

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

18 JUNE 2019

DIRECTOR'S REPORT

This report provides updates on the NTS Review; the progress made for consultation on STPR2 via Regional Transport Working Groups; the options for engagement with members of the Scottish Youth Parliament; activity and engagement through the RTP Chairs Forum and recent progress on MaaS Development.

1 RECOMMENDATIONS

1.1 That the Partnership Board:-

- (i) notes the progress made with the NTS2 Review and the likely policies and measure to be included in the consultation document;
- (ii) notes the progress of the Regional Transport Working Groups and proposed stakeholder engagement events to inform STPR2;
- (iii) notes the recent meetings with Members of the Scottish Youth Parliament's regarding the 'All Aboard' report and consider the options for involving young people more directly in the work of Tactran;
- (iv) notes the items discussed at the RTP Chairs Forum;
- (v) notes the progress made on the MaaS Development and the outcome of the engagement event on proposals to bid into the MaaS Scotland Fund.
- (vi) notes the programme of proposed railway projects contained in Transport Scotland's Scotland's Railways (Control Period 6: 2019 – 2024)

2 NATIONAL TRANSPORT STRATEGY REVIEW – NTS2

2.1 Transport Scotland had previously signalled that the formal public consultation on NTS2 was likely to begin from the end of May 2019. However, as a result of having to divert resources internally at Transport Scotland to prepare for a No Deal EU Exit it is now proposed that the consultation begins from July 2019 for the statutory 12 week period. This revised timescale will enable officials to conduct further, targeted, engagement with key groups and sectors in advance of the consultation.

2.2 Specifically, the recent engagement focus on NTS2 has dovetailed with how Transport Scotland can deliver its commitment to developing plans with stakeholders under the Child Poverty Action Plan. Stakeholders such as

Poverty Alliance, Child Poverty Action Group, One Parent Families Scotland, BEMIS, and Young Scot are being engaged to discuss the delivery of this commitment. In addition, targeted business sector engagement is being undertaken via SCDI. It is important to ensure that the voices of these important stakeholders are fully articulated to enable the draft NTS2 to be as robust and inclusive as possible when it enters the wider public domain in the consultation period.

- 2.3 The likely policies and measures to be included in the NTS consultation document are detailed in Appendix A with an indication of those measures assessed using the new scenario planning tool. The commitment to publish the final NTS2 by the end of this year remains unchanged.
- 2.4 One of the key work streams for the NTS2 Review has been that of Roles & Responsibilities, investigating the future of transport governance. Board Members will recall the private & confidential discussion on this matter at the December Board. It has now been confirmed that the proposed recommendations from the Review Group will also be put to public consultation along with the vision, policies and measures as outlined below:

To: Robert Nicol, COSLA
Jim Valentine, SOLACE

FUTURE TRANSPORT GOVERNANCE ARRANGEMENTS

I am writing to let you know that the Scottish Ministers have agreed to note the recommendations made within the report of the Roles and Responsibilities Working Group, and that they agree that further work should be undertaken to develop a more detailed model for future transport governance arrangements. Scottish Ministers have also agreed to publish the work undertaken by the original working group and consultants Jacobs, and to consult on governance arrangements as part of the wider public consultation on new National Transport Strategy.

The next phase of collaborative work will not be able to begin until we see the feedback from the NTS consultation and we will use this time to begin preparing the scope and remit for further work and making the necessary preparations to form a new collaborative advisory group to take this work forward. This new group will need to focus on outcomes and therefore include and capture the interests of citizens, businesses, transport operators and other users of the transport network. The Cabinet Secretary has given a commitment that COSLA will be an integral part of future work in this regard and has also highlighted the need to be mindful of the outcomes of the Planning Bill. I should add, that Ministers have stressed the need to be able to give assurances that any proposed governance model will perform better than current arrangements. How we do this will also form part of the future collaborative work.

I would like to thank you both, and also the other former members of the working group to whom this letter is also copied, for their assistance in getting us this far. I appreciate that you will now wish to facilitate the circulation of the working group report to your own leadership.

Regards,

Alison Irvine

Director of Transport Strategy and Analysis

3 STRATEGIC TRANSPORT PROJECTS REVIEW – STPR2

3.1 In recent months, Tactran has continued to support the Regional Transport Working Groups (RTWGs) that cover the Tactran area - Stirling/Clacks/Falkirk RTWG and the Tay Cities RTWG. The RTWGs have now held a number of meetings and received presentations from Transport Scotland and the commissioned consultants Jacobs/Aecom on the process and timetable. All stakeholders have been encouraged to support the 'Issues and Opportunities' stage by submitting information to support the evidence base.

