



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

[transport.gov.scot](https://transport.gov.scot)

# **Scotland's Railway (Control Period 6: 2019 - 2024)**

## Investing in Scotland's Railway

In March 2018 Transport Scotland published the [Rail Enhancements & Capital Investment Strategy](#), which set out the Scottish Ministers' commitment to investment in the rail network and why we need a new approach from Rail Control Period 6 (2019 - 2024) onwards. Recognising the change in the funding mechanism from CP6 onwards, and the lessons learned from previous investments in rail, it outlines an approach to the specification and oversight of rail improvements which provides accountability and ensures greater levels of assurance over costs and deliverability.

The Strategy introduces a pipeline-based approach to rail project development and delivery. This new approach does not diminish the need to invest in Scotland's railways and this document sets out the range of improvements that Transport Scotland - working with local communities and the rail industry - will develop over the coming years. Central to the governance and management of these projects is a new, integrated, cross-organisational, partnership approach with Transport Scotland, Network Rail, rail operators, and the rail regulator working closely to deliver improvements which maximise benefits for passengers, freight users and communities.



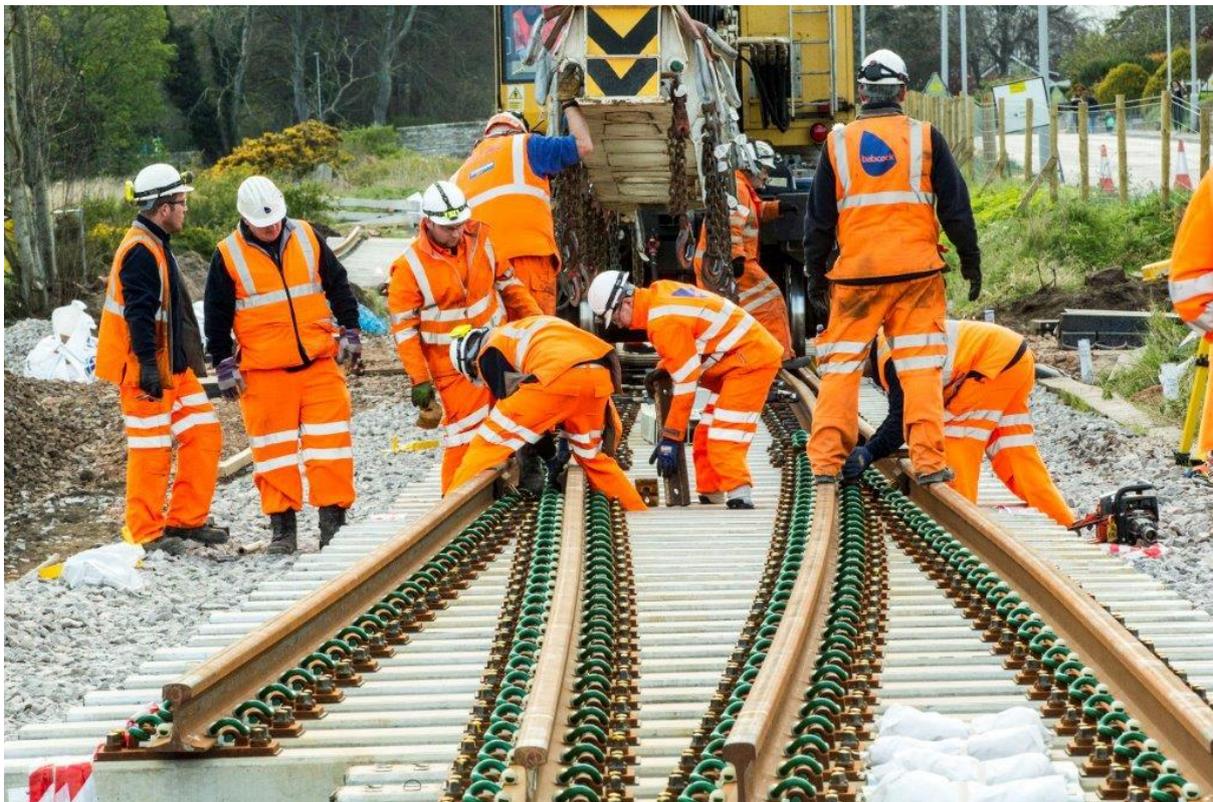
### Improvement works at Forres Station

In line with investment decision-making milestones, whilst some improvements will be progressed, it is recognised that not all improvements will be progressed through all stages of development and through to delivery as they may not all represent value for money once overall benefits, costs and deliverability are fully assessed. It may also be necessary to phase, or combine, the timing of the delivery of some

improvements in order to minimise disruption to passengers and freight customers, to take advantage of evolving rolling stock options, or to reflect the availability of funding. The timing of improvements will also take cognisance of wider investment in our local communities, as well as accommodating customer-driven freight projects that support our freight growth targets. Accessibility and inclusion are key factors for consideration at all stages.

