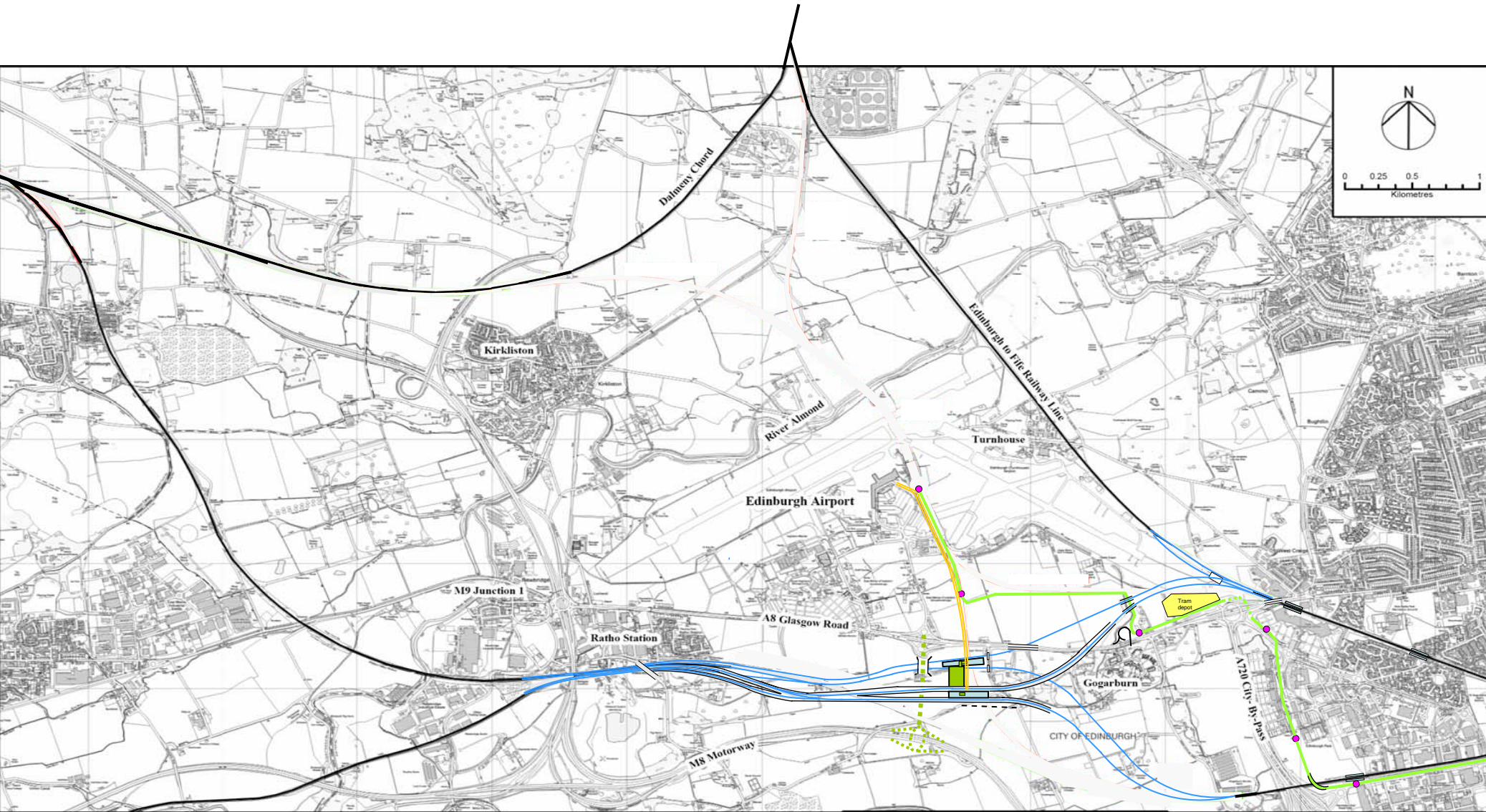


# Edinburgh International Surface Link (EISL)

## EISL A1: E&G line diversion

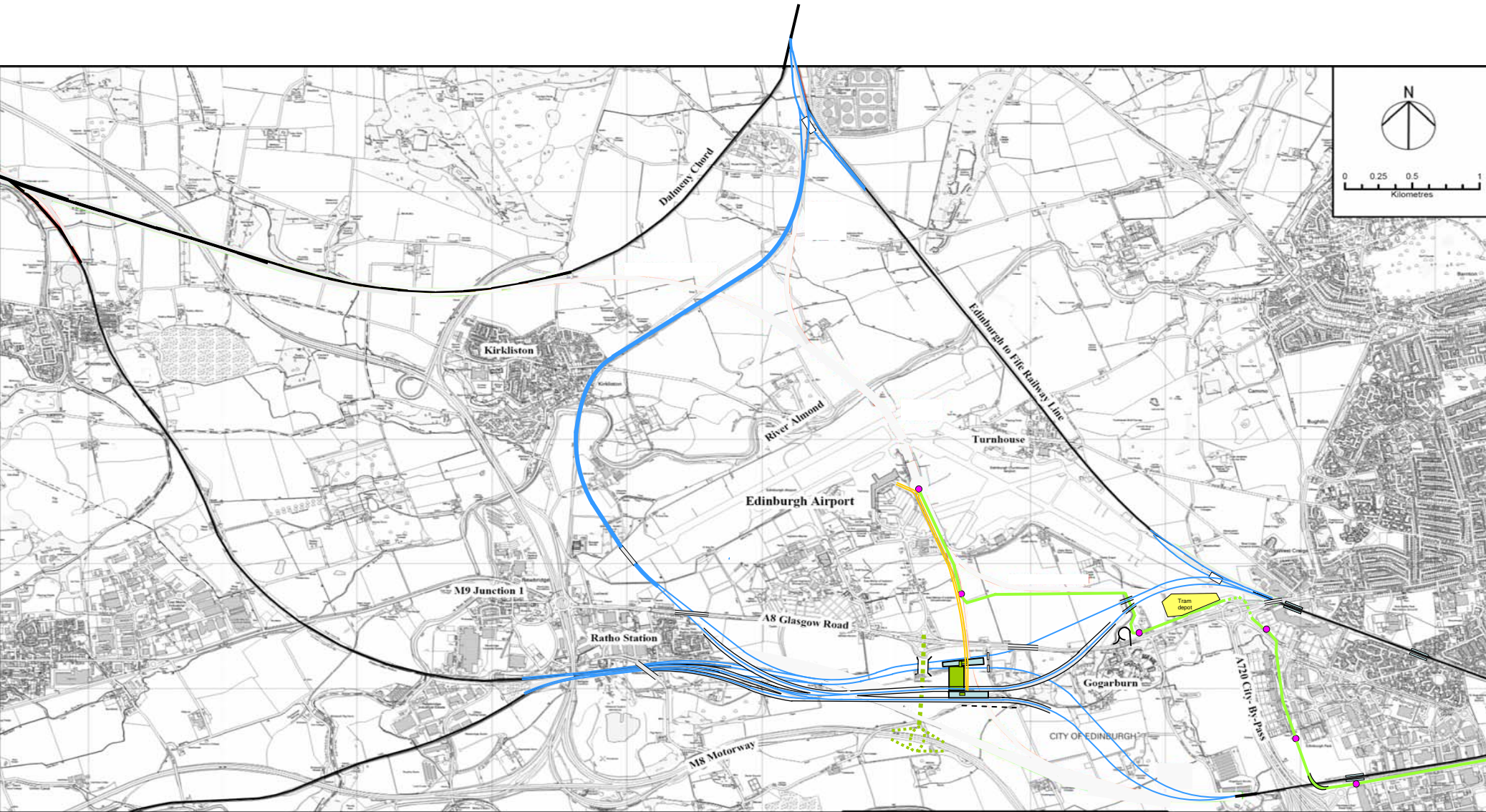
- Proposed new EISL alignment
- Existing railways
- ● Edinburgh trams
- Airport shuttle
- - - Future M8 motorway link