3.2 The next stage is that a number of stakeholder engagement half-day workshops will be held during May/June as detailed below:

Stirling / Clacks/ Falkirk workshop dates:

- At Stirling Albert Halls 20th May @ 1.30pm
- At Falkirk Stadium: 6th June @ 9.30am

Tay Cities workshop dates:

- At Birnam Arts and Conference Centre on 21st June @ 1pm
- At Malmaison Hotel, Dundee on 26th June @ 1pm

3.3 It is anticipated that Board Members will be engaged in workshop events and consulted individually as the proposed interventions are developed during September/October. I will keep Board Members fully informed as the timetable develops in the coming months.

4 ALL ABOARD – SCOTTISH YOUTH PARLIAMENT REGIONAL REPORT

4.1 As reported to the previous Board Meeting (Report RTP/19/13 refers) every year, the SYP runs a national campaign focusing on an issue that young people care about. In June 2018, after consulting with nearly 10,500 young people, Members of the Scottish Youth Parliament (MSYPs) voted for our 2018-19 national campaign to focus on public transport.

4.2 The SYP has now provided the breakdown from the consultation for the Tactran region, as detailed at Appendix B. The regional issues expand on the general themes contained in the **All Aboard** report:

- Reducing fares.

- Accessibility.
- Bus standards.
- Youth participation.

4.3 I recently held a very constructive meeting with Rosy Burgess, the SYP Events and Campaigns Officer and Jack Brady, MSYP from Dundee. The MSYP's from the area will be invited to the STPR2 Stakeholder Events and would be very willing to meet with the Tactran Board at a future date.

5 FORUM OF CHAIRS OF REGIONAL TRANSPORT PARTNERSHIPS

5.1 The RTP Chairs Forum met recently in Dundee on 5 June 2019 and the main items of discussion are detailed below. The Minute of that meeting will be reported for information once approved and available. The Minute of the previous meeting, held in Edinburgh on 6 March 2019, is available for information in the Members area of the Tactran [website](#).

- Presentation & Discussion with George Mair, Confederation of Passenger Transport National Transport Strategy Review
- NTS2 (National Transport Strategy Review)
- STPR2 (Strategic Transport Project Review)
- Transport Bill & Planning Bill Updates
- Williams Rail Review
- ECMA (East Coast Mainline Authorities) Update
- West Coast Rail Update
- Active Travel Funding Update
- Scottish Islands Passport Update

6 MAAS DEVELOPMENT

6.1 As previously reported, Urban Foresight produced the [MaaS \(Mobility as a Service\) Playbook](#) outlining current trends in the field and, recent best practice and the readiness to adopt MaaS in the Tactran area.

6.2 The MaaS Playbook will be used to support a funding bid to the £2m Transport Scotland MaaS Fund which will launch on 20 June. To that end, a market engagement event was held at the Dalhousie Building, Dundee University on the evening of Wednesday 5 June. There were 61 organisations registered with 38 attending the meeting and an Invitation to Quote (ITQ) has been prepared seeking a partner(s) to support Tactran in making a bid to the MaaS Investment Fund. A budget allocation of £10,000 has been approved for this purpose.

7 SCOTLAND'S RAILWAYS INVESTMENT

7.1 On 26 March 2019 Transport Scotland published [Scotland's Railways \(Control Period 6: 2019 – 2024\)](#) setting out a programme of proposed railway projects

aimed at sustaining investment in Scotland's Railway. Projects of note in the Tactran area include:

Priority Projects

- Stirling, Dunblane and Alloa electrification - service introduction
- Highland Main Line Improvements (Phase Two)

Station Action Plan Improvements

- large scale improvements at Stirling station

Future Capacity Improvements for Consideration

- 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
- new phases of Highland Main Line which will look at maximising the existing investments to create more and faster services for passengers and opportunities for freight
- 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
- building on existing improvements, consideration of improving passenger and freight services from Aberdeen to Central Belt, supporting business and local communities

Freight Improvements

- West Highland Line – facilitating the development of lineside loading facilities—for example at Rannoch

7.2 Appendix C provides a Scotland-wide summary.

8 GRADUATE PLACEMENT

8.1 As members will be aware Tactran has been sharing a graduate placement position with the Perth & Kinross Transport Planning Team. Alec Low has recently tendered his resignation and left the role to continue his studies by undertaking a Master's Degree at Hull University.

8.2 During his time with Tactran, Alec's main areas of work have been focused on Active Travel and in particular reviewing / gathering the modal share monitoring data. Alec's contribution and the additional capacity he provided has been very useful although the split week 2 days Tactran/3 days PKC was not helpful for the continuity or planning of his work programme. Also, Alec's

knowledge base and skill set as a History graduate meant that there was a considerable amount of 'on the job' learning about the subject matter at hand.

- 8.3 Given the resource position as outlined in the Budget Monitoring Report, it is not proposed at this point to continue the commitment in this financial year although the exploration of providing a Graduate Apprentice position will continue with local universities should resources become available later in the year or in the next financial year.

