Delivering a better railway for a better Britain Route Specifications 2021 Scotland

Scotland

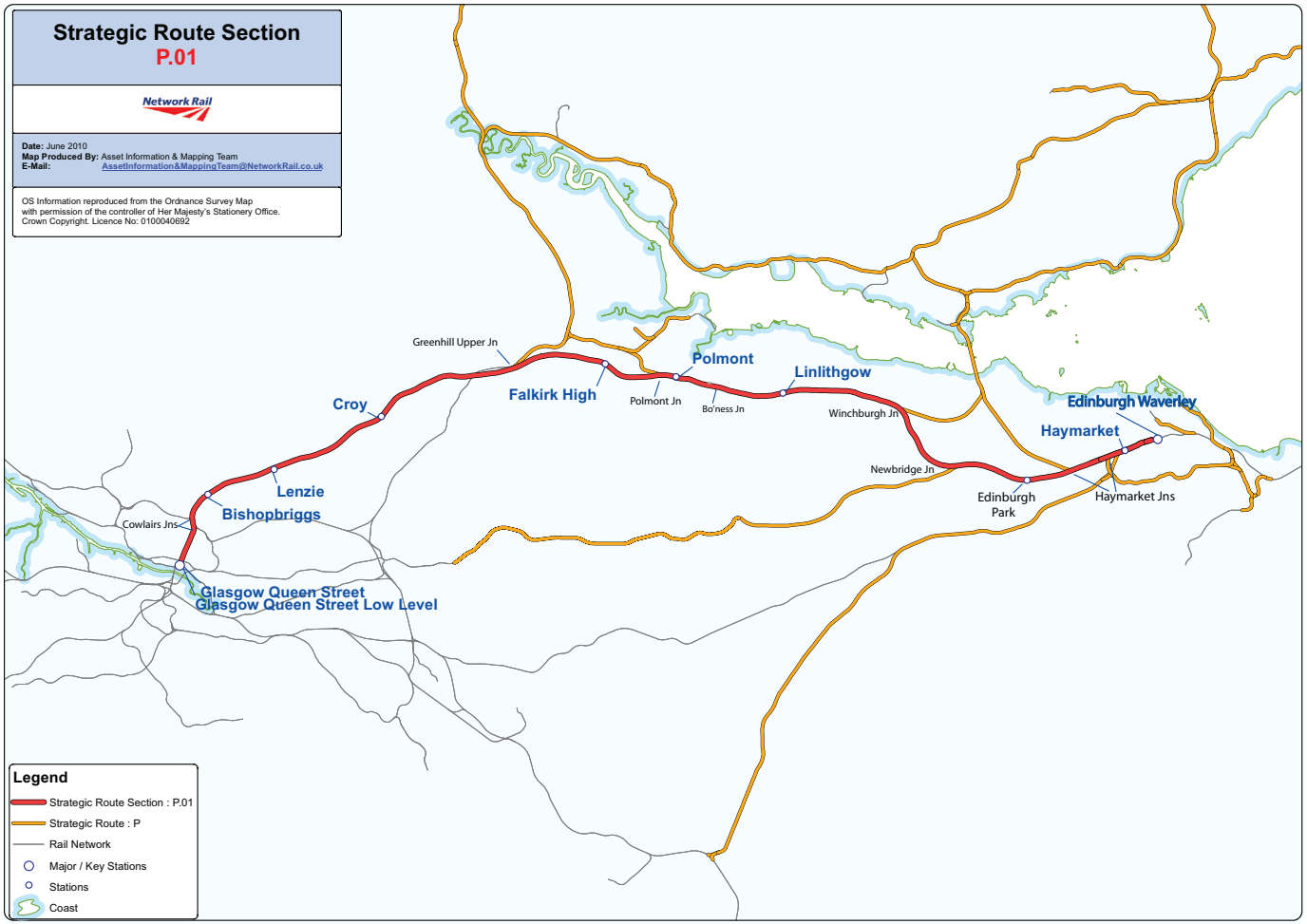
Route P: Scotland East

Route Q: Scotland West

Interface with other Routes

SRS P.01 Glasgow Queen Street to Edinburgh Waverley

Geographic Map



Route specification description

The route is electrified two track throughout, starts at Glasgow Queen Street High Level and runs for 47 miles to Edinburgh Waverley via Falkirk High. Glasgow Queen Street High Level has seven platforms all used by ScotRail for interurban services to Edinburgh, Aberdeen and Inverness, rural services to Oban, Fort William & Mallaig and local suburban services. The station area is accessed via a two track approach from the tunnel which extends to seven lines in the station area, all of which are electrified.

Edinburgh Waverley has 20 platforms of which nine are through and 11 are bay platforms and all are electrified. The expansive station area is accessed via a two track approach from the east via Abbeyhill Junction and a four track approach from the west via Haymarket. Although ScotRail uses the majority of the platforms for its interurban and local services, several platforms are shared by long distance high speed services operated by London North Eastern Railway (LNER) to/from London King's Cross, by CrossCountry to the Midlands, Plymouth and to Birmingham New Street, by First TransPennine Express (FTPE) to Manchester Airport and by Serco for the Caledonian Sleeper services.

The redevelopment of Queen Street Station has been completed to accomodate 8 carriage length trains. There are eight intermediate stations along the route – Bishopbriggs, Lenzie, Croy, Falkirk High, Polmont, Linlithgow, Edinburgh Park and Haymarket. ScotRail runs four trains per hour (tph) between Edinburgh Waverley and Glasgow Queen Street High Level between 07:00 – 19:30 as well as a number of local services on various sections of the route. It is predominantly a passenger route with only three freight trains per day using various sections. There are two ScotRail depots on the route, Eastfield cleaning and servicing depot in Glasgow and Haymarket maintenance depot in Edinburgh.

Haymarket East Junction leads from the main Edinburgh to Glasgow (E&G) line to Carstairs and beyond and is the main feeder line for West Coast Main Line (WCML) long distance high speed traffic to/from Edinburgh Waverley as well as ScotRail suburban traffic to Glasgow Central via Shotts and Carstairs.

SRS P.01 Glasgow Queen Street to Edinburgh Waverley

Waverley Station

Haymarket Central Junction leads from the main E&G line to Gorgie Junction and the Edinburgh Suburban line and is predominantly used by ScotRail for empty stock moves.

Haymarket West Junction leads from the main E&G line to Gorgie Junction and the Edinburgh Suburban line and is predominantly used by freight traffic bypassing Edinburgh Waverley station destined for terminals west and north of Edinburgh.

Newbridge Junction leads from the main E&G line to Bathgate and Helensburgh via Glasgow Queen Street Low Level station.

Winchburgh Junction leads from the main E&G line to Dalmeny, Fife and Aberdeen via the Forth Bridge.

Bo'ness Junction leads from the main line onto the private single track line of the Bo'ness & Kinneil Railway which is used for heritage services.

Polmont Junction leads from the main E&G line to Stirling and the north via Carmuirs East Junction and south to Mossend and beyond via Greenhill Lower Junction.

Greenhill Upper Junction leads from the main E&G line east to Falkirk Grahamston, Grangemouth freight terminals and beyond and north to Stirling, Inverness and Aberdeen.

Cowlairs East Junction leads from the main E&G line on to the Maryhill Branch and is used by occasional freight traffic.

Cowlairs West Junction leads from the main E&G line east to Springburn and beyond and west to the Maryhill Branch, Glasgow North Electrics and the West Highland Line (WHL).

Cowlairs South Junction leads from the main E&G line via the Cowlairs Chord to Springburn.

Route capability overview

Table 1

Information	Current	2043	Notes
Line of Route Description	Edinburgh Waverley to Glasgow Queen Street (via Falkirk High)		
Section Start	Edinburgh Waverley		
Section End	Glasgow Queen Street		
Route Availability (RA)	RA8 Glasgow Queen Street High Level to Cowlairs East Junction. RA10 Cowlairs East Junction to Edinburgh Waverley	RA8 Glasgow Queen Street High Level to Cowlairs East Junction. RA10 Cowlairs East Junction to Edinburgh Waverley	
Gauge	W6 – 12	W6 – 12	
Signals	3 aspect controlled from Edinburgh IECC (including Greenhill Jn)	ERTMS	
Speed See Sectional Appendix for detailed speed profiles	80 – 100 mph		
Electrification	Glasgow Queen Street to Edinburgh Waverley		

SRS P.01 Glasgow Queen Street to Edinburgh Waverley

Passenger train service level (trains per hour/day)

Table 2			
Days Of Week	**Current***	**2043 Opportunities to Travel (ott)**	**Notes**
Journey	**Glasgow Queen Street High Level to Edinburgh Waverly**		
Average end to end Journey time	42 – 44 minutes based on current stopping pattern		
No. of trains per hour (tph)	4 end to end express (4/8-car) 2 express from Glasgow Queen Street towards Stirling/Dundee/Aberdeen 1 express from Glasgow Queen Street towards Stirling/Inverness every other hour 2 local trains towards Stirling 2 local trains from Glasgow Queen Street to Anniesland (via Maryhill) 2 Glasgow Queen Street to Edinburgh via Falkirk Grahamston 6 local trains from Edinburgh Waverley (4 towards Bathgate, 2 towards Stirling)	Glasgow Queen Street to Aberdeen - 1 or 2 ott per hour (2 hr fastest journey time) Glasgow Queen Street to Perth/Dundee/Arbroath - 1 or 2 ott per hour Glasgow Queen Street to Inverness - 1 or 2 ott per hour (2hr 30 mins fastest journey time) Glasgow Queen Street to Edinburgh Waverley (via Falkirk High) - 4 to 6 ott per hour (30 min fastest journey time) Glasgow Queen Street to Larbert/Stirling/Alloa - 2 to 4 ott per hour Glasgow Queen Street to Falkirk Grahamston - 1 or 2 ott per hour Edinburgh Waverley to Falkirk Grahamston/Dunblane - 2 to 4 ott per hour (reduce fastest journey time by 15 mins) Edinburgh Waverley to Glasgow Queen Street (via Drumgelloch) - 4 to 6 ott per hour (1 hr fastest journey time)	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

Current freight trains (paths per day)

Table 3			
	Current	**2043**	**Notes**
Route Section	Cowlairs West Junction to Edinburgh Waverley		
Daily paths in one direction (as per WTT)	3	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)	

Level Crossings on route

There are no level crossings in this SRS.

SRS P.01 Glasgow Queen Street to Edinburgh Waverley

Proposed infrastructure investment in Control Period 6 (2019 – 2024)* and Pipeline of Schemes Beyond CP6

Table 4

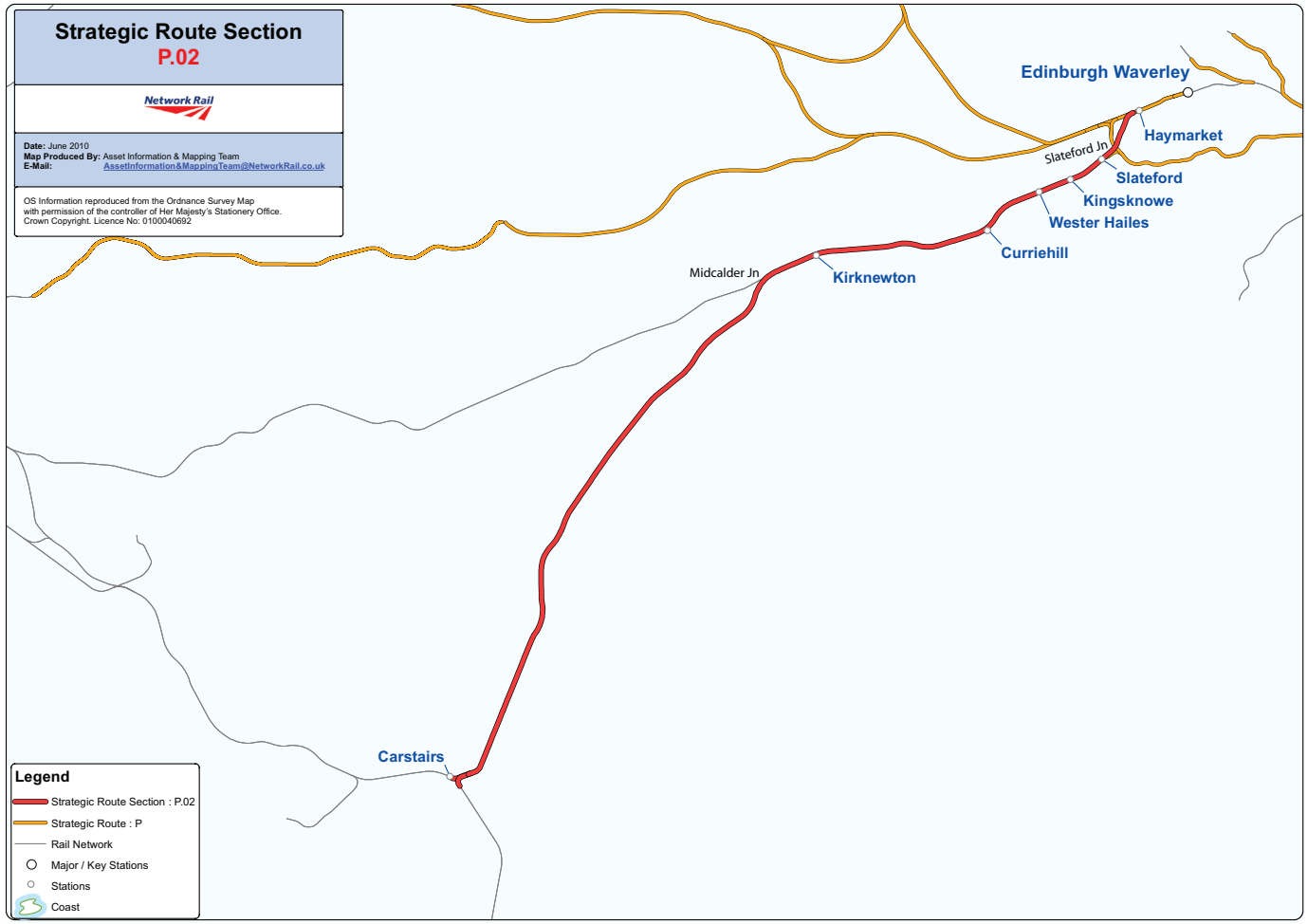
Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Edinburgh to Glasgow Improvement Programme Key Output 1	Glasgow Queen Street HL Station : Capacity for 8-carriage length trains and station redevelopment Edinburgh to Glasgow linespeed improvements	EGM1	2019	Capacity and capability enhancement		Complete
Edinburgh Waverley Masterplan	The Edinburgh Waverley Station Integrated Masterplan will provide a programme-level framework that will develop and deliver a transformational Masterplan for Edinburgh Waverley Station and integrate with the City Centre to facilitate innovative improvement opportunities and benefits for surrounding areas.	ECN 1 ECM 9 EGM 4	TBA	This framework will provide a concept design Masterplan. This Masterplan will also provide an overarching outline business case and a strategy for the co-ordinated, phased delivery of all transport, commercial development and public realm projects in the station Masterplan area.		In development
Waverley Through route	Create a walkway through the main travel hall building from the West concourse to the East concourse.	ECN 1 ECM 9 EGM 4	2021	Improved passenger experience		In delivery
Waverley South ramp enhancement	Widening of the pedestrian and cycle way on the south ramp.	ECN 1 ECM 9 EGM 4	2021	Increased infrastructure capacity for cyclists and pedestrians and improve access from the station to the centre of the city by widening the pedestrian walkway and providing a dedicated cycle route.		In development
Traction Decarbonisation Programme	The programme will remove diesel traction from domestic passenger services by 2035. This includes electrification between Haymarket West Junction and Dalmeny Station	ECN2 DMY	TBA	Decarbonised railway bringing environmental benefits.		In development
Edinburgh Waverley Western Approaches	To improve performance and increase capacity over the Haymarket corridor.	ECN2 DMY	CP6	Improve capacity to accommodate future passenger and freight demand		In development

* In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable.

** The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS P.02 Carstairs to Edinburgh

Geographic Map



Route specification description

The route is electrified, two track throughout and runs from Carstairs Junctions via Midcalder to Edinburgh Haymarket. It is part of the Anglo Scottish passenger route from Glasgow Central via the East Coast Main Line (ECML) and Edinburgh Waverley via the West Coast Main Line (WCML). There are five intermediate stations; Kirknewton, Curriehill, Wester Hailes, Slateford and Haymarket served by the ScotRail Glasgow Central – Edinburgh Waverley via Shotts service. ScotRail also operates an approx two hourly service between Glasgow Central and Edinburgh Waverley via Carstairs. Other passenger operators on the route include First TransPennine Express (FTPE) which operates a two hourly service from Edinburgh Waverley to Manchester Airport, Avanti West Coast which operates a two hourly long distance service between Edinburgh Waverley and Birmingham New Street (via Carlisle) and CrossCountry which operates a two hourly service from Glasgow Central to Plymouth/ Penzance via Edinburgh Waverley.

The section between Midcalder Junction and Slateford Junction is part of the main east – west arterial freight route conveying a mix of traffic including intermodal, cement and steel.

Slateford Junction leads from the main line on to the Edinburgh Suburban Line and conveys mostly freight traffic to Millerhill and the ECML.

Midcalder Junction leads from the main line to Shotts, the west of Scotland and beyond.

Carstairs East Junction leads from the main line north to Carstairs station, Motherwell and beyond.

Carstairs South Junction leads from the main line south via WCML to Carlisle and beyond.

Future aspirations

High Speed 2 (HS2) services will provide improved connectivity and reduced journey times between London, Glasgow and Edinburgh.

Route capability overview

Table 5			
Information	**Current**	**2043**	**Notes**
Line of Route Description	Carstairs to Edinburgh		
Section Start	Carstairs Station and South Junctions		
Section End	Haymarket		
Route Availability (RA)	10		
Gauge	W12		
Signals	2, 3 & 4 aspect controlled from West of Scotland Signalling Centre (WSSC) & Edinburgh IECC	ERTMS	
Speed **See Sectional Appendix for detailed speed profiles**	70 - 95 mph		
Electrification	Yes		

Passenger train service level (trains per hour/day)

Table 6			
	Current*	**2043 Opportunities to Travel (ott)**	**Notes**
Typical Journey time	25 – 30 mins		All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process
No. of trains per hour (tph)	2 – 3 Long distance services per hour towards Glasgow Central /Carlisle 1 express service to Glasgow Central via Shotts 1 local service to Glasgow Central via Shotts 1 express service to Glasgow Central via Carstairs approx two hourly	Edinburgh Waverley to Carstairs/Carlisle - 6 Long Distance High Speed ott per hour Edinburgh Waverley to Glasgow Central High Level (via Carstairs) - 1 or 2 ott per hour (45 minute fastest journey time) Edinburgh Waverley to Glasgow central High level (via Shotts) - 2 or 3 ott per hour (45 minute fastest journey time)	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

Carstairs Station

Current freight trains (paths per day)

Table 7			
	Current	2043	Notes
Route Section	Carstairs to Edinburgh		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

Table 8			
Type	Current No. of Level Crossings	2043 No. of Level Crossings	Notes
Supervised Automatic User	2 * 1 4		As determined by Level Crossing policy * MCB-OD is Supervised instead of Automatic

Proposed infrastructure investment in Control Period 6 (2019 – 2024)* and Pipeline of Schemes Beyond CP6

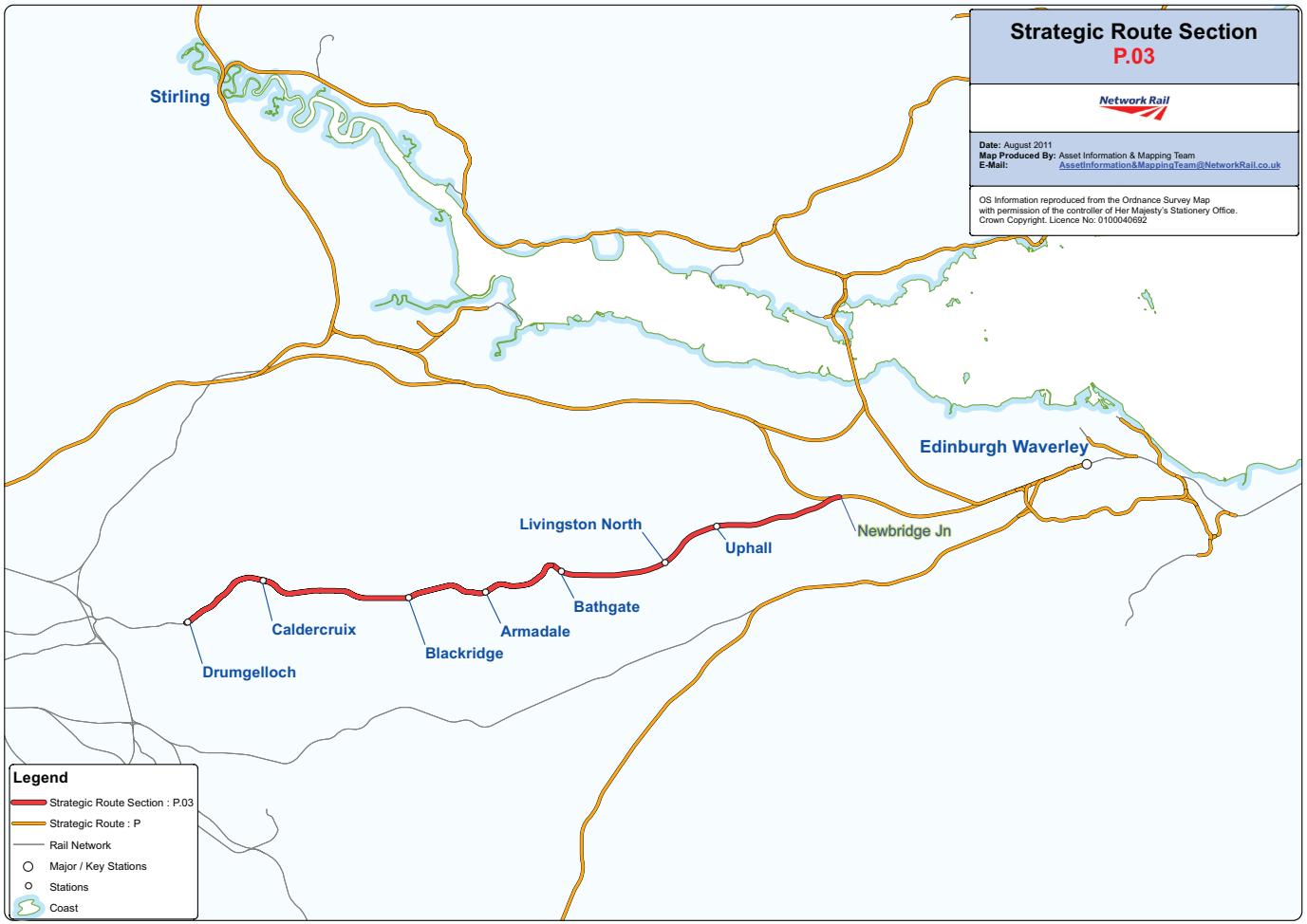
Table 9						
Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Growing the Lothian and Borders: Currie Feeder Station	Upgrade of the existing Track Sectioning Location (TSL) to a new feeder station	ECA2	CP6	Supports current and forecast electrification needs		In development
Haymarket to Carstairs Linespeed Improvements	Strengthening of Linhouse Viaduct	ECA2	CP6	Capability enhancement		In development
Carstairs Junction Renewal	Renewal of life expired assets.	WCM1 WCM2 ECA2	CP6	Optimise the capability of assets in the Carstairs area		In development
Carstairs Station Accessibility	Station accessibility improvements through the provision of lift access to platform level.	WCM1	CP6	Accessibility		In development
Edinburgh Waverley Western Approaches	To improve performance and increase capacity over the Haymarket corridor	ECN2	CP7	Improve capacity to accommodate future passenger and freight demand		In development

* In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable.

** The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS P.03 Newbridge to Drumgelloch

Geographic Map



Route specification description

The route runs from Drumgelloch to Newbridge Junction where it joins the main Edinburgh – Glasgow (E&G) line to Edinburgh Waverley. It is two track and electrified throughout. There are seven stations along the route and all are served by the Helensburgh/ Milngavie – Edinburgh Waverley via Bathgate service operated by ScotRail and running four trains per hour. There is a ScotRail traincare depot at Bathgate. There is currently no freight traffic timetabled over the route.

Route capability overview

Table 10			
Information	**Current**	**2043**	**Notes**
Line of Route Description	Drumgelloch to Newbridge Junction		
Section Start	Drumgelloch		
Section End	Newbridge Junction		
Route Availability (RA)	10		
Gauge	W10		
Signals	2 & 3 aspect controlled from Edinburgh IECC	ERTMS	
Speed **See Sectional Appendix for detailed speed profiles**	90 mph maximum		
Electrification	Yes		

Passenger train service level (trains per hour/day)

Table 11			
	Current*	**2043 Opportunities to Travel (ott)**	**Notes**
Typical Journey time	30 minutes		All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process. *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.
No. of trains per hour (tph)	4 trains (2 limited stop services and 2 stopping services)	Edinburgh Waverley to Glasgow Queen Street (via Drumgelloch) - 4 to 6 ott per hour (1 hour fastest journey time)	

Current freight trains (paths per day)

There is no freight traffic on this route section

In times of perturbation, this can be used as a diversionary route.

Level Crossings on route

There are no level crossings in this route section.

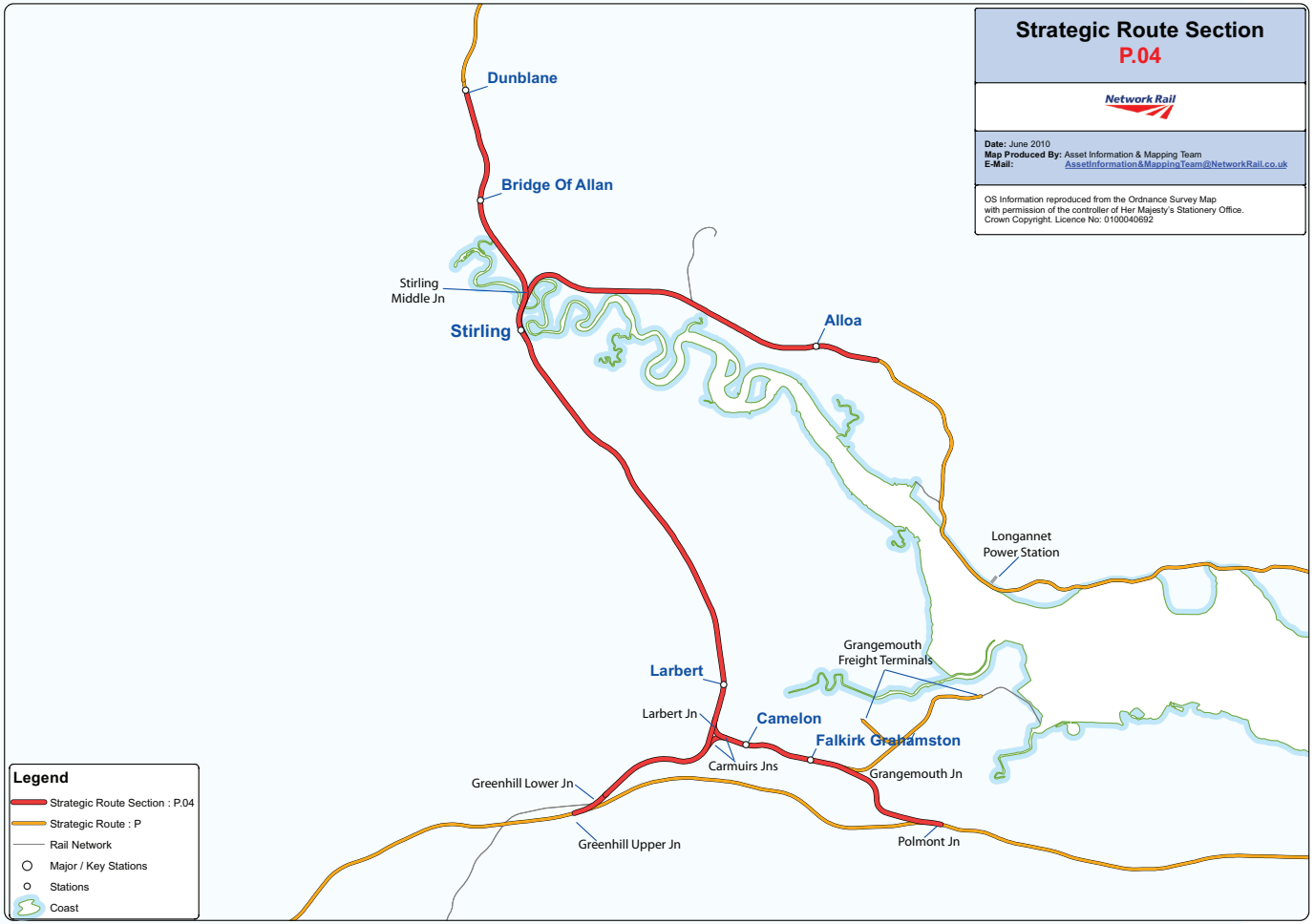
Proposed infrastructure investment in Control Period 6 (2019 – 2024)* and Pipeline of Schemes Beyond CP6

Table 12

Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Edinburgh Waverley Western Approaches	To improve performance and increase capacity over the Haymarket corridor	EGM1	CP7	Improve capacity to accommodate future passenger and freight demand		In development

SRS P.04 Dunblane/Alloa to Polmont Junction/Greenhill Upper Junction

Geographic Map



Route specification description

The route is electrified throughout and runs from Dunblane south to Greenhill Upper Junction with spurs to Alloa and to Polmont Junction via Falkirk Grahamston. It is double track throughout apart from the Alloa Branch which is single track with passing loops. The main passenger services operated by ScotRail are the Dunblane/ Alloa to Edinburgh/Glasgow services and the route is also used by services to Aberdeen and Inverness/Stirling from Glasgow Queen Street. There are two London North Eastern Railways (LNER) services per day to Inverness from London King's Cross and one Caledonian Sleeper service from London Euston to Inverness. The section is used by a variety of freight traffic, notably intermodal and cement to Inverness and Aberdeen traffic, to/from Georgemas and intermodal and petroleum traffic to the Grangemouth freight terminals.

