

The Edinburgh Metro

The article HS Scottish Routes and Service Plans deals at length with proposals for a Scottish High Speed network, and incidentally with the Regional Metro (classic) services based on Edinburgh, on the Waverley / Forth Bridge and ECML / Central routes to Glasgow axes. Because of the very heavy capacity demands at Edinburgh Waverley, it proposes redevelopment of the station in the form of 14 through lines serving 7 island platforms, retaining only the overall roof from the existing station. As a consequence of the new design, there are no services starting or terminating at Waverley station (even those long-distance CC or RM services terminating at Edinburgh are not serviced in the station itself, but quickly moved on to servicing locations elsewhere). Local services on the Waverley / Forth Bridge route start from either Newcraighall (terminal platforms) or from Hawick. Those on the ECML / Central routes to Glasgow axis start from ECML locations east of Edinburgh, specifically North Berwick, Gullane, Haddington or Dunbar.

The Edinburgh Metro is not concerned with any of the above services. It serves Edinburgh Waverley (naturally!) but not via any of the heavy rail platforms. It extends very little beyond the boundary of Edinburgh itself. It consists of two components:

1. a light rail north / south axis from Leith and Granton through the centre to Gilmerton (bus) Terminus and Colinton, with extensions over long-closed branches beyond those to Penicuik and Midcalder respectively, served by half the trains (the green line)
2. the Edinburgh tram service between York Place and Edinburgh Airport, extended over former heavy rail routes to Leith and Barnton, and along the Edinburgh South Side Line (the red line).

The north / south light rail route takes over the original lines from Leith and Granton to Edinburgh, through the Scotland St. tunnel. The two original railway companies in Edinburgh, the North British, from Berwick and the Edinburgh, Leith and Newhaven, met at right angles at what subsequently became Waverley station. The EL&N was originally horse-worked, with the section through the tunnel cable-worked. When the Edinburgh and Glasgow railway, which had initially terminated at Haymarket, also built its line through to Waverley, the EL&N's approach became highly inconvenient, and it was eventually replaced by the route through Abbeyhill. Scotland St. became purely a goods station, and the section from there through the tunnel was abandoned. It's still there, of course (tunnels don't just disappear or get built over) and the blocked tunnel portal is clearly visible in the wall above platform 20 at Waverley.

The idea is that the tunnel be opened out at a somewhat higher level – it's on a steep descending gradient (1 in 27) and the roof of the tunnel is 37 ft below ground level where it passes beneath Princes St., so this should be practicable – and the light rail route pass over all the heavy rail platforms on a bridge, with direct passenger access from all of them.

The web article: http://www.subbrit.org.uk/sb-sites/sites/s/scotland_street_tunnel/index.shtml contains interesting information about the tunnel, and is the source of the above statement about its being 37ft below Princes St. The article:

<http://www.bing.com/images/search?q=scotland+street+tunnel&qvvt=scotland+street+tunnel&qvvt=scotland+street+tunnel&FORM=IGRE> contains lots of nice pictures. Apparently the last section of the tunnel, immediately before Waverley, was destroyed when the Waverley Market was built. This doesn't matter as the very last section would have to be realigned anyway, to bring it out at a rather higher level, and it's no problem to divert it a little to the west as well, to avoid the market.

To the south of Waverley, the route passes through a new, short, ¼ mile tunnel beneath the spine of the old town, emerging in the Grassmarket, continuing through the Meadows, and beyond that on-road out as far as Gilmerton Terminus and Colinton (with further sections along former lines, beyond those).

The north / south services are:

- North Leith / Scottish Executive – Junction Rd. – Bonnington – Warriston – Canonmills – Scotland St. – Queen St. / York Place – Edinburgh Waverley – Cowgatehead / Grassmarket – Lauriston Place – Marchmont Rd. – Bruntsfield Links – Bruntsfield Place / Leamington Terrace – Merchiston Place – Napier University (Morningside Rd.) – Morningside Rd. Station – Greenbank Drive – Morningside Grove – Craiglockhart Rd. – Craiglockhart & Redford – Colinton with half the trains terminating there, and alternate trains proceeding further – Colinton Station – Juniper Green – Currie – Balerno – Mid Calder & Kirknewton
- Granton – Trinity & Newhaven – Ferry Rd. – Warriston – Canonmills – Scotland St. – Queen St. / York Place – Edinburgh Waverley – Cowgatehead / Grassmarket – Lauriston Place – Hope Park – South Clerk St. – Minto St. – Newington Station – Nether Liberton – The Inch – Liberton – Gilmerton – Gilmerton Terminus with half the trains terminating there, and alternate trains proceeding further – Loanhead – Roslin – Glencorse & Auchendinny – Eskbridge – Penicuik