9 CONSULTATIONS

- 9.1 Elements of the report have been the subject of consultation with partner Councils, other RTPs, Transport Scotland, City Deal and other partners/stakeholders, as appropriate.

10 RESOURCE IMPLICATIONS

- 10.1 This report has no direct or additional financial or other resource implications.

11 EQUALITIES IMPLICATIONS

- 11.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified.

Tom Flanagan
Director

For further information email tomflanagan@tactran.gov.uk or tel. 01738 475771

NOTE

The following papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing this Report.

Report to Partnership RTP/19/13 Director's Report, 19 March 2019

NATIONAL TRANSPORT STRATEGY REVIEW

Appendix A: Policy Measures Assessed Using the Scenario Planning Tool

Policies and Measures	Assessed Using Scenario Planning Tool
Policy A - Continue to improve the reliability, safety and resilience of our transport system	
Measure 1. Increase safety of the transport system and meet casualty reduction targets	
Measure 2. Increase resilience of Scotland's transport system from disruption and promote a culture of shared responsibility	
Measure 3. Implement measures that will improve perceived and actual security of Scotland's transport system	
Measure 4. Increase the use of asset management across the transport system	
Policy B - Embed the implications for transport in spatial planning and land use decision making	
Measure 5. Ensure greater integration between transport, spatial planning, and how land is used	✓
Measure 6. Ensure that transport assets and services adopt the Place Principle	
Measure 7. Ensure the transport system is embedded in regional decision making.	
Policy C - Integrate policies and infrastructure investment across the transport, energy and digital system	
Measure 8. Ensure that local, national and regional policies offer an integrated approach across all aspects of infrastructure investment including the transport, digital, and energy system	✓
Policy D - Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally	
Measure 9. Optimise accessibility and connectivity within business-business and business-consumer markets by all modes of transport	✓
Measure 10. Ensure gateways to and from domestic and international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland	✓

NATIONAL TRANSPORT STRATEGY REVIEW

Appendix A: Policy Measures Assessed Using the Scenario Planning Tool

Measure 11. support measures to improve sustainable surface access to Scotland's airports and sea ports	
Policy E - Provide a high-quality transport system that integrates Scotland and recognises our different geographic needs	
Measure 12. Ensure that infrastructure hubs and links form an accessible integrated system that improves the end-to-end journey for people and freight	✓
Measure 13. Minimise the connectivity and cost disadvantages faced by island communities and those in remote and rural areas	
Measure 14. Safeguard the provision of lifeline transport services and connections	
Policy F - Improve the quality and availability of information to enable better transport choices	
Measure 15. Support improvements and innovations that enable all to make informed travel choices	✓
Measure 16. Support seamless journeys providing the necessary infrastructure, information and interchange facilities to connect all modes of transport.	✓
Measure 17. Ensure that appropriate real-time information is provided to allow all transport users to respond to extreme weather and incidents	
Policy G - Embrace transport innovation that positively impacts on our society, environment and economy	
Measure 18. Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations	
Policy H - Improve and enable the efficient movement of people and goods on our transport system	
Measure 19. Ensure the Scottish transport system efficiently manages needs of people and freight	
Measure 20. Promote the use of space-efficient transport	✓
Policy I - Provide a transport system that is equally accessible for all	
Measure 21. Ensure transport in Scotland is accessible for all	
Measure 22. Identify and remove barriers to public transport connectivity and accessibility within Scotland	✓

NATIONAL TRANSPORT STRATEGY REVIEW

Appendix A: Policy Measures Assessed Using the Scenario Planning Tool

Measure 23. Reduce the negative impacts which transport has on the safety, health and wellbeing of people	
Measure 24. Continue to support the implementation of the recommendations from, and the development of, Scotland's Accessible Travel Framework	
Policy J - Improve access to healthcare, employment, education and training opportunities to generate inclusive sustainable economic growth	
Measure 25. Ensure sustainable labour market accessibility to employment locations	✓
Measure 26. Ensure sustainable access to education and training facilities	
Measure 27. Improve sustainable access to healthcare facilities for staff, patients and visitors	
Policy K - Support the transport industry in meeting current and future employment and skills needs	
Measure 28. To meet the changing employment and skills demands of the transport industry and upskill workers.	
Measure 29. Support initiatives that promote the attraction and retention of an appropriately skilled workforce across the transport sector	
Policy L - Provide a transport system which promotes and facilitates travel choices which help to improve people's health and wellbeing	
Measure 30. Promote and facilitate active travel choices across mainland Scotland and islands	✓
Measure 31. Integrate active travel options with public transport services.	✓
Measure 32. Support transport's role in improving peoples' health and wellbeing	✓
Policy M - Reduce the transport sector's emissions to support our national objectives on air quality and climate change	
Measure 33. Facilitate a shift to more sustainable modes of transport for people and commercial transport	✓
Measure 34. Reduce emissions generated by the transport system to improve air quality	✓