# Edinburgh International Surface Link (EISL)

## EISL A2: Gogar chord

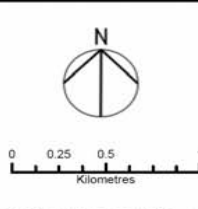
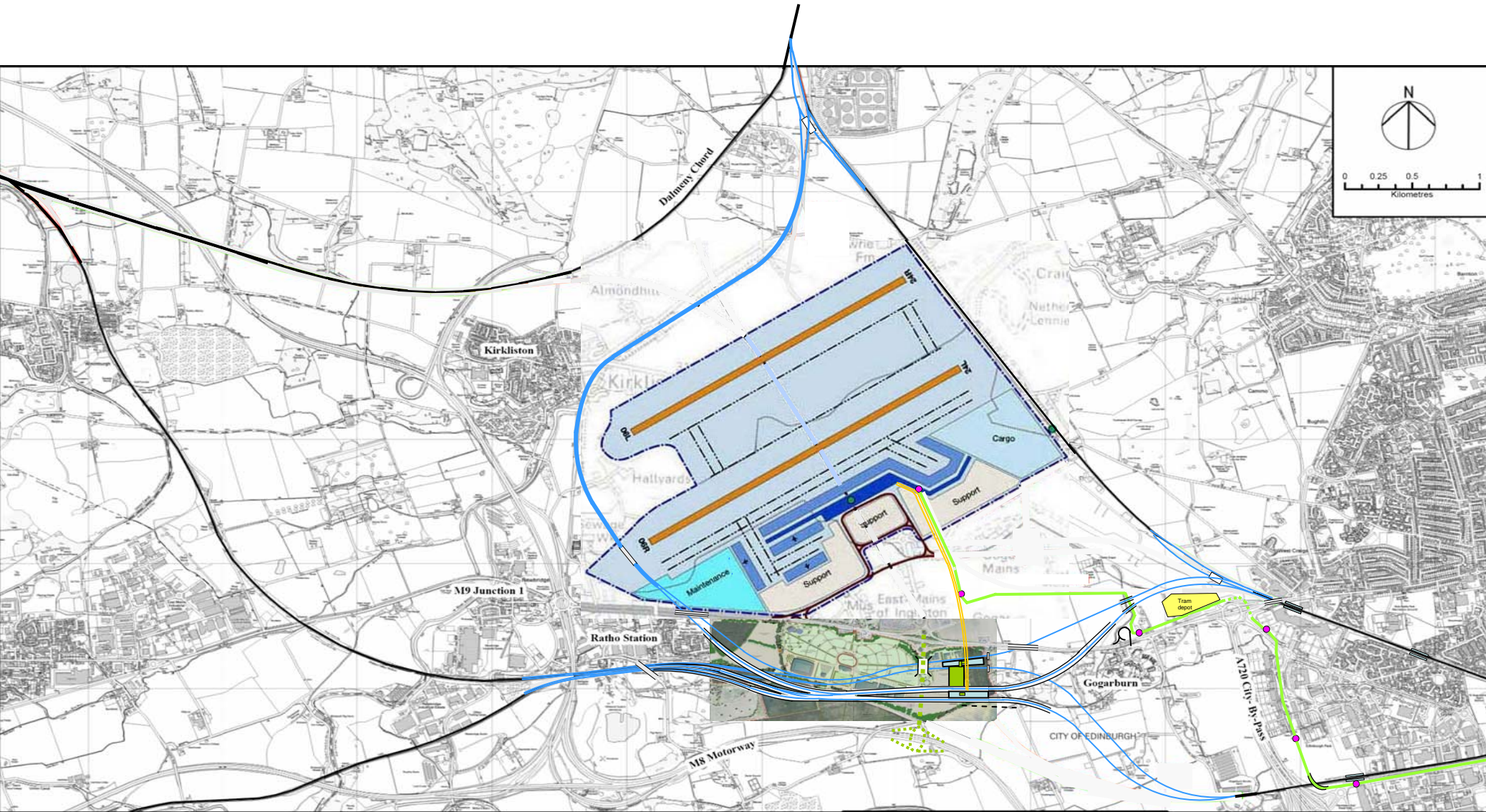
- Proposed new EISL alignment
- Existing railways
- ● Edinburgh trams
- Airport shuttle
- - - Future M8 motorway link