Stirling Middle Junction leads from the main line to Alloa, Longannet Power Station and the freight artery into Fife.

Larbert Junction leads from the main line to Carmuirs East and West Junctions.

Carmuirs East Junction leads from the main line to Falkirk Grahamston and Polmont Junction.

Carmuirs West Junction leads from the main line to Greenhill Lower Junction.

Grangemouth Junction leads from the main line to the Grangemouth freight branch.

Polmont Junction leads on to the Edinburgh – Glasgow (E&G) main line.

Greenhill Lower Junction leads from the main line to Cumbernauld, Glasgow, Mossend and beyond.

Greenhill Upper Junction leads on to the E&G main line.

SRS P.04 Dunblane/Alloa to Polmont Junction/ Greenhill Upper Junction

Route capability overview

Table 13			
Information	**Current**	**2043**	**Notes**
Line of Route Description	Dunblane/Alloa to Polmont Junction/Greenhill Upper Junction		
Section Start	Dunblane		
Section End	Greenhill Lower Junction/Polmont Junction		
Route Availability (RA)	10		
Gauge	W9		Aspiration for W10 and W12 of the route between Greenhill Lower and Grangemouth
Signals	2 and 3 aspect controlled from Edinburgh IECC	ERTMS	ERTMS
Speed **See Sectional Appendix for detailed speed profiles**	100 mph		Electrification of the route may permit higher linespeed
Electrification	Yes		

Passenger train service level (trains per hour/day)

Table 14			
	Current*	**2043 Opportunities to Travel (ott)**	**Notes**
Typical Journey time	Dunblane to Greenhill Upper Junction = 22 minutes Alloa Branch = 10 minutes Carmuirs Junction to Polmont Junction = 11 minutes	2-4 opp per hour Glasgow-Alloa- 2 ott per hour Glasgow-Stirling/Dunblane- 4 ott per hour Edinbrugh-Stirling/Dunblane- 2 ott per hour	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process
No. of trains per hour (tph)	Alloa to Glasgow Queen Street = 1 tph Dunblane to Edinburgh Waverley = 2 tph Dunblane/Stirling to Glasgow Queen Street = 1 tph Edinburgh to Glasgow Queen Street via Falkirk Grahamston = 1 tph Glasgow Queen Street to Aberdeen = 1 tph Glasgow Queen Street to Perth/Dundee/Inverness = up to 1 tph Inverness to London Euston = 1 sleeper train per day Inverness to London King's Cross = 1 train per day Stirling to London King's Cross = 1 train per day	Glasgow Queen Street to Aberdeen - 1 or 2 ott per hour (2 hr fastest journey time) Glasgow Queen Street to Perth/Dundee/Arbroath - 1 or 2 ott per hour Glasgow Queen Street to Inverness - 1 or 2 ott per hour (2hr 30 mins fastest journey time) Glasgow Queen Street to Larbert/Stirling/Alloa - 2 to 4 ott per hour Glasgow Queen Street to Falkirk Grahamston - 1 or 2 ott per hour Edinburgh Waverley to Falkirk Grahamston/Dunblane - 2 to 4 ott per hour (reduce fastest journey time by 15 mins)	All future service specifications to be shaped by Market and Route Studies as part of the Long Term Planning Process. *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

SRS P.04 Dunblane/Alloa to Polmont Junction/ Greenhill Upper Junction

Stirling Station

Current freight trains (paths per day)

Table 15			
	Current	2043	Notes
Route Section	Dunblane/Alloa to Polmont Junction/Greenhill Upper Junction		
Daily paths in one direction (as per WTT)	Dunblane to Greenhill Upper Junction = 8 Alloa Branch = 0 Carmuirs Junction to Polmont Junction = 12	As per forecasts in the Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)	

Level Crossings on route

Table 16			
Type	Current No. of Level Crossings	2043 No. of Level Crossings	Notes
Supervised Automatic User	3 1 11		As determined by Level Crossing policy

Proposed infrastructure investment in Control Period 6 (2019– 2024)* and Pipeline of Schemes Beyond CP6

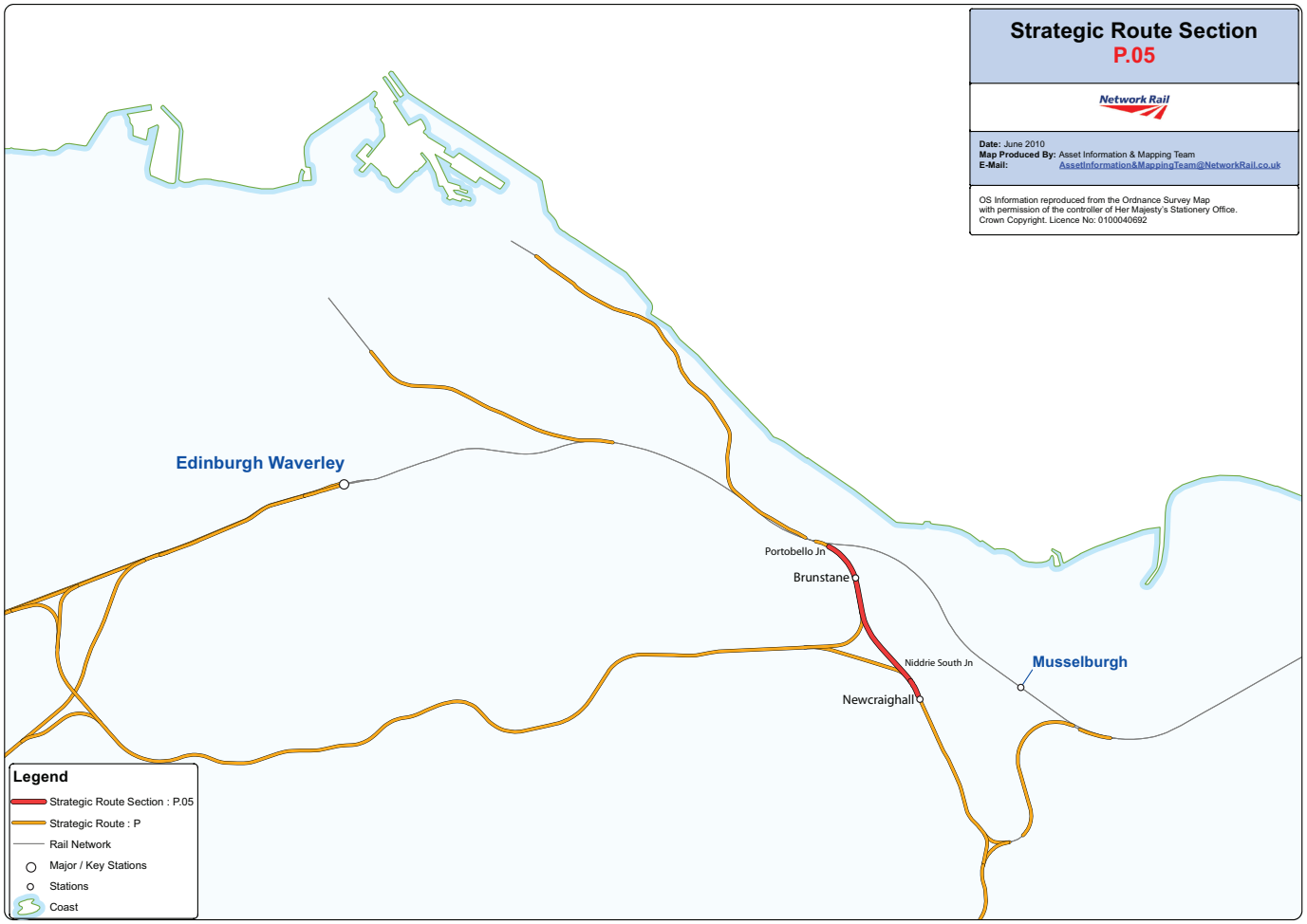
Table 17						
Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Carmuirs West Jn Remodelling	Linespeed improvements	SCM3	CP6	Capability		Complete
Cornton No 1 Public Level Crossing Upgrade	Level Crossing Upgrade	SCM3	CP6	Safety risk reduction		In delivery
Aberdeen to Central Belt timetable enhancements	Timetable driven enhancements project to improve journey times, service patterns (local and intercity) and freight opportunities between Aberdeen and the Central Belt.	SCM4	CP6	Capacity and Capability enhancement		In development
West of Fife Enhancements	Proposed additional stations between Alloa and Charleston Junction and the introduction of passenger services. There is also scope for extended electrification between Alloa and Longannet.	KNE1	CP6	Capacity and Capability enhancement		In development

* In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable.

** The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS P.05 Newcraighall to Portobello Junction

Geographic Map



Route specification description

The route runs from Newcraighall to Portobello Junction where it joins the East Coast Main Line (ECML). It is approx 1½ miles long, single track and electrified. There is a half hourly through Newcraighall – Edinburgh Waverley from Tweedbank operated by ScotRail which also serves Brunstane, the only intermediate station on the route. The route is lightly used by freight. A spur was installed from the main line at Newcraighall to connect to the new Borders Line which opened in 2015.

Niddrie South Junction leads from the Up Millerhill line on to the Edinburgh Suburban Line and towards Portobello Junction and ECML.

Route capability overview

Table 18			
Information	**Current**	**2043**	**Notes**
Line of Route Description	Newcraighall to Portobello Junction		
Section Start	Newcraighall		
Section End	Portobello Junction		
Route Availability (RA)	10		
Gauge	W9		
Signals	3/4 aspect controlled from Edinburgh IECC	ERTMS	
Speed **See Sectional Appendix for detailed speed profiles**	30 mph		
Electrification	Yes		

Passenger train service level (trains per hour/day)

Table 19			
	Current*	**2043 Opportunities to Travel (ott)**	**Notes**
Typical Journey time	5 minutes		
No. of trains per hour (tph)	Tweedbank/Newcraighall to Edinburgh Waverley = 2 tph	Edinburgh Waverley to Tweedbank - 3 or 4 ott per hour (reduce fastest journey time by 20 minutes)	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process. *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

Current freight trains (paths per day)

Table 20			
	Current	**2043**	**Notes**
Route Section	Newcraighall to Portobello Junction		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level crossings on route

There are no level crossings in this route section.

Proposed infrastructure investment in Control Period 6 (2019– 2024)* and Pipeline of Schemes Beyond CP6

Table 21

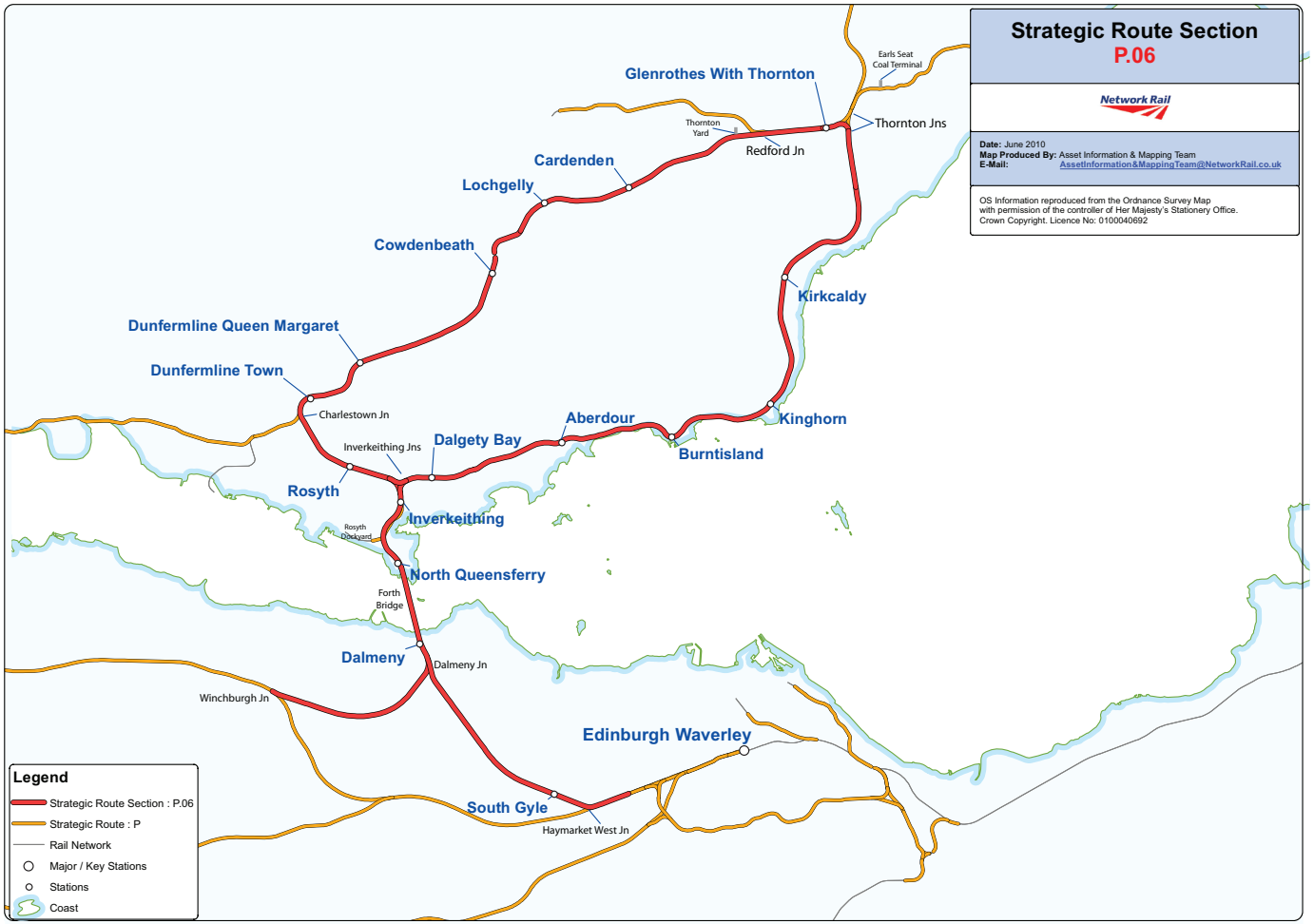
Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Growing the Lothians and Borders- Portobello Junction doubling	Provide double junction with option for second platform at Brunstane.	NDE1 ECM8	CP6	To increase capacity and linespeed through the junction		In development
Growing the Lothian and Borders- Millerhill Yard Signalled Route	Provide fully signalled route from Monktonhall Junction to Niddrie South Junction.	NDE1 MHL2/3	CP6	To increase capacity		In development

* In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable.

** The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS P.06 Fife Circle

Geographic Map



Route specification description

The route runs from Thornton Junction via Cowdenbeath to Inverkeithing and via Kirkcaldy to Inverkeithing, south to Forth Bridge and splits at Dalmeny to Haymarket West Junction and to Winchburgh Junction. It is two track throughout and not electrified. ScotRail operates a half hourly Fife Circle service to Newcraighall via Edinburgh Waverley. There are also additional local services between Fife and Edinburgh and Inverness/Aberdeen/Dundee – Edinburgh Waverley services also use part of the route. CrossCountry operate Aberdeen/Dundee – Plymouth services over part of the route and LNER operate London King's Cross – Aberdeen services. Serco operate a daily sleeper service over part of the route. The route is also lightly used by freight with only three timetabled trains per day.

Redford Junction leads from the main line to the east end of Thornton Yard and the currently out of use Westfield Branch.

Clunybridge Junction leads from the main line into the west end of Thornton Yard. Charlestown Junction leads from the main line to Alloa and Dunfermline.

Inverkeithing North Junction leads from the main line via the north curve to Inverkeithing East Junction.

Inverkeithing East Junction leads from the main line via the north curve to Inverkeithing North Junction.

Inverkeithing Central Junction leads from the main line to Inverkeithing North and East Junctions.

Inverkeithing South Junction leads from the main line to Rosyth Dockyard.

Dalmeny Junction leads from the main line, west to Winchburgh Junction, Polmont and beyond and east to Haymarket and Edinburgh Waverley.

Route capability overview

Table 22			
Information	**Current**	**2043**	**Notes**
Line of Route Description	Fife Circle, Dalmeny to Winchburgh & Haymarket West Junctions		
Section Start	Thornton Junction		
Section End	Winchburgh Junction/Haymarket West Junction		
Route Availability(RA)	8		
Gauge	W7/8	W7/8	Future aspiration for W12 from Dunfermline to Methil
Signals	2 and 3 aspect controlled from Edinburgh IECC	ERTMS	
Speed **See Sectional Appendix for detailed speed profiles**	70 – 100 mph		
Electrification	No	Yes	This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan

Passenger train service level (trains per hour/day)

Table 23			
	Current*	**2043 Opportunities to Travel (ott)**	**Notes**
Typical Journey time	1 hour		All future service specifications to be shaped by Market and Route Studies as part of the Long Term Planning Process
No. of trains per hour	Edinburgh Waverley to Fife = 4 tph Edinburgh Waverley to Dundee/Aberdeen = 2 tph Edinburgh Waverley to Perth/Inverness = 1 tph London King's Cross/Leeds to Aberdeen = 4 trains per day Aberdeen/London Euston = 1 sleeper train per day Aberdeen/Dundee to Penzance/Plymouth = 2 trains per day	Edinburgh Waverley to Fife - 4 to 6 ott per hour Edinburgh Waverley to Aberdeen - 1 or 2 ott per hour (1hr 45 mins fastest journey time) Edinburgh Waverley to Dundee - 1 or 2 ott per hour Edinburgh Waverley to Inverness - 1 or 2 ott per hour (2 hr 45 mins fastest journey time) Edinburgh Waverley to Perth - 1 or 2 ott per hour	All future service specifications to be shaped by Market and Route Studies as part of the Long Term Planning Process. *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

Forth Bridge

Current freight trains (paths per day)

Table 24			
	Current	2043	Notes
Route Section	Fife Circle, Dalmeny to Winchburgh & Haymarket West Junctions		
Daily paths in one direction (as per WTT)	3	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)	

Level Crossings on route

Table 25			
Type	Current No. of Level Crossings	2043 No. of Level Crossings	Notes
Supervised Automatic User	1 1 7		As determined by Level Crossing policy Aspiration to close Halbeath Level Crossing

Proposed infrastructure investment in Control Period 6 (2019– 2024) and Pipeline of Schemes Beyond CP6

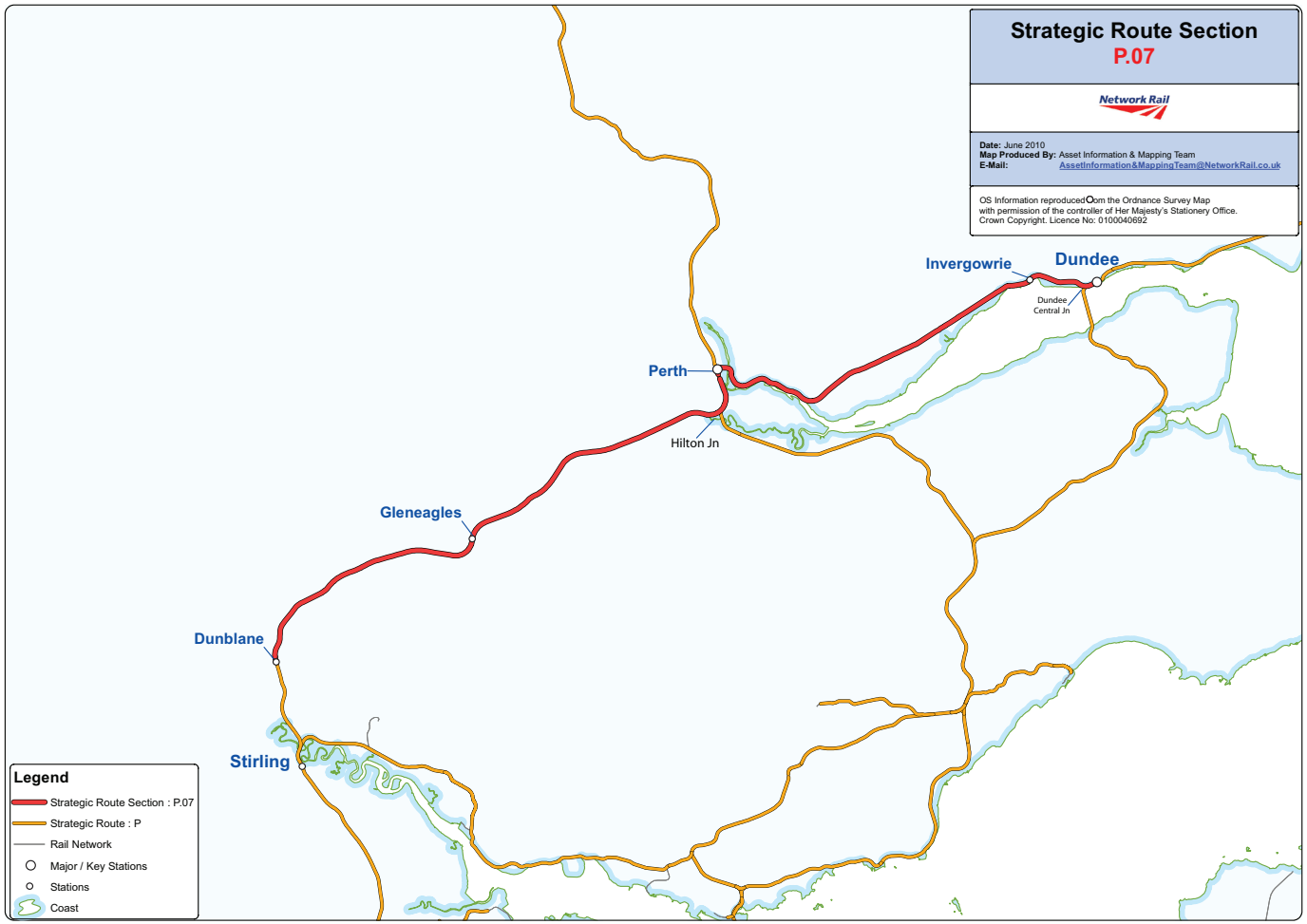
Table 26						
Project	Project Description	ELR	Implementation date	Output change	Notes	Status
West of Fife Enhancements	Proposed additional stations between Alloa and Charleston Junction and introduction of passenger services. Extended electrification between Alloa and Longannet	KNE1	TBA	Improved Connectivity		In development
Forth Bridge Walk Experience	This purpose of this project is to create a visitor attraction in line with aspirations to develop a public access to the World Heritage Forth Bridge	ECN2	CP6	Creation of visitor attraction		In development
Edinburgh Waverley Western Approaches	To improve performance and increase capacity over the Haymarket corridor.	ECN2 DMY	TBA	Improve capacity to accommodate future passenger and freight demand.		In development

*In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable.

** The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS P.07 Dundee to Dunblane

Geographic Map



Route specification description

The route runs from Dundee, south via Perth to Dunblane, is two track throughout apart from the single line section between Barnhill and Perth and is not electrified. ScotRail operates its Aberdeen/ Inverness/Dundee/Perth – Glasgow Queen Street services over the route and LNER runs one train (each way) per day between Inverness and London King's Cross. In addition Serco operate a daily sleeper service between Inverness and London Euston over part of the route. There are three intermediate stations at Invergowrie, Perth and Gleneagles. There are up to nine freight trains per day from the Central Belt to Aberdeen/Inverness.

Dundee Central Junction also runs from the main line via Tay Bridge south to Ladybank and beyond.

Hilton Junction runs from the main line to Ladybank and beyond.

The Highland Mainline to Inverness branches off at Perth.

Dunblane Station

SRS P.07 Dundee to Dunblane

Route capability overview

Table 27

Information	Current	2043	Notes
Line of Route Description	Dundee to Dunblane		
Section Start	Dundee		
Section End	Dunblane		
Route Availability (RA)	RA10		
Gauge	W8S	W10 & W12	
Signals	Mixture of 2 aspect and semaphore controlled from small boxes along the route with isolated pockets of multiple aspect signalling	ERTMS	
Speed See Sectional Appendix for detailed speed profiles	100 mph maximum		Electrification of the route may permit higher linespeed
Electrification	No	Yes	This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan

Passenger train service level (trains per hour/day)

Table 28

	Current	2043 Opportunities to Travel (ott)	Notes
Typical Journey time	52 mins		All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process
No. of trains per hour	Glasgow Queen Street – Aberdeen = 1 tph Glasgow Queen Street - Perth/Dundee/Inverness - 1 tph Inverness – London King's Cross = 1 train per day Inverness – Euston = 1 sleeper train per day Glasgow Queen Street - Dundee = 1tph	Glasgow Queen Street to Aberdeen - 1 or 2 ott per hour (2 hr fastest journey time) Glasgow Queen Street to Inverness - 1 or 2 ott per hour (2hr 30 mins fastest journey time) Glasgow Queen Street to Perth/Dundee/Arbroath - 1 or 2 ott per hour	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process. * Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

Current freight trains (paths per hour/day)

Table 29			
	Current	2043	Notes
Route Section	Dundee to Dunblane		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

Table 30			
Type	Current No. of Level Crossings	2043 No. of Level Crossings	Notes
Supervised Automatic User	3 7 23		As determined by Level Crossing policy Tofthill planned for closure Panholes has been closed

Proposed infrastructure investment in Control Period 6 (2019– 2024)* and Pipeline of Schemes Beyond CP6

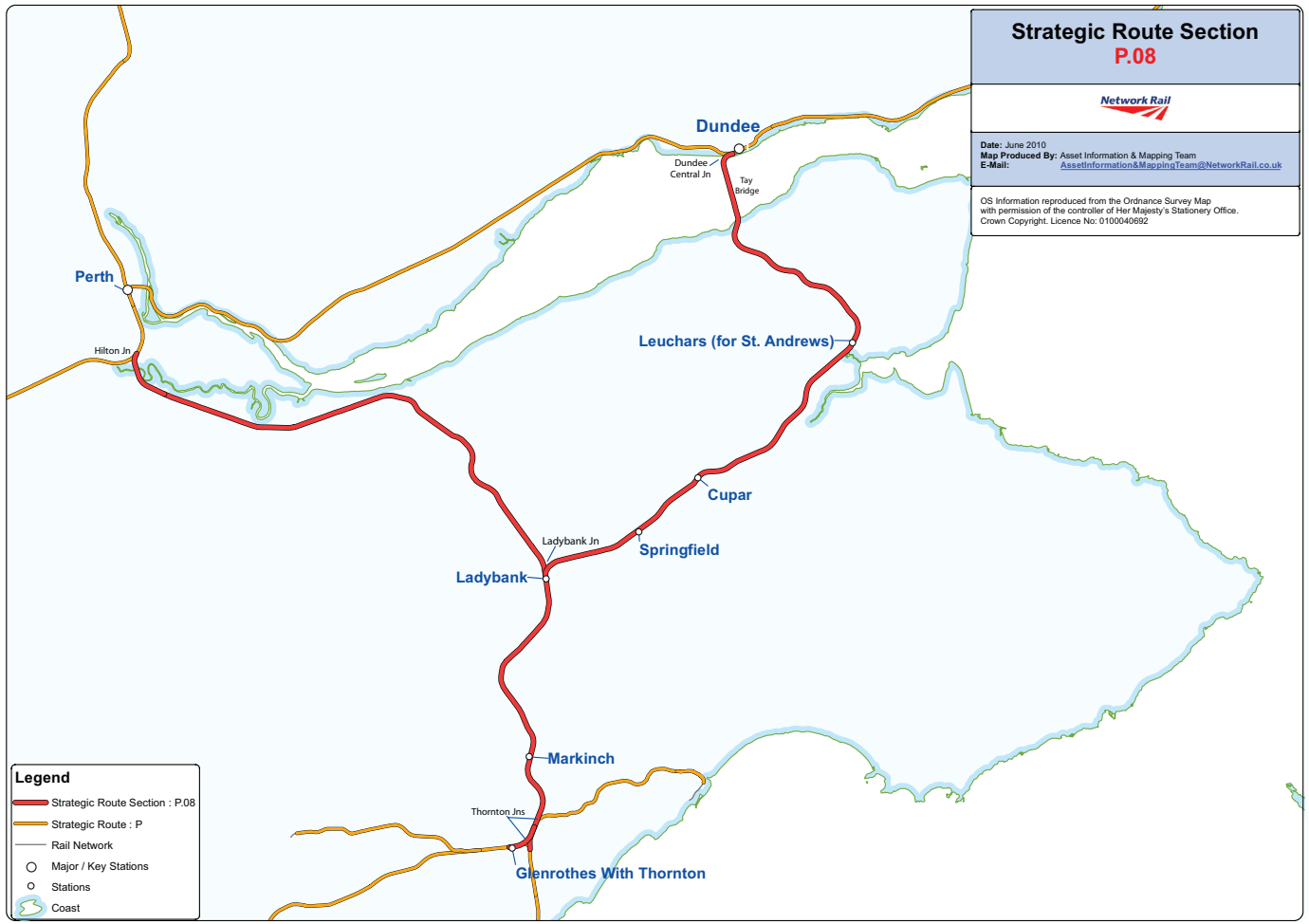
Table 31						
Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Panholes Level Crossing closure	Level Crossing Closure	SCM4	CP6	Safety Risk Reduction		Complete
Tofthill User Worked Crossing Closure	Level Crossing Closure	SCM5	CP6	Safety Risk Reduction		In development
Murie Level Crossing upgrade and Linespeed Improvement	Level Crossing upgrade and linespeed improvement	SCM5	CP6	Safety Risk Reduction and Capability	Linespeed improvement still to be delivered	In progress
Aberdeen to Central Belt timetable enhancements	Timetable driven enhancements project to improve journey times, service patterns (local and intercity) and freight opportunities between Aberdeen and the Central Belt	SCM4/5	CP6	Capacity and Capability enhancement	Now incorporates elements of seven cities connectivity	In development

*In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable.

