

# Scotland's Railway



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Network Rail is changing, creating new regional businesses with greater decision-making powers and more accountability to our local customers and communities.

In Scotland, Network Rail has become Scotland's Railway – overseeing enhancement projects, long-term strategic planning and asset stewardship as well as the operations and maintenance activities of the Scotland route. Driven by our putting passengers and freight first approach, this new structure will help to make Network Rail more responsive to the needs of passengers, and train and freight operators.

In Scotland, we have a strong track-record of collaboration between Network Rail, operators and funding partners and putting passengers and freight first will help to bring the industry ever closer together.

Already more popular than at any time for more than 150 years, over 107 million passenger journeys are made every year on Scotland's Railway – that's nearly twice the number than a decade ago. This popularity is expected to continue with passenger numbers forecast to double on many routes through Scotland's major stations. We are committed to developing a railway that delivers every day for our passenger and freight customers.

The rail industry is also key to Scotland's economic success contributing up to £1.3bn each year and employing more than 13,000 people. Network Rail alone employs nearly 3,000 people and engages over 160 suppliers.

Control Period 5 (CP5) saw many major projects delivered to improve passenger journeys across Scotland. The enhancements planned for completion in Control Period 6 (CP6) will build on the improvements made in CP5. We will transform travel for passengers by increasing service frequency and on-train capacity on routes across Scotland's Railway.



We have already seen early success in CP6 with the completion of the Aberdeen-Inverness Improvement Project in 2019 – delivering a 59 per cent increase in services each day between Dyce and Aberdeen and a 69 per cent increase between Inverurie and Aberdeen.

In Glasgow, work on the £120m redevelopment of Queen Street Station will be completed in spring 2020 creating a modern station equipped to meet growing passenger numbers and provide an iconic gateway to the city.

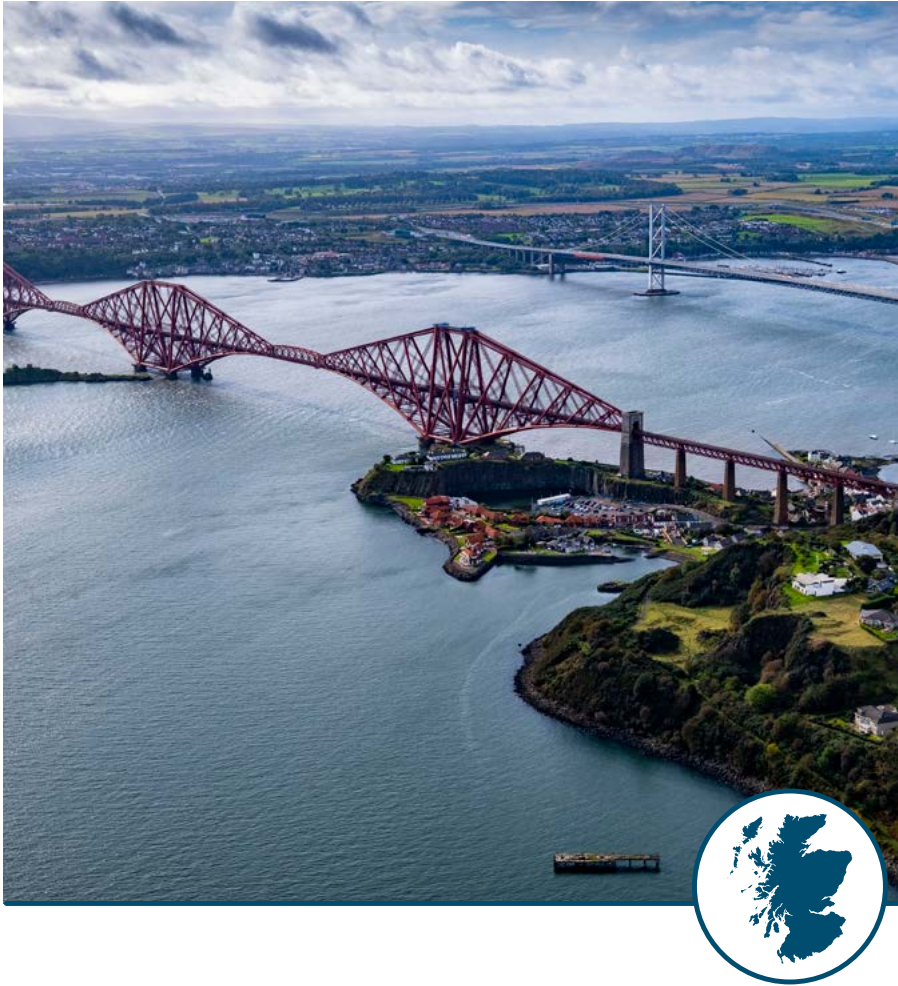
We also remain highly-focused on delivering a safe, punctual and reliable service for our customers every day while we are investing in our infrastructure.