# Edinburgh International Surface Link (EISL)

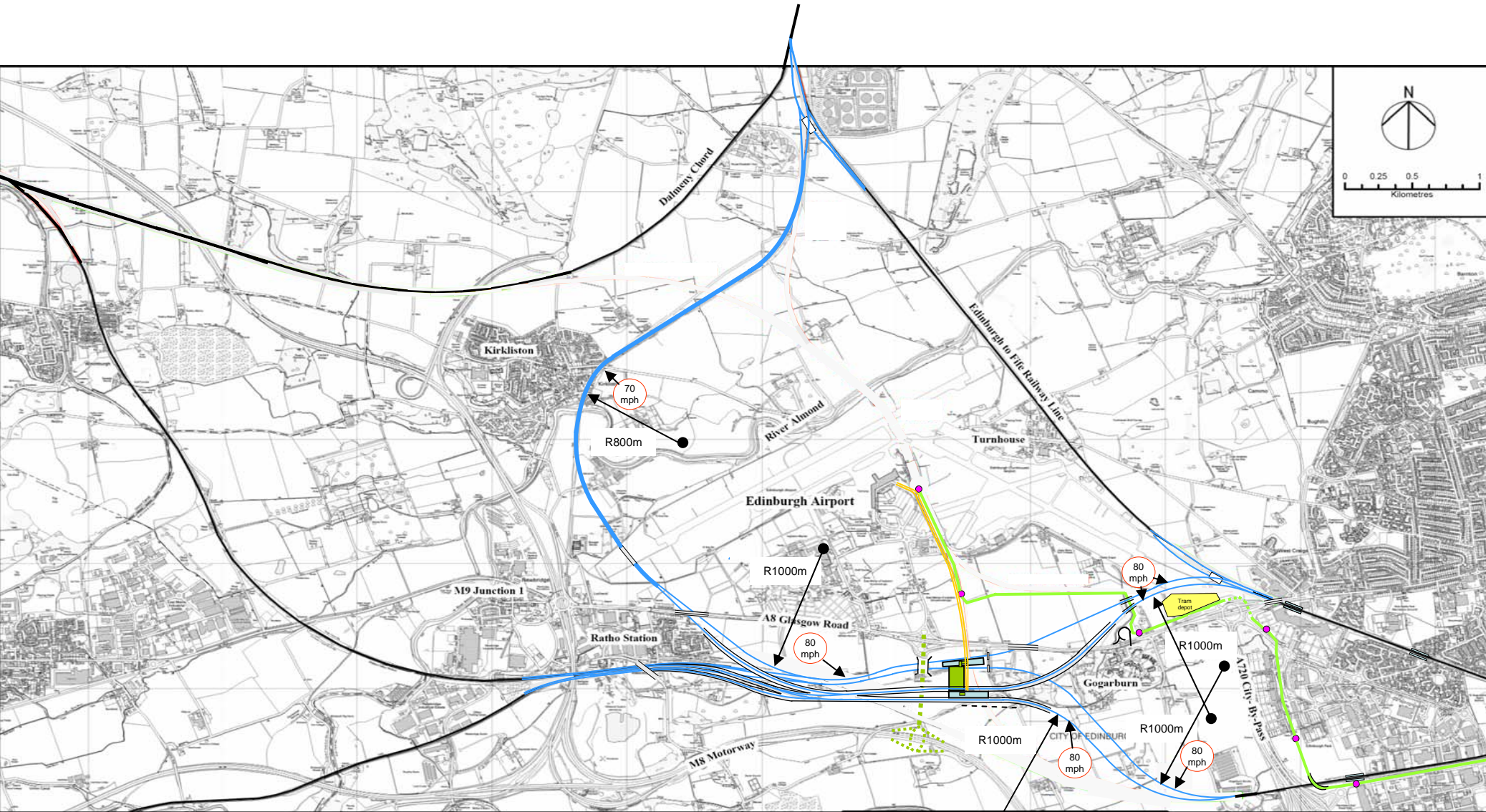
## EISL A3: Fife loop

- Proposed new EISL alignment
- Existing railways
- ● Edinburgh trams
- Airport shuttle
- - - Future M8 motorway link