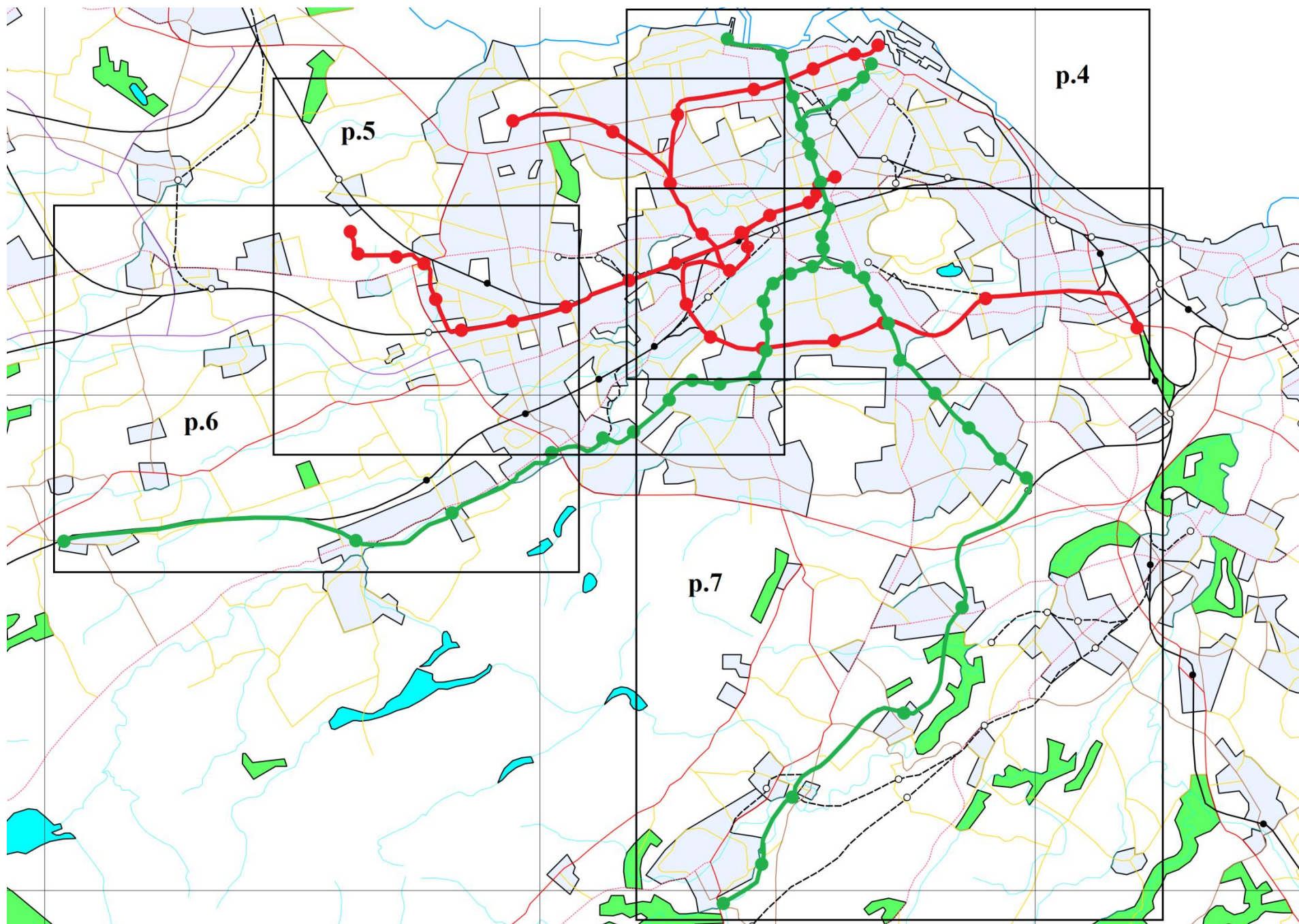
The tram services are:

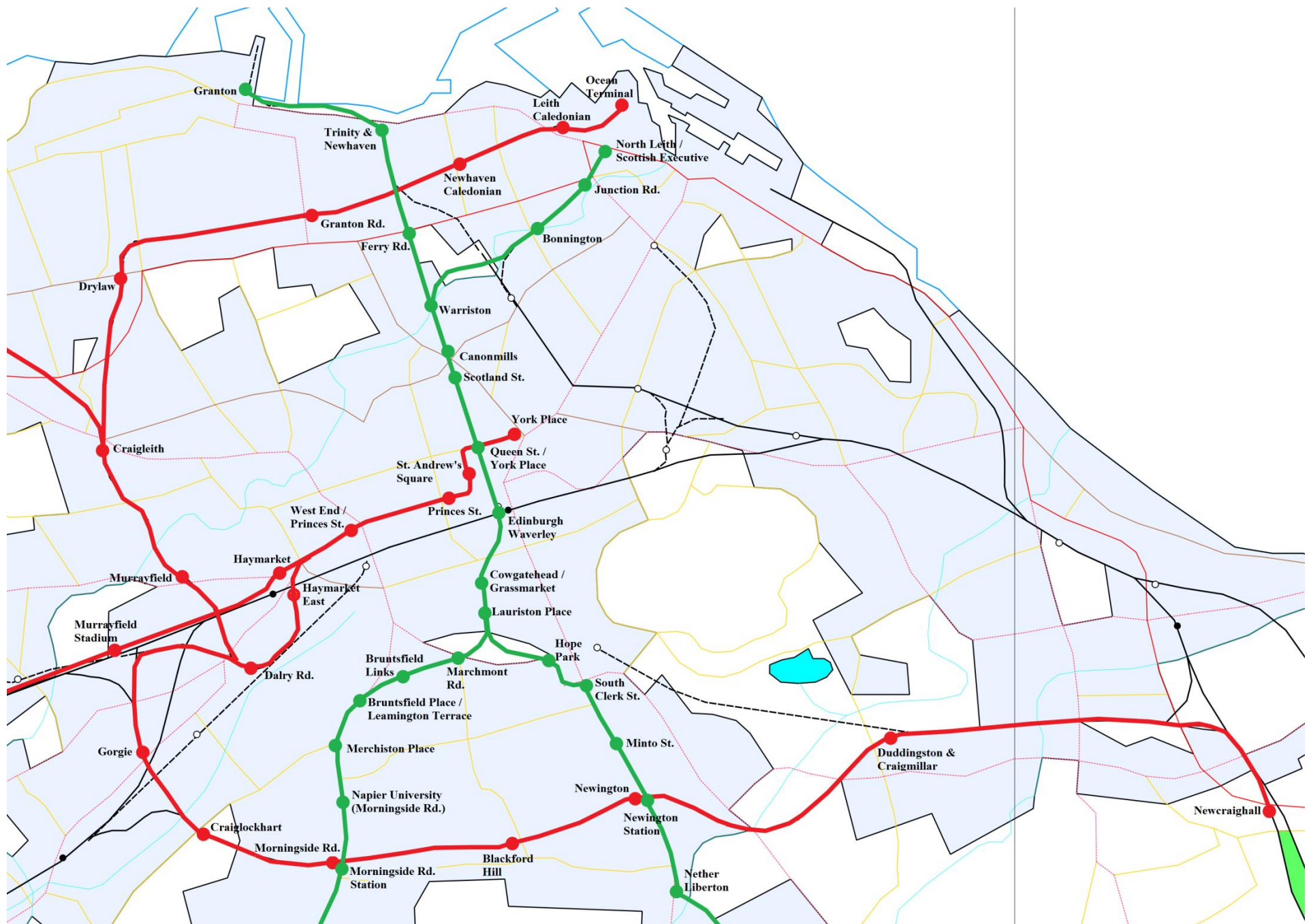
- York Place – St. Andrew's Square – Princes St. – West End / Princes St. – Haymarket – Murrayfield Stadium – Balgreen – Saughton – Bankhead – Edinburgh Park Station – Edinburgh Park Central – Gogarburn – Ingliston Park & Ride – Edinburgh Airport
- York Place – St. Andrew's Square – Princes St. – West End / Princes St. – Haymarket East – Dalry Rd. – Gorgie – Craiglockhart – Morningside Rd. – Blackford Hill – Newington – Duddingston & Craigmillar – Newcraighall
- York Place – St. Andrew's Square – Princes St. – West End / Princes St. – Haymarket East – Dalry Rd. – Murrayfield – Craigmillar – Drylaw – Granton Rd. – Newhaven Caledonian – Leith Caledonian – Ocean Terminal
- York Place – St. Andrew's Square – Princes St. – West End / Princes St. – Haymarket East – Dalry Rd. – Murrayfield – Craigmillar – Davidson's Mains – Barnton