NATIONAL TRANSPORT STRATEGY REVIEW

Appendix A: Policy Measures Assessed Using the Scenario Planning Tool

Measure 35. Reduce emissions generated by the transport system to mitigate climate change	✓
Measure 36. Support management of demand to encourage more sustainable transport choices	✓
Policy N - Plan our transport system to cope with the effects of climate change	
Measure 37. Increase resilience of Scotland's transport system to climate change related disruption	✓
Measure 38. Ensure the transport system adapts to the projected climate change impacts.	

All Aboard: Young people's views and experience of public transport in Scotland



TACTRAN Region Summary February 2019

Between October and December 2018, Members of the Scottish Youth Parliament (MSYPs) from across Scotland consulted with 1,329 young people to find out their views and experiences of public transport in Scotland. This consultation formed the first phase of the Scottish Youth Parliament's (SYP) *All Aboard* national campaign, which aims to improve young people's experiences of public transport in Scotland.

The national *All Aboard* report makes ten recommendations to improve young people's experience of public transport, and to ensure young people's voices are included in discussions and decisions about public transport in Scotland.

This document outlines the key findings from the TACTRAN region¹, based on four themes:

- Reducing fares.
- Accessibility.
- Bus standards.
- Youth participation.

A full copy of the national *All Aboard* report, and more information about the campaign, is available on the SYP website at <https://bit.ly/2FlhEw1>.

If you have any questions about this document, or the *All Aboard* campaign, please contact Rosy Burgess, SYP's Events and Campaigns Officer, at rosy.b@syp.org.uk.

Respondent Profile

170 young people from the TACTRAN region took part in this consultation.

Of these respondents:

- 89.7% are aged between 12 and 17, 6.5% are aged 18-20, and 3.9% are aged 21-26.
- 63.6% identify as female, 33.3% identify as male, and 0.6% identify as non-binary. 0.6% preferred to use their own term, and the remaining respondents preferred not to say.
- 11.9% identify as having a visible or invisible disability.
- 86.5% are at school, 8.6% go to university or college, 1.2% are in an apprenticeship, and 3.7% are not in education or training.
- 77.1% do not have a job, 10.5% have a job working less than 10 hours a week, 7.2% work between 10 and 20 hours a week, and 3.9% work more than 20 hours a week. The remaining respondents preferred not to say.

¹ The local authorities in this Regional Transport Partnership region are Angus, Dundee City, Perth and Kinross, and Stirling.

Reducing Fares

The Reducing Fares theme focuses on the cost of public transport for young people, and how public transport companies could help young people find out the best value fares.

Q: In an average week, how much do you spend on travel to take part in the following activities?

The following figures exclude those respondents from TACTRAN who pay £0 on travel to take part in activities.

In an average week:

- Nearly one in five (**18.5%**) respondents spend more than £12 on travel to work or apprenticeships, which is just more than half of the national average (**31.7%**).
- Nearly quarter (**23.1%**) of respondents spend more than £9 on travel to volunteer, which is similar to the national average (24.7%).
- Nearly half (**45.1%**) respondents pay more than £9 to travel to school, college, or university each week, which is slightly more than the national average (43.5%).

Young people's voices:

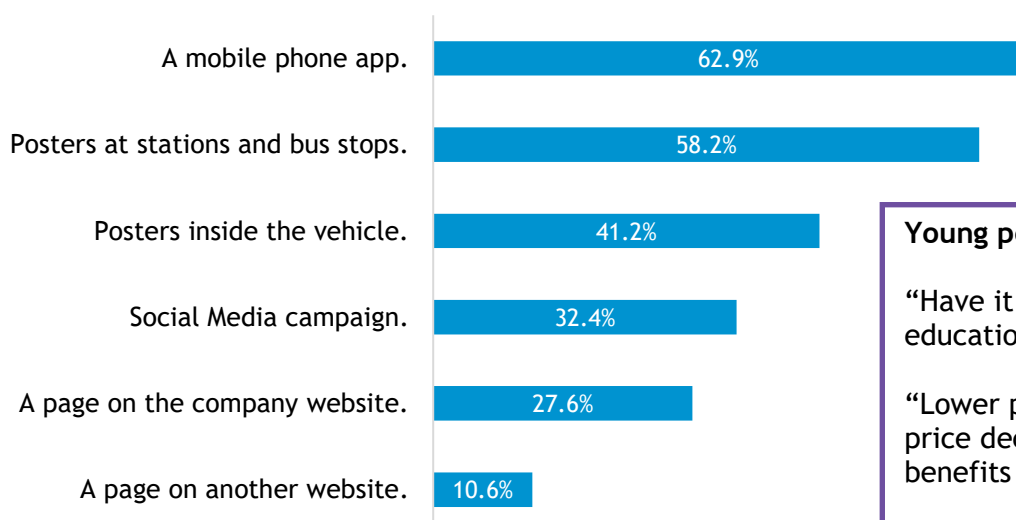
“Some people are forced to walk due to family not being able to afford buses so lowering prices may be good or offering some sort of benefit.”