# Edinburgh International Surface Link (EISL) EISL A: With airport expansion and RHC move

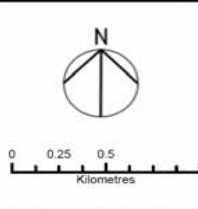
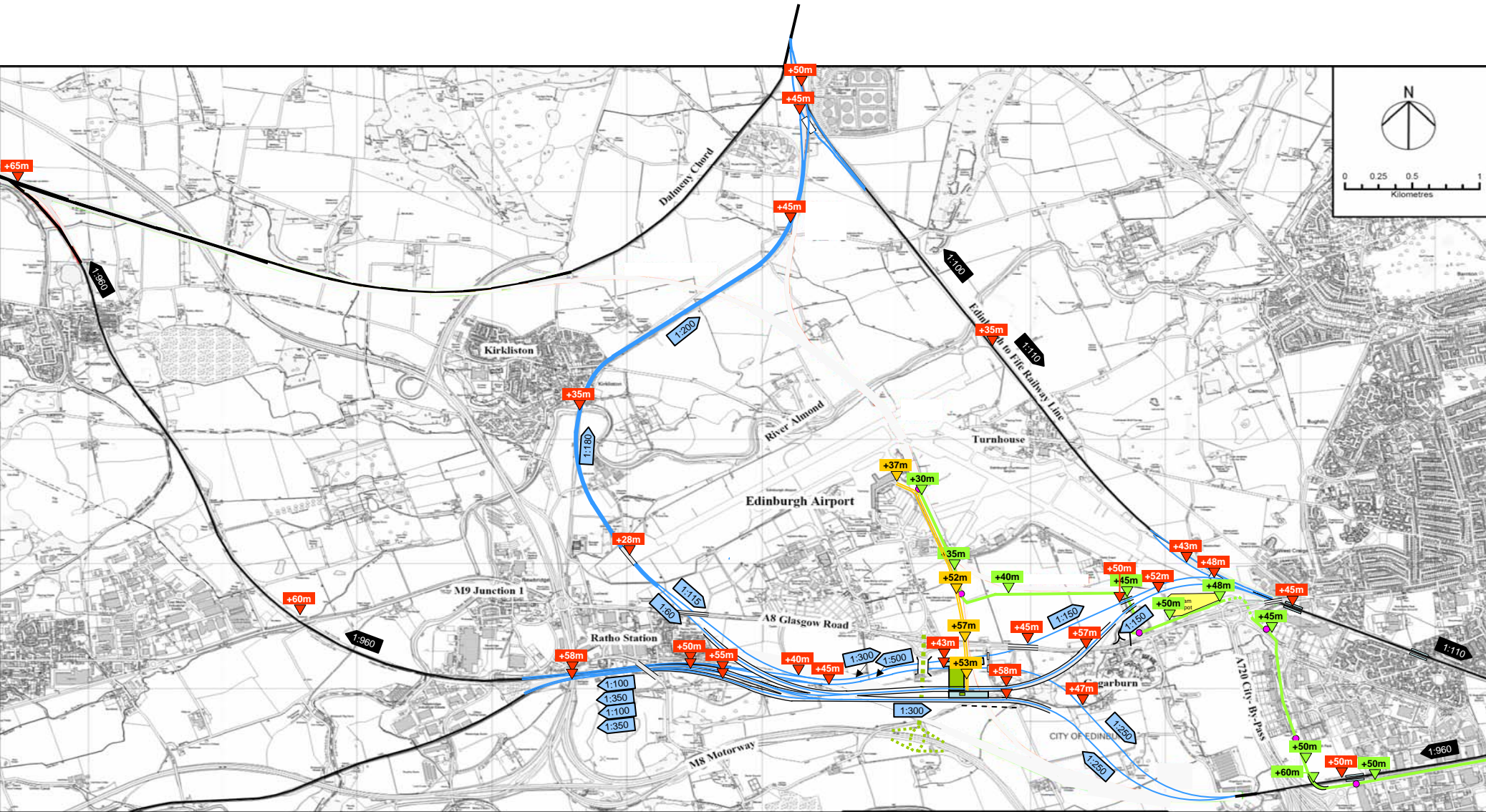
- Proposed new EISL alignment
- Existing railways
- ● Edinburgh trams
- Airport shuttle
- - - Future M8 motorway link



# Edinburgh International Surface Link (EISL)

## EISL A: Line curvature and speed limits

- Proposed new EISL alignment
- Existing railways
- Edinburgh trams
- Airport shuttle
- - - - Future M8 motorway link



# Edinburgh International Surface Link (EISL)

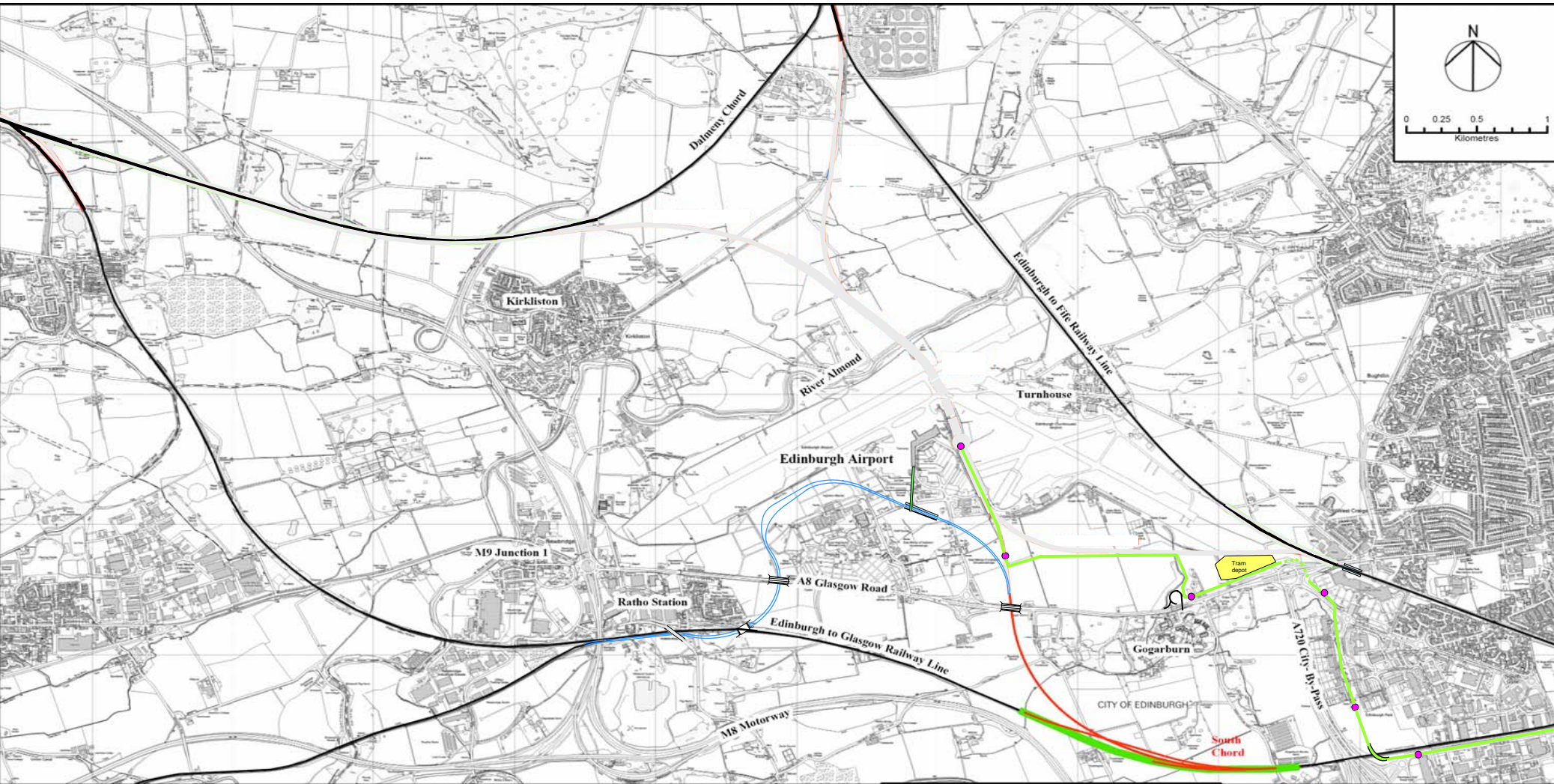
## EISL A: Rail elevations and gradients