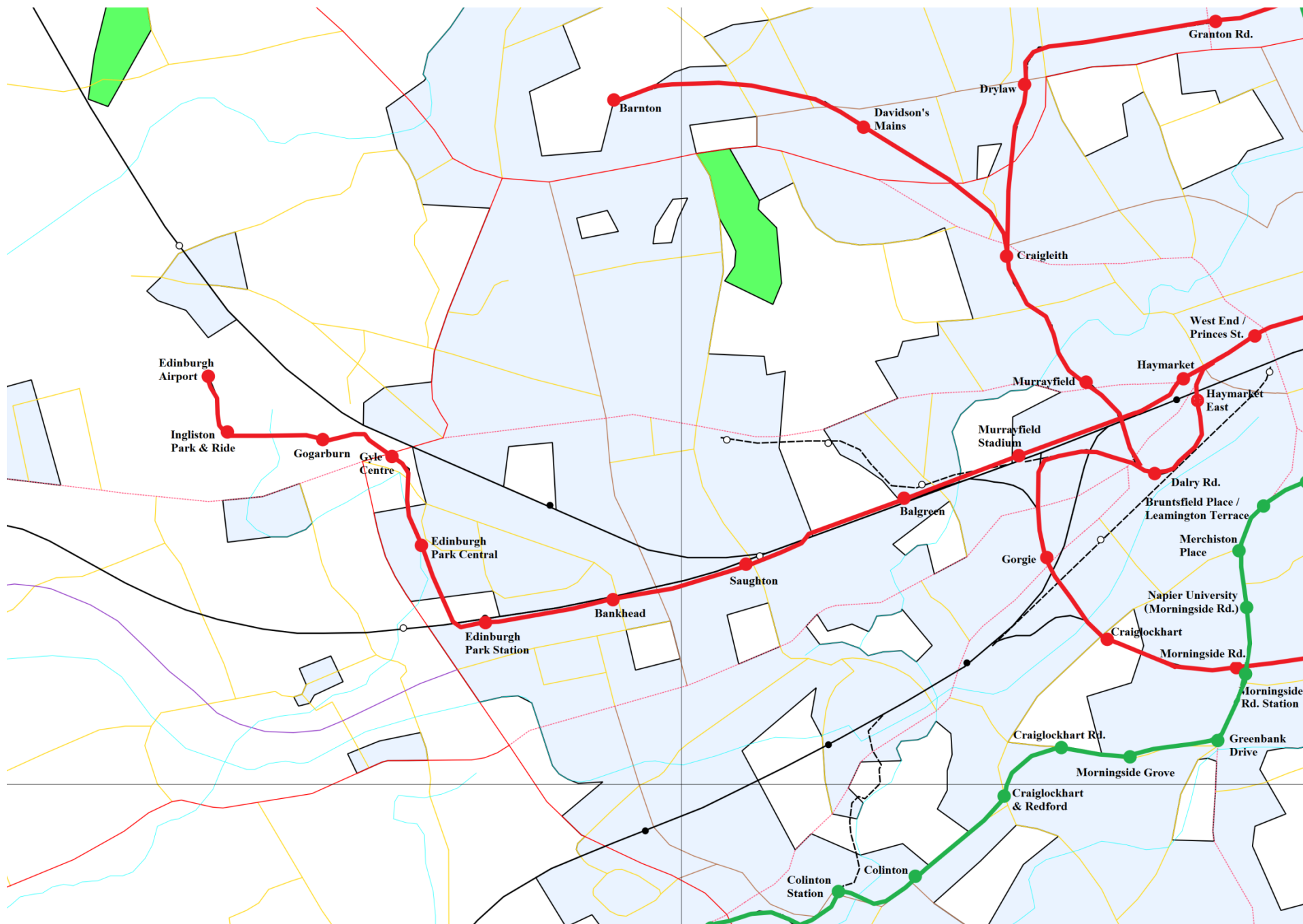
Haymarket East is immediately opposite Haymarket station, formerly an area of railway sidings on the approach to the former Princes St. station. From satellite maps, there was still, at the time of writing, space to put a line through there, then along the street, past the front of Haymarket station, to join the tram line.