The priority will be the completion of the current suite of rail improvements and the introduction of associated services. These are:

- Edinburgh Glasgow Improvement Programme
- Stirling, Dunblane and Alloa electrification - service introduction
- Shotts Line electrification - service introduction
- Dunbar station additional platform
- Aberdeen to Inverness Improvements (Phase One)
- Highland Main Line Improvements (Phase Two)



Improvement works at Elgin

We will shortly be publishing an action plan for stations in Scotland, which will focus on new and improved stations to better support community access to the railway. Much of this work is already underway, including:

- the redevelopment of Glasgow Queen Street station and surrounding area
- new stations at Robroyston, Dalcross (serving Inverness airport), Kintore, Reston and East Linton
- large scale improvements at Stirling, Inverness, Motherwell and Aberdeen stations
- station improvements through the Access for All Scheme

The rail industry has identified options for how the railway can meet future demand. This has been informed by the [Scotland Route Study](#) and the [Rail Industry's Advice](#). Alignment with the new National Transport Strategy and the second Strategic Transport Projects Review will also be important for future investment in the rail network. Whilst the following significant projects have been identified for development work and will progress through the investment decision-making stages, the pipeline is flexible and other projects may come on stream. We cannot at this stage give a commitment to fund all projects through each stage of development or to delivery, and for complex projects and programmes, phasing may be required to align with the availability of funding.

- provision of a new electricity feeder station at Currie to ensure a resilient power supply to Central Scotland and enable additional services on the Shotts line
- improvements to Portobello Junction to improve the reliability of passenger services to the Scottish Borders, North Berwick, Dunbar and cross-border destinations
- connecting the towns of Reston and East Linton to Edinburgh and beyond through two new stations, with wider connectivity improvements from East Lothian and the Eastern Scottish Borders into Edinburgh, and improvements for passengers and freight travelling to and from England
- improvements to how the rail network operates West of Haymarket station (Edinburgh) and on lines that interconnect, to allow current and increased numbers of passenger and freight trains
- improvements (targeted) to the railway between Perth and Glasgow including potentially extending electrification from Dunblane to Perth seeking faster overall rail journeys from Aberdeen and Inverness to Glasgow and accommodating an increase in rail freight between Central Scotland freight terminals. This project also considers improvements for passengers to Perth Station and where to best stable and maintain trains in the area. An early

phase has been an improved rail connection at Blackford, which supports additional rail freight services, which will reduce lorry traffic on the A9 and surrounding areas

- improvements to East Kilbride and Barrhead services to enable more passengers to use the railway and create a greener commute from two of the main Glasgow commuter areas
- new phases of Highland Main Line and Aberdeen to Inverness Improvements, which will look at maximising the existing investments to create more and faster services for passengers and opportunities for freight
- development works to improve rail services for communities along the Far North Line from Inverness to Thurso and Wick, supporting the local economy and tourism
- early consideration of ways in which improvements to services along the West Highland Lines (Glasgow to Oban, Fort William and Mallaig) can support economic growth and the tourist offer
- early consideration of improvements to rail services on the Argyle Lines, with a focus on improving the passenger experience and train service reliability
- building on existing improvements, consideration of improving passenger and freight services from Aberdeen to Central Belt, supporting business and local communities

A number of minor and technical projects are being developed by Network Rail, such as line speed improvements, improvements to sidings, minor power upgrades, and a suite of gauging improvements. For details please [contact Network Rail's Strategic Planning Team](#) in Scotland.

In line with the [Scottish Government's Rail Freight Strategy](#) and the rail freight industry's growth plan, a number of the significant development projects have a clear freight element already embedded. In addition, there are also dedicated freight projects which have started and expect to be completed in CP6:

- Aberdeen to Inverness Improvement Project Phases One and Two – freight capacity at the West end of the line
- West Highland Line – facilitating the development of lineside loading facilities – for example at Rannoch



### Infrastructure improvements

Funding has been provided through the Local Rail Development Fund to ten applications to take local projects through the multi-modal appraisal stages to a final Strategic Business Case stage/completion of the transport appraisal. [Full project information](#) is available on Transport Scotland's website. The Fund was relaunched at the end of February for new applications. If a viable rail option emerges, once these appraisals have successfully completed each of the appraisal stages, Transport Scotland will consider the project for potential further funding or support through the pipeline processes outlined in the Strategy.

In line with this approach there are a number of area/regional multi-modal studies underway including the [South West Scotland Transport Study](#), the [Levenmouth Sustainable Transport Study](#) and the [Borders Corridor Transport Study](#). If a viable rail option emerges, once the appraisals have been completed, Transport Scotland will consider this for potential funding or support through the pipeline processes outlined in the Strategy.

An update of this bulletin will be published as required.



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

**Transport Scotland**

Rail  
Buchanan House  
58 Port Dundas Road  
Glasgow, G4 0HF  
0141 272 7100  
info@transport.gov.scot

© Crown copyright 2019

You may re-use this information (excluding logos and images) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit <http://www.nationalarchives.gov.uk/doc/open-government-licence> or e-mail: [psi@nationalarchives.gsi.gov.uk](mailto:psi@nationalarchives.gsi.gov.uk)

Where we have identified any third party copyright information you will need to obtain permission from the copyright holders concerned.

Further copies of this document are available, on request, in audio and visual formats and in community languages. Any enquiries regarding this document / publication should be sent to us at [info@transport.gov.scot](mailto:info@transport.gov.scot)

This document is also available on the Transport Scotland website: [www.transport.gov.scot](http://www.transport.gov.scot)  
Published by Transport Scotland, March 2019

Follow us:

 [transcotland](https://www.facebook.com/transcotland)  [@transcotland](https://twitter.com/transcotland)

**transport.gov.scot**



**Scottish Government**  
Riaghaltas na h-Alba