All heights in metres above mean sea level (Newlyn)

Gradient markers point uphill

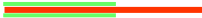



- ▶ 1:100 Proposed EISL alignment, elevation and gradient
- ▶ 1:300 Existing railways elevation and gradient
- Edinburgh trams and elevation
- ▶ Airport shuttle and elevation
- - - Future M8 motorway link

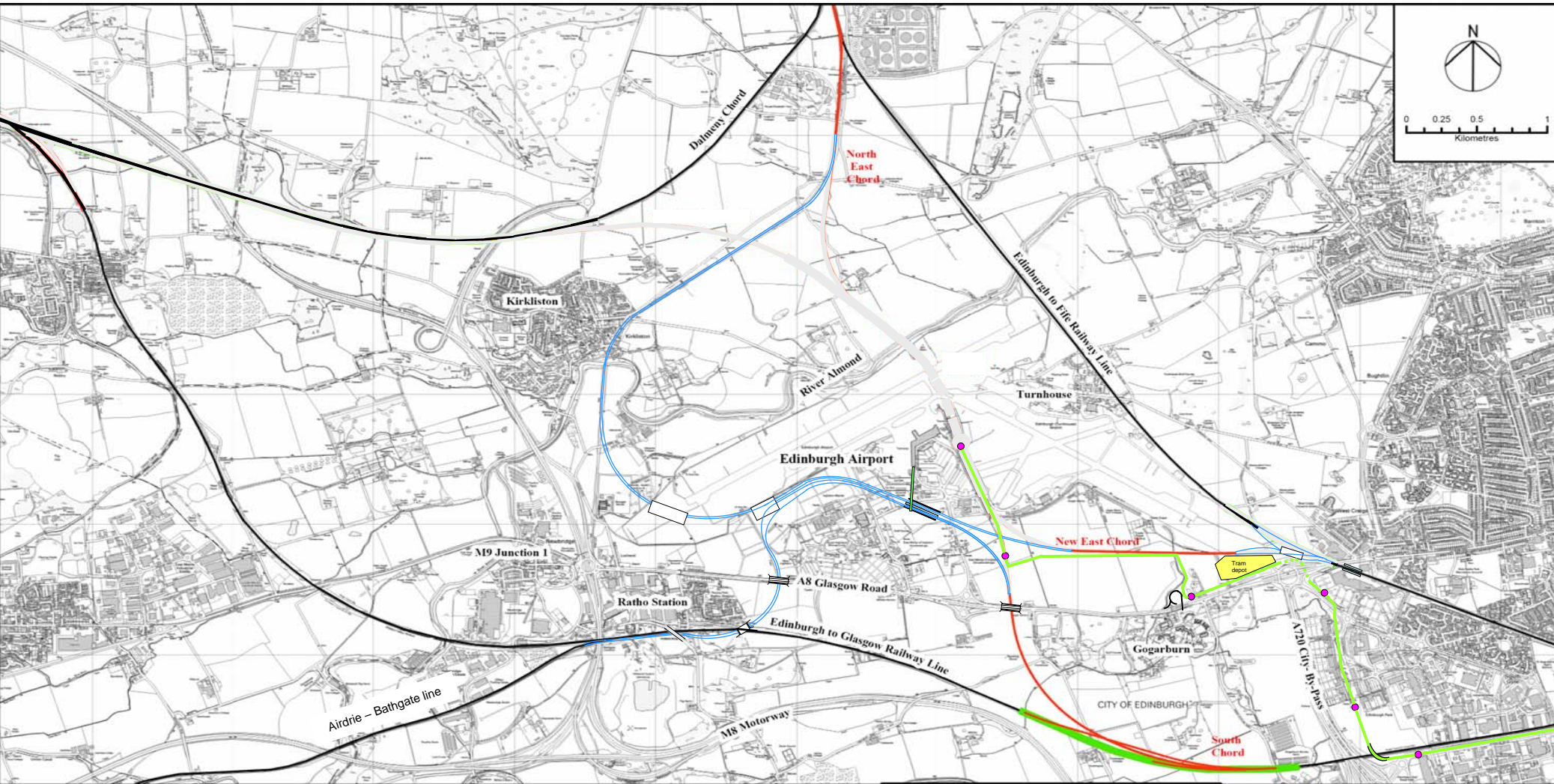
Base map reproduced from the EARL Environmental Statement Non-Technical Summary March 2006