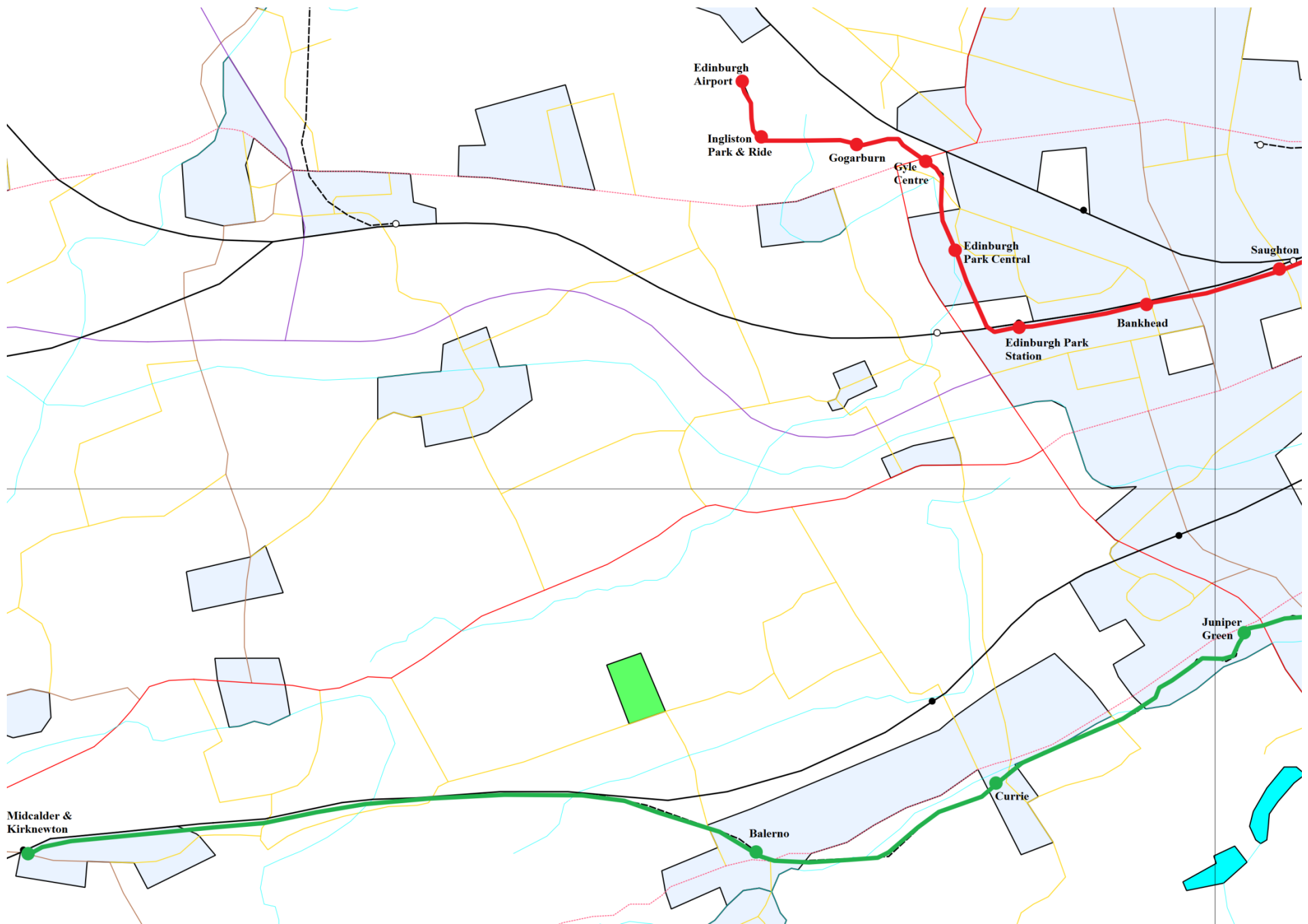
If it is considered problematical to run trams on the Southside line, between Craiglockhart and Newcraighall (since it carries freight also), then it is reorganised as two single tracks, with passing loops between stations, similarly to the arrangement on the Tyne and Wear Metro's route to South Shields and Sunderland.