We are protecting the resilience of the railway by investing to address growing weather-related challenges and are better targeting our maintenance and renewals budgets to reduce asset failures and improve punctuality.

## Highlight projects in CP6

Our planned investment in CP6 represents our biggest ever devolved budget for Scotland.

To fulfil our vision, the network will need to become increasingly more reliable and to deliver this we have built an asset renewals plan. We also aim to deliver improved resilience to extreme weather events, reducing disruption to our customers by boosting network reliability. Through enhanced lineside maintenance and targeted renewals, we plan to reduce instances



of line closures and restrictions, as well as the time taken to recover when things don't go according to plan.

CP6 maintenance activities will also take account of the expanded electrified network, which increased by 25 per cent in CP5. Our plans also make greater allowance for local autonomy to identify and deliver schemes to drive improved performance.

A relentless focus on workforce, passenger and public safety underpins the success of Scotland's Railway. We will continue to aim for our objective of 'Everyone Home Safe Every Day', with a strategy that combines personal leadership with strong employee engagement, both directly and with our trade union safety representatives.

### Carstairs Junction

This is the single largest renewal in our CP6 plan. The works are extensive, including 35-point end interventions and 10km of plain line track renewal and refurbishment of all outside signalling equipment. This will deliver improved line speeds on the main lines and routes between Glasgow and Edinburgh via Carstairs.

### Edinburgh Control System

The renewal of this obsolete signalling control system is also an important enabler for key enhancement pipeline schemes.

## Region at a glance



**107m**

annual passenger journeys



**295,000**

passengers each weekday



**2,800**

miles of track



**2,500**

passenger and 50 freight services per day



**360**

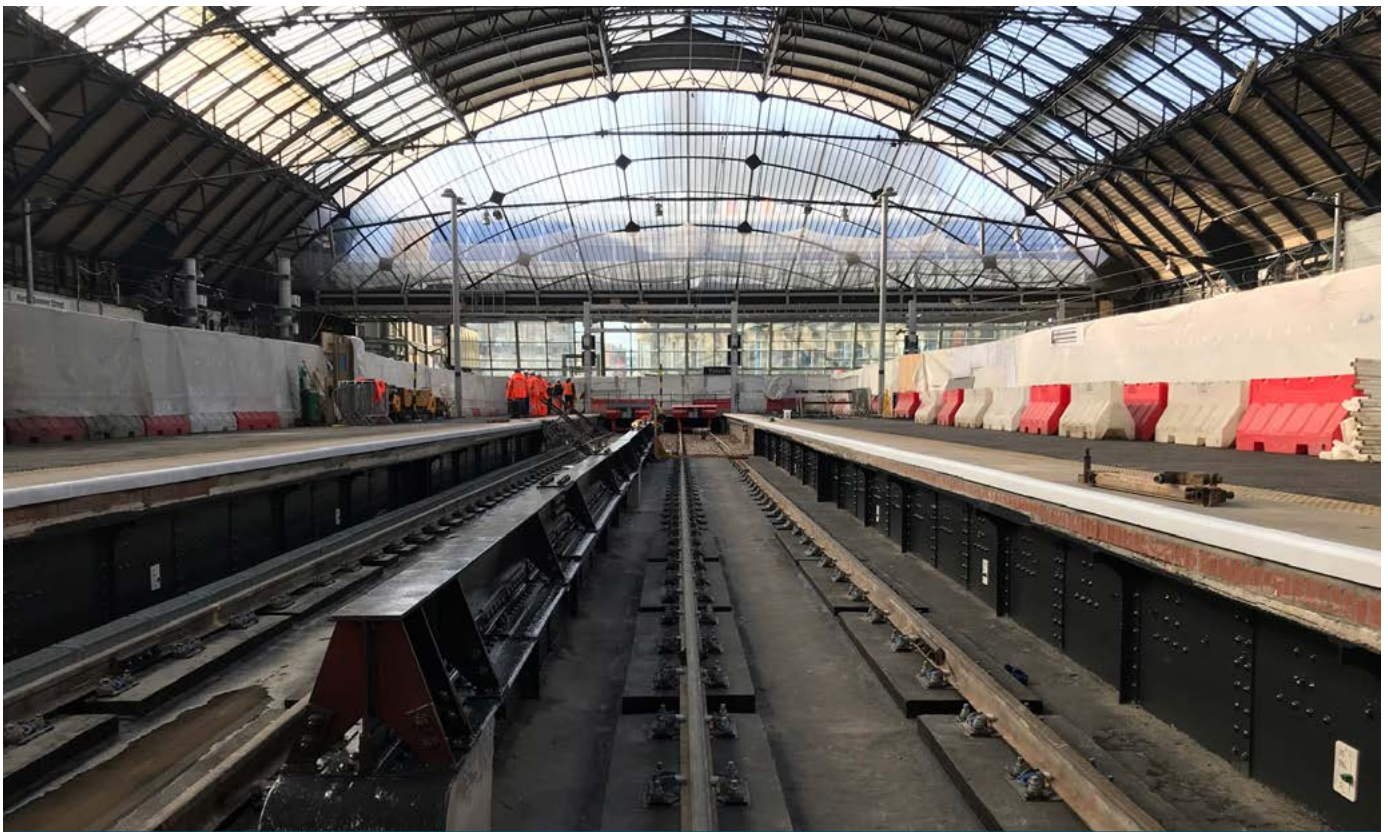
stations

## Perth re-signalling and rationalisation

At Perth we are renewing the 1962 signalling interlocking and outside equipment. This will integrate with the proposed Seven Cities enhancement pipeline project which is likely to be completed in Control Period 7.