# Edinburgh International Surface Link (EISL)

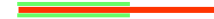



## EISL B1: Airdrie – Bathgate line diversion

-  Modified and new alignments as developed for EARL
-  Proposed new EISL alignment
-  Existing railways
-  Edinburgh trams

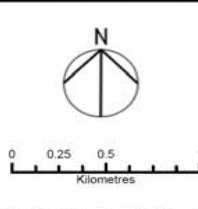
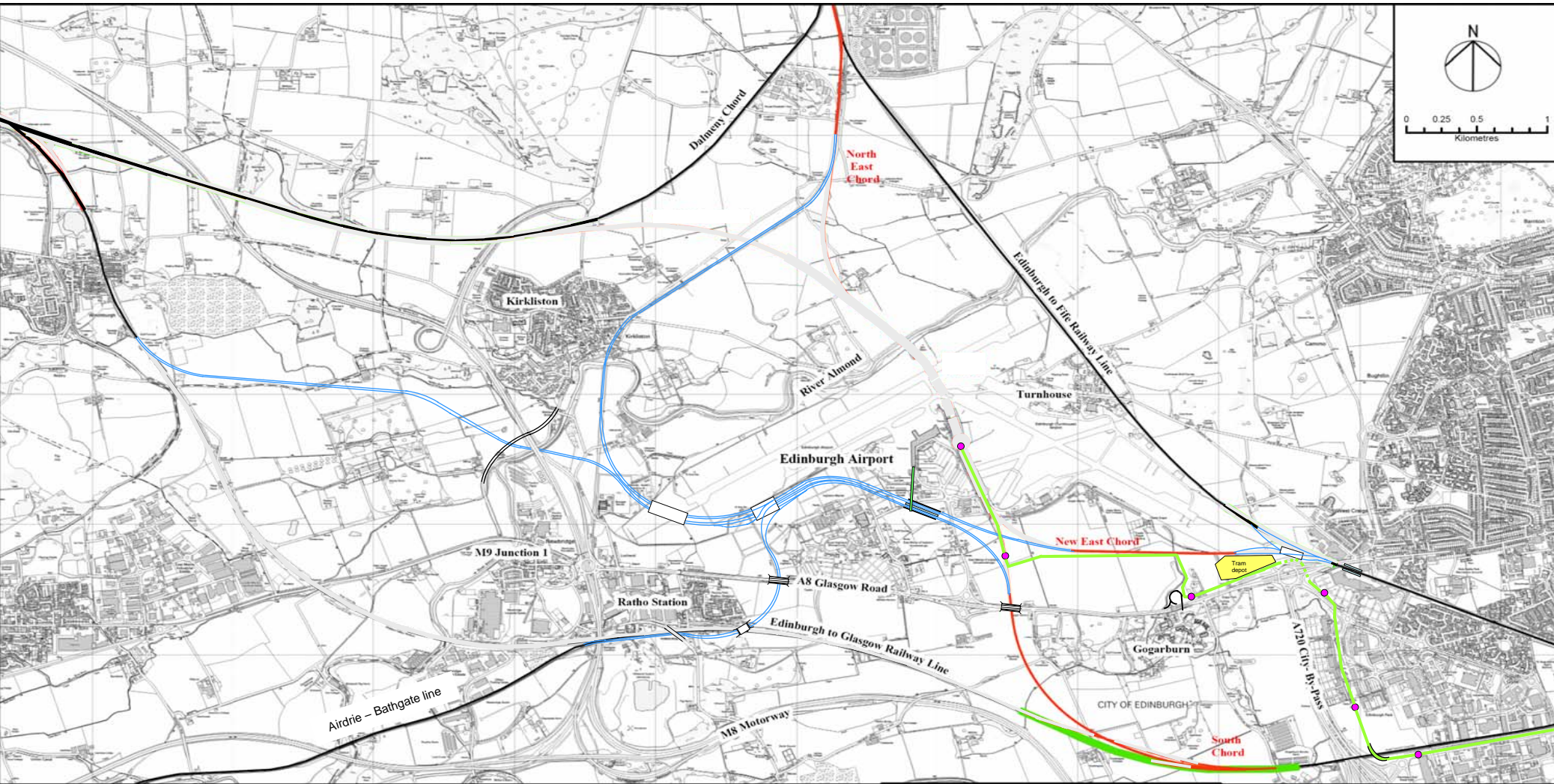


# Edinburgh International Surface Link (EISL)

## EISL B2: Fife line loop

-  Modified and new alignments as developed for EARL
-  Proposed new EISL alignment
-  Existing railways
-  Edinburgh trams