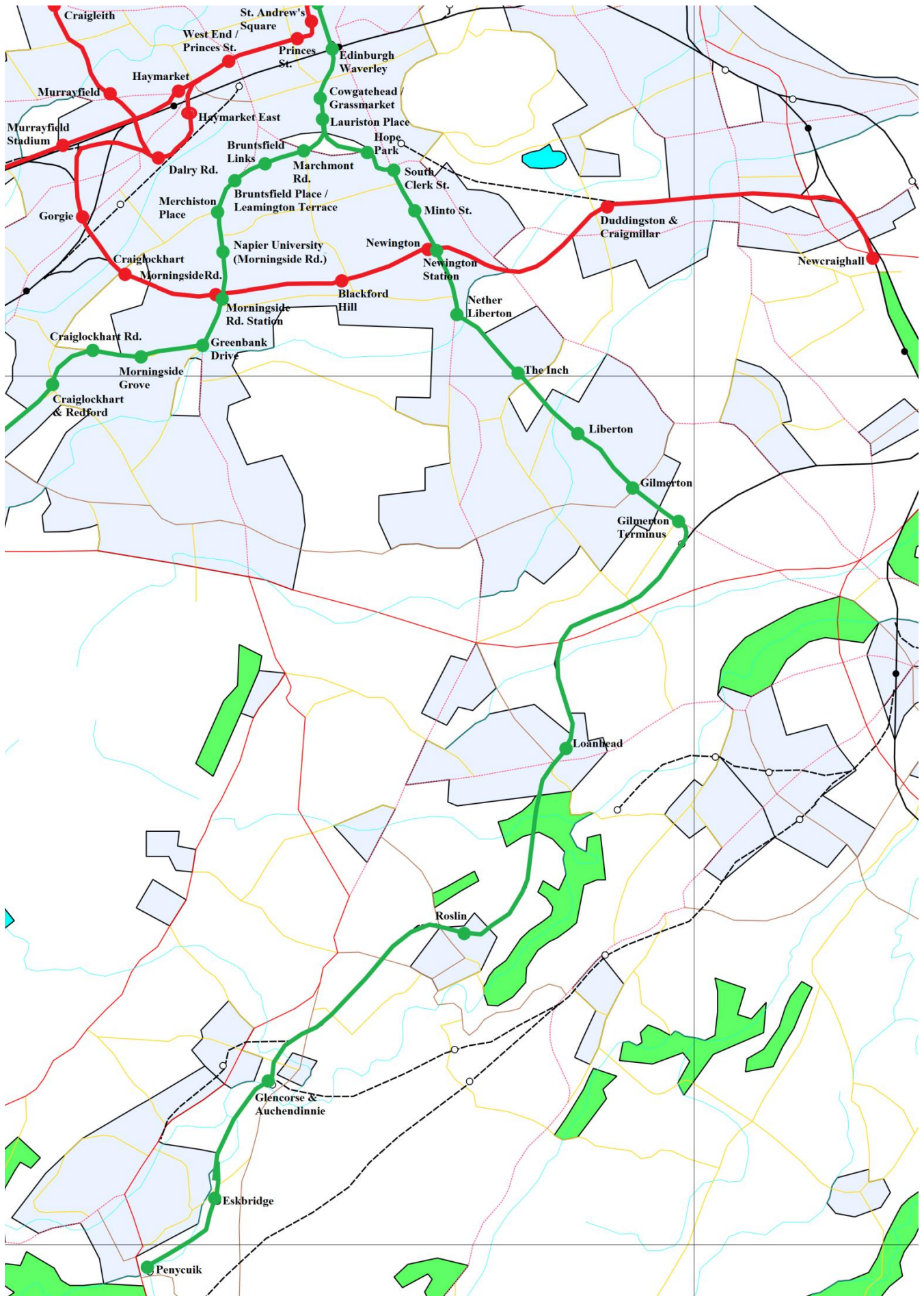
The following page gives the key to the various maps of the Edinburgh Metro, followed by the maps themselves.











Edinburgh Metro South Sheet

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