** The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS P.08 Dundee/Perth to Thornton Junctions

Geographic Map



Route specification description

The route runs from Dundee via the Tay Bridge and Ladybank to Thornton Junctions and from Perth via Hilton Junction and Newburgh to Ladybank. It is not electrified and is two track throughout apart from the single track Ladybank – Hilton Junction section. ScotRail operates its Inverness/Perth/Aberdeen/Dundee – Edinburgh services over the route. CrossCountry operates the Dundee – Plymouth services over part of the route as do LNER with the London King's Cross – Aberdeen service. There are intermediate stations at Leuchars, Cupar, Springfield, Ladybank and Markinch Serco operate a daily sleeper service over the route. The route is also lightly used by freight with up to three trains per day; Aberdeen – Oxwellmains empty cement tanks and pipes to Raiths Farm.

Ladybank Junction leads from the main line to Hilton Junction and Perth.

Thornton North Junction leads from the main line on to the Methil Branch.

Thornton West Junction leads from the main line to Cowdenbeath and beyond.

Thornton South Junction leads from the main line south to Kirkcaldy and beyond.

Dundee Central Junction also leads from the main line to Perth via the Tay viaduct.

Route capability overview

Table 32			
Information	**Current**	**2043**	**Notes**
Line of Route Description	**Dundee/Perth to Thornton Junctions**		
Section Start	Dundee		
Section End	Thornton Junctions		
Route Availability (RA)	RA8		
Gauge	W7 – 8		Future aspiration for W12 from Dunfermline to Methil Future electrification may provide W12
Signals	2 and 3 aspect controlled from Edinburgh IECC/Dundee Signalling Centre with semaphore signalling between Tay Bridge and Cupar.	ERTMS	
Speed **See Sectional Appendix for detailed speed profiles**	100 mph maximum		
Electrification	No	Yes	This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan

Passenger train service level (trains per hour/day)

Table 33			
	Current*	**2043 Opportunities to Travel (ott)**	**Notes**
Typical Journey time	30 minutes		All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process
No. of trains per hour	Edinburgh Waverley to Dundee/Aberdeen = 2 tph Edinburgh Waverley to Perth/Inverness = 1 tph London King's Cross/Leeds to Aberdeen = 4 trains per day Aberdeen/ Dundee to Penzance/Plymouth= 2 trains per day Aberdeen – London Euston = 1 sleeper train per day	Edinburgh Waverley to Aberdeen - 1 or 2 ott per hour (1hr 45 mins fastest journey time) Edinburgh Waverley to Dundee - 1 or 2 ott per hour Edinburgh Waverley to Inverness - 1 or 2 ott per hour (2 hr 45 mins fastest journey time) Edinburgh Waverley to Perth - 1 or 2 ott per hour	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

Tay Bridge

Current freight trains (paths per day)

Table 34

	Current	2043	Notes
Route Section	Dundee/Perth to Thornton Junctions		
Daily paths in one direction (as per WTT)	Up to 3	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)	

Level Crossings on route

Table 35

Type	Current No. of Level Crossings	2043 No. of Level Crossings	Notes
Supervised Automatic User	0 1 15		As determined by Level Crossing policy

Proposed infrastructure investment in Control Period 6 (2019 – 2024)* and Pipeline of Scheme Beyond CP6

Table 36

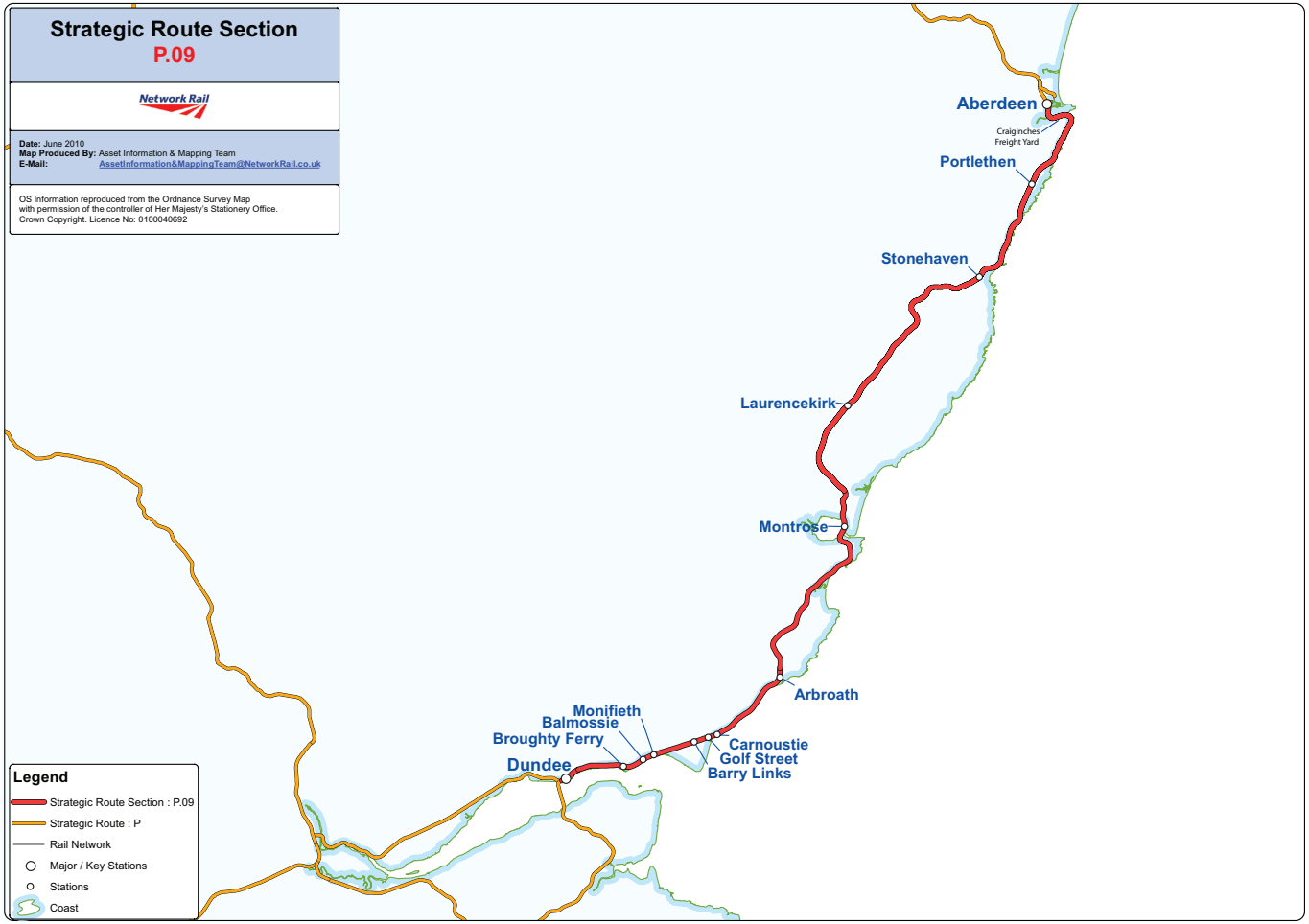
Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Ladybank Junction Phase 3 improvements	Linespeed improvement	CDC1	CP6	Journey time improvement		In development
Levenmouth Line Reopening	The reopening of the Methill branch to passenger and freight services including two proposed stations at Leven and Cameronbridge	MTL1	CP6	Improved connectivity		In development
Aberdeen to Central Belt timetable enhancements	Timetable driven enhancements project to improve journey times, service patterns (local and intercity) and freight opportunities between Aberdeen and the Central Belt.	ECN2 SCM5 CDC1 CDC2	CP6	Capacity and Capability enhancement	Now incorporates elements of Seven Cities Connectivity	In development

* In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable

** The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders

SRS P.09 Dundee to Aberdeen

Geographic Map



Route specification description

The route runs from Dundee to Aberdeen, is not electrified and is two track throughout apart from a short single track section south of Montrose. ScotRail operates its Aberdeen – Glasgow Queen Street/Edinburgh Waverley services and LNER runs its Aberdeen – London King's Cross services over the route. In addition CrossCountry trains run one service per day from Aberdeen to Penzance and Serco run a daily sleeper service from Aberdeen to London Euston. There are intermediate stations at Broughty Ferry, Balmossie, Monifieth, Barry Links, Golf Street, Carnoustie, Arbroath, Montrose, Laurencekirk, Stonehaven and Portlethen. There are up to four freight services per day over the route from Central Scotland to Craiginches, Aberdeen Waterloo and Raiths Farm terminals.

Route capability overview

Table 37

Information	Current	2043	Notes
Line of Route Description	Dundee to Aberdeen		
Section Start	Dundee		
Section End	Aberdeen		
Route Availability (RA)	RA10		
Gauge	W8S	W10 & W12	The route between Dundee – Aberdeen can accommodate certain vehicles outside the normal W7 gauge
Signals	2/3 aspect and semaphore signals controlled from boxes along the route.	ERTMS	
Speed See Sectional Appendix for detailed speed profiles	80 – 100 mph		
Electrification	No	Yes	This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan

Passenger train service level (trains per hour/day)

Table 38

	Current*	2043 Opportunities to Travel (ott)	Notes
Typical Journey time	1 hour 15 minutes		All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process
No. of trains per hour	Edinburgh Waverley – Aberdeen = 1 tph Glasgow Queen Street – Aberdeen = 1 tph London Kings' Cross – Aberdeen = 4 trains per day London Euston – Aberdeen = 1 sleeper train per day Penzance – Aberdeen = 1 train per day Glasgow Queen Street - Dundee= 1 tph Montrose/Stonehaven to Aberdeen (Inverurie) = 1 to 4 tph (2 tph off-peak, 4 tph peak) Local Dundee-Arbroath (all stops)= 1ott per hour Local Montrose- Aberdeen (all stops)= 1ott per hour	Glasgow Queen Street to Aberdeen - 1 or 2 ott per hour (2 hr fastest journey time) Glasgow Queen Street to Perth/Dundee/Arbroath - 1 or 2 ott per hour Edinburgh Waverley to Aberdeen - 1 or 2 ott per hour (1hr 45 mins fastest journey time) Dundee to Aberdeen 1 or 2 ott per hour	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

SRS P.09 Dundee to Aberdeen

Stonehaven Station

Current freight trains (trains per day)

Table 39

	Current	2043	Notes
Route Section	Dundee to Aberdeen		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

Table 40

Type	Current No. of Level Crossings	2043 No. of Level Crossings	Notes
Supervised Automatic User	1 0 3		As determined by Level Crossing policy

Proposed infrastructure investment in Control Period 6 (2019– 2024)* and Pipeline of Schemes Beyond CP6

Table 41

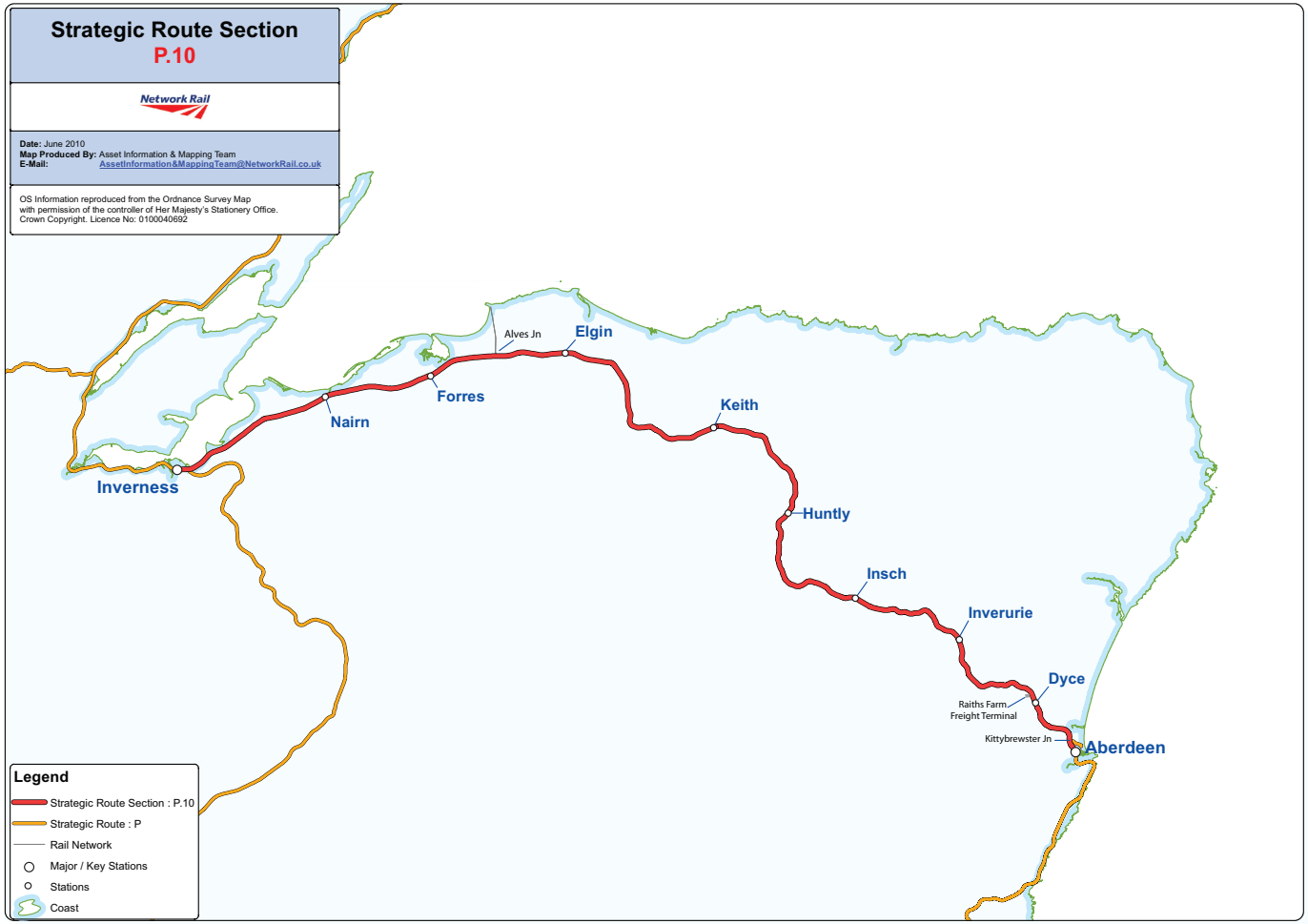
Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Aberdeen to Central Belt timetable enhancments	Timetable driven enhancements project to improve journey times, service patterns (local and intercity) and freight opportunities between Aberdeen and the Central Belt.	ECN2 ECN3 ECN4 ECN5	CP6	Capacity and Capability enhancement	Now incorporates elements of Seven Cities Connectivity	In development
Rolling Programme of Decarbonisation	Electrification of the line	ECN2 ECN3 ECN4 ECN5	CP6-8	Decarbonisation		In development

*In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable

** The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS P.10 Aberdeen to Inverness

Geographic Map



Route specification description

The route runs from Aberdeen to Inverness, is not electrified and is predominantly single track apart from a double track section between Insch and Kennethmont. Work has currently been completed to double the track between Aberdeen and Inverurie. There are passing loops at Dyce, Inverurie, Huntly, Keith, Elgin, Forres and Nairn. ScotRail operates an approximately two hourly service between Aberdeen and Inverness and there are additional local services between Aberdeen, Dyce, Inverurie and between Inverness and Elgin. There are freight terminals at Raiths Farm near Dyce, Aberdeen Waterloo and Elgin.

Kittybrewster Junction leads from the main line onto the freight branch serving Waterloo terminal.

Alves Junction leads from the main line onto the out of use Roseisle branch. The branch is currently out of use.

Welsh's Bridge Junction links with the Highland Main Line from Perth.

Route capability overview

Table 42			
Information	**Current**	**2043**	**Notes**
Line of Route Description	Aberdeen to Inverness		
Section Start	Aberdeen		
Section End	Inverness		
Route Availability (RA)	10		
Gauge	W8S	W9	The route between Aberdeen – Elgin can accommodate certain vehicles outside the normal W7 gauge
Signals	Conventional colour light signalling and semaphore controlled	ERTMS	
Speed **See Sectional Appendix for detailed speed profiles**	40 – 90 mph		
Electrification	No	Yes	This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan

Passenger train service level (trains per hour/day)

Table 43			
	Current*	**2043 Opportunities to Travel (ott)**	**Notes**
Typical Journey time	2 hours 20 minutes		All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process
No. of trains per hour	Aberdeen – Inverness = Approx 2 hourly Elgin - Inverness = 1 tph Inverurie - Aberdeen = 4 tph peak, 2 tph off-peak (Montrose)	Inverness to Aberdeen - 1 or 2 ott per hour Inverurie to Stonehaven - 1 ott per hour Inverurie to Montrose - 1 ott per hour Keith to Aberdeen - 1 or 2 ott per hour Elgin to Inverness - 1 or 2 ott per hour	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

Nairn Station

Current freight trains (trains per day)

Table 44

	Current	2043	Notes
Route Section	Aberdeen to Inverness		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		Also diversionary Route for traffic to Inverness

Level Crossings on route

Table 45

Type	Current No. of Level Crossings	2043 No. of Level Crossings	Notes
Supervised Automatic User	3 8 36		As determined by Level Crossing policy Proposed closure of: Dalcross Level Crossing Rosarie proposed for closure

Proposed infrastructure investment in Control Period 6 (2019 – 2024)* and Pipeline of Schemes Beyond CP6

Table 46

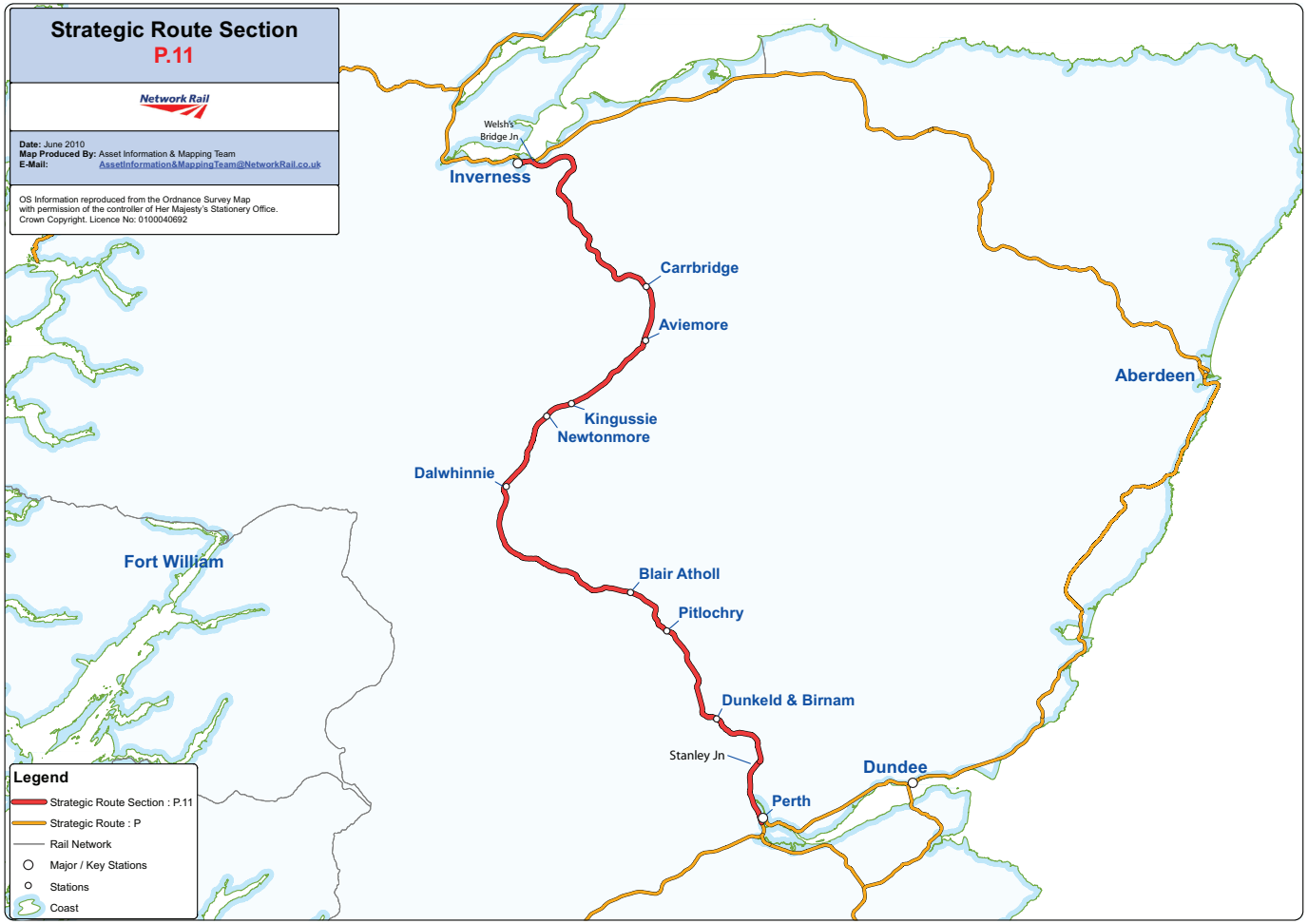
Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Upgrade of Rosarie AOCR Level Crossing	Level Crossing Upgrade to AHB or closure	ANI1	CP6	Level Crossing Risk Reduction		In development
Aberdeen Waterloo freight scheme	Freight enhancement	ANI1, WRO	CP6	Enabling freight		In development
Insch Accessibility	Accessibility improvements to Insch Station	ANI1	TBC	Improved passenger accessibility		In development
Dalcross Level Crossing Closure	Level Crossing Closure	ANI3	CP6	Level Crossing Risk Reduction		In development
Inverness Airport New Station	New station	ANI3	CP6	New station		In development
Kintore New Station	New station	ANI1	CP6	New station		Complete
Nairn Accessibility	Accessibility improvements to Nairn Station	ANI3	CP6	Improved passenger accessibility		In development
Rolling Programme of Decarbonisation	Partial electrification at east and west ends of the line by 2035, further electrification on the remaining section of line beyond this date	ANI1 ANI2 ANI3	CP8/9 Onwards	Decarbonisation		In development

*In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable

** The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS P.11 Perth to Inverness

Geographic Map



Route specification description

The route is not electrified and runs from Perth to Inverness and is single track with double track sections between Perth/Stanley Junction, Blair Atholl/Dalwhinnie and Culloden/Inverness. There are also intermediate passing loops along the route. ScotRail operates an approximately two hourly service between Inverness and Glasgow/Edinburgh. Serco operates a sleeper service between Inverness and London Euston. LNER operates one train in each direction from Inverness to London King's Cross. There are intermediate stations at Dunkeld, Pitlochry, Blair Atholl, Dalwhinnie, Newtonmore, Kingussie, Aviemore and Carrbridge. The route is lightly used by freight with up to five freight trains per day serving Inverness, Lairg and Georgemas.

The line runs through Cairngorms National Park and generates substantial seasonal tourist traffic.

There is a link from the main line at Aviemore station onto the private single track line of the Strathspey Railway Company which is used for heritage services.