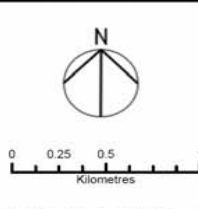
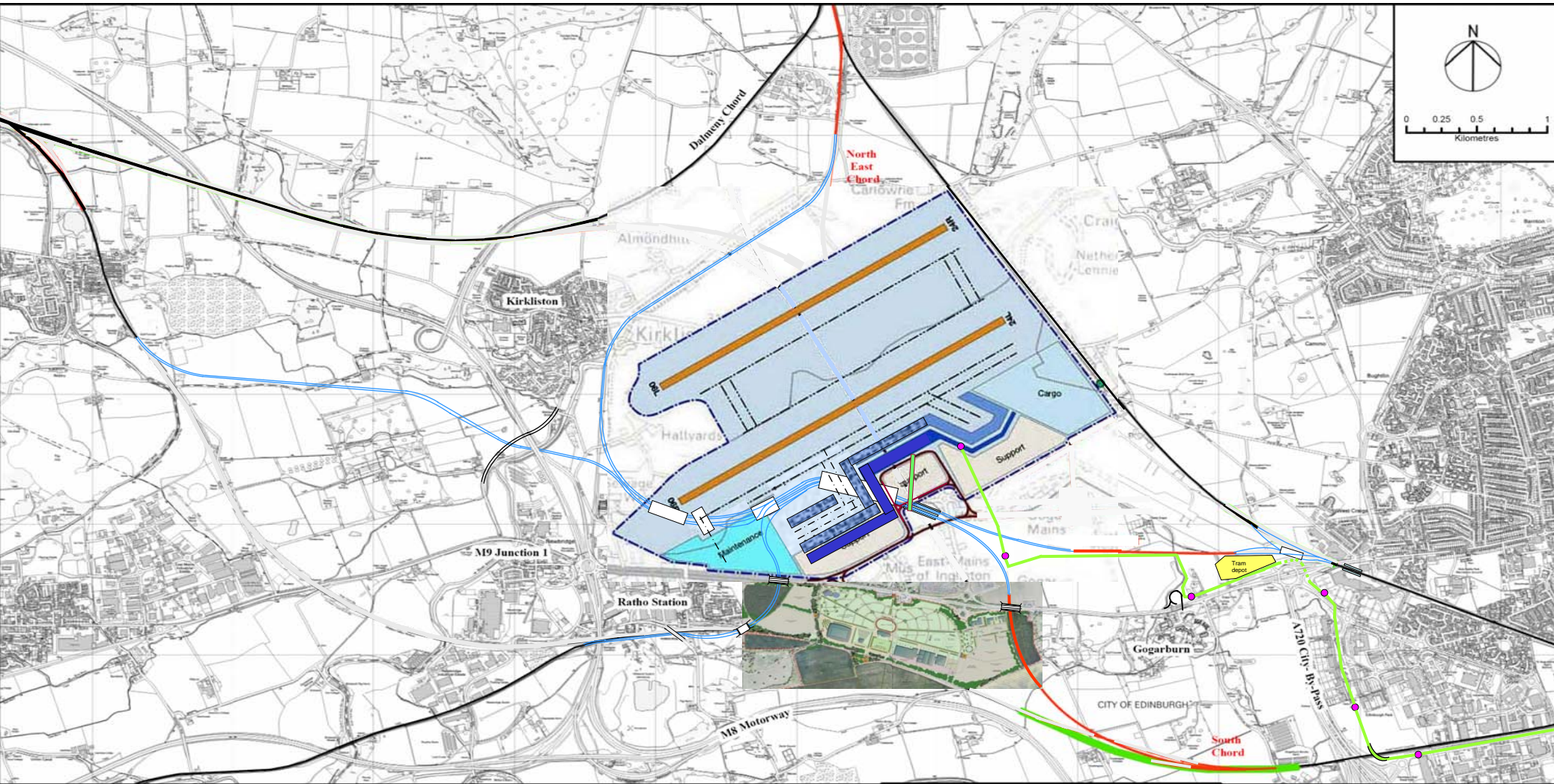




# Edinburgh International Surface Link (EISL)

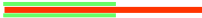



## EISL B3: E&G (Falkirk) line diversion

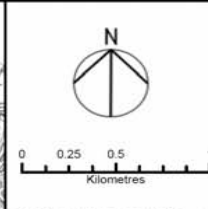
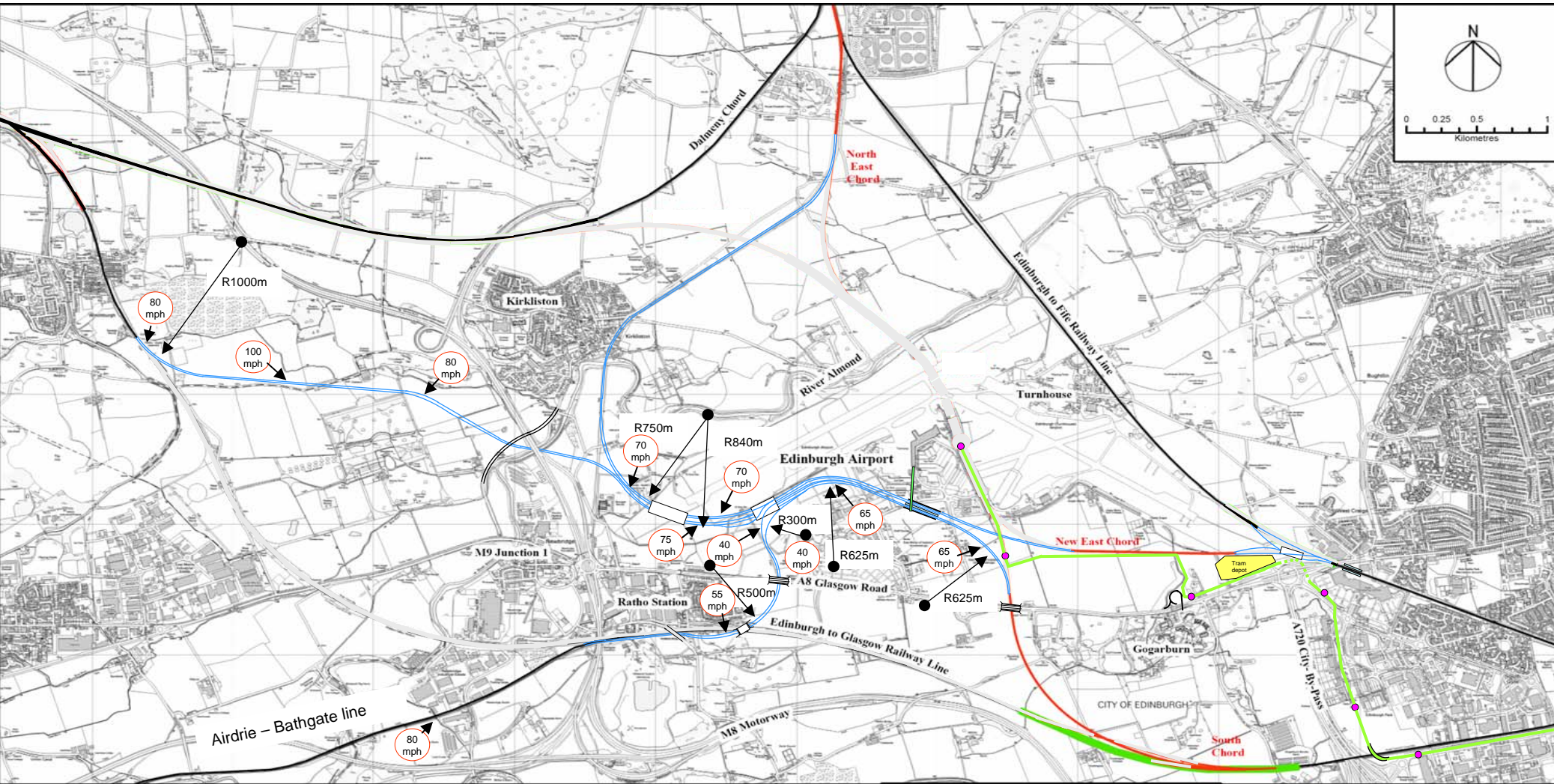
- ▬ Modified and new alignments as developed for EARL
- ▬ Proposed new EISL alignment
- ▬ Existing railways
- ▬ ● Edinburgh trams



