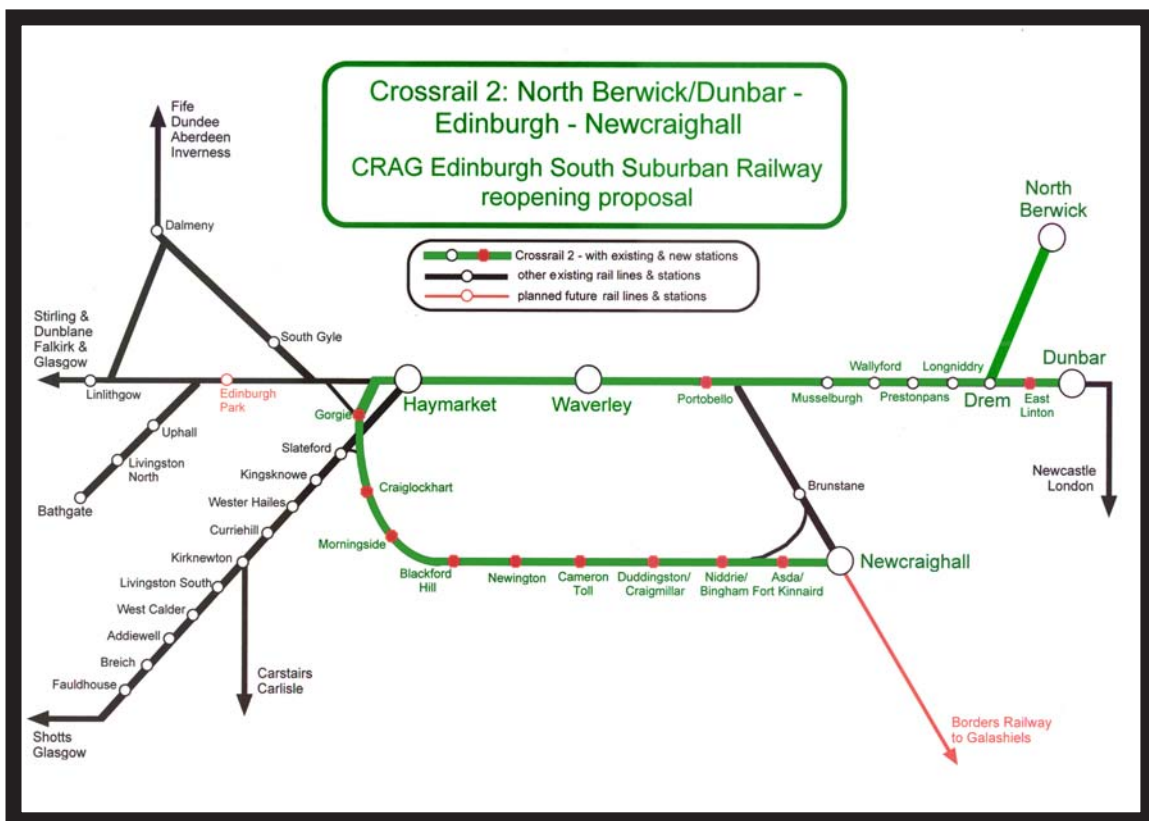


# Crossrail 2

## CRAG's Edinburgh South Suburban Railway reopening proposal



**CRAG Discussion Paper  
August 2003**

## Background: Ten Years Going Round in Circles

In January 1993, Lothian Regional Council appointed consultants to study the reopening of Edinburgh's South Suburban Railway ("South Sub"), closed to passenger trains in 1962. In subsequent years, there have been a series of consultants' reports - which have as yet achieved nothing on the ground.

Ten years on in 2003, with yet another consultants' report almost complete, ScotRail about to be refranchised and the Edinburgh Crossrail service to Brunstane and Newcraighall now established as part of the rail network, it's an appropriate time for fresh thinking as to how best in the near future local passenger rail

services can be re-instated on the South Sub.

The South Sub was historically a circular service, and efforts to re-open the South Sub have focussed on re-instating a circular service.

However, given the existing limited track capacity between the junctions west of Haymarket station and Portobello junction via an even more constrained Waverley station, any stand-alone circular service would require additional train paths which at the moment could probably not be provided.

## CRAG's proposal: 'Crossrail 2'

Instead of a circular service, it would seem quite possible to run the existing North Berwick-Edinburgh trains through to Haymarket and then round the South Sub to Newcraighall, thus forming *not a circle but a "terminal loop"* (see note 1). By doing this, it would be possible to get a half-hour service on the South Sub.

The principal advantage of this proposal would be that it would make use of an existing service & not necessitate creation of a new freestanding service.

There should be no problems with providing track capacity. At peak hours, some of the North Berwick trains already run to/from Haymarket and, unless they are continuing to/from Glasgow Central, they then go to Slateford Yard to turn round. Off-peak trains don't continue beyond Waverley because of insufficient demand, but since they can run twice-hourly to reach Haymarket in the busiest times of the day *it follows that there must be sufficient train paths to allow them to do so also during the off-peak.*

Our proposal not only provides a link with the already established Crossrail service and its Park & Ride facility at Newcraighall but also dovetails neatly with the aspiration of East Lothian Council to secure a local service throughout the day

to Dunbar. Thus, the service proposed here would see trains running half-hourly between Newcraighall and Drem with alternate trains then running to/from North Berwick and Dunbar. We thus kill two birds with this one new stone - more bangs for the Scottish Executive's bucks and in a robust operational manner.