Route capability overview

Table 47			
Information	**Current**	**2043**	**Notes**
Line of Route Description	Perth to Inverness		
Section Start	Perth		
Section End	Inverness		
Route Availability (RA)	Perth – Stanley Junction RA10 Stanley Junction – Inverness RA8		
Gauge	W8	W12	Perth – Pitlochry W8S Pitlochry – Inverness W8 Gauge to be reviewed for any future enhancements
Signals	2/3 aspect and semaphore controlled from various boxes along the route.	ERTMS	
Speed **See Sectional Appendix for detailed speed profiles**	80 – 100 mph		
Electrification	No	Yes	This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan

Passenger train service level (trains per hour/day)

Table 48			
	Current*	**2043 Opportunities to Travel (ott)**	**Notes**
Typical Journey time	2 hours 5 minutes		
No. of trains per hour	Perth – Inverness = 1 tph (alternatively to Glasgow Queen Street/ Edinburgh Waverley) Inverness – London King's Cross = 1 train per day each way Inverness – London Euston = 1 sleeper train per day each way	Glasgow Queen Street to Inverness - 1 or 2 ott per hour (2hr 30 mins fastest journey time) Edinburgh Waverley to Inverness - 1 or 2 ott per hour (2 hr 45 mins fastest journey time) Perth to Inverness - 1 or 2 ott every 2 hour	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

Dunkeld Station

Current freight trains (paths per day)

Table 49			
	Current	2043	Notes
Route Section	Perth to Inverness		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

Table 50			
Type	Current No. of Level Crossings	2043 No. of Level Crossings	Notes
Supervised Automatic User	2 1 50		As determined by Level Crossing policy

Proposed infrastructure investment in Control Period 6 (2019 – 2024)* and Pipeline of Schemes Beyond CP6

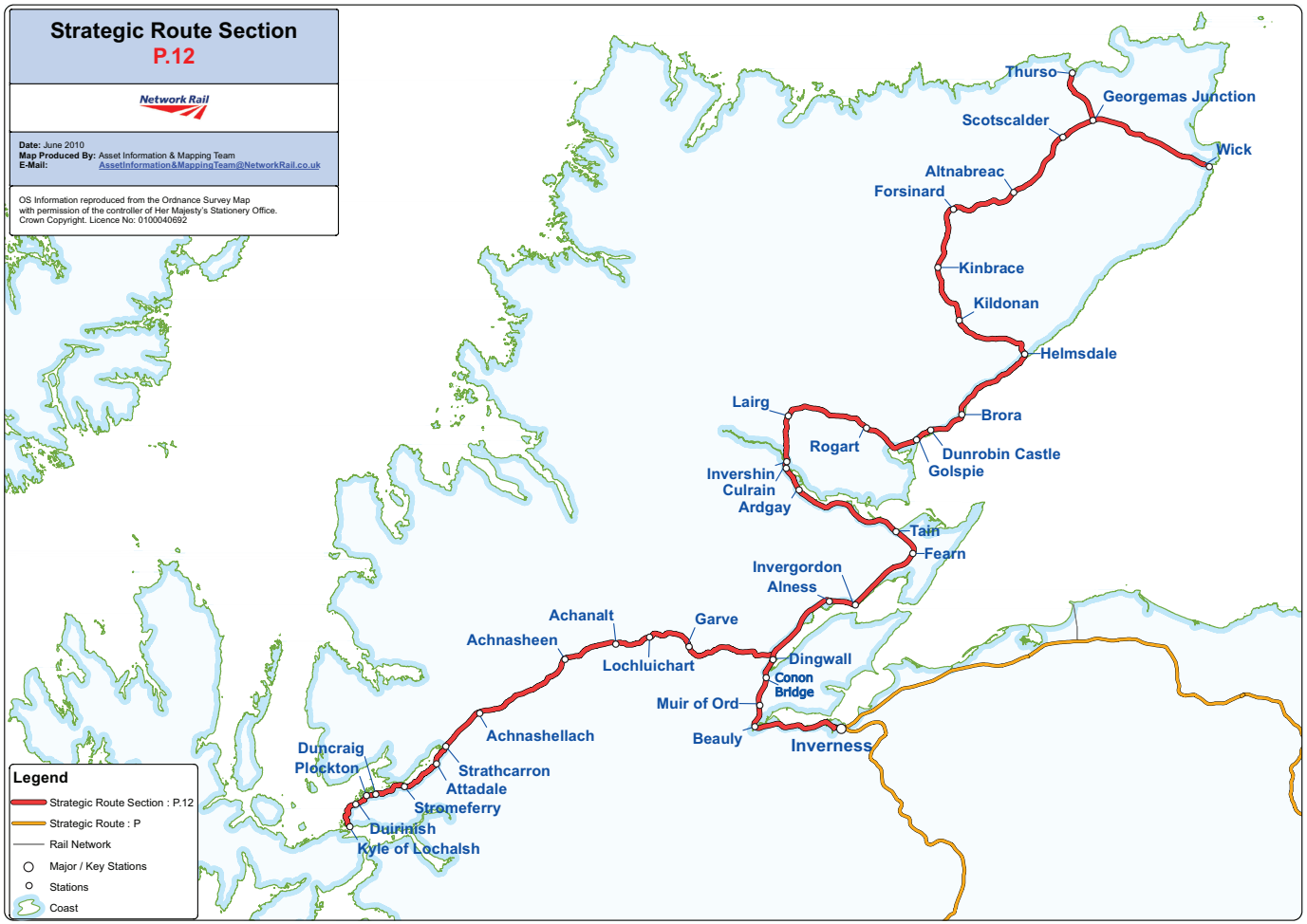
Table 51						
Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Inverness Needlefield Yard enhancement	Enhancement of yard working between Direct Rail Services Ltd line and Network Rail infrastructure	RSW	2021	Increased capability		In construction
Pitlochry and Aviemore Accessibility Improvements	Accessibility improvements to Pitlochry and Aviemore stations	HGL 2	CP6	Improved passenger accessibility		In development
Inverness Motorial Sidings Enhancements	Stabling and servicing facility	HGL 2	CP6	New stabling and servicing facility		In development
Inverness Station HV and LV upgrade	Power supply upgrade	HGL 2	CP6	Increased capability		In development
Inverness Millburn Yard Track Refurbishment	Refurbishment/realignment of track in the freight yard	HLG2	2021	Freight yard enhancement		In delivery
Caledonian Sleeper Project	Servicing and stabling facility for sleeper carriages	HLG2	CP6	Purpose built sleeper stabling facilities		In development
Inverness Masterplan	Integrated station masterplan in collaboration with Highland Council and Transport Scotland	HGL2	CP6/7	Improving passenger and freight facilities – enhanced city centre transport interchange		In development
Rolling Programme of Decarbonisation	Electrification of the line	HGL1, HGL2	CP6-8	Decarbonisation		In development

*In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable

** The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS P.12 Far North & Kyle Lines

Geographic Map



Route specification description

The route runs from Inverness north to Wick and Thurso with a line to Kyle of Lochalsh branching off at Dingwall. It is not electrified, is single track throughout with intermediate passing loops and is controlled by Radio Electronic Token Block (RETB) from Inverness. ScotRail operates four trains per day to Wick and Kyle of Lochalsh along with intermediate services to Dingwall, Ardgay, Lairg and Tain. There is currently limited freight on the line with pipe and other traffic to Georgemas and oil to Lairg. At Georgemas Junction, the line splits and runs north to Thurso and east to Wick.

Route capability overview

Table 52

Information	Current	2043	Notes
Line of Route Description	Far North Line & Kyle		
Section Start	Inverness		
Section End	Kyle/Thurso/Wick		
Route Availability (RA)	Inverness – Invergordon RA10 * Invergordon – Georgemas RA5 Georgemas – Wick RA3 Thurso and Kyle Branch RA5		* STNC between Inverness – Invergordon from RA10 to RA5
Gauge	Invergordon – Wick & Thurso W8 Kyle Branch W7		
Signals	RETB throughout		
Speed See Sectional Appendix for detailed speed profiles	40 – 75 mph		
Electrification	No		This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan

Passenger train service level (trains per hour/day)

Table 53

	Current*	2043 Opportunities to Travel (ott)	Notes
Typical Journey time	4 hours 25 minutes to Wick 2 hours 30 minutes to Kyle		All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process
No. of trains per hour	Inverness – Wick = 4 trains per day Inverness – Kyle of Lochalsh = 4 trains per day Local services from Inverness to Dingwall, Invergordon, Ardgay & Tain = 5 trains per day	Inverness to Wick/Thurso - 1 ott every other hour Inverness to Invergordon - 1 or 2 ott every hour Inverness to Kyle - 1 ott every 3 hours	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

Kyle of Lochalsh Station

Current freight trains (trains per day)

Table 54			
	Current	2043	Notes
Route Section	Inverness to Kyle/Thurso/Wick		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

Table 55			
Type	Current No. of Level Crossings	2043 No. of Level Crossings	Notes
Supervised Automatic User Open	0 24 172 2		As determined by Level Crossing policy Delny Level Crossing Closure Planned for CP6

Proposed infrastructure investment in Control Period 6 (2019 – 2024)* and Pipeline of Schemes Beyond CP6

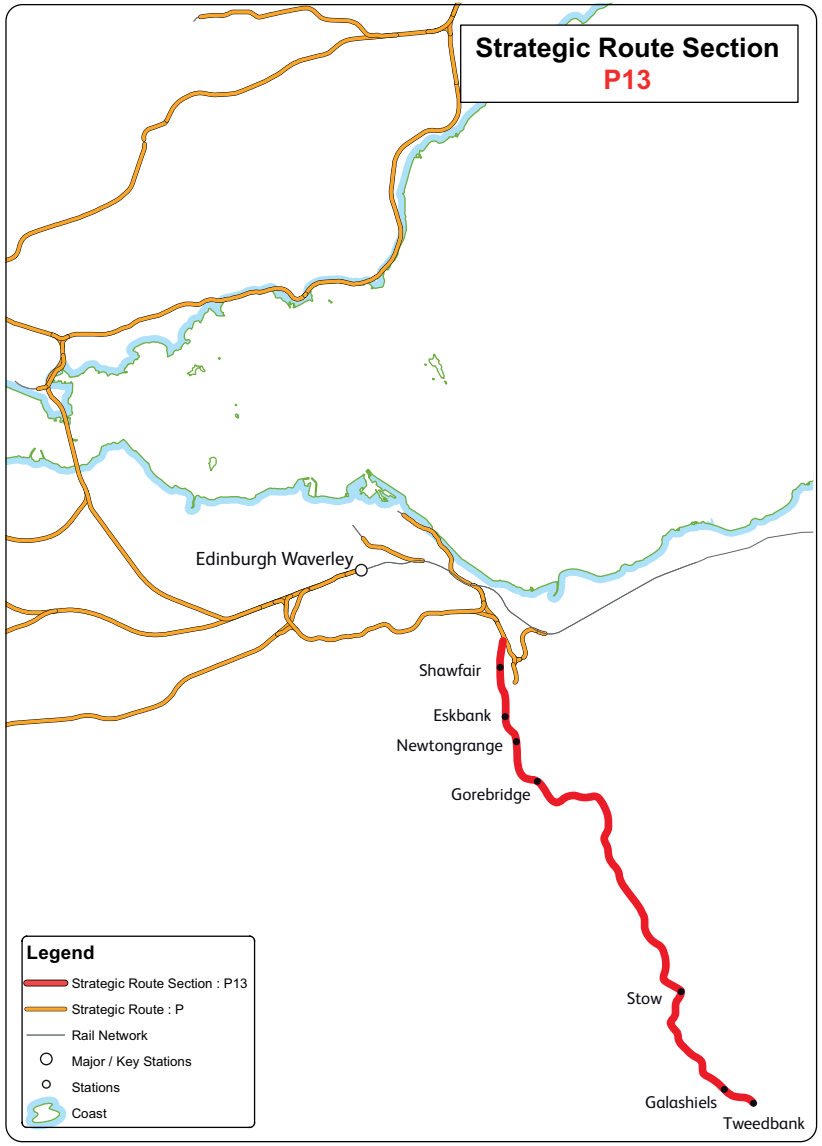
Table 56						
Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Delny Level Crossing Closure	Level Crossing Closure	WCK	CP6	Level Crossing Risk Reduction		In development
Far North Line Route Enhancements	To deliver various enhancements options based upon a service specification that has been agreed by The Far North Line Review Group (FNLG).	WCK	CP6/7	Journey time reduction and more opportunities to travel		In development
Rolling Programme of Decarbonisation	Electrification from Inverness to Dalcross	WCK	CP9 onwards	Decarbonisation		In development

. *In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable

** The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders

SRS P.13 Borders Line

Geographic Map



Route specification description

The route runs from Newcraighall south to Tweedbank, has six intermediate stations at Shawfair, Eskbank, Newtongrange, Gorebridge, Stow and Galashiels. The route is single track throughout with intermediate passing loops and is controlled by Edinburgh IECC. It is not electrified. ScotRail operate two trains an hour between Edinburgh Waverley and Tweedbank.

Route capability overview

Table 57			
Information	**Current**	**2043**	**Notes**
Line of Route Description	Borders Line		
Section Start	Newcraighall		
Section End	Tweedbank		
Route Availability (RA)	RA3		
Gauge	W6a		
Signals	2-aspect signalling		
Speed **See Sectional Appendix for detailed speed profiles**	Up to 90 mph		
Electrification	No		This line of route will be electrified as part of Transport Scotland's Decarbonisation Action Plan.

Passenger train service level (trains per hour/day)

Table 58			
	2019*	**2043 Opportunities to Travel (ott)**	**Notes**
Typical Journey time	Tweedbank to Newcraighall - 45mins Tweedbank to Edinburgh Waverley - 55mins		*Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.
No. of trains per hour	2 tph Tweedbank to Edinburgh Waverley	Edinburgh Waverley to Tweedbank - 3 or 4 ott per hour (reduce fastest journey time by 20 minutes)	

Current freight trains (trains per day)

There is no freight traffic on this SRS.

Level Crossings on route

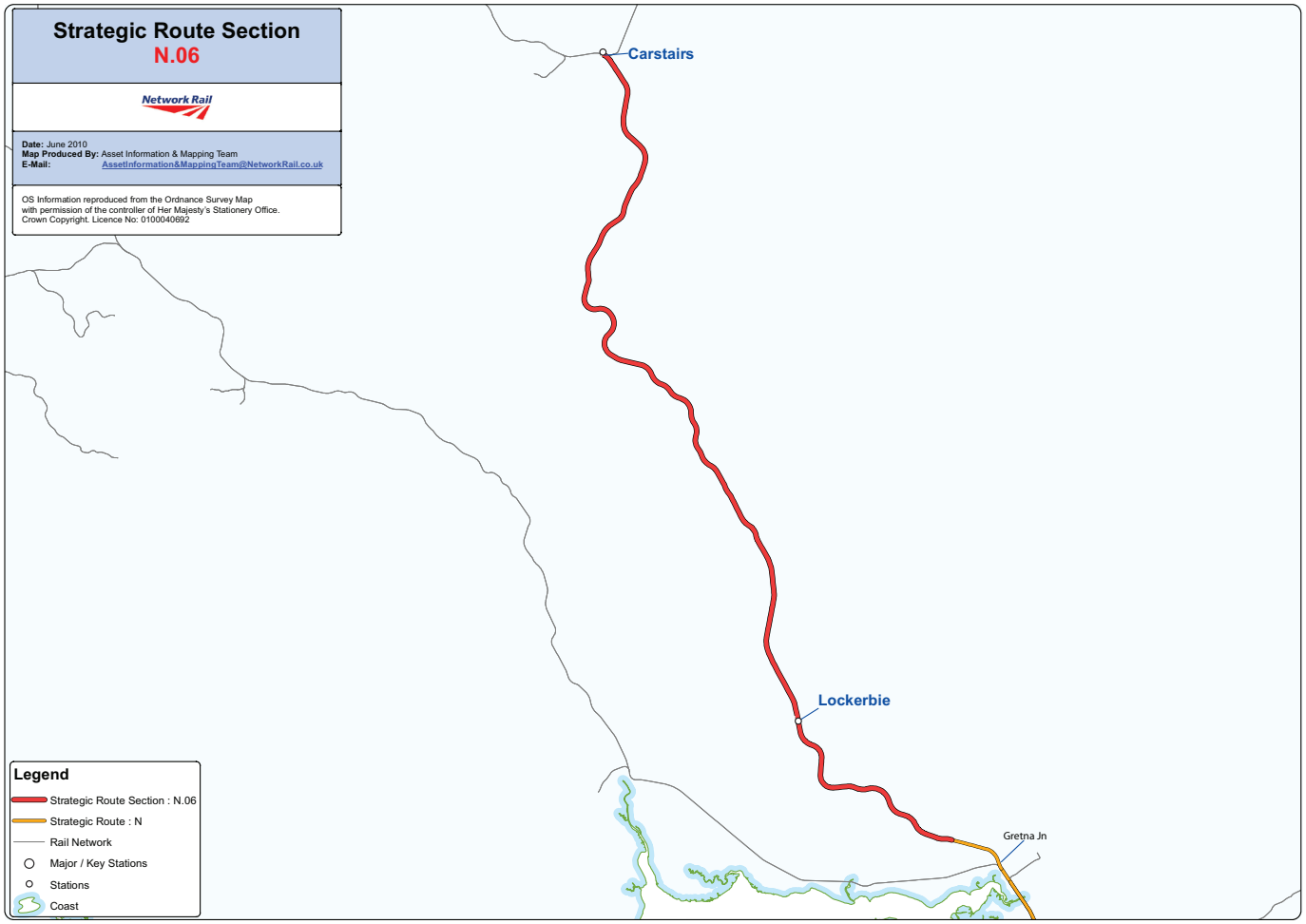
There are no level crossings on this SRS.

Proposed infrastructure investment in Control Period 6 (2019 – 2024)*

There are no planned schemes in Control Period 6.

SRS N.06 Border (Near Gretna Junction) – Carstairs South Junction

Geographic Map



Route specification description

This 61 mile stretch of two track electrified railway is dominated by the steep gradient approaching Beattock Summit. The only passenger station on the route is Lockerbie. There are loops at Lockerbie, Beattock Summit, Beattock and Abington.

The route is intensively used by Avanti West Coast, First TransPennine Express (FTPE) and is also served by the Caledonian Sleeper. There is also significant freight use of this route, in particular for traffic to/from Mossend, Coatbridge and Grangemouth terminals. At Carstairs South Junction the line splits and goes towards Glasgow and Edinburgh.

The mix of high speed passenger services and slower speed freight traffic limits capacity growth on the route.

Future aspirations

Higher linespeed through Carstairs station area is an industry aspiration which will be investigated during development for the strategic renewal in CP6. Operators have expressed a desire to be able to operate earlier services on the WCML on Sundays.

Aspirations for an improved service to Lockerbie were identified as part of the West Coast RUS. There is a desire for a suitable commuting service in both directions from Lockerbie to Glasgow Central and Edinburgh Waverley, along with an improved off-peak service frequency.

High Speed 2 (HS2) services will provide improved connectivity and reduced journey times between London, Glasgow and Edinburgh.

SRS N.06 Border (Near Gretna Junction) – Carstairs South Junction

Route capability overview

Table 59

Information	Current	2043	Notes
Line of Route Description	Gretna Junction to Carstairs via Beattock		
Section Start	North of Gretna Junction		
Section End	Carstairs South Junction		
Route Availability (RA)	RA10		
Gauge	W10	W12	All structures to be W12 when renewed
Signals	Colour light Track Circuit Block TASS fitted (Tilt Authorisation & Speed Supervision on fast lines)	Colour light Track Circuit Block TASS fitted (Tilt Authorisation & Speed Supervision on fast lines)	ERTMS
Speed See Sectional Appendix for detailed speed profiles	Raise linespeed to highest possible in line with infrastructure characteristics and capability of rolling stock		
Electrification	Yes		

Passenger train service level (trains per hour/day)

Table 60

	Current*	2043 Opportunities to Travel (ott)	Notes
Typical Journey time	Carlisle to Lockerbie - 18 minutes		All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process
No. of trains per hour	To Scotland : London = 1tph London via Birmingham = 1tph Manchester Airport = 1tph London - 2 sleeper trains per day	1 x Birmingham High Speed to Glasgow or Edinburgh 2 x London High Speed (split/join tbc 2 x Liverpool/Manchester to Glasgow or Edinburgh 1 x Birmingham to Glasgow or Edinburgh	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

SRS N.06 Border (Near Gretna Junction) – Carstairs South Junction

Lockerbie Station

Current freight trains (paths per day)

Table 61			
	Current	2043	Notes
Route Section	Gretna Junction to Carstairs via Beattock		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

Table 62			
Type	Current No. of Level Crossings	2043 No. of Level Crossings	Notes
Supervised Automatic User	1 0 1		As determined by Level Crossing policy

Proposed infrastructure investment in Control Period 6 (2019 – 2024)* and Pipeline of Schemes Beyond CP6

Table 63						
Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Carstairs Junction Strategic Renewal	Renewal of life expired assets	WCM1	CP6	Optimise capacity and capability of assets in the Carstairs area		In development
Carstairs Station Accessibility	Station accessibility improvements through the provision of lift access to platform level.	WCM1	CP6	Accessibility		In development

*In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable

** The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS Q.01 West Coast Main Line – Glasgow Central to Carstairs

Route specification description

The route runs from Glasgow Central to Carstairs and is two track electrified throughout, apart from a four track section between Eglinton Street Junction and Rutherglen Central Junction. Signalling is controlled from West of Scotland Signalling Centre (WSSC) at Cowlairs. The route is intensively used by Avanti West Coast, LNER, First TransPennine Express (FTPE), CrossCountry and Caledonian Sleeper as well as the ScotRail services to Motherwell, Lanark and Edinburgh. There are six intermediate stations on the route - Carluke, Shieldmuir, Motherwell, Uddingston, Newton and Cambuslang.

Route sections between Larkfield Junction and Rutherglen East Junction/Uddingston Junction are utilised by freight traffic. There is also heavy freight use of the Law Junction – Carstairs section for traffic, in particular, to/from Mossend, Coatbridge and Grangemouth.

Bridge Street Junction leads from the main line onto the line to Paisley/Inverclyde/Ayr and beyond.

Eglinton Street Junction leads from the main line onto Muirhouse Junctions/Neilston/Newton and beyond.

Larkfield Junction leads from the main line onto the line to Paisley/Inverclyde/Ayr and beyond.

Rutherglen West Junction runs from the main line round the curve onto the Argyle line to Glasgow Central Low Level and beyond and is used for empty stock moves.

Rutherglen Central Junction runs from the main line onto the Argyle line to Glasgow Central Low Level and beyond and is heavily utilised by ScotRail.

Rutherglen East Junction runs from the main line onto the Rutherglen & Coatbridge (R&C) line to Coatbridge and beyond.

Newton West Junction runs from the main line onto the Hamilton Circle/Larkhall and Motherwell.

Newton East Junction runs from the main line onto Kirkhill line and via Cathcart to Glasgow Central High Level.

Lesmahagow Junction runs from the main line at Motherwell south via the Hamilton Circle and north via Bellshill, Mossend and beyond.

Shieldmuir Junction leads from the West Coast Main Line (WCML) onto Wishaw connecting line.

Shieldmuir South Junction leads from the Royal Mail Terminal on to the WCML.

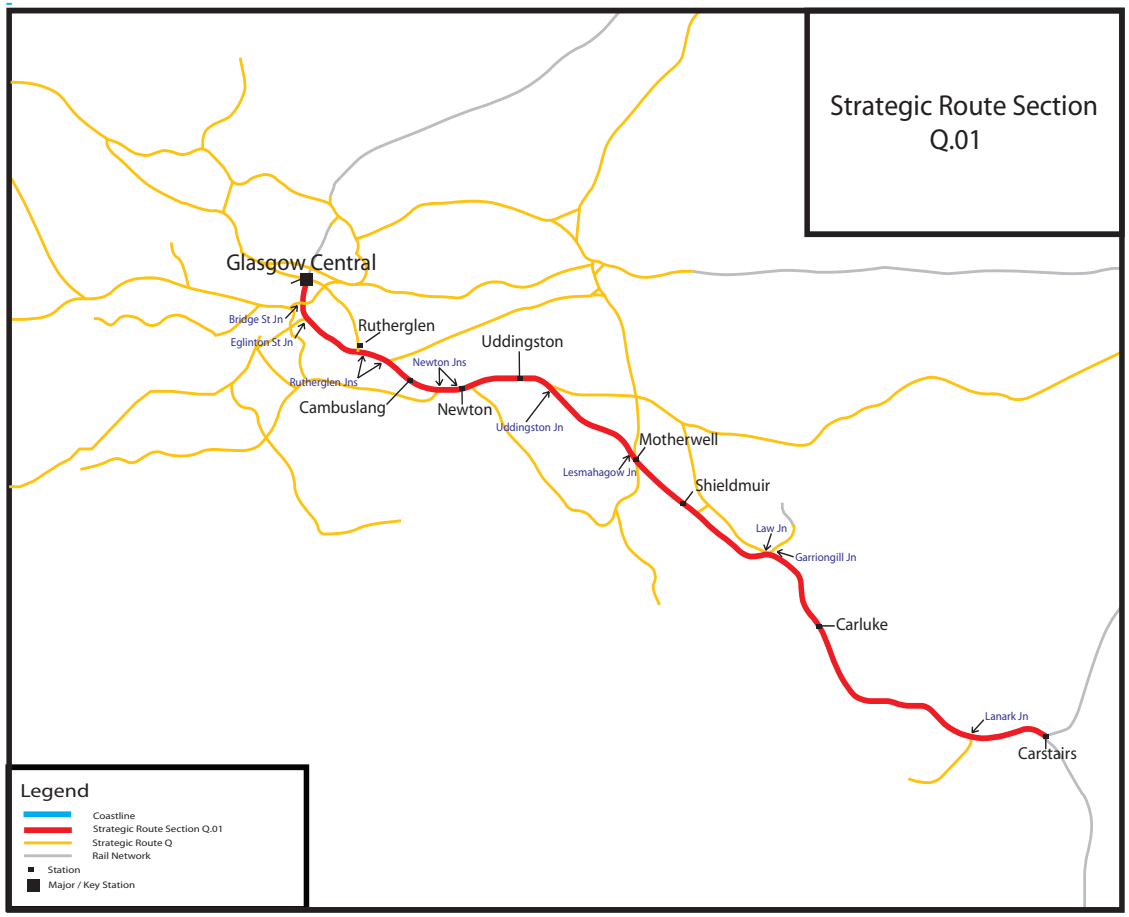
Law Junction runs from the main line via Wishaw to Holytown, Mossend and beyond.

Lanark Junction runs from the main line onto the branch to Lanark.

Future aspirations

High Speed 2 (HS2) services will provide improved connectivity and reduced journey times between London, Glasgow and Edinburgh.

Geographic Map



SRS Q.01 West Coast Main Line – Glasgow Central to Carstairs

Route capability overview

Table 64

Information	Current	2043	Notes
Line of Route Description	Glasgow Central to Carstairs		
Section Start	Glasgow Central		
Section End	Carstairs		
Route Availability (RA)	Glasgow Central – Larkfield Junction = RA8 Larkfield Junction – Rutherglen East Junction = RA10 Rutherglen East Junction – Motherwell = RA8 * Motherwell – Carstairs = RA10		* STNC from RA10 to RA8
Gauge	Glasgow Central – Eglinton Street Junction = W7 Eglinton Street Junction – Larkfield Junction = W8 Larkfield Junction – Carstairs = W10 Carstairs - Motherwell = W10	Carstairs - Motherwell = W12	
Signals	4 aspect controlled from West of Scotland Signalling Centre		ERTMS
Speed See Sectional Appendix for detailed speed profiles	110 mph max (tilt)/105 mph max (non tilt)		
Electrification	Yes		

Current passenger train service level (trains per hour/day)

Table 65

	Current*	2043 Opportunities to Travel (ott)	Notes
Average end to end Journey time	45 minutes		All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process
No. of trains per hour	2 Long distance services per hour towards Glasgow Central to England via Carlisle 1 express service to Edinburgh Waverley via Shotts 1 local service to Edinburgh Waverley via Shotts 1 service to Edinburgh Waverley via Carstairs approx two hourly 1 long distance service to the ECML via Edinburgh Waverley - 2 hourly 2 services from Glasgow Central to Lanark 2Argyle line to Motherwell/Cumbernauld via Hamilton 2 Argyle line to Larkhall via Hamilton 2 Argyle line to Whifflet /Motherwell	1 express service to Edinburgh Waverley via Shotts 1 local service to Edinburgh Waverley via Shotts Edinburgh Waverley via Carstairs - 1 or 2 ott per hour 1 long distance service to the ECML via Edinburgh Waverley - 2 ott per hour 2 services from Glasgow Central to Lanark 2Argyle line to Motherwell/Cumbernauld via Hamilton 2 Argyle line to Larkhall via Hamilton 2 Argyle line to Whifflet /Motherwell Birmingham High Speed - 1 ott every other hour London High Speed - 2 ott per hour Liverpool/Manchester - 1 ott per hour Birmingham - 1 ott every other hour South of England via ECML - 2 ott per hour	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

SRS Q.01 West Coast Main Line – Glasgow Central to Carstairs

Glasgow Central Station

Current freight trains (trains per day)

Table 66

	Current	2043	Notes
Route Section	Glasgow Central to Carstairs		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

Table 67

Type	Current No. of Level Crossings	2043 No. of Level Crossings	Notes
Supervised Automatic User	2 0 0		As determined by Level Crossing policy

Proposed infrastructure investment in Control Period 6 (2019 – 2024)* and Pipeline of Schemes Beyond CP6

Table 68

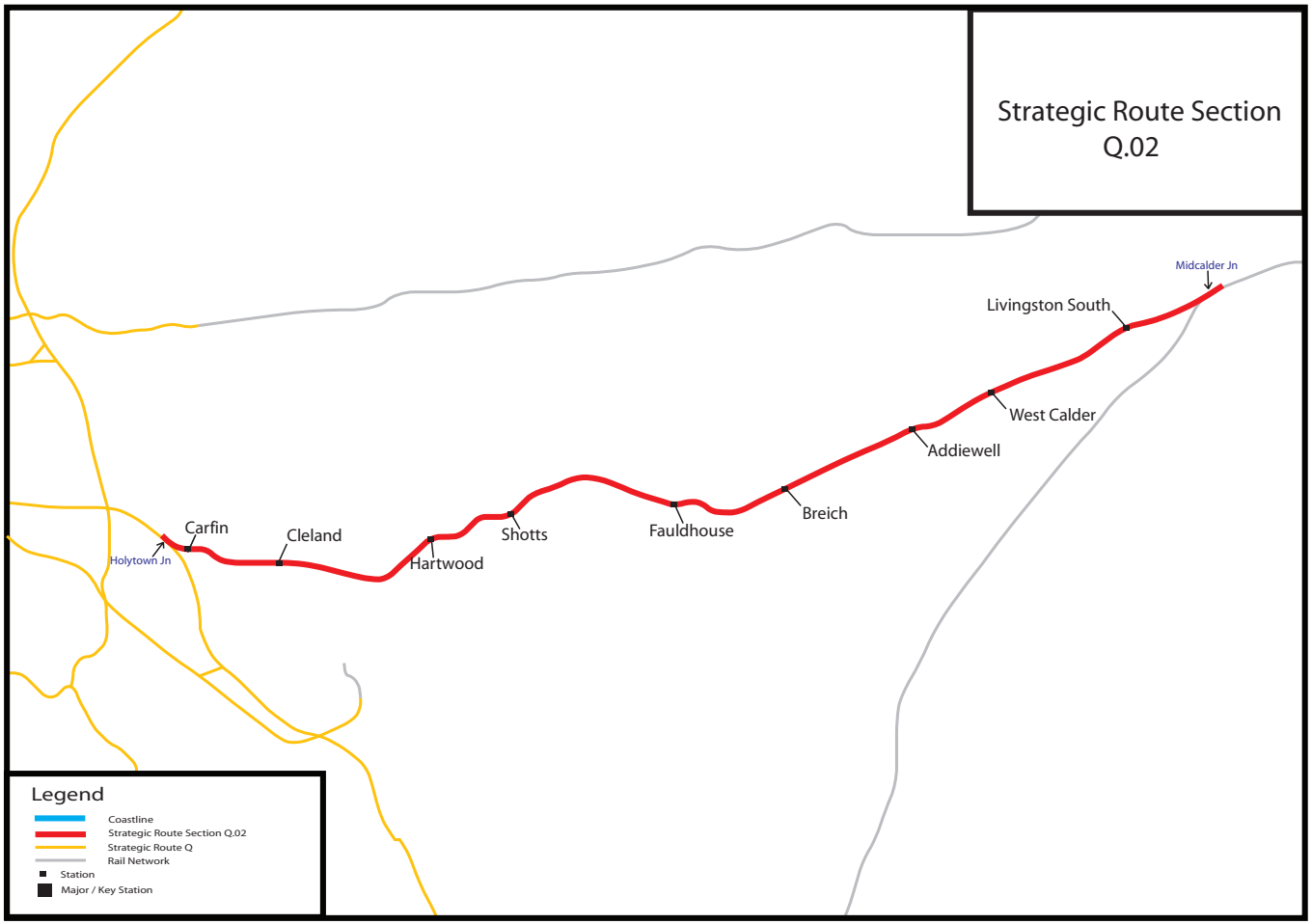
Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Carstairs Junction Strategic Renewal	Renewal of life expired assets	WCM1 WCM2	CP6	Optimise capacity and capability of assets in the Carstairs area		In development
Carstairs Station Accessibility	Station accessibility improvements through the provision of lift access to platform level.	WCM1	CP6	Accessibility		In development

*In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable

** The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS Q.02 Midcalder Junction to Holytown Junction

Geographic Map



Route specification description

The route runs from Midcalder Junction in the east via Shotts to Holytown Junction in the west, is two track throughout and is electrified. The main passenger traffic flow is the Glasgow Central – Edinburgh Waverley ScotRail service (two trains per hour). There are nine stations along the route including Livingston South, West Calder, Addiewell, Breich, Fauldhouse, Shotts, Hartwood, Cleland and Carfin. It is also the main east – west arterial route for freight traffic conveying a mix of commodities including cement and steel.