# Edinburgh International Surface Link (EISL)

## EISL B: With airport expansion and RHC move

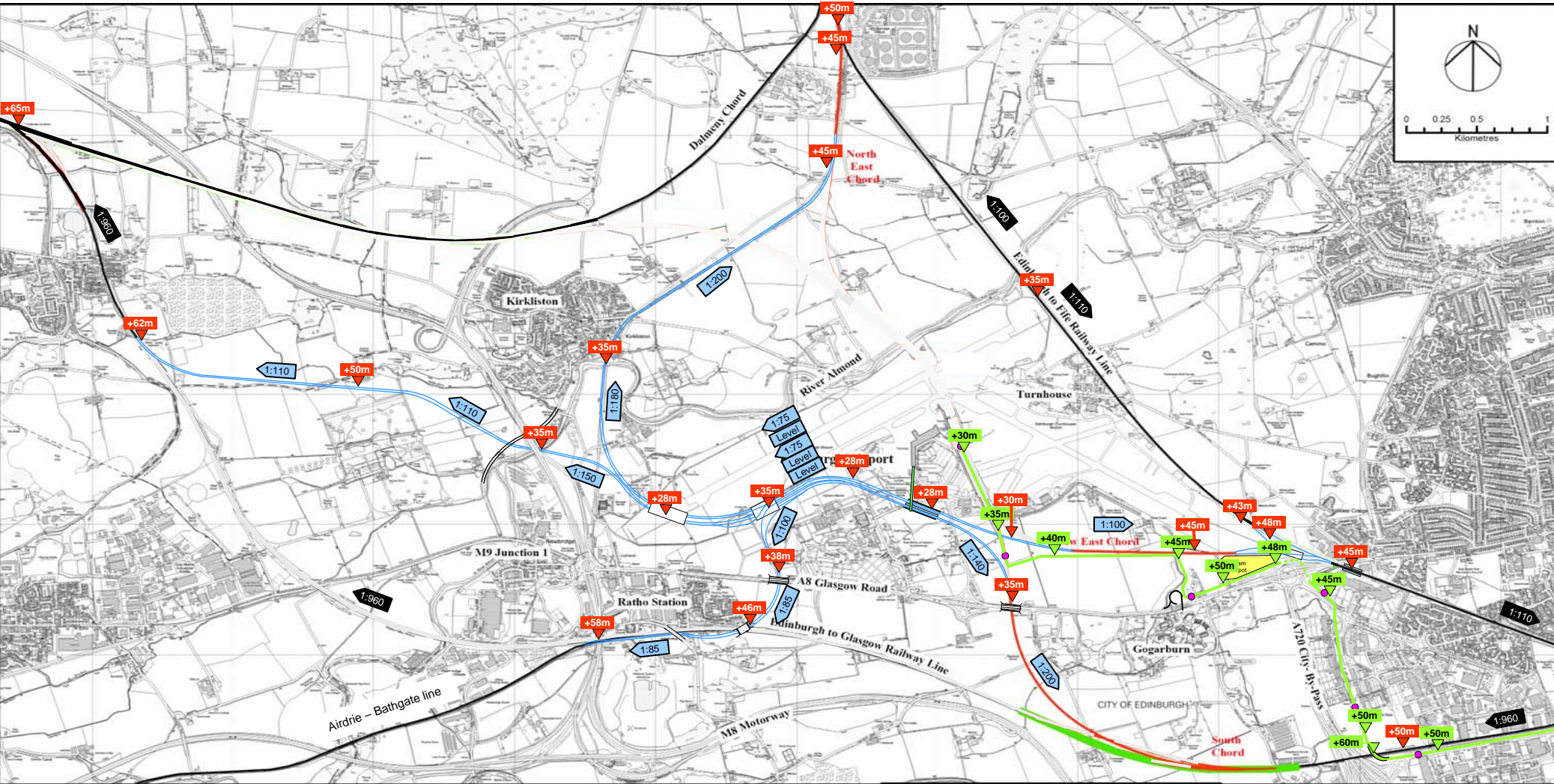
-  Modified and new alignments as developed for EARL
-  Proposed new EISL alignment
-  Existing railways
-  Edinburgh trams



# Edinburgh International Surface Link (EISL)

## EISL B: Line curvature and speed limits

- Modified and new alignments as developed for EARL
- Proposed new EISL alignment
- Existing railways
- ● Edinburgh trams



# Edinburgh International Surface Link (EISL)

## EISL B: Rail elevations and gradients

All heights in metres above mean sea level (Newlyn)

Gradient markers point uphill

Proposed EISL alignment, elevation and gradient

Existing railways elevation and gradient

Edinburgh trams and elevation

Future M8 motorway link

Base map reproduced from the EARL Environmental Statement Non-Technical Summary March 2006