The proposal would necessitate either electrifying the South Sub (this would also be useful for some freight trains) or the use of diesel trains. Should Waverley ever be re-built, it would be very useful to have an electrified South Sub in order to temporarily divert long-distance electric trains.

This proposal would also not preclude development of a circular service should this be deemed preferable at some point in the future. Alternatively, with trams up and running in the city once more, it could be a good long-term use of the South Sub to run trams round it but running on-street from, say Meadowbank to Roseburn via Princes Street and Haymarket. Such track sharing between trams and trains is now well-established practice in several city regions on the continent, e.g. in and around Karlsruhe in Germany.

Note 1: ScotRail's Fife Circle, Cathcart Circle & Hamilton Circle services are in fact all terminal loops - *not* circles.

## The benefits of this proposal:

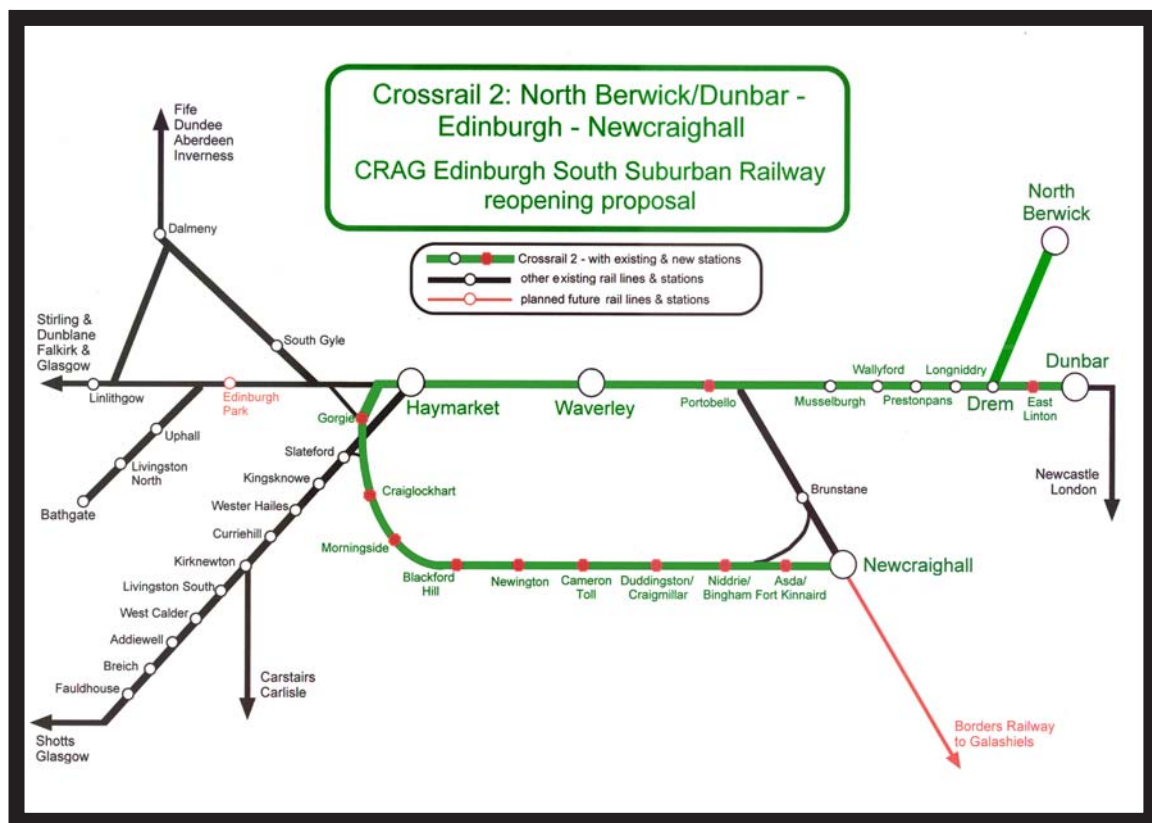
Edinburgh's first two 21st century tram lines will not serve south Edinburgh. This proposal would robustly link Haymarket with both the Southside and the South-East Wedge.

The service would provide a useful cross-city link from areas such as Niddrie & Craigmillar across the City to Haymarket, and would allow interchange there to development areas to the north of the city (via the Line One tram) and the west of the city (via the Line Two tram).

It would also be possible to timetable the

South Sub services to allow interchange at Newcraighall with the existing Edinburgh Crossrail service to/from Dunblane/Bathgate via Waverley, Haymarket and Edinburgh Park. When the Borders railway reopens, Newcraighall would also provide interchange with these services.

One further advantage of running anti-clockwise round the South Sub is that it would further encourage use of available capacity at the Newcraighall Park & Ride facility for those wishing to access south Edinburgh without having to drive through the city to get there.



## Will we have to wait *another* 10 years?

It is encouraging that the current study is seeking options for re-establishing use of the South Sub for local passenger services. The CRAG 'Crossrail 2' proposal is being put forward because it builds on the Park & Ride provision secured as part of 'Crossrail 1', provides a new rail service for south Edinburgh, while building on and improving rail access for East Lothian commuters.

CRAG is submitting this proposal to The City of Edinburgh Council, the Scottish Executive and to the companies bidding for the new ScotRail franchise.

**We hope that this cost-effective solution to utilising Edinburgh's spare rail capacity will not be kept waiting another 10 years.**