Route capability overview

Table 69

Information	Current	2043	Notes
Line of Route Description	Midcalder Junction to Holytown Junction		
Section Start	Midcalder Junction		
Section End	Holytown Junction		
Route Availability (RA)	RA10*		* STNC to RA8
Gauge	W10		* STNC from W9 to W6
Signals	3 aspect signalling and controlled from West of Scotland Signalling Centre & Edinburgh IECC		ERTMS
Speed See Sectional Appendix for detailed speed profiles	80 mph max		Aspiration for linespeed up to 80 mph between Holytown & Midcalder
Electrification	Yes		

Passenger train service level (trains per hour/day)

Table 70

	Current*	2043 opportunities to Travel (ott)	Notes
Typical Journey time	40 minutes		All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process
No. of trains per hour	1 tph express service from Edinburgh Waverley to Glasgow Central via Shotts 1 tph local service from Edinburgh Waverley to Glasgow Central via Shotts	Glasgow Central to Edinburgh (via Shotts) - 2 or 3 opportunities to travel per hour (45 minute fastest journey time)	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

Shotts Station

Current freight trains (paths per day)

Table 71			
	Current	2043	Notes
Route Section	Midcalder Junction to Holytown Junction		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

There are no level crossings in this route section.

Proposed infrastructure investment in Control Period 6 (2019 – 2024)* and Pipeline of Schemes Beyond CP6

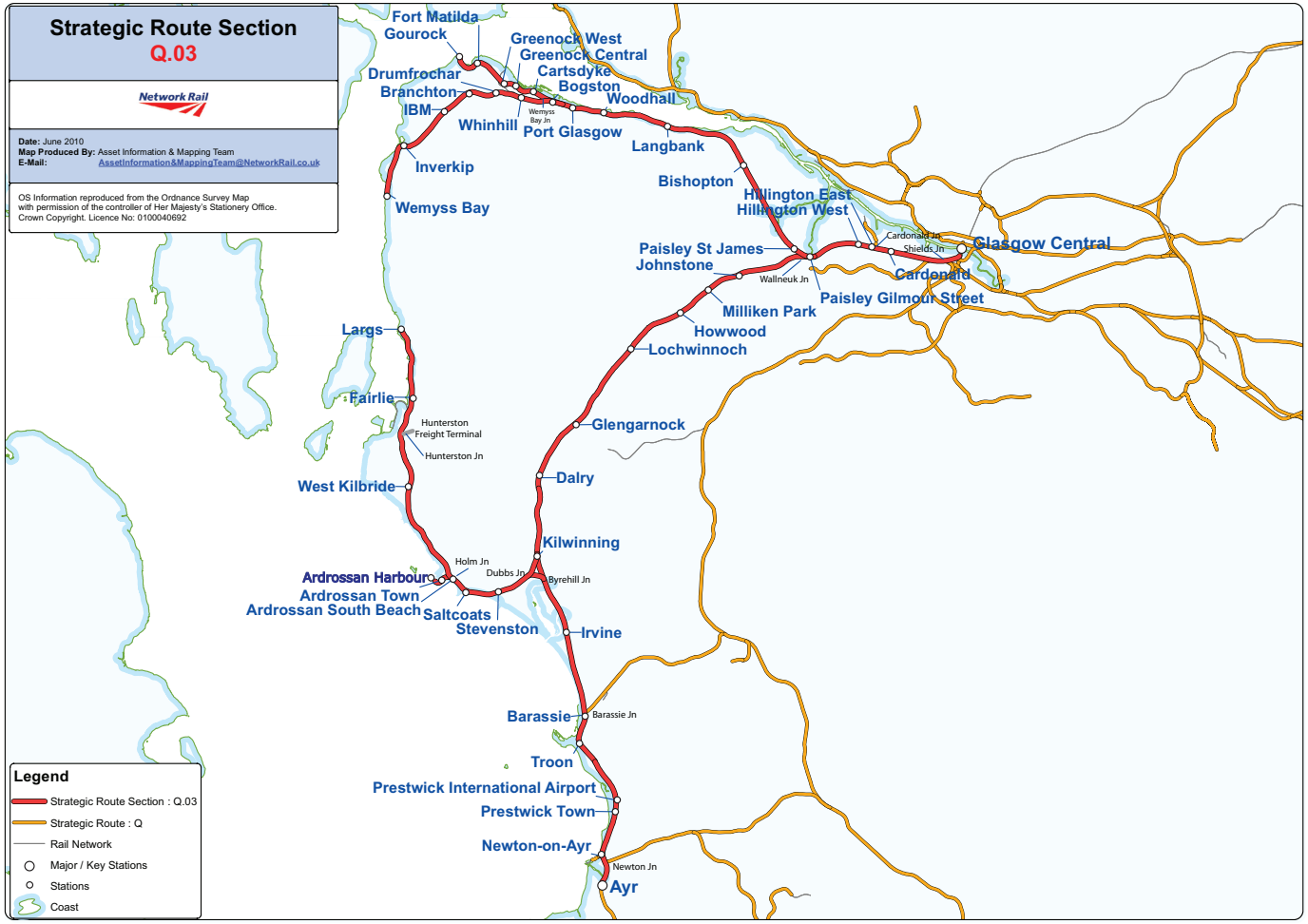
Table 72						
Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Addiewell, Cleland and Shotts station accessibility improvements	Provide step-free access at Addiewell, Clelamd and Fauldhouse stations	EGS2	CP6	Accessibility improvement		In construction

*In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable

** The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS Q.03 Glasgow Central to Ayr, Largs & Inverclyde

Geographic Map



Route Specification Description

The route runs from Glasgow Central to Ayr with branches at Paisley Gilmour Street to Gourock and Wemyss Bay and at Kilwinning to Largs. There is also a short branch to Ardrossan Harbour (single track). The route is predominantly two track throughout apart from a three/four track section between Shields Junction & Paisley Gilmour Street and a single track section between Ardrossan South Beach & Largs. It is electrified throughout with the exception of the freight line between Hunterston and Ardrossan. The Shields – Paisley – Kilwinning corridor is utilised by freight traffic from terminals at Irvine UPM, Prestwick, and Elderslie. There is a maintenance facility, Shields Electric Traction Depot, situated to the west of Shields Junction.

Smithy Lye Junction leads from the main Ayr line onto the Paisley Canal line avoiding the busy Shields Junction.

Shields Junction leads from the main Ayr line onto the City Union line, the Clydesdale line & the Paisley Canal line.

Cardonald Junction leads from the main Ayr line onto the branch which serves the Deanside Freight Terminal.

Wallneuk Junction leads from the main Ayr line onto Gourock line.

Wemyss Bay Junction leads from the main Gourock line to Wemyss Bay.

Kilwinning Junction leads from the main Ayr line to Ardrossan Harbour and Largs.

Dubbs Junction leads from the main Largs line to Byrehill Junction and Ayr.

Byrehill Junction leads from the main Ayr line to Dubbs Junction and the Largs Branch. Holm Junction leads from the main Largs line onto the Ardrossan Harbour branch.

Hunterston Junction leads from the main Largs line into the Hunterston Freight Terminal which is currently out of use.

Barassie Junction leads from the main Ayr line onto the branch to Kilmarnock.

Newton Junction leads from the main Ayr line onto the branch to Mauchline and the Glasgow and South West line.

Route capability overview

Table 73

Information	Current	2043	Notes
Line of Route Description	Glasgow Central – Ayr, Largs & Inverclyde		
Section Start	Glasgow Central		
Section End	Ayr, Largs, Ardrossan Harbour, Gourock & Wemyss Bay		
Route Availability (RA)	RA8 Bridge St Junction – Shields Junction RA10 Shields Junction – Newton Junction RA8 Newton Junction – Ayr RA5 Largs (from Fairlie) & Wemyss Bay Branches RA10 Kilwinning Jn - Fairlie RA7 Gourock Branch		Paisley – Bishopton STNC from RA10 – RA7 Bishopton – Gourock STNC from RA7 – RA5
Gauge	W8 & 9*		*Wemyss Bay & Gourock Branches W7 Ardrossan Harbour Branch W6
Signals	2, 3 & 4 aspect controlled from West of Scotland Signalling Centre	ERTMS	
Speed See Sectional Appendix for detailed speed profiles	75 – 90 mph	75-100mph	Aspiration for 100 mph running where feasible for Class 380/ 385 trains.
Electrification	Yes		This line of route will be electrified as part of Transport Scotland's Decarbonisation Action Plan.+

Passenger train service level (trains per hour/day)

Table 74

	Current*	2043 Opportunities to Travel (ott)	Notes
Typical Journey time	Glasgow Central – Ayr = 52 mins Glasgow Central – Largs = 1 hour Glasgow Central – Gourock = 52 mins		All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process
No. of trains per hour	Glasgow Central – Ayr = 4 tph Glasgow Central– Gourock = 4 tph Glasgow Central– Wemyss Bay = 1 tph Glasgow Central – Largs = 1 tph Glasgow Central – Ardrossan Harbour = 1 tph Kilmarnock - Ayr = 2 hourly	Glasgow Central to Ayr/Kilwinning/Ardrossan Harbour - up to 6 ott per hour Glasgow Central to Gourock - retain existing frequency Glasgow Central to Wemyss Bay - retain existing frequency Glasgow Central to Largs - 1 or 2 ott per hour Glasgow Central to Kilmarnock / Ayr / New Cumnock / Carlisle - 1 or 2 ott per hour	*Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

Wemyss Bay Station

Current freight trains (paths per day)

Table 75			
	Current	2043	Notes
Route Section	Glasgow Central – Ayr, Largs & Inverclyde		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

Table 76			
Type	Current No. of Level Crossings	2043 No. of Level Crossings	Notes
Supervised Automatic User	1 3 1		As determined by Level Crossing policy

Proposed infrastructure investment in Control Period 6 (2019 – 2024)* and Pipeline of Schemes Beyond CP6

There are no planned schemes in Control Period 6

SRS Q.04 Glasgow North Electric Routes

Route specification description

The route runs from Drumgelloch/Rutherglen in the east and traverses north Glasgow to Helensburgh Central in the west with spurs to Balloch, Milngavie, and Springburn. It is electrified throughout and two track apart from the Craigendorn/Helensburgh and Balloch and Milngavie branches which are single track with passing loops. There is also a connection at Anniesland onto the Maryhill Line. It is predominantly a passenger route with West Highland freight on the Westerton – Craigendoran section. The section of track between Partick and Hyndland is one of the busiest within the Scotland Region.

Sunnyside Junction leads from the main Airdrie line onto the Sunnyside branch to Whifflet and Motherwell.

Bellgrove Junction leads from the main Airdrie line onto the Springburn branch.

Sighthill East Junction leads from the Springburn Branch onto the Stepps line.

High Street Junction leads from the main Airdrie line onto the City Union branch and Shields Junction.

Finnieston Junction leads from the main Airdrie line to Glasgow Central Low Level and the Argyle line.

Rutherglen North Junction leads from the main Argyle line round the curve to Rutherglen West Junction.

Hyndland East Junction leads from the main line onto the Yoker and Singer lines.

Hyndland North Junction leads from the main Singer line round the curve to Hyndland West Junction.

Hyndland West Junction leads from the main Yoker line round the curve to Hyndland North Junction.

Westerton Junction leads from the main Singer line onto the Milngavie branch.

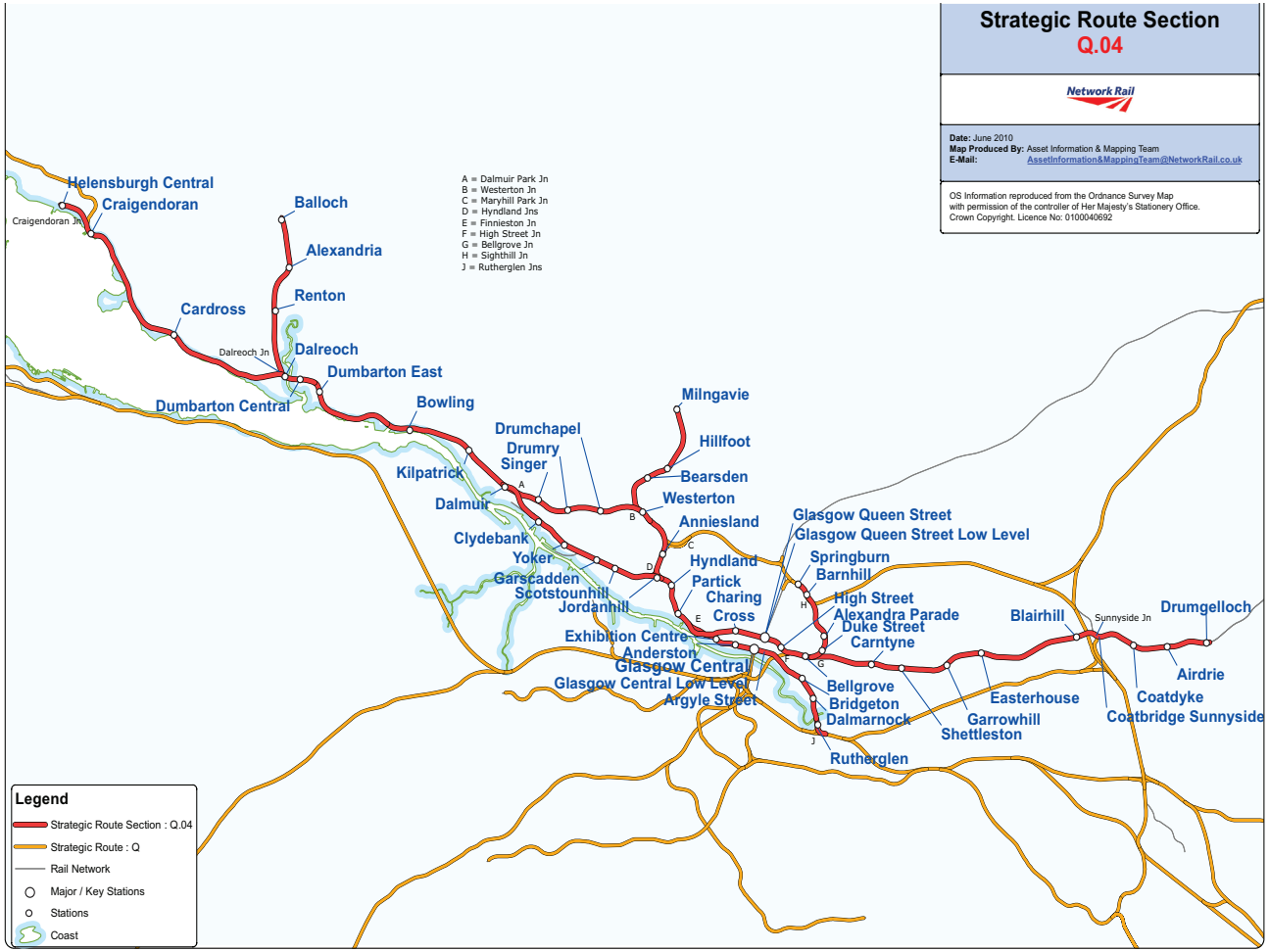
Dalmuir Park Junction leads from the main Singer line onto the Yoker line.

Dalreoch Junction leads from the main Helensburgh line onto the Balloch branch.

Craigendoran Junction leads from the main Helensburgh line onto the West Highland line

Knightswood South Junction (at Anniesland) leads from main line onto the Maryhill line

Geographic Map



Route capability overview

Table 77

Information	Current	2043	Notes
Line of Route Description	Glasgow North Electric Routes		
Section Start	Drumgelloch/Rutherglen		
Section End	Helensburgh Central		
Route Availability (RA)	Drumgelloch – High Street Junction = RA10 High Street Junction – Finnieston Junction = RA5 Finnieston Junction – Rutherglen Central Junction = RA10 Finnieston Junction – Hyndland North Junction = RA10 * Hyndland North Junction – Dalmuir Park Junction = RA10 + Dalmuir Park Junction – Dunglass Junction = RA10 Dunglass Junction – Helensburgh Central = RA10++ Balloch RA6, Milngavie RA5		*STNC RA10 to RA7 +STNC RA10 to RA8 ++STNC RA10 to RA5
Gauge	W6 – 8		
Signals	2, 3 & 4 aspect and controlled from Yoker Integrated Electronic Control Centre.	2, 3 & 4 aspect and controlled from West of Scotland Signalling Centre. ERTMS	
Speed See Sectional Appendix for detailed speed profiles	75 mph max		
Electrification	Yes		

Passenger train service level (trains per hour/day)

Table 78

	Current*	2043 Opportunities to Travel (ott)	Notes
Typical Journey time	Drumgelloch – Helensburgh Central = 1 hour 20 minutes		
No. of trains per hour	To/from Helensburgh Central = 2 tph To/from Balloch = 2 tph To/from Milngavie = 4 tph To/from Cumbernauld via Springburn = 2 tph To/from Drumgelloch = 4 tph Argyle Line = 6 tph To/from West Highland Line = 6 trains per day To/from Airdrie = 2 tph To/from Dalmuir = 4tph To/from Dumbarton Central = 2tph	All Glasgow to Helensburgh - retain existing frequency Glasgow to Balloch - retain existing frequency Glasgow to Milngavie - retain existing frequency Glasgow Queen Street/ Anniesland/Glasgow Queen Street/Springburgh/Anniesland - 2 ott per hour Glasgow to Drumgelloch/Airdrie -retain existing frequency Glasgow to Dalmuir - retain existing frequency Glasgow to Oban - one ott every 2 to 3 hours Glasgow to Mallaig - one ott every 2 to 3 hours	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

Craigendoran Station

Current freight trains (paths per day)

Table 79			
	Current	2043	Notes
Route Section	Glasgow North Electric Routes		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

Table 80			
Type	Current No. of Level Crossings	2043 No. of Level Crossings	Notes
Supervised Automatic User	3 2 4		As determined by Level Crossing policy

Proposed infrastructure investment in Control Period 6 (2019 – 2024)* and Pipeline of Schemes Beyond CP6

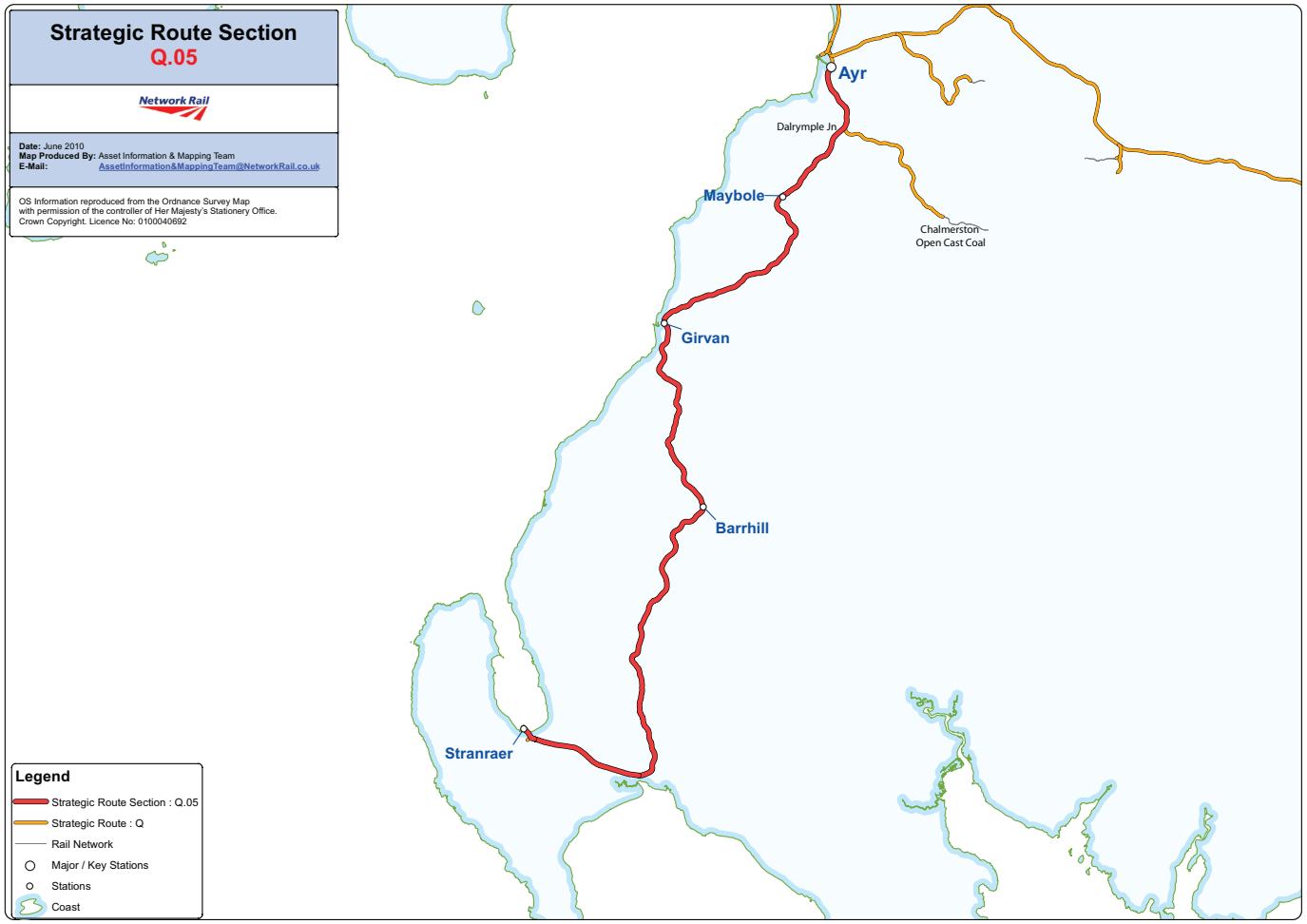
Table 81						
Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Milngavie Platform Extension Project	Extend Milngavie Station Platforms to enable ScotRail to provide a more resilient train service	MGE	December 2020	Performance and capability improvements.		Complete
High Street Station Redevelopment	Improved Station building and accessibility at High Street	NEM2	CP6	Accessibility improvement, improved passenger facilities and enhanced station concourse.		In development
Anderston Station Renewal	Asset improvements to sub surface station and improved station accessibility at Anderston	ARG2	CP6	Accessibility and asset improvements.		In development

*In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable

** The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS Q.05 Stranraer to Ayr

Geographic Map



Route specification description

The route runs from Stranraer to Ayr and is single track throughout with passing loops, apart from the short double track section between Ayr and Dalrymple Junction. It is not electrified and is primarily a passenger only route. There are three intermediate stations, Maybole, Girvan and Barrhill, between Ayr and Stranraer.

Dalrymple Junction leads from the main Girvan line onto the Chalmerston branch which serves the currently out of use Chalmerston Open Cast coal site.

Future Aspirations

The Scottish Government has committed to identify opportunities across the rural rail network in the south west of Scotland and is considering the outputs from the South West Scotland Transport Study as part of Strategic Transport Projects Review 2 Phase 2.

An alternative traction solution is being developed for this route as part of the Rolling Programme of Decarbonisation in line with Transport Scotland's Decarbonisation Action Plan.

Route capability overview

Table 82			
Information	**Current**	**2043**	**Notes**
Line of Route Description	Stranraer to Ayr		
Section Start	Stranraer		
Section End	Ayr		
Route Availability (RA)	Ayr – Dalrymple Junction = RA8 Dalrymple Junction – Stranraer = RA8		
Gauge	W8 (Chalmerston Branch = W6)		
Signals	Manual Signal Boxes	ERTMS	
Speed **See Sectional Appendix for detailed speed profiles**	75 mph max		
Electrification	No		This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan.

Passenger train service level (trains per hour/day)

Table 83			
	Current*	**2043 Opportunities to Travel (ott)**	**Notes**
Typical Journey time	1 hour 20 minutes		
No. of trains per hour	Ayr - Girvan = 8 tpd Ayr - Stranraer = 1 tpd Glasgow Central - Girvan = 1 tpd Glasgow Central - Stranraer = 4 tpd Kilmarnock - Girvan = 2 tpd Kilmarnock - Stranraer = 3 tpd	Ayr to Girvan -1 ott every hour Girvan to Stranraer - 1 ott every other hour	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

Stranraer Station

Current freight trains (paths per day)

There is no freight traffic on this SRS.