“I use a monthly Young Person Bus Pass which is £30.”

“I buy a weekly ticket at £8.40 which covers the whole Dundee Area.”

Q: How could public transport companies help you to find out what fare is the best value for you?

- **62.9%** respondents felt a mobile phone app would help them to find out what fare is the best value for them.
- **58.2%** respondents suggested posters at stations and bus stops would help them to find the best value fares.



Young people's voices:

“Have it advertised at educational institutions.”

“Lower prices or some sort of price decrease for people on benefits or in poverty.”

“It's never clear how much you're supposed to spend on the bus.”

Accessibility

The Accessibility theme focuses specifically on the accessibility of public transport for young people with a disability or other access requirement.

Q: If you have a disability or access requirement, do you feel comfortable using public transport?

Excluding those respondents who indicated they do not have a disability or access requirement, 30 young people responded either 'yes' or 'no' to this question.

Of these, 34.3% said they do feel comfortable using public transport, and 65.7% said they do not feel comfortable using public transport.

Young people's voices:

"I have social anxiety and cannot pay for or ride on buses on my own."

"I think there is a stigma about asking for a ramp for special needs."

"Due to my anxiety / autism, I get very easily scared and people do not respect personal space on the bus."

Q: What could public transport companies do to make public transport more accessible for you?

Most of the responses to this question referred to issues such as public transport routes and timetables, and the cost of public transport. These issues will be discussed elsewhere in this document.

Four suggestions were made in relation to the accessibility of public transport for young people with a disability or access requirement. These focused on seating for people with a disability, and the accessibility of information.

Young people's voices:

"More disabled seating."

"Make it free for kids and disabled people."

"Make bus times easier to read."

"At the bus stop make the signs clear for visually impaired."

Bus Standards

Q: How would you rate your experience of travelling on buses? Why?

- Over two fifths (41.6%) of respondents rate their experience of travelling on buses as good or excellent, while less than one third of this number (13.3%) rate their experience as poor or terrible.



Comments from respondents focused on issues relating to the cleanliness, reliability, and timing of buses, and the attitudes of bus drivers. A number of respondents indicated that, generally, they had very few problems using public transport, although some said they rarely use buses.

Young people's voices:

"They are very public friendly and meet the needs for everyone."

"The bus is good because it gets you places you need to be but it can be late and you might miss your appointment."

"Bus drivers have no issue with charging more than expected, driving past you at the bus stop, and not letting you off when you press the bell."

"Sometimes there is litter all over the floor but otherwise buses are fine."

- 17.6% respondents said they do not feel confident travelling alone. When split by gender, over one fifth of female respondents (22.9%) said they do not feel confident travelling alone, compared to less than one in ten male respondents (7.4%).

Q: What would encourage you to use the bus more regularly?

Excluding those respondents who said they would only use the bus if they couldn't get a lift and those who felt they didn't currently have a reason to travel, a number of changes were suggested that would encourage young people to use the bus more regularly, including:

Reducing the cost of using the bus.

Over one third (35.4%) of respondents said they would use the bus more often if it was cheaper or if there were more affordable discount options available.

A further 3.1% said being able to pay by card, the availability of change, or a loyalty card scheme would encourage them to use the bus more regularly.

Taking steps to improve the cleanliness and reliability of buses.

Over one quarter (26.9%) of respondents commented on bus standards. Of these, the majority said they would use the bus more often if it was cleaner or if there were more seats (eg, on a double decker), although a small number also said they would also like buses to feel safer.

Just under one in ten respondents (8.5%) said they would like buses to be more reliable. In particular, they would like buses to be on time and actually turn up when they're scheduled.

A further 3.1% said they would like staff to be friendlier and more approachable.

Improving the availability of buses by adding routes and timetables which better suit the needs of young people.

9.2% respondents said they would use the bus more often if there were bus routes closer to their homes and the places they want to travel to. A further 8.5% said they would use the bus more often if there were buses scheduled at the times they want to travel.

5.4% also said they would use the bus more often if information about timetables and/or routes was clearer and easier to understand, if online information was more accurate, or if there were audio / visual announcements of the bus route and stops on the vehicle.

Q: How could bus companies improve information for young people about bus timetables and routes?