### In CP6, other significant interventions include:

- Refurbishment of the New Clyde Bridge, at Glasgow Central, and the north approach span to the Forth Rail Bridge.
- Renewal and refurbishment works will take place at 256 structures.
- Upgrading the 10 highest risk user-worked crossings to improve safety.
- Refurbishing or renewing more than 900 km of track.
- Completing the upgrading of Glasgow Queen Street Station (pictured).



## Benefits

Our CP6 investment has already seen the delivery of early benefits for passengers with the introduction of a second, fully-accessible northbound platform at Dunbar station.

At Aberdeen station a £9 million project to renew platform canopies was completed August 2019 and a new station will open to the east of the city at Kintore in May 2020.

The redevelopment of Glasgow Queen Street station will also complete in spring 2020 - this £120m investment will provide our passengers with a brand new fully accessible station.

As part of the Scottish Government's ongoing investment in Scotland's Railway, Network Rail has been asked to develop a programme of infrastructure improvement options to support strategic priorities.

Through a pipeline of projects our railway will support Scotland's social, economic and environmental needs, realising the benefits of rail for communities and businesses.



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## Decarbonisation

The Scottish Government is committed to decarbonising the rail network by 2035 and development work has already begun to look at electrification options for East Kilbride and Barrhead in addition to some other routes. Full details will be made available on publication of the Scottish Government's decarbonisation action plan.

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## New Stations

In addition to the new Leven and Cameron Bridge stations and new Kintore station more new stations are planned on the East Coast Main Line at East Linton and Reston and on the Aberdeen-Inverness line at Dalcross.

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## Access for All

All our new stations will be fully accessible and further improvements will provide step-free access at Anniesland, Croy, Dumfries, Johnstone, Port Glasgow, Uddingston, Aviemore, Pitlochry, Kingussie and Nairn.

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## Stakeholder engagement

The industry's key stakeholders in determining future options are our passengers, Scottish Ministers and Transport Scotland and our train and freight operating companies.

Scotland's Railway has a diverse range of stakeholders and we are committed to informed and meaningful engagement with them.

Our quarterly Scotland Investment Review Group (SIRG) is used to identify investment opportunities and funding priorities while the quarterly Freight Joint Board, which includes end customers, and the Freight Working Group, for freight operators, also review ways to encourage modal shift to rail.

## Increased capacity for passengers and freight

The reinstatement of the railway from Leven to the Fife Circle will mean two trains per hour to Edinburgh and two new stations, at Leven and Cameron Bridge.

Work on the Aberdeen to Central Belt lines will improve journey times, and the availability of freight paths. Capacity for freight in the Inverness-Dalcross corridor will also be considered as part of the Dalcross new station project.

We are also developing the Central Scotland Gauging & Route Clearance programme which supports creation of Strategic Freight Network of high capability freight routes.

We intend to further strengthen our stakeholder engagement throughout CP6. The new Scotland region wants to make meaningful stakeholder management an integral part of everything we do.

We are also working closely with Transport Scotland and our train operating partners to foster a new 'Team Scotland' approach.

This initiative is creating a dynamic way of working based on collaboration across the whole industry to enable the delivery of investment to benefit passengers and freight.

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## Our people

Our people are our greatest asset. In CP6 we will continue to invest in our colleagues, and we will continue to build an inclusive culture in which everyone feels valued.

Our aim is to be Scotland's best employer and we will lead the way in making the rail industry more diverse and inclusive. Our HR team supports the building of the best railway Scotland has ever had through attracting, developing and retaining dedicated and committed people.

We are focused on building leadership skills that meet the future needs of the railway and which create an environment that allows everybody to reach their full potential. Our early engagement activity with under-represented communities and local education providers is

raising awareness of Network Rail as an employer of choice and our apprentice and graduate programmes ensure a strong pipeline of new talent.

We are focused on developing the capability of our people managers, giving them the skills to inspire, support, coach and develop their people. Our talent and succession planning strategy ensures that our people are offered the right learning and development opportunities in line with our business needs and their own career plans, while also developing a pipeline of internal succession for key roles.

Over the next five years, we will ensure our workforce is engaged and motivated for the challenges ahead and proud to work for Scotland's Railway.