Level Crossings on route

Table 84

Type	Current No. of Level Crossings	2043 No. of Level Crossings	Notes
Supervised Automatic User	3 0 15		As determined by Level Crossing policy

Proposed infrastructure investment in Control Period 6 (2019 – 2024)* and Pipeline of Schemes Beyond CP6

Table 85

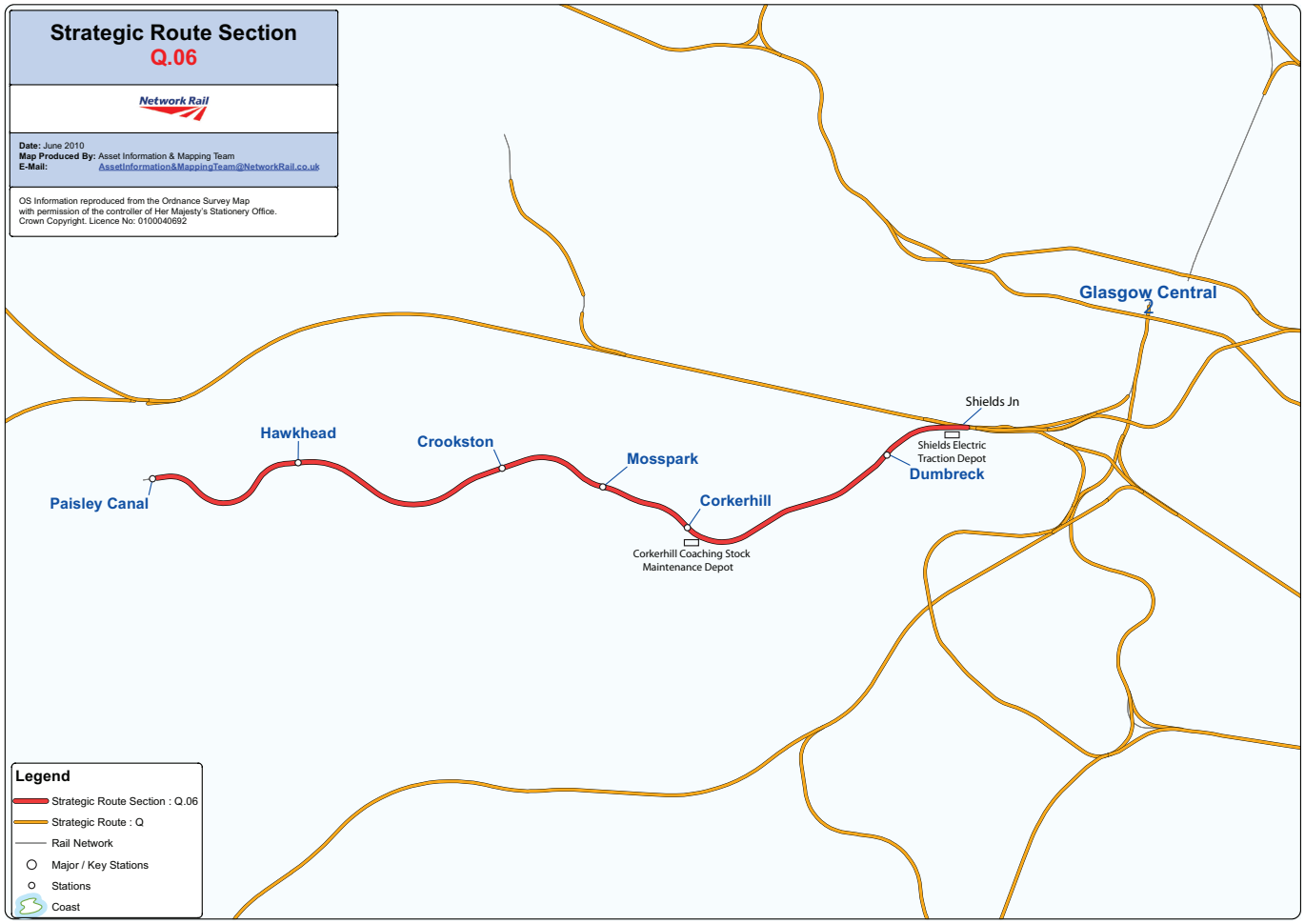
Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Rolling Programme of Decarbonisation	Alternative traction solution south of Ayr	STR1-4	2035	Decarbonisation		In development

*In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable

** The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS Q.06 Paisley Canal Branch

Geographic Map



Route specification description

The route is electrified throughout and double track from Shields Junction to Corkerhill Depot Junction where it becomes single track. The route has six stations, five of which are single platform stations with a passing loop at Crookston. The ground frame and sidings at Hawkhead Oil Terminal are currently declared as out of use. The branch line also contains two of the main ScotRail depots, Corkerhill which services diesel and electric units in the west, and Shields which maintains ScotRail's electric vehicles. The current passenger service runs every 30 minutes.

Paisley Canal Station

Route capability overview

Table 86			
Information	**Current**	**2043**	**Notes**
Line of Route Description	Shields Junction to Paisley Canal	Shields Junction to Elderslie	Aspirations to extend the line to Shields Junction to Elderslie
Section Start	Shields Junction		
Section End	Paisley Canal	Elderslie	
Route Availability (RA)	10		
Gauge	W7		
Signals	3 aspect (2 aspect beyond Corkerhill) and controlled from West of Scotland Signalling Centre	ERTMS	
Speed See Sectional Appendix for detailed speed profiles	Over arching speed 50 mph (Loop 40 mph) and end section of line 30mph	Over arching speed 70 mph	Reopening through to Elderslie would require the route to be double track
Electrification	Yes		

Passenger train service level (trains per hour/day)

Table 87			
	Current*	**2043 Opportunities to Travel (ott)**	**Notes**
Typical Journey time	18 minutes		All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process
No. of trains per hour	Glasgow Central – Paisley Canal = 2 tph	Glasgow Central to Paisley Canal - retain existing frequency	*Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

Current freight trains (paths per day)

There is no freight traffic on this SRS.

Level Crossings on route

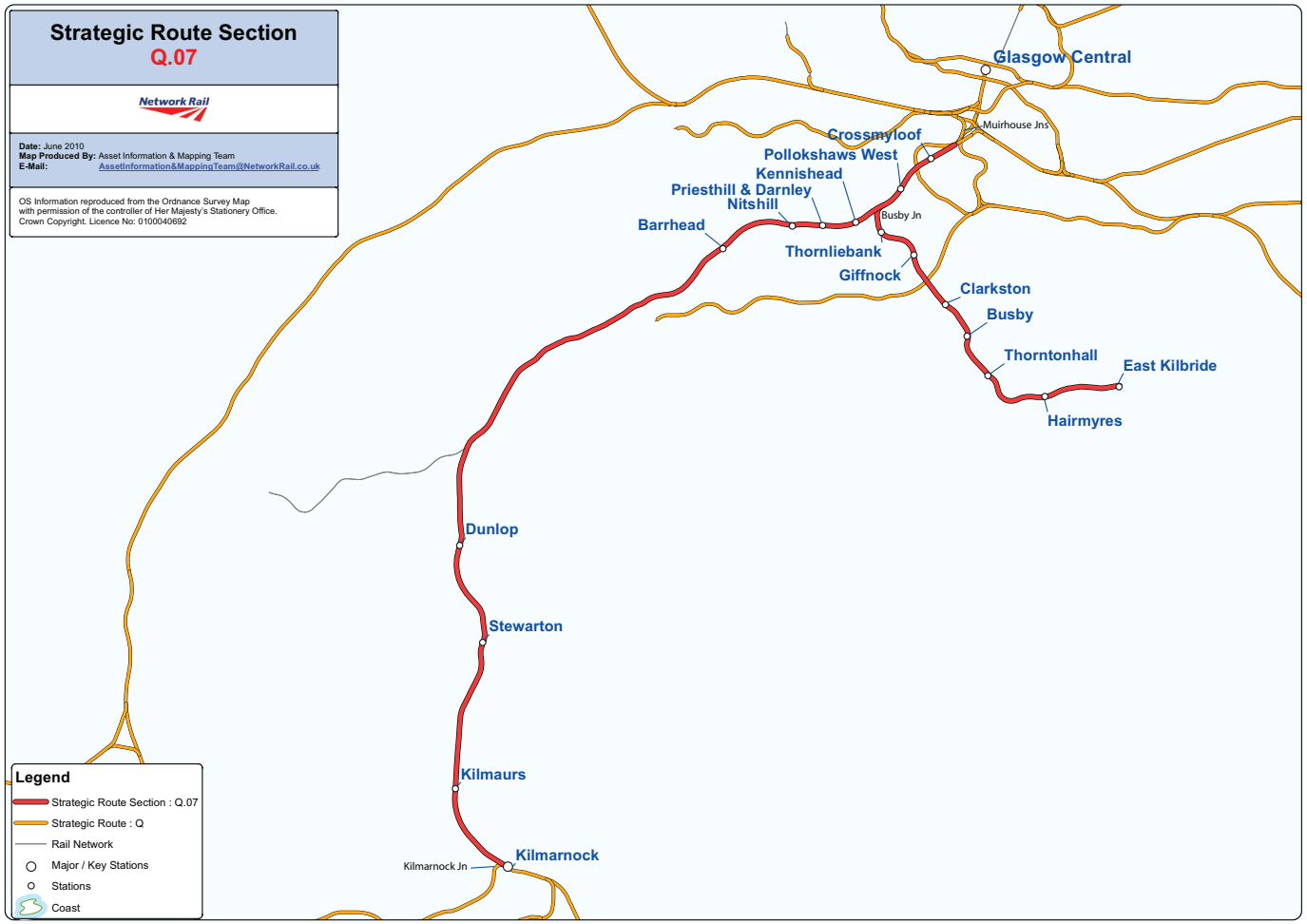
There are no level crossings on this SRS

Proposed infrastructure investment in Control Period 6 (2019 – 2024)*

There are no proposed infrastructure investments on this SRS

SRS Q.07 Muirhouse Junction to East Kilbride/ Kilmarnock

Geographic Map



Route specification description

The route runs from Muirhouse Junction to Kilmarnock with a spur at Busby Junction to East Kilbride. It is not electrified and two track apart from a single track section between Busby Station – East Kilbride with a passing loop at Hairmyres, and Barrhead – Kilmarnock with a dynamic loop between Lugton and Stewarton. It is predominantly a passenger route with ScotRail operating two trains per hour to Barrhead, Kilmarnock and East Kilbride. There is one freight train (in each direction) per week to/from the Riccarton Oil Terminal in Kilmarnock.

Busby Junction leads from the main Barrhead line onto the East Kilbride branch.

Kilmarnock Junction leads from the main line onto the single line branch to Barassie Junction.

Future Aspirations

Infrastructure improvements and platform lengthening on the East Kilbride branch to meet forecast demand on the corridor.

Electrification to East Kilbride and Kilmarnock as part of the Rolling Programme of Electrification in Scotland to meet the Scottish Government's decarbonisation action plan.

SRS Q.07 Muirhouse Junction to East Kilbride/ Kilmarnock

Route capability overview

Table 88

Information	Current	2043	Notes
Line of Route Description	Muirhouse Junction to Kilmarnock/East Kilbride		
Section Start	Muirhouse Junction		
Section End	Kilmarnock/East Kilbride		
Route Availability (RA)	Muirhouse – Kilmarnock = RA10 East Kilbride Branch = RA5		
Gauge	Muirhouse – Kilmarnock = W7 East Kilbride Branch = W6	Muirhouse - Kilmarnock = W10/W12 East Kilbride Branch = W6	
Signals	2 and 3 aspect controlled from WSSC,		ERTMS
Speed See Sectional Appendix for detailed speed profiles	75 mph max		
Electrification	No*	Yes	This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan.

Passenger train service level (trains per hour/day)

Table 89

	Current*	2043 Opportunities to Travel (ott)	Notes
Typical Journey time	Glasgow Central – East Kilbride = 32 minutes Glasgow Central – Barrhead = 22 minutes Glasgow Central – Kilmarnock = 39 minutes		All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process
No. of trains per hour	Glasgow Central – Barrhead = 2 tph Glasgow Central – East Kilbride = 2 tph (4 tph in the peak) Glasgow Central – Kilmarnock = 2 tph	Glasgow Central to Kilmarnock/Ayr/New cumnock/Carlisle - 1 or 2 ott per hour Glasgow Central to Barrhead - retain existing frequency Glasgow Central to East Kilbride - 3 or 4 ott per hour	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

SRS Q.07 Muirhouse Junction to East Kilbride/ Kilmarnock

Kilmarnock Station

Current freight trains (paths per day)

Table 90			
Route Section	Current	2043	Notes
Muirhouse Junction – Kilmarnock			
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

There are no level crossings on this SRS

Proposed infrastructure investment in Control Period 6 (2019– 2024)* and Pipeline of Schemes Beyond CP6

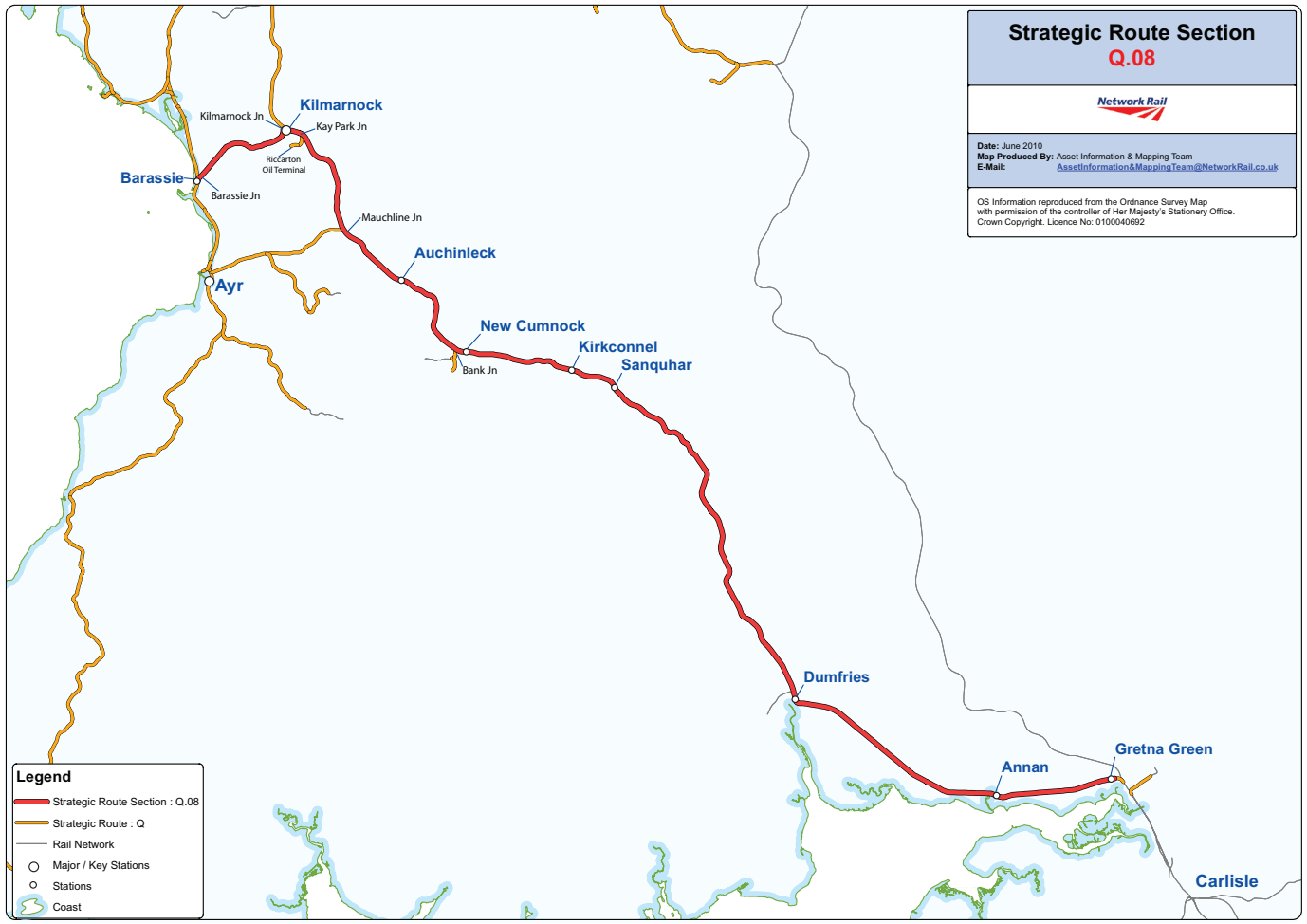
Table 91						
Project	Project Description	ELR	Implementation date	Output change	Notes	Status
East Kilbride Corridor Enhancements	This project has been developed to increase the passenger capacity (through increased on-train and/or network capacity) on the corridor between East Kilbride and Glasgow Central.	EKE	CP6	Capability		In development
Busby Jn to Barrhead station electrification	Electrification of the line	GBK	CP6	Decarbonisation		In development
Rolling Programme of Decarbonisation	Electrification to East Kilbride and Barrhead to Kilmarnock	EKE, GBK	CP6/7	Decarbonisation		In development

*In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable

**The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS Q.08 Gretna Green to Barassie Junction

Geographic Map



Route specification description

The route runs from Gretna Green via Dumfries and Kilmarnock to Barassie Junction. It is not electrified and is two track throughout, apart from the single track section between Kilmarnock and Barassie Junction. The predominant passenger flow is the Glasgow Central to Carlisle ScotRail service which runs approximately two hourly. The line is also the main arterial freight route for the remaining Anglo Scottish coal traffic between Ayrshire and English power stations. There are freight terminals at Greenburn, New Cumnock and UPM Kymeme at Irvine.

Bank Junction leads from the main line into the Greenburn coal terminal.

Mauchline Junction leads from the main line onto the single line Annbank branch to Newton Junction.

Kay Park Junction leads from the main line onto the single line branch to the Riccarton oil terminal.

Kilmarnock Junction leads from the main line onto the single line branch to Barassie Junction.

Future Aspirations

Electrification of this route is currently being developed as part of the Rolling Programme of Decarbonisation in line with Transport Scotland's Decarbonisation Action Plan. There are aspirations for new stations at Thornhill and Eastriggs on this line of route.

Improved junction layouts at Kilmarnock to facilitate improved operational flexibility, reduce ongoing asset costs, and increased linespeed through the station.

Route capability overview

Table 92			
Information	**Current**	**2043**	**Notes**
Line of Route Description	Gretna Green to Barassie Junction		
Section Start	Gretna Green		
Section End	Barassie Junction		
Route Availability (RA)	10		
Gauge	Gretna Green – Kilmarnock = W8 Kilmarnock – Barassie Junction = W9	Aspiration for W12 by 2043	
Signals	2 aspect controlled by manual signal boxes along the route	ERTMS	ERTMS
Speed **See Sectional Appendix for detailed speed profiles**	80 mph maximum		
Electrification	No	Yes	This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan.

Passenger train service level (trains per hour/day)

Table 93			
	Current*	**2043 Opportunities to Travel (ott)**	**Notes**
Typical Journey time	1 hour 45 minutes		All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process
No. of trains per hour	Glasgow Central – Carlisle = Approx 2 hourly Dumfries – Carlisle (Local) = 4 trains per day Kilmarnock - Ayr = 10 trains per day	Glasgow Central to Kilmarnock/Ayr/New Cumnock/Carlisle - 1 or 2 ott per hour Dumfries to Carlisle - 2 ott per hour Kilmarnock to Dumfries - 1 ott per hour	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

Dumfries Station

Current freight trains (paths per day)

Table 94

	Current	2043	Notes
Route Section	Gretna Green – Barassie Junction		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

Table 95

Type	Current No. of Level Crossings	2043 No. of Level Crossings	Notes
Supervised Automatic User	1 2 15		As determined by Level Crossing policy

Proposed infrastructure investment in Control Period 6 (2019– 2024)* and Pipeline of Schemes Beyond CP6

Table 96

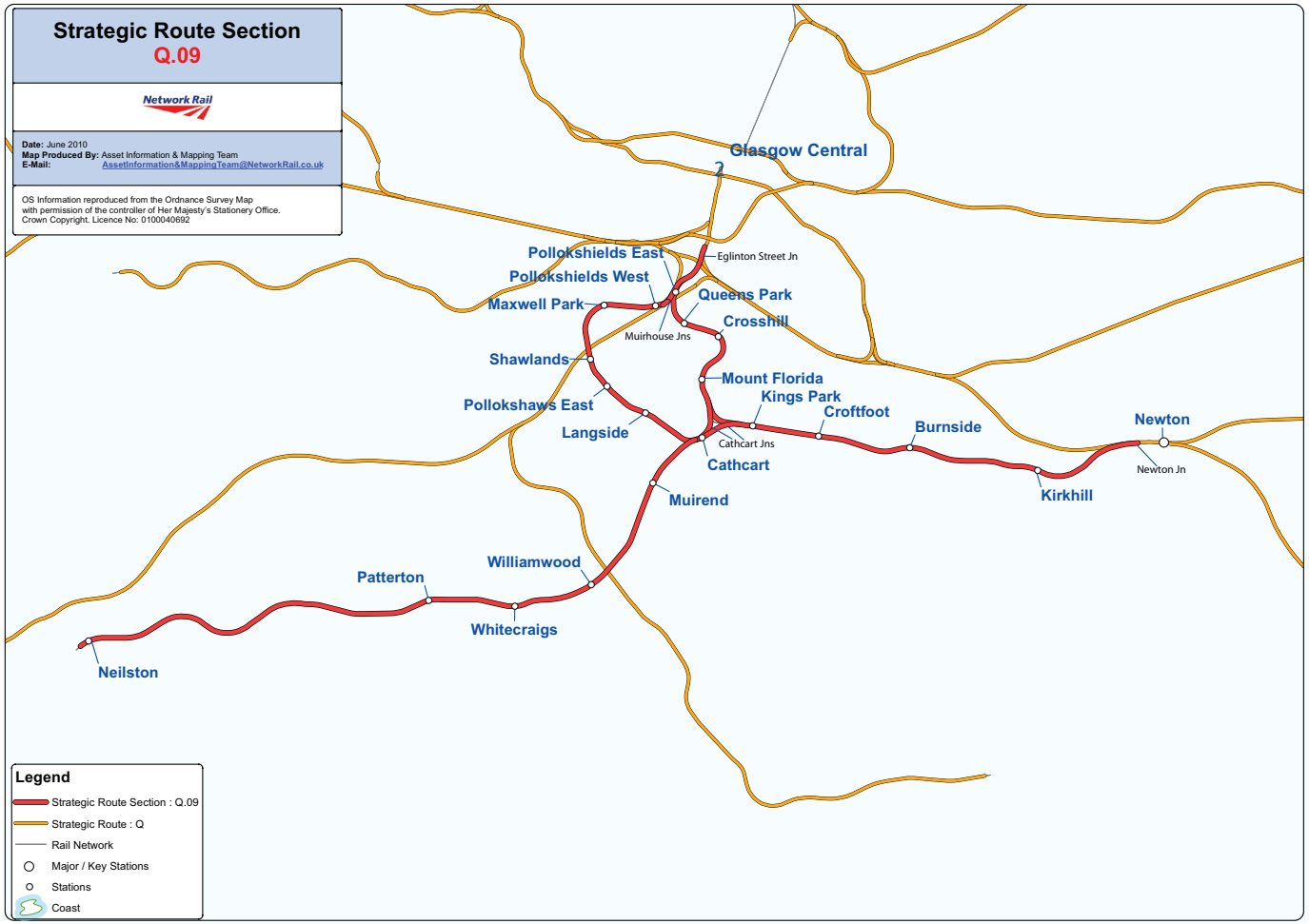
Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Rolling Programme of Decarbonisation	Electrification to Gretna	GSW	2035	Decarbonisation		In development

*In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable

**The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS Q.09 Eglinton Street Junction to Neilston, Newton & Cathcart Circle

Geographic Map



Route specification description

The electrified route runs from Eglinton Street Junction to Neilston/ Newton via the Cathcart Circle and is two track and electrified throughout. It is passenger only and ScotRail operates a minimum half hourly service from Glasgow Central over all sections of the route.

Muirhouse North Junction leads from the main line to Mount Florida and Cathcart.

Muirhouse Central Junction leads from the main line to Barrhead

Cathcart North Junction leads from the main line to Cathcart East Junction and Kirkhill.

Cathcart East Junction leads from the main line onto the Kirkhill branch and Neilston.

Cathcart West Junction leads from the main line west to Maxwell Park and east to Cathcart East Junction.

Future Aspirations

East Renfrewshire Council have an aspiration to open a station at Barrhead South to serve the proposed housing development and Country Park.

Maxwell Park Station

SRS Q.09 Eglinton Street Junction to Neilston, Newton & Cathcart Circle

Route capability overview

Table 97

Information	Current	2043	Notes
Line of Route Description	Eglinton Street Junction to Neilston/Newton via the Cathcart Circle		
Section Start	Eglinton Street		
Section End	Neilston/Newton		
Route Availability (RA)	Cathcart via Maxwell Park = RA3 Cathcart via Crosshill = RA7 Cathcart – Newton = RA7 Cathcart – Neilston = RA5		
Gauge	W7		
Signals	2/3/4 aspect controlled by West of Scotland Signalling Centre		ERTMS
Speed See Sectional Appendix for detailed speed profiles	55 mph max		
Electrification	Yes		

Passenger train service level (trains per hour/day)

Table 98

	Current*	2043 Opportunities to Travel (ott)	Notes
Typical Journey time	30 minutes		*Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.
No. of trains per hour	Glasgow Central – Neilston = 2 tph Glasgow Central – Newton = 2 tph Cathcart Circle = 2 tph	Glasgow Central to Newton - 3 or 4 ott per hour Glasgow Central to Neilston - 3 or 4 ott per hour Glasgow Central via Cathcart Circle - retain existing frequency	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process

Current freight trains (paths per day)

There is currently no freight traffic on this SRS.

Level Crossings on route

There are no level crossings on this SRS

Proposed infrastructure investment in Control Period 6 (2019 – 2024)*

There are no proposed infrastructure investments on this SRS

SRS Q.10 Newton to Gartsherrie South/ Rutherglen East Junction

Route specification description

The route runs from Gartsherrie South Junction to Motherwell and also incorporates the Hamilton Circle/Larkhall Branch, the Rutherglen and Coatbridge (R&C) Line from Rutherglen East Junction to Whifflet and the Uddingston Junction/Bellshill/Wishaw/ Law Junction section including the Wishaw Deviation Line. It has a mix of traffic flows with the predominant ScotRail passenger services to Whifflet, Lanark, Motherwell and Edinburgh via Shotts. The R&C is on the main arterial freight route for Ayrshire freight traffic and there is significant freight traffic to/from Mossend via Holytown and Law Junction.

Freight terminals connect to the route section at Coatbridge and Mossend on the Coatbridge line and at Viewpark on the Holytown line east of Uddingston Junction. There is a wagon repair terminal at Hamilton Earnock.

Coatbridge Junction leads from the main line to Langloan Junction and the R&C line.

Langloan Junction leads from the main Carmyle line to Coatbridge Junction.

Whifflet North Junction leads from the main Coatbridge line to Langloan Junction on the R&C line.

Whifflet South Junction leads from the main Coatbridge line onto the branch towards Sunnyside Junction.

Mossend North Junction leads from the main Coatbridge line onto the Holytown line at Mossend East Junction.

Mossend West Junction leads from the main Holytown line to Mossend South Junction.

Mossend South Junction leads from the main Coatbridge line to Mossend West and Mossend East Junction.

Mossend East Junction leads from the main Holytown line north to Mossend North Junction.

Holytown Junction leads from the main line onto the Shotts line. Wishaw Central Junction leads from the main Holytown line onto the Wishaw Connecting Line and West Coast Main Line (WCML) at Shieldmuir.

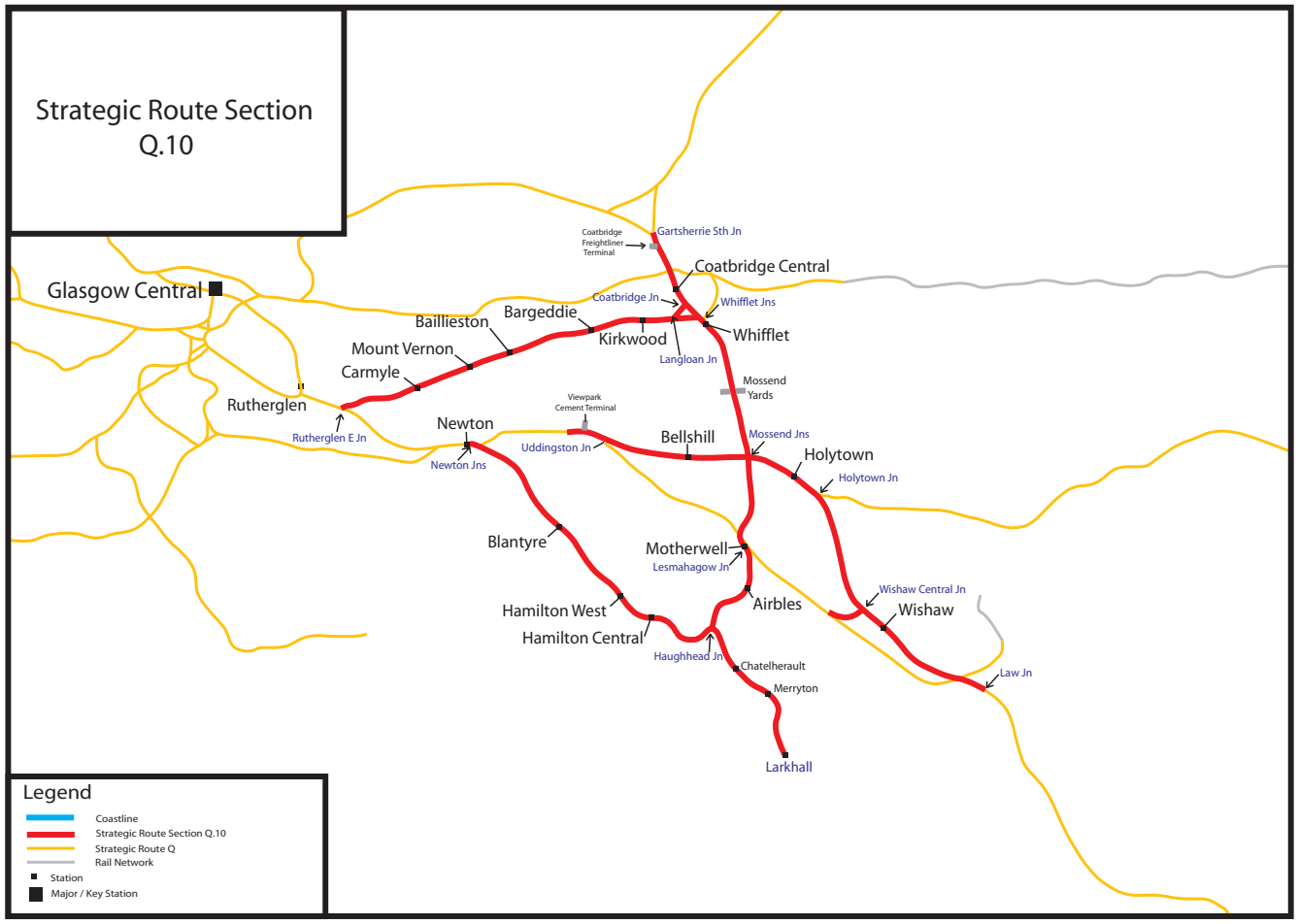
Law Junction leads from the main Holytown line onto WCML.