Of the 124 comments on this question:

- Nearly half (46.5%) suggested online information about bus timetables and routes could be improved:
 - 19.4% suggested there should be an app where they can look up timetables and route information.
 - 17.4% suggested companies could make better use of social media.
 - 9.7% felt the information should be available and clear on the company's website.
- Nearly quarter (22.9%) felt the information about bus timetables and routes could be much clearer and easier to read, and should be regularly updated (1.4%).
- Others suggested information could be displayed on posters or electronic screens in waiting areas (11.1%), or available through schools, colleges, and universities (7.6%).

Young people's voices:

"If tickets were more affordable, or I could buy for example a student 10 journey ticket."

"Child fares should apply until you leave full time education."

"I would take the bus more regularly if it was cleaner and went nearer to my school."

"Make it clearer on timetable what time each bus comes."

"Nicer staff, more routes and if the busses actually turned up at the time it says on the time table."

Young people's voices:

"have a website displaying bus timetables and routes."

"They could make the information board easier to read because I get confused with it."

"Make it simpler to understand where buses stop and best routes to take to certain areas of the city."

"They could maybe write it in 12h time."

"Have a simple diagram that young people will understand."

"They could teach timetables in school."

Youth Participation

Q: How could bus companies make sure young people's views about public transport are listened to?

Over one fifth (22.6%) of the young people who responded to this question said they want public transport companies to actively ask for their views, to listen to their suggestions, and take action to make changes.

Young people suggested public transport companies could collect their views in a number of ways:

- 35.8% suggested companies should carry out surveys to find out young people's suggestions.
- 25.5% suggested using online methods, including social media (11.3%), the company's website (7.5%), or an app (6.6%).
- 13.2% suggested companies should speak to young people face-to-face by visiting schools, colleges, and universities, or by holding consultation events.

Young people's voices:

"By putting little ballot boxes on buses or giving sheets to people so they can fill them out while on bus and when they get off give them to the bus driver."

"Have more interaction on social media. Don't use social channels just to make announcements. Interact with those who look at the page and interact with it."

"Go into schools and talk about it."

"Create a way for young people to talk/ask someone important in the company."

"Not have meetings about redirecting bus routes during average working/school/college hours"

RAIL CONTROL PERIOD 6

(2019 - 2024) is bringing change

APPENDIX C

Change in funding mechanisms; change in approach; change in project management.

As we implement these changes, the Scottish Government is committed to investing in a strong, sustainable railway that meets future demand.

In this coming rail control period we will not only build on our track record of significant investment, we will also progress identified programmes which aim to support longer-term capacity needs.

We want to take the industry with us as we implement the 'pipeline-based approach' to rail project development

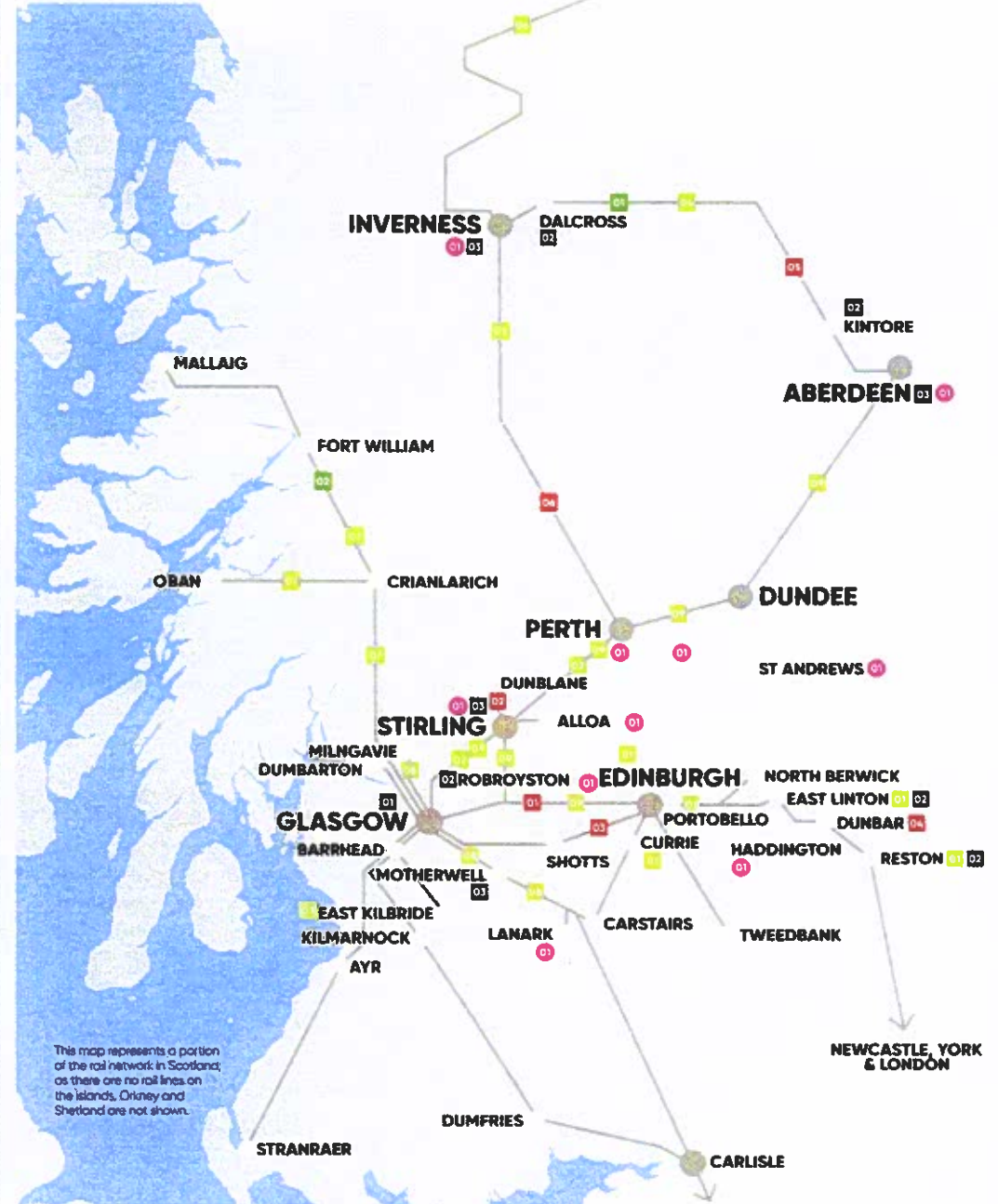
and delivery. Central to this will be an integrated, cross-organisational partnership approach.

