

'Capital Rail' project:

Public Transport Fund application, for projects starting in 2002/03

Edinburgh's economy and environment suffers because of road congestion. With Edinburgh's roads at saturation point the only solution is to expand the railway network to cope with peoples' travel demands.

The following five rail schemes are all perfectly feasible and could – *and should* - be up and running by 2006:

Edinburgh Airport rail link.

Neither of Scotland's three main airports have rail links and suffer from road congestion as a result. A station at the Airport would allow train services from Edinburgh, Glasgow and Fife to interchange at the airport.

Cost: £91million

Suburban rail network for the south side of Edinburgh.

Road congestion on the south side of Edinburgh could be alleviated by a suburban rail service. Yet the tracks for this are still in place and in use by freight trains. Reopening the Edinburgh South Suburban Railway to passenger trains would provide much of the south side with direct rail services to Waverley and Haymarket.

Cost: £34 million

Reinstating the "Waverley Line" to the Borders.

The economy of the Scottish Borders suffers from its relative isolation: car and coach journey times can never be attractive for travel to Edinburgh. Reinstating the rail line from Edinburgh to Gorebridge and to Galashiels in the central Borders would provide a fast link straight in to the city centre. This project offers to remove the area's peripherality – and without increasing traffic levels.

Cost: £74 million

Fast rail service to Glasgow via Lanarkshire.

The Edinburgh to Glasgow line via Shotts suffers from slow and infrequent services. Significant service enhancements to the Shotts line would allow an express service to Glasgow similar to that on the line via Falkirk. Rail links to Livingston and Lanarkshire would be significantly improved, while the service could be extended to serve Glasgow Airport and Ayrshire.

Cost: £30 million

Bringing Midlothian back on to the rail map.

Edinburgh's congested road network means that little can be done to speed car access in to the city - yet reusing old railway infrastructure provides opportunities. The "Edinburgh Crossrail" project – providing new stations at Brunstane and Kinnaird Park – should be extended along existing tracks to Loanhead and then southwards to Penicuik.

Cost: £26 m illion

Total Cost: £255 million

Given Edinburgh's greater congestion problems, **it is essential that south-east Scotland receives at least an equivalent share of transport funding to that allocated to Glasgow.** Which offers best value for money: Five miles of motorway in Glasgow or five major rail schemes for Edinburgh and south-east Scotland?