Lesmahagow Junction runs from the WCML at Motherwell south via the Hamilton Circle and north via Bellshill, Mossend and beyond.

Uddingston Junction runs from the WCML onto the Holytown line and Bellshill.

Haughead Junction leads from the Hamilton Circle line onto the Larkhall branch.

Geographic Map



SRS Q.10 Newton to Gartsherrie South/Rutherglen East Junction

Route capability overview

Table 99

Information	Current	2043	Notes
Line of Route Description	Newton to Gartsherrie South/Rutherglen East Junction		
Section Start	Gartsherrie South Junction		
Section End	Newton		
Route Availability (RA)	7 – 10 *		*Law Junction – Holytown Junction STNC from RA10 to RA8
Gauge	W6 – 12		Aspiration of W12 gauge clearance between Carstairs and Grangemouth (via Mossend)
Signals	Controlled by WSSC		ERTMS
Speed See Sectional Appendix for detailed speed profiles	75 mph max		
Electrification	Yes		

Passenger train service level (trains per hour/day)

Table 100

	Current*	2043 Opportunities to Travel (ott)	Notes
Typical Journey time	25 minutes		
No. of trains per hour	Argyle line - Motherwell/Cumbernauld via Hamilton = 2tph Argyle line - Larkhall via Hamilton = 2 tph Argyle line - Whifflet/Motherwell = 2 tph Glasgow Central - Lanark = 2 tph Glasgow Central - Shotts - Edinburgh Waverlery = 2 tph	Glasgow Central to Edinburgh (via Shotts) - 2 or 3 ott per hour (45 minute fastest journey time) Glasgow Central to Lanark - retain existing frequency (reduce fastest journey time by 10 minutes) Glasgow Central to Whifflet/Wishaw - retain existing frequency Glasgow Central to Glasgow Central (via Newton/Motherwell/Carmyle) - retain existing frequency Glasgow Central to Larkhall - retain existing frequency	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

SRS Q.10 Newton to Gartsherrie South/Rutherglen East Junction

Motherwell Station

Current freight trains (paths per day)

Table 101

	Current	2043	Notes
Route Section	Newton to Gartsherrie South/Rutherglen East Junction		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

There are no level crossings in this route section.

Proposed infrastructure investment in Control Period 6 (2019– 2024)* and Pipeline of Schemes Beyond CP6

Table 102

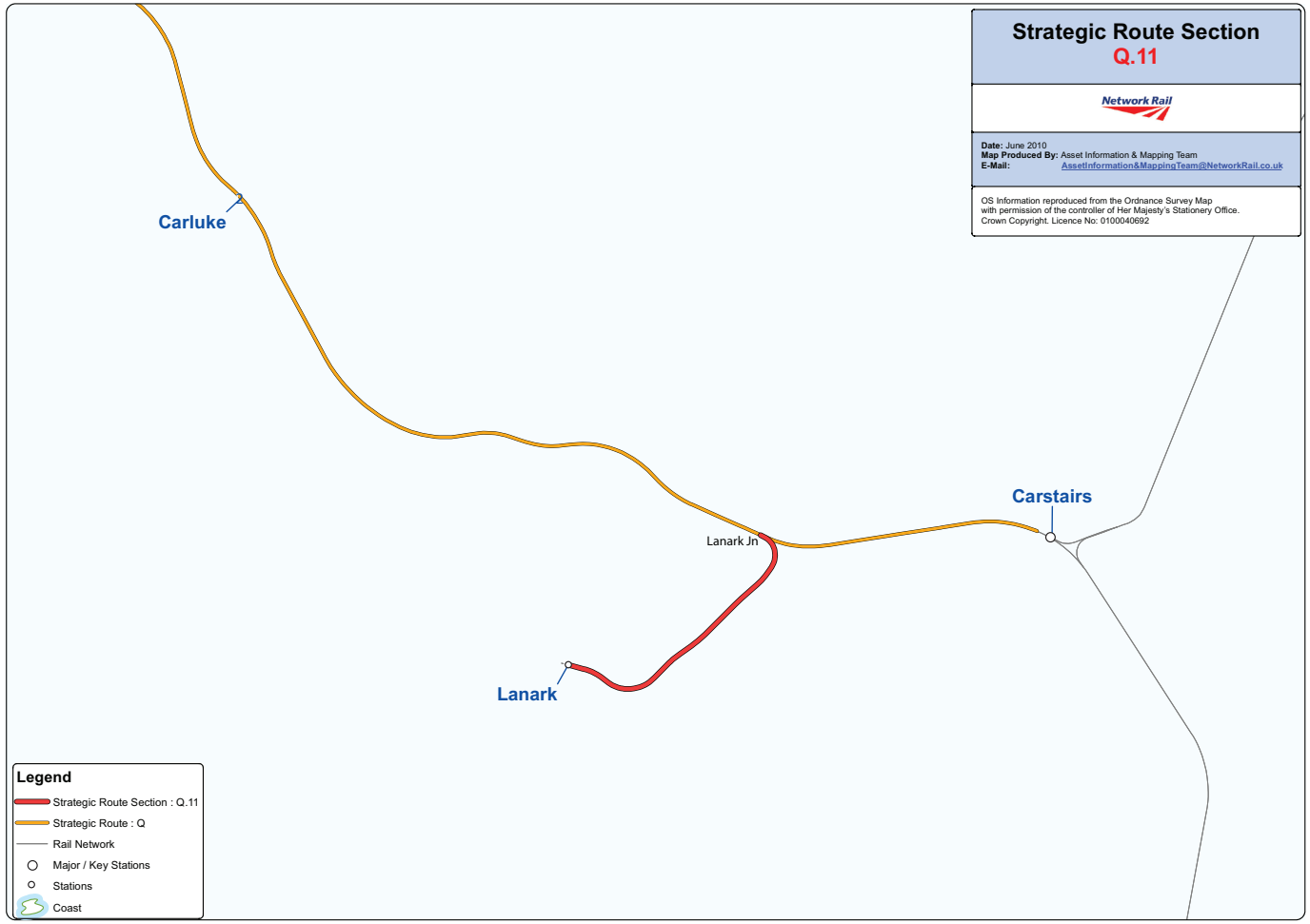
Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Coatbridge Freight Terminal Enhancement	Enable running of longer services and maximise capacity in terminal	ZZD2	CP6	Capability		In development

*In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable

**The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS Q.11 Lanark Branch

Geographic Map



Route specification description

The route runs from Lanark Junction, on the West Coast Main Line, for approx two miles to Lanark and is electrified and single track throughout. It is a passenger only route and ScotRail operates a half hourly service from Lanark to Glasgow Central.

Route capability overview

Table 103			
Information	**Current**	**2043**	**Notes**
Line of Route Description	Lanark Branch		
Section Start	Lanark Junction		
Section End	Lanark		
Route Availability (RA)	RA5		
Gauge	W6		
Signals	2, 3 & 4 aspect controlled by West of Scotland Signalling Centre		ERTMS
Speed **See Sectional Appendix for detailed speed profiles**	75 mph max		
Electrification	Yes		

Passenger train service level (trains per hour/day)

Table 104			
	Current	**2043 Opportunities to Travel (ott)**	**Notes**
Typical Journey time	4 minutes		
No. of trains per hour	2 tph to Glasgow Central	Glasgow Central to Lanark - retain existing frequency (reduce fastest journey time by 10 minutes)	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

Current freight trains (paths per day)

There is currently no freight traffic on this route section.

Level Crossings on route

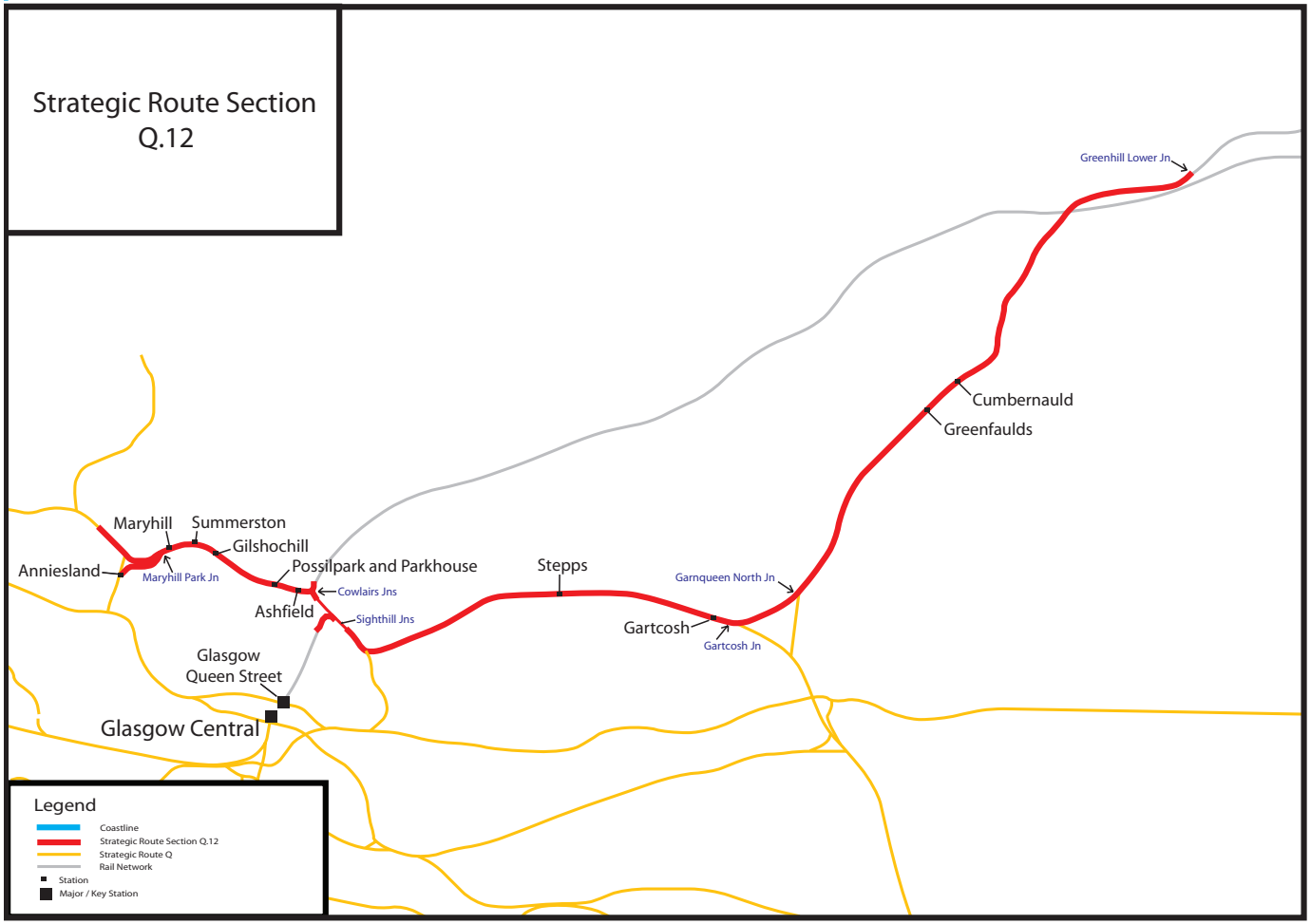
There are no level crossings on this route section

Proposed infrastructure investment in Control Period 6 (2019 – 2024)*

There are no proposed infrastructure investments on this SRS

SRS Q.12 Anniesland to Greenhill Lower Junction

Geographic Map



Route specification description

The route runs from Knightswood South Junction (Anniesland) via Dawsholm Junction, Kelvindale, Maryhill, Springburn, Stepps and Cumbernauld to Greenhill Lower Junction. ScotRail operates a half hourly service on the Maryhill Branch between Anniesland/Cowlairs Junction and an hourly service on the Cowlairs via Springburn and Stepps to Cumbernauld/Falkirk Grahamston line. ScotRail also operate three/four trains per day to the West Highlands over the Cowlairs – Westerton Junction section of the route as well as the London Euston to Fort William sleeper and a half hourly electric Dalmuir – Cumbernauld service via Glasgow Queen Street Low Level. The Garnqueen North Junction – Greenhill Lower Junction section has significant volumes of freight traffic including traffic from Coatbridge and Mossend to Grangemouth and Inverness/ Aberdeen. There is fuel and Alcan traffic to Fort William that runs via the Gartcosh Junction and Westerton section.

Maryhill Park Junction leads from the main Maryhill line onto the Anniesland branch to Dawsholm Junction.

Knightswood Junction leads from the Maryhill line onto the Singer line.

Cowlairs North Junction leads from the main Maryhill line onto the curve to Cowlairs East Junction.

Cowlairs West Junction leads from the Maryhill line onto the E&G main line and the Springburn branch.

Sighthill West Junction leads from the Springburn line via the Cowlairs Chord onto the main E&G line at Cowlairs South Junction.

Sighthill East Junction leads from the main Springburn line onto the Stepps line and Springburn traincare depot.

Gartcosh Junction leads from the Stepps line north to Garnqueen North Junction and south to Gartsherrie South Junction.

Garnqueen North Junction leads from the Stepps line onto main Perth line.

Future Aspirations :

The Maryhill Branch is due to be reviewed as part of Transport Scotland's Decarbonisation Action Plan.

Route capability overview

Table 105

Information	Current	2043	Notes
Line of Route Description	Anniesland to Greenhill Lower Junction		
Section Start	Anniesland (Knightswood South Junction)		
Section End	Greenhill Lower Junction		
Route Availability (RA)	Knightswood North – Maryhill Park Junction = RA8 Maryhill Park Junction – Cowlairs West Junction = RA10 Anniesland Branch = RA5 Cowlairs West Junction – Greenhill Lower Junction = RA10		
Gauge	W6 – 9	W12	
Signals	2, 3 & 4 aspect controlled by Edinburgh IECC		ERTMS
Speed See Sectional Appendix for detailed speed profiles	75 mph max		
Electrification	Yes		*Springburn – Greenhill Lower is electrified This remaining line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan.

Passenger train service level (trains per hour/day)

Table 106

	Current*	2043 Opportunities to Travel (ott)	Notes
Typical Journey time	32 minutes		
No. of trains per hour	Glasgow Queen Street High Level – Anniesland = 2 tph Edinburgh via Cubernauld– Glasgow Queen Street High Level (via Cumbernauld) = 1 tph Dumbarton Central to Cumbernauld (via Queen Street Low Level) = 2 tph Dalmuir/Milngavie - Cumbernauld (via Glasgow Central LL) = 1 tph	Carlisle to Carstairs/Coatbridge/Stirling - 1 ott per hour Glasgow Central to Cumbernauld - 1 or 2 ott per hour Glasgow Queen Street to Cumbernauld - retain existing frequency Glasgow Queen Street to Anniesland/Glasgow Queen Street/Springburn/Anniesland - 2 ottper hour Glasgow Queen Street to Falkirk Grahamston - 1 or 2 ottper hour	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

Cumbernauld Station

Current freight trains (paths per day)

Table 107			
	Current	2043	Notes
Route Section	Anniesland to Greenhill Lower Junction		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

Table 108			
Type	Current No. of Level Crossings	2043 No. of Level Crossings	Notes
Supervised Automatic User	2 0 1		As determined by Level Crossing policy

Proposed infrastructure investment in Control Period 6 (2019 – 2024)* and Pipeline of Schemes Beyond CP6

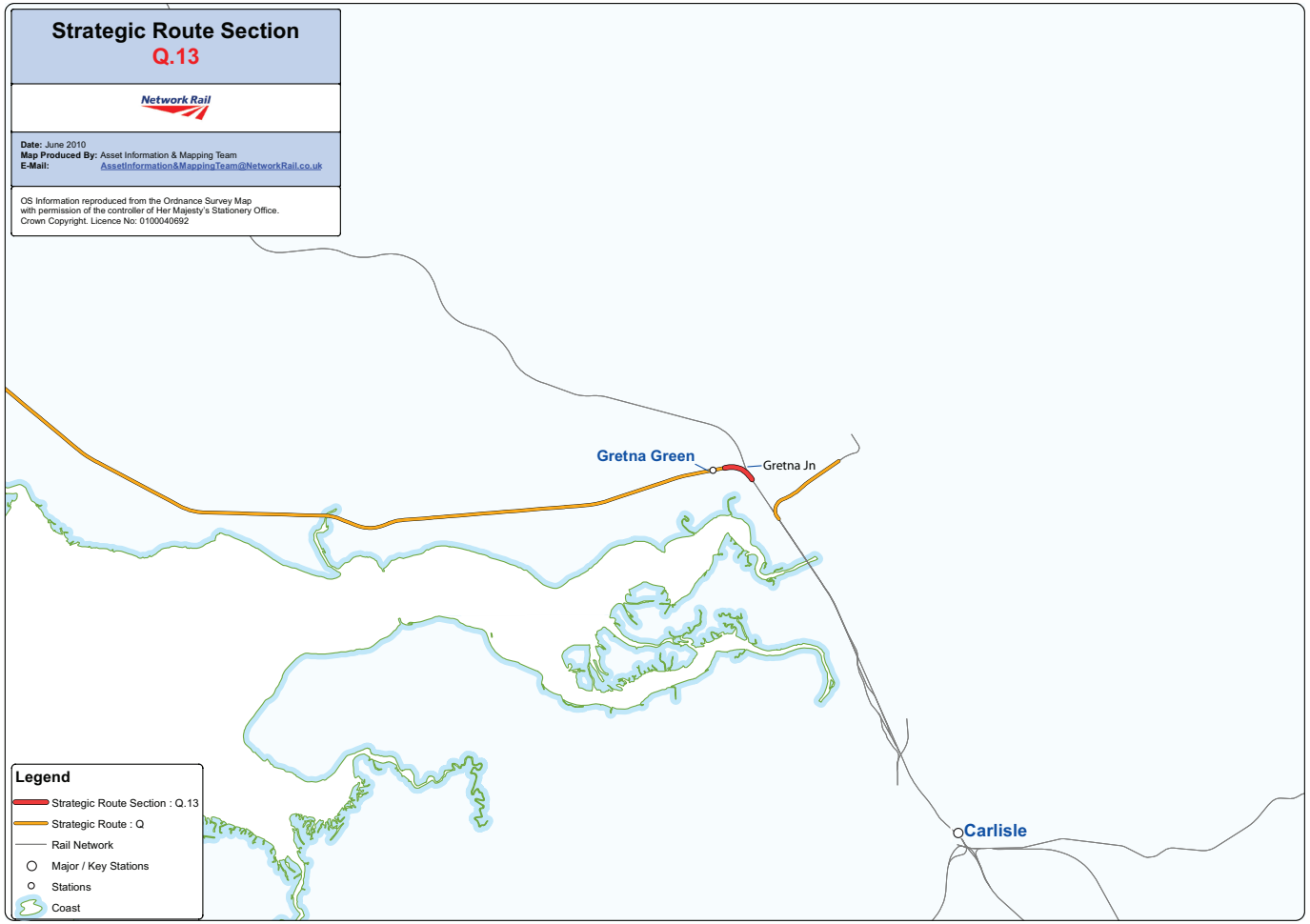
Table 109						
Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Robroyston New Station	New two platform passenger station at Robroyston	CBD2	2019/20	New station		Complete
Rolling Programme of Decarbonisation	Electrification of the Maryhill Branch	MRL1-2	2035	Decarbonisation		In development

*In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable

**The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS Q.13 Gretna Green to Gretna Junction

Geographic Map



Route specification description

The route runs from Gretna Green to Gretna Junction for approximately one mile and is two track until the single lead junction at Gretna Junction.

Route capability overview

Table 110			
Information	**Current**	**2043**	**Notes**
Line of Route Description	Gretna Green to Gretna Junction		
Section Start	Gretna Green		
Section End	Gretna Junction		
Route Availability (RA)	RA8		
Gauge	W8		
Signals	Controlled by Carlisle Power Signal Box		ERTMS
Speed **See Sectional Appendix for detailed speed profiles**	80 mph max		
Electrification	No		This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan.

Passenger train service level (trains per hour/day)

Table 111			
	Current*	**2043 Opportunities to Travel (ott)**	**Notes**
Typical Journey time			
No. of trains per hour	Glasgow Central – Carlisle = Approx 2 hourly Dumfries – Carlisle (Local) = 4 trains per day	Dumfries to Carlisle - 2 ott per hour	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

Current freight trains (paths per day)

Table 112			
	Current	**2043**	**Notes**
Route Section	Gretna Green to Gretna Junction		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

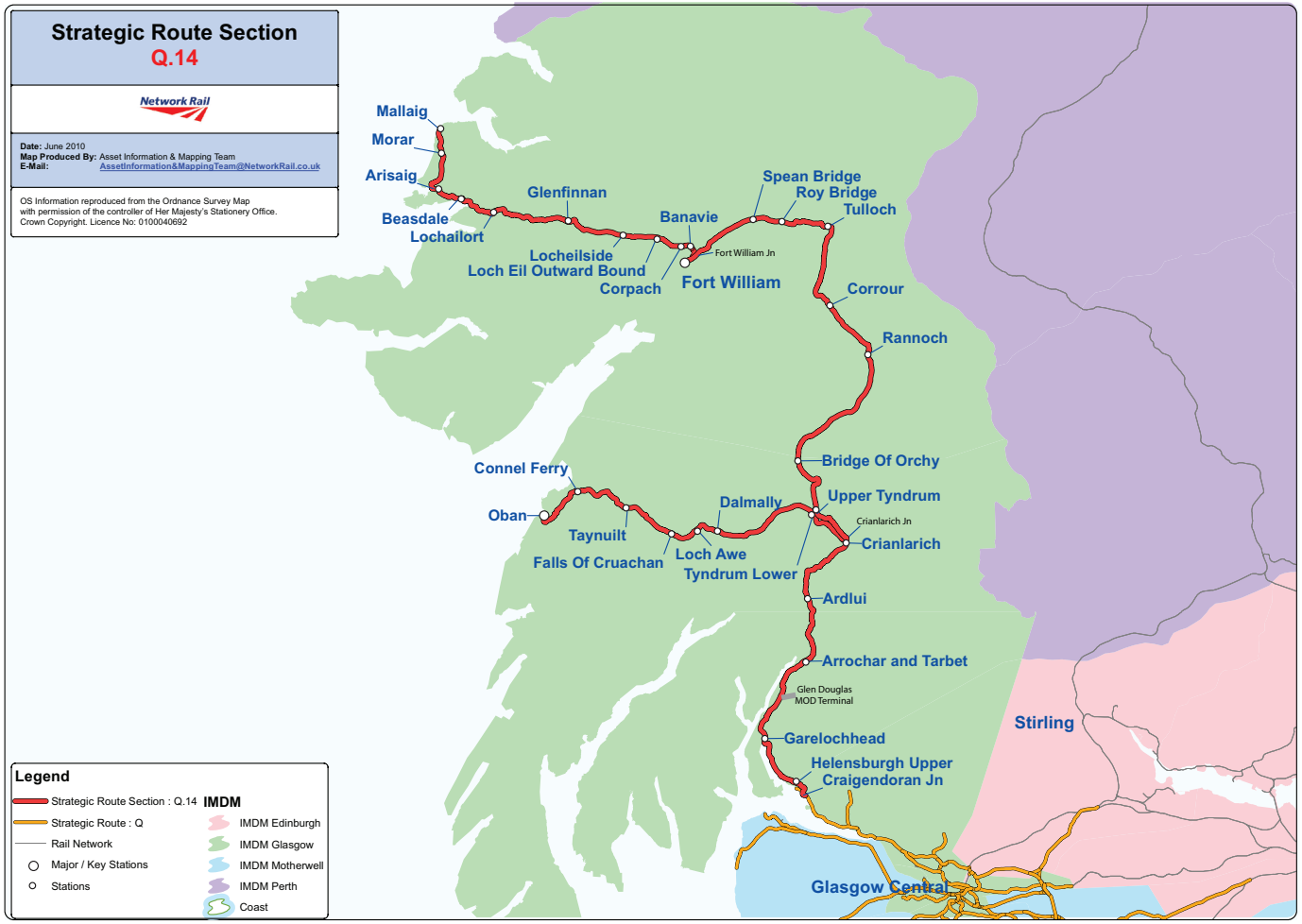
There are no level crossings on this route section.

Proposed infrastructure investment in Control Period 6 (2019– 2024)*

There are no planned infrastructure investments in Control Period 6.

SRS Q.14 West Highland Line

Geographic Map



Route specification description

The West Highland Line (WHL) route runs from Craigendoran Junction to Glen Douglas, Fort William and Mallaig with a branch to Oban from Crianlarich. It is not electrified and is single track throughout with passing loops. It has a mix of ScotRail passenger traffic, the Caledonian Sleeper and freight traffic to Fort William. The route is Radio Electric Token Block (RETB) controlled from Banavie Signal Box.

Crianlarich Junction leads from the main WHL onto the Oban branch.

Fort William Junction leads from the main WHL onto the Mallaig branch.

Future Aspirations

Removal of jointed rail sections, facilitating higher linespeeds and improved journey times.

Aspiration to redevelop Oban station and for a new station at Faslane near Helensburgh.

The route is currently under review as part of the West Highland Line Review Group.

Route capability overview

Table 113			
Information	**Current**	**2043**	**Notes**
Line of Route Description	West Highland Line		
Section Start	Craigendoran Junction		
Section End	Mallaig/Oban		
Route Availability (RA)	RA5		
Gauge	Craigendoran Junction – Corpach = W8 Corpach – Mallaig = W7 Oban Branch = W7		
Signals	RETB		ERTMS
Speed See Sectional Appendix for detailed speed profiles	70 mph max		
Electrification	No		This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan.

Passenger train service level (trains per hour/day)

Table 114			
	Current*	**2043 Opportunities to Travel (ott)**	**Notes**
Typical Journey time	Glasgow Queen Street High Level to : Oban = 3 hours 6 mins Fort William = 3 hours 35 mins Mallaig = 5 hours		
No. of trains per hour	Glasgow Queen Street High Level – Oban = 6 trains per day Glasgow Queen Street High Level – Fort William/ Mallaig = 3 trains per day London Euston – Fort William sleeper = 1 train per day Fort William – Mallaig Jacobite = 1 – 2 trains per day (summer) Fort William - Mallaig = 1 train per day	Glasgow Queen Street to Mallaig - 1 ott every 2 to 3 hours Glasgow Queen Street to Oban - 1 ott every 2 to 3 hours	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

Glenfinnan Viaduct

Current freight trains (paths per day)

Table 115			
	Current	2043	Notes
Route Section	West Highland Line		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level crossings on route

Table 116			
Type	Current No. of Level Crossings	2043 No. of Level Crossings	Notes
Supervised Automatic User	3 2 68		As determined by Level Crossing policy

Proposed infrastructure investment in Control Period 6 (2019 – 2024)* and Pipeline of Schemes Beyond CP6

There are no proposed infrastructure investment in CP6.

SRS G.11 Border – Edinburgh

Route specification description

This section of the East Coast Main Line (ECML) consists of 54 miles of predominantly two track railway extending from the interface with SRS G.10 to the east and to P.01 to the west of Edinburgh Waverley station. It is electrified throughout on the 25kV Overhead Line Electrification (OHL) system. A branch line runs from Drem to North Berwick , which is currently cleared for passenger traffic only. The route includes Up and Down loops at Grantshouse and Drem, a Down/Up loop at Dunbar and an Up loop at Prestonpans. At the southern end, the line is largely a basic two track railway but the layout becomes more complex on its approach to Edinburgh, reflecting the greater concentration of population and industry. There is a Traction Maintenance Depot operated by LNER at Craigentinny. There are private freight sidings at Torness power station, Oxwellmains cement terminal, Dunbar waste terminal, Leith Yard and the Powderhall compaction plan. However, Powderrhall is currently out of use.

There are six intermediate stations at Dunbar, Drem, Longniddry, Prestonpans, Wallyford and Musselburgh. All consist of two through platforms, Dunbar is additionally served by Long Distance High Speed (LDHS) trains, the remainder being served only by local ScotRail services.

Portobello is currently a single lead junction which leads from the ECML to Newcraighall for passenger traffic, and freight to Millerhill Yard and Central Scotland. Portobello Junction also provides a route to the Edinburgh Suburban Line which is used for empty coaching stock (ECS) and freight movements. Portobello Junction provides access to Leith Yard and Powderhall Junction provides access to the now closed Powderhall waste compaction facility.

Monktonhall Junction provides a route from the ECML to Millerhill Yard and the Edinburgh Suburban Line for freight traffic.

Prestonpans Up passenger loop provided freight access to the former Cockenzie power station now closed.

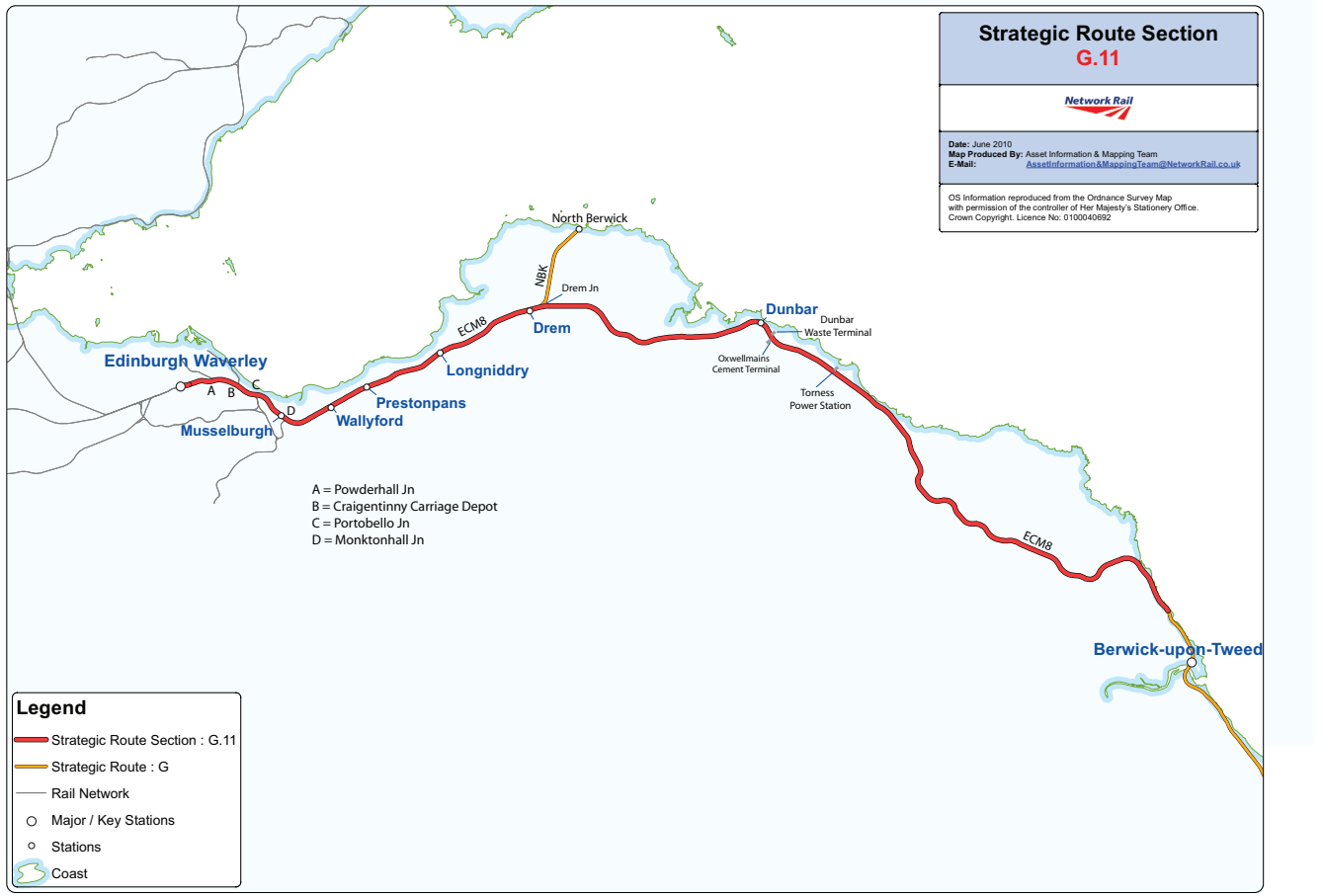
Drem Junction on the ECML provides access to the North Berwick branch for passenger traffic.

LNER and CrossCountry operate the long distance high speed services (LDHS) over the route with ScotRail providing the local services between Drem and Edinburgh and between Dunbar and Edinburgh

Future Aspirations

This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan. To provide the infrastructure to meet the 2043 Indicative Train Service Specification e.g. Growing the Lothians and Borders and Scotland to England Connectivity.

Geographic Map



Route capability overview

Table 117

Information	Current	2043	Notes
Line of Route Description	Border to Edinburgh		
Section Start	Scottish Border (ECM7, 69m 67ch)		
Section End	Edinburgh Waverley Station		
Route Availability (RA)	RA10		
Gauge	W9 - W12*		*W12 from the Border to Monktonhall Jn
Signals	Track Circuit Block controlled from Edinburgh Integrated Electronic Control Centre (IECC)		ERTMS
Speed See Sectional Appendix for detailed speed profiles	Varies from 75 mph to 125 mph	Raise linespeed to highest possible in line with infrastructure characteristics and capability of rolling stock	
Electrification	Yes		

Passenger train service level (trains per hour/day)

Table 118

	Current*	2043 Opportunities to Travel (ott)	Notes
Typical Journey time	Berwick-upon-Tweed to Edinburgh Waverley = 44 minutes		
No. of trains per hour	Introduction of the 2018 timetable 2 tph London Kings Cross to Scotland 1 tph Penzance/Plymouth/to Edinburgh Waverley 1-2tph North Berwick to Edinburgh Waverley 2 tph Tweedbank to Edinburgh Waverley 5 trains per day Edinburgh Waverley to Dunbar	South of England to Glasgow Central (via ECML) - 2 ott per hour South of England to Aberdeen (via ECML) - 1 ott per hour Newcastle/Berwick-upon-Tweed to Edinburgh Waverley - 1 ott per hour Dunbar to Edinburgh Waverley - 1 ott per hour North Berwick to Edinburgh Waverley - 1 ott per hour Edinburgh Waverley to Tweedbank - 3 or 4 ott per hour (reduce fastest journey time by 20 minutes)	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

Dunbar Station

Current freight trains (paths per day)

Table 119			
	Current	2043	Notes
Route Section	Border to Edinburgh		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

Table 120			
Type	Current No. of Level Crossings	2043 No. of Level Crossings	Notes
Supervised Automatic User	1 1 0		As determined by Level Crossing policy Aspiration to close Markle and St Germains level crossings

Proposed infrastructure investment in Control Period 6 (2019– 2024)* and Pipeline of Schemes Beyond CP6

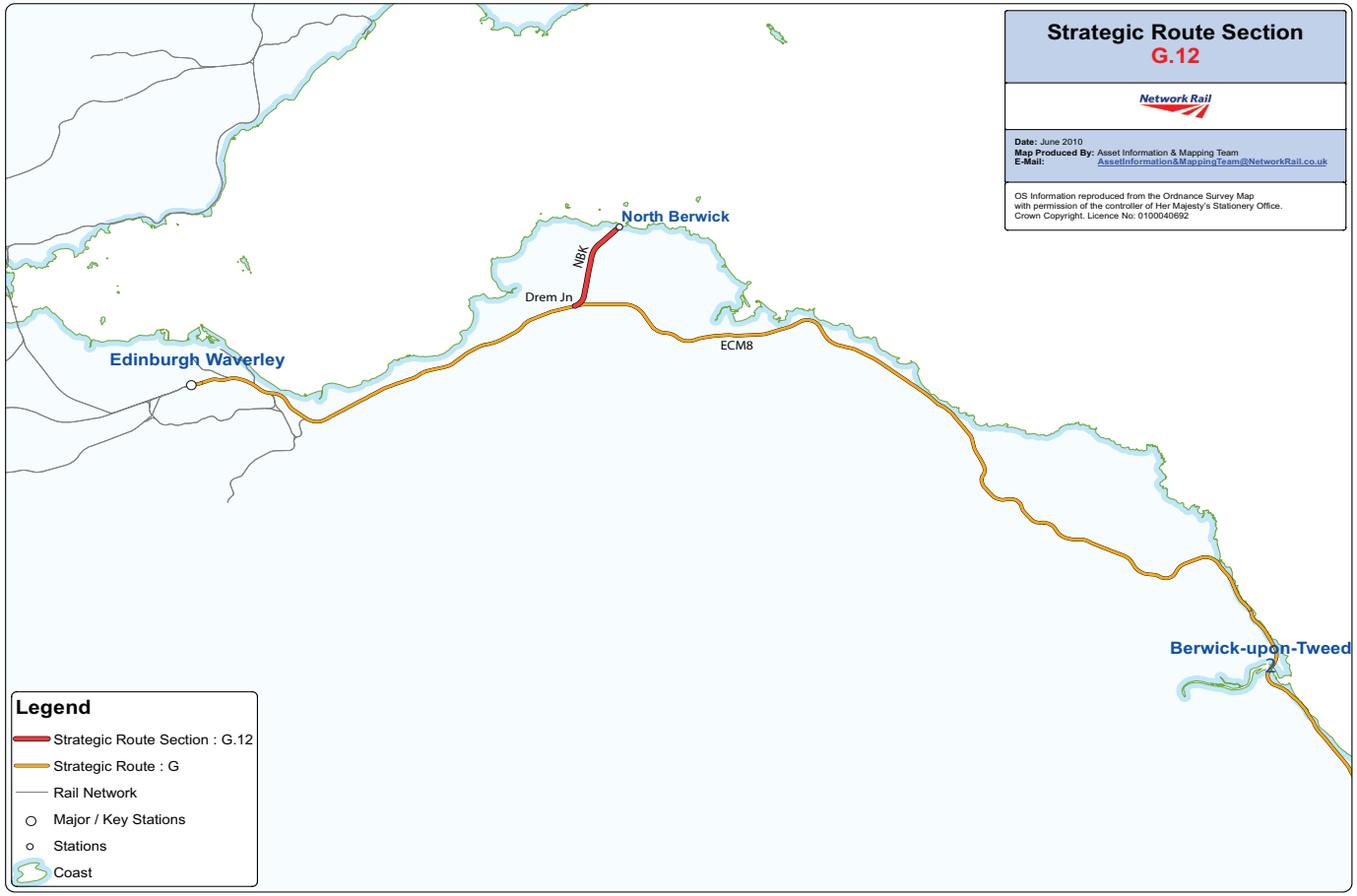
Table 121						
Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Portobello Junction to Newcraighall	This option will provide increased capacity and resilience for passenger and freight services helping to improve performance across the central belt and cross-border.	ECM8, NDE1	TBA	Increased capacity and improved performance		In development
Scotland East to England Connectivity	This option will maximise platform capacity and availability at a congested part of the netowrk travelling into Edinburgh Waverley. Improving performance at a key location as part of the ECML corridor enhancements.	ECM8	TBA	Platform capacity and improved performance		In development
Reston new station	Construction of new station	ECM8	2021	Connectivity		In delivery
East Linton new station	Construction of new station	ECM8	2022	Connectivity		In development
Edinburgh Strategic Renewal	The existing IECC Classic equipment located at Edinburgh SC is now obsolete and shall be upgraded with an IECC Scalable control system.	ECM9	CP6	Asset renewal		In development

*In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable

**The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS G.12 North Berwick Branch

Geographic Map



Route specification description

This single track four mile branch line extends from Drem on the ECML to North Berwick station and it is electrified. There are no intermediate stations and no passing loops or sidings on the branch.

It forms the eastern terminal of most ScotRail suburban stopping services to the east of Edinburgh Waverley and is adequate for the level of service provided which is basically hourly with a half hourly frequency at peak times and on Saturdays.

North Berwick station consists of a single platform of six-car length.

Route capability overview

Table 122			
Information	**Current**	**2043**	**Notes**
Line of Route Description	North Berwick to Drem		
Section Start	North Berwick		
Section End	Drem Junction		
Route Availability (RA)	RA5		
Gauge	W7		
Signals	One Train Working controlled from Edinburgh IECC		ERTMS
Speed **See Sectional Appendix for detailed speed profiles**	Predominantly 50 mph		
Electrification	Yes		

Passenger train service level (trains per hour/day)

Table 123			
	Current*	**2043 Opportunities to Travel (ott)**	**Notes**
Typical Journey time	North Berwick to Drem = 9 minutes		
No. of trains per hour	1 tph North Berwick to Edinburgh Waverley (Mon-Fri) 2 tph North Berwick to Edinburgh Waverley (Sat)	North Berwick to Edinburgh Waverley - 2 ott per hour	All future service specifications to be shaped by Market and Strategic Question Studies as part of the Long Term Planning Process *Based on timetable at December 2019, excludes changes to timetables brought about by COVID-19 pandemic. Emergency timetables have been in place since 23rd March 2020 and continue to be subject to change.

Current freight trains (paths per day)

This is a passenger only branch with no freight forecast to run

Level Crossings on route

There are no level crossings in this route section.

Proposed infrastructure investment in Control Period 6 (2019 – 2024)* and Pipeline of Schemes Beyond CP6

There is no proposed infrastructure investments in CP6.

SRS P.98 Other Freight Lines (Secondary)

Edinburgh Suburban Line

Route specification description

The Edinburgh Suburban Line is predominately not electrified and runs from Haymarket West Junction to Monktonhall Junction via Gorgie Junction and incorporates the lines to Haymarket Central Junction, Slateford Junction via Craiglockhart Junction, Niddrie West Junction to Portobello Junction and Millerhill Yard. The section from Monktonhall Junction via Millerhill to Portobello Junction is electrified.

The Scottish Government has pledged to reach "net-zero" carbon emissions by 2045. To achieve this target the railway industry is required to decarbonise traction power. Currently there is a 2035 target for the decarbonisation of Scotland's domestic passenger services through the continuation of electrification and the introduction of hydrogen and Battery rolling stock.

Future Aspiration

Electrification of Edinburgh Suburban Line.

Improve signalling capacity on the Edinburgh Suburban Line.

Route capability overview

Table 124

Information	Current	2043	Notes
Line of Route Description	Edinburgh Suburban line		
Section Start	Portobello Junction		
Section End	Haymarket West Junction		
Route Availability (RA)	RA10		
Gauge	W12		*Craiglockhart-Haymarket West & Gorgie Jn
Signals	Controlled from Edinburgh Integrated Electronic Control Centre (IECC)		ERTMS
Speed See Sectional Appendix for detailed speed profiles	40 mph		
Electrification	No		This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan.

Current freight trains (paths per day)

Table 125

	Current	2043	Notes
Route section	**Edinburgh Suburban Line**		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

SRS P.98 Other Freight Lines (Secondary)

Edinburgh Suburban Line

Proposed infrastructure investment in Control Period 6 (2019 – 2024)* and Pipeline of Schemes Beyond CP6

Table 126

Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Growing the Lothians and Borders: Millerhill Yard Signalled Route	Fully signalled passenger route from Monktonhall Junction to Niddrie South Junction	NDE MHL1	CP6	Increase capacity		In development
Edinburgh Suburban Line Electrification	Electrification of the suburban line to enable an electrified diversionary route for freight traffic.	SUB1 SUB2	TBA	Increased capability	Being considered as part of Decarbonisation Action Plan	In development

*In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable

**The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS P.99 Other Freight Lines (Secondary) Longannet Branch

Route specification description

The Longannet Branch runs from Alloa Station to Charlestown Junction via Longannet power station. The branch is freight only, is single line throughout with a passing loop at Alloa and is not electrified. With the closure of Longannet in March 2016 the Longannet branch currently sees sporadic traffic.

Future Aspiration

Aspirations exist to provide passenger services on this line including the addition of stations between Alloa and Charleston Junction. There is also scope for extended electrification between Alloa and Longannet, and potentially through to Charleston Junction under the wider Decarbonisation Programme.

Route capability overview

Table 127

Information	Current	2043	Notes
Line of Route Description	Longannet Branch		
Section Start	Alloa		
Section End	Charlestown Junction		
Route Availability (RA)	Alloa – Longannet = RA10 Longannet – Charlestown Junction = RA8		
Gauge	W9		
Signals	Alloa – Kincardine section controlled from Stirling Middle signal box Kincardine – Charlestown Junction controlled from Longannet signal box		ERTMS
Speed See Sectional Appendix for detailed speed profiles	Charlestown Junction – Longannet = 35 mph max Longannet – Alloa = 40 – 75 mph		
Electrification	No	Yes	This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan.

Current freight trains (paths per day)

Table 128

	Current	2043	Notes
Route section	Longannet Branch		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

Table 129

Type	Current No. of Level Crossings	2043 No. Of Level Crossings	Notes
Supervised Automatic User	0 0 8		As determined by Level Crossing policy

SRS P.99 Other Freight Lines (Secondary)

Longannet Branch

Proposed infrastructure investment in Control Period 6 (2019 – 2024)* and Pipeline of Schemes Beyond CP6

Table 130

Project	Project Description	ELR	Implementation date	Output change	Notes	Status
West of Fife Enhancements	Proposed additional stations between Alloa and Charleston Junction and the introduction of passenger services. There is also scope for extended electrification between Alloa and Longannet.	KNE1 KNE2	CP6	Enhanced capability and capacity		In development

*In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable

**The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS P.99 Other Freight Lines (Secondary) Powderhall Branch

Route specification description

The branch is accessed from the East Coast Main Line at Powderhall Junction and runs for two miles to the Edinburgh District Council Refuse Compaction Plant at Powderhall. The Branch is currently out of use.

Route capability overview

Table 131			
Information	Current	2043	Notes
Line of Route Description	Powderhall Branch		Unlikely to be part of the operational railway in 5 years
Section Start	Powderhall Junction		
Section End	Powderhall Compaction Plant		
Route Availability (RA)	RA10		
Gauge	W7		
Signals	Controlled by Edinburgh IECC		
Speed See Sectional Appendix for detailed speed profiles	5 – 30 mph		
Electrification	No		

Current freight trains (paths per day)

Table 132			
	Current	2043	Notes
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

There are no level crossings in this route section.

Proposed infrastructure investment in Control Period 6 (2019– 2024)*

There are no planned schemes in Control Period 6

SRS P.99 Other Freight Lines (Secondary)Aberdeen Waterloo Branch

Route specification description

The Waterloo Branch is accessed at Kittybrewster Junction on the Aberdeen – Inverness line.

The branch is approximately 1.3 miles long, leading to two private terminals (Omya and Aberdeen Harbour), is single line with a rounding loop and is not electrified.

Route capability overview

Table 133

Information	Current	2043	Notes
Line of Route Description	Aberdeen Waterloo Branch		
Section Start	Kittybrewster Junction		
Section End	Waterloo Terminal		
Route Availability (RA)	RA10		
Gauge	W8	W10	
Signals	One train working. Branch access controlled by ground frame at Kittybrewster		
Speed See Sectional Appendix for detailed speed profiles	5 – 35 mph		
Electrification	No		This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan.

Current freight trains (paths per day)

Table 134

	Current	2043	Notes
Route section	Aberdeen Waterloo Branch		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

There are no level crossings in this route section.

Proposed infrastructure investment in Control Period 6 (2019– 2024)*

Table 135

Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Aberdeen Waterloo Project	Improving the capacity of the Aberdeen Waterloo branch to support known growth by replacing the current one train working restriction.	WRO	CP6	Safely permit two (or more) trains to be at Aberdeen Waterloo at any one time or would allow the branch to be patrolled/maintained when a train is being handled or stabled in one of the terminals.		In development

*In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable

** The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS P.99 Other Freight Lines (Secondary) Grangemouth Branch

Route specification description

The branch is accessed from the Up Grahamston main line at the single lead Grangemouth Junction and runs for approximately four miles. It is electrified and is two track until Fouldubs Junction where there are two loops and "yard working" applies. The lines then divide to serve the Forth Ports terminal at Grangemouth Docks and the Ineos Grangemouth oil terminal. There are also a further two private terminals on the freight line owned by WH Malcolm and DB Cargo.

Route capability overview

Table 136

Information	Current	2043	Notes
Line of Route Description	Grangemouth Branch		
Section Start	Grangemouth Junction		
Section End	Grangemouth Oil Terminal		
Route Availability (RA)	RA10		
Gauge	W12		
Signals	Controlled from Edinburgh IECC		
Speed See Sectional Appendix for detailed speed profiles	5 – 40 mph		
Electrification	Yes		

Current freight trains (paths per day)

Table 137

	Current	2043	Notes
Route section	Grangemouth Branch		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016)		

Level Crossings on route

There are no level crossings in this route section.* * 3 level crossings on private infrastructure.

Proposed infrastructure investment in Control Period 6 (2019– 2024)*

There are no planned schemes in Control Period 6

SRS P.99 Other Freight Lines (Secondary)

Leith Branch

Route specification description

The branch is accessed from the East Coast Main Line at Portobello Junction and runs for two miles to a freight yard serving the docks at Leith. It is a single line with a rounding loop and is not electrified.

Route capability overview

Table 138

Information	Current	2043	Notes
Line of Route Description	Leith Branch		
Section Start	Portobello Junction		
Section End	Seafield Level Crossing		
Route Availability (RA)	RA10		
Gauge	W8		
Signals	Controlled by Edinburgh IECC		ERTMS
Speed See Sectional Appendix for detailed speed profiles	5 – 20 mph		
Electrification	No		This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan.

Current freight trains (paths per day)

Table 139

	Current	2043	Notes
Route section	Leith Branch		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

There are no level crossings in this route section.

Proposed infrastructure investment in Control Period 6 (2019 – 2024)*

There are no planned schemes in Control Period 6.

SRS P.99 Other Freight Lines (Secondary)

Methil Branch

Route specification description

The Methil Branch is accessed from the Up Fife main line at Thornton North Junction and runs for approximately six miles to Kirkland East. It is not electrified and is single line with a rounding loop. A coal terminal, which was opened in 2012, is now closed and the branch is currently temporarily out of use.

Future Aspirations

It is proposed that the line of route to Leven will be re-opened to passenger traffic in CP6. New stations at Leven and Cameronbridge will also open in CP6. Freight opportunities are being reviewed as part of this work stream.

Route capability overview

Table 140

Information	Current	2043	Notes
Line of Route Description	Methil Branch		
Section Start	Thornton North Junction		
Section End	Kirkland East		
Route Availability (RA)	RA8		
Gauge	W6	W10 & W12	Future aspiration for W12 from Dunfermline to Methil
Signals	Edinburgh IECC		
Speed See Sectional Appendix for detailed speed profiles	10 mph		
Electrification	No		This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan.

Current freight trains (paths per day)

Table 141

	Current	2043	Notes
Route section	Methil Branch		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

There are no level crossings in this route section.

Proposed infrastructure investment in Control Period 6 (2019– 2024)*

Table 142

Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Levenmouth Line Reopening	New stations will be provided at Leven and Cameronbridge along with the re-introduction of passenger services on the line.	MTL1 MTL2	End of CP6	Connectivity		In delivery

*In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable

**The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS P.99 Other Freight Lines (Secondary) Rosyth Branch

Route specification description

The Rosyth Branch is accessed from the East Coast North main line and runs to Rosyth Dockyard. The line is currently out of use.

Route capability overview

Table 143

Information	Current	2043	Notes
Line of Route Description	Rosyth Branch		
Section Start	Inverkeithing South Junction		
Section End	Rosyth Dockyard		
Route Availability (RA)	RA8		
Gauge	W8		
Signals	Edinburgh IECC and local Operations staff		ERTMS
Speed See Sectional Appendix for detailed speed profiles	20 mph		
Electrification	No		This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan.

Current freight trains (paths per day)

Table 144

	Current	2043	Notes
Route section	Rosyth Branch		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

Table 145

Type	Current No. of Level Crossings	2043 No. of Level Crossings	Notes
Supervised	As determined by Level Crossing policy		*4 level crossings on private infrastructure

Proposed infrastructure investment in Control Period 6 (2019 – 2024)*

There are no planned schemes in Control Period 6.

SRS Q.98 Other Freight Lines (Secondary)

City Union Line

Route specification description

The City Union line is accessed off the North Electric main line at Glasgow High Street Junction and runs for approximately 2 1/2 miles to Shields Junction where it joins the Ayr main line. It is double line throughout apart from the High Street Junction connection which is single lead. The route is not currently electrified and it is primarily used for moving Empty Coaching Stock (ECS), avoiding busier passenger services. In addition, occasional freight and engineering trains use the route.

Future Aspirations:

The City Union Line will be reviewed as part of Transport Scotland's Decarbonisation Action Plan.

Route capability overview

Table 146

Information	Current	2043	Notes
Line of Route Description	City Union Line		
Section Start	High Street Junction		
Section End	Shields Junction		
Route Availability (RA)	8		
Gauge	W8		
Signals	Controlled by both Yoker Signalling Centre and WSSC	Controlled from WSSC	
Speed See Sectional Appendix for detailed speed profiles	15 mph		
Electrification	No*		This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan.

Current freight trains (paths per day)

Table 147

	Current	2043	Notes
Route section	City Union Line		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		The route is used for passenger ECS

Proposed infrastructure investment in Control Period 6 (2019– 2024)*

Table 148

Project	Project Description	ELR	Implementation date	Output change	Notes	Status
Rolling Programme of Decarbonisation	Electrification of the City Union Line	HST	2035	Decarbonisation		In development

*In addition to the proposed enhancement programme, this table includes third party schemes, renewals and potential pipeline schemes where applicable

**The precise timing and scope of renewals will remain subject to review to enable us to meet our overall obligations as efficiently as possible, consistent with the reasonable requirements of operators and other stakeholders.

SRS Q.98 Other Freight Lines (Secondary) Clydesdale Line

Route specification description

The Clydesdale line is accessed off the WCML at Larkfield Jn and runs for approximately $1^{3}/_{4}$ miles to Shields Jn. It is double line throughout apart from the Shields Jn single lead. The route is electrified and is primarily used for freight traffic. The Larkfield Curve is accessed off the Clydesdale lines and links with the Barrhead line at Muirhouse South Jn. In addition, the Burma Road Junction and connects to the Clydesdale line at Clydesdale Tunnel.

Route capability overview

Table 149

Information	Current	2043	Notes
Line of Route Description	Clydesdale line		
Section Start	Larkfield Junction		
Section End	Shields Junction		
Route Availability (RA)	10		
Gauge	W9		
Signals	Controlled by WSSC		
Speed See Sectional Appendix for detailed speed profiles	0 – 30 mph		
Electrification	Yes		

Current freight trains (paths per day)

Table 150

	Current	2043	Notes
Route section	Clydesdale line		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

There are no level crossings in this route section.

Proposed infrastructure investment in Control Period 6 (2019 – 2024)*

There are no planned schemes in Control Period 6.

SRS Q.99 Other Freight Lines (Secondary)

Annbank Branch

Route specification description

The Annbank Branch is accessed off the Down Ayr main line at Newton Junction and runs for approx 11 miles to Mauchline Junction where it joins the Glasgow & South Western (G&SW) main line. It is single line throughout with a passing loop at Mauchline and is a main arterial freight route for Anglo Scottish traffic. The Killoch Branch connects to the Annbank Branch at Annbank Junction.

Route capability overview

Table 151

Information	Current	2043	Notes
Line of Route Description	Annbank Branch		
Section Start	Newton Junction		
Section End	Mauchline Junction		
Route Availability (RA)	10		
Gauge	W7		
Signals	Controlled from Mauchline Signal Box		ERTMS
Speed See Sectional Appendix for detailed speed profiles	45