Through the pipeline, we will identify the options, informed by the industry and interested parties, that will support Scotland's social, economic, and environmental needs. This will enable us to realise benefits for communities and businesses across Scotland.

Transport Scotland, Network Rail, rail operators, and the rail regulator will all work closely to deliver improvements which maximise benefits for passengers, freight users and communities. This approach will support current and future demand, aligning resources and available funding.

SCOTLAND'S RAILWAY

Project map overview



PRIORITY PROJECTS

Current suite of rail improvements and the introduction of associated services:

01 

Edinburgh Glasgow Improvement Programme - services

02  

Stirling, Dunblane and Alloa electrification - services

03   

Shotts Line electrification - infrastructure and services

04 

A new second platform at Dunbar station

05  

Aberdeen to Inverness Improvements (Phase 1) - infrastructure and services

06  

Highland Main Line Improvements (Phase 2) - infrastructure and services

STATIONS ACTION PLAN IMPROVEMENTS

01 

The redevelopment of Glasgow Queen Street station and surrounding area

02  

New stations at Robroyston, Dalcross (serving Inverness Airport), Kintore, Reston and East Linton

03 

Large scale improvements at Stirling, Inverness, Motherwell and Aberdeen stations

Station accessibility improvements through the Access for All Scheme



FUTURE CAPACITY IMPROVEMENTS FOR CONSIDERATION

01   

Currie Electricity Feeder Station
Portobello Junction
Reston and East Linton
West of Haymarket station (Edinburgh)

02   

Targeted improvements between Perth and Glasgow including potentially extending electrification from Dunblane to Perth

03  

East Kilbride and Barrhead Improvements

04  

Aberdeen to Inverness Improvements Phase 2

05  

Highland Main Line Improvements Phase 3

06  

Far North Line enhancements

07  

West Highland Lines Review Group

08 

Argyle Lines enhancements

09  

Aberdeen to Central Belt

Gauging - multiple gauging projects including the Central Scotland gauging project and gauging improvements in the South West of Scotland

FREIGHT IMPROVEMENTS

In line with the Scottish Government's Rail Freight Strategy and the rail freight industry's growth plan:

01 

Aberdeen to Inverness Improvement Project Phases 1 and 2 - freight capacity at the west end of the line

02 

West Highland Line - facilitating the development of lineside loading facilities

LOCAL RAIL DEVELOPMENT FUND

01 

Initial allocations from £2 million fund to support local communities to appraise and potentially bring forward proposals aimed at tackling local rail connectivity issues.

