it in good stead as a powerful voice. Some milestones in the campaign's development are listed below:

4 December 1989: Cecil Parkinson, then Secretary of State for Transport, indicated to parliament "I want to see that fast East Coast link electrified from London straight through to Aberdeen".

February 1990: TPA Consultants complete a feasibility study concluding that electrification could be justified if social and other benefits were taken into account.

22 May 1990: Lord James Douglas-Hamilton to the Scottish Grand Committee "The next step is to re-examine the possibilities of extending electrification in Scotland".

27 April 1991: Malcolm Rifkind, then secretary of State for Transport, quoted in the Press & Journal as stating electrification to Aberdeen was a case of "when - not if".

3 May 1991: Roger Freeman, Minister for Public Transport, indicated that the Government did "not expect Regional Railways to necessarily earn an 8% financial real rate of return on new investments". This was later confirmed by a Department of Transport document "The Role of Investment Appraisal in Road and Rail Transport".

4 March 1992: Roger Freeman told representatives of CREATE that "a positive announcement" would be made within the next week.

29 July 1992: Cyril Bleasdale, Director of ScotRail, announced to Aberdeen Chamber of Commerce Business Breakfast meeting that a feasibility study would be complete within a year.

27 May 1993: MVA Consultancy appointed to conduct a detailed feasibility study into electrification of the East Coast Main Line between Edinburgh and Aberdeen and including the Fife Circle. The joint client group of CREATE and ScotRail signals a new era of co-operation in Scotland's rail industry.

June 1993: Local Enterprise Companies, GEL and SET (Grampian Enterprise and Scottish Enterprise Tayside) offer to contribute to the feasibility study, underlining the priority of co-operation and cementing the strong economic links between enterprise and the railways.

30 November 1993: ScotRail announce that electrification is the preferred option for future services between Edinburgh and Glasgow. CREATE believes that "building block" investment towards an electrified network in Scotland is the sensible way to securing long-term investment in the railways and supports the announcement.

15 April 1994: The CREATE Steering Group are given a summary of the feasibility study results:

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- There are no physical impediments to electrification;
 - full electrification, including the Fife Circle would have a capital cost in the region of £250 million;
 - current government investment criteria preclude such expenditure, even taking some of the social benefits into account.

October 1994: The East Coast Main Line to Aberdeen is included in the proposals for a Trans-European Rail Network. Subsequent amendments add the Inverness to Aberdeen feeder line and confirm the intended route is via Kirkcaldy after representations from CREATE.

REMIT

Since its inception, CREATE's remit has been evolving to respond to current issues and to adapt to the needs and objectives of the campaign. Having achieved many of its short-term aims in securing a joint feasibility study with ScotRail, the campaign's current objectives could be considered to be:

1. to secure the best possible rail infrastructure and services for the areas served by the East Coast Main Line;
2. to ensure a continuation of through-running trains between Aberdeen and London;
3. to push for a long-term commitment to a programme of major investment in railways;
4. to press for a review of investment criteria for rail projects, acknowledging the wider benefits to be achieved on environmental, safety and socio-economic grounds;
5. to encourage consideration of peripherality issues in decision-making to ensure equitable allocations of capital expenditure and in defining Trans-European Networks;
6. to seek a commitment to upgrading, and extending the working life of, the current diesel Inter City 125 fleet to ensure through trains in the medium term;
7. to support electrification proposals in Fife and Central Scotland, contributing to improving overall prospects of long-term investment in the East Coast Main Line and an electrified network throughout Scotland;
8. to secure short-term works, such as line speed improvements, which can contribute towards overall upgrading; and
9. ultimately, to campaign for electrification of the East Coast Main Line from Aberdeen to Edinburgh through Fife.

CONSTITUTION

The current organisation and constitution of CREATE will cease to have relevance after March 1996. Currently, each Regional Council provides two members to the Steering Group and contributes 18% of costs, each City Council one member and 4% of costs and other District Councils one member and 2% of costs. Other member organisations have one seat on the Steering Group but have not been asked to contribute financially to the running of the campaign.

Whilst it will correctly be a matter for the incoming authorities and members to confirm a constitution of the campaign, in order to aid the transition, it may be appropriate to put forward informally a proposed method of working based on the existing constitutional arrangements.

Such a draft method of working is suggested below:

1. That the unitary authorities covering Moray, Aberdeenshire, Aberdeen, Angus, Dundee, Perthshire and Kinross, Fife and Edinburgh each nominate two representatives to act as members of the Steering Group, to consist of councillors or officers as deemed appropriate by the authorities;

2. That other member organisation of the Chambers of Commerce in Aberdeen, Dundee & Tayside and Fife and the Trades Councils in Aberdeen, Dundee and Kirkcaldy each nominate one representative to act as a member of the Steering Group;
3. That substitutes may attend Steering Group meetings as appropriate with full voting rights;
4. That other representatives may attend and advise the Steering Group as appropriate, but without voting rights;
5. That the campaign be funded by the constituent local authorities on the basis of equal shares (12.5% each);
6. That the Chairman and Depute Chairman of CREATE be elected by the Steering Group from amongst its members, each representing different funding authorities;
7. That the secretariat function of the campaign would normally be conducted by officers from the authority of the Chairman or Depute Chairman, as agreed by the Steering Group;
8. That Steering group meetings would normally be held on two or three occasions per year with reports submitted by the Secretariat for decisions (as recommendations to constituent authorities) by a straight majority of members of the Steering Group in attendance.

CONCLUSION

CREATE has made significant progress in its six years of existence and should not be allowed to lose momentum at an important juncture involving both re-organisation of local government and of the rail industry. This report has sought to provide information for serving and future members of the Steering Group with a view to maintaining the campaign into and beyond 1996.

RECOMMENDATIONS

1. That the Steering Group recommend the continuation of CREATE beyond the re-organisation of local government;
2. That the Steering Group recommend the working arrangements contained within this report as the best way forward for CREATE;
3. That members otherwise note the contents of this report.

Allan Garvie

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Report by Robert P Dickson

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