Project details available at:
<https://www.transport.gov.scot/LRDF>

AREA/REGIONAL MULTI-MODAL STUDIES

South West Scotland Transport Study

Levenmouth Sustainable Transport Study

Borders Corridor Transport Study

 Priority projects

 Stations Action Plan improvements

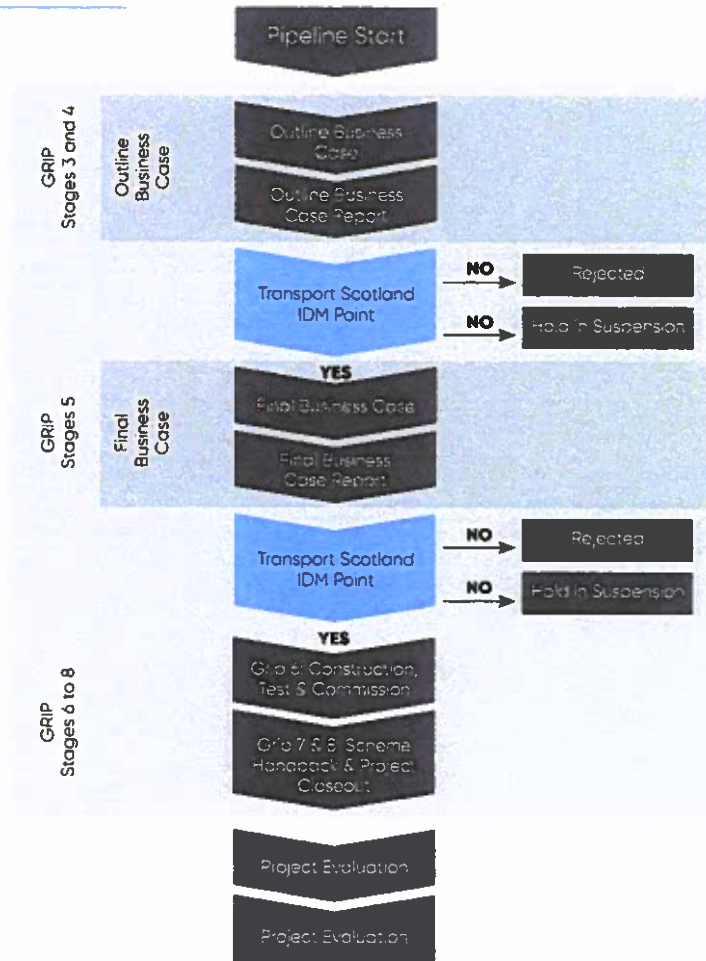
 Future capacity improvements for consideration

 Freight improvements

 Electrification

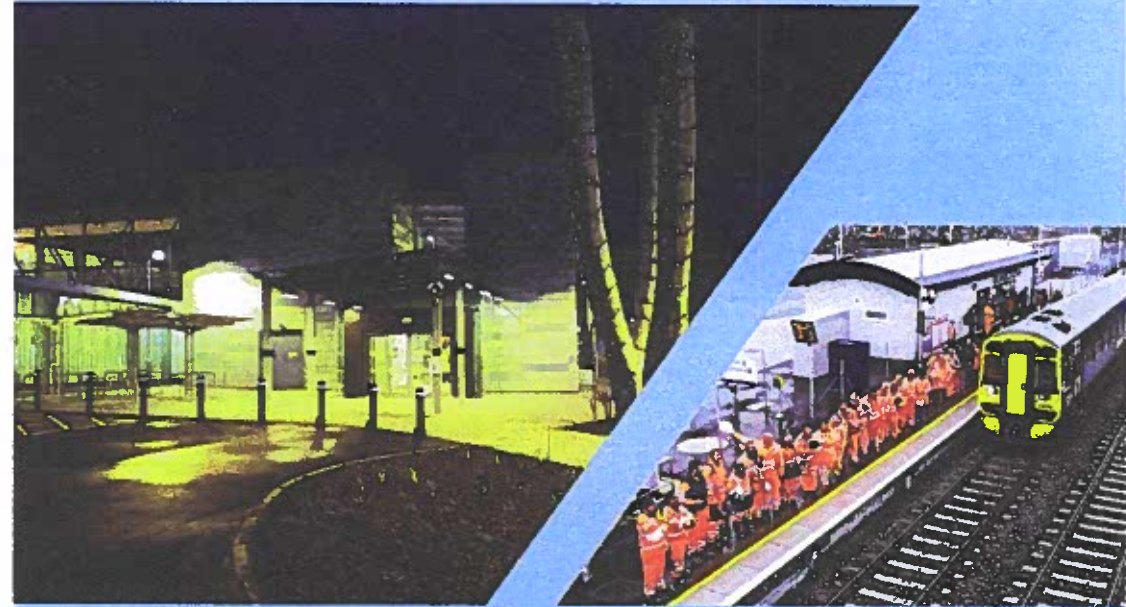
 New station

PROJECT PIPELINE



Key elements of this new approach will be:

- minimising disruption by phasing or combining elements of improvements projects whenever possible
- taking advantage of evolving rolling stock options, or to reflect the availability of funding.
- timing improvements to more closely align with wider investment in our local communities.
- accommodating customer-driven projects that support our freight growth targets.
- ensuring that accessibility and inclusion are considered as key factors for inclusion at all stages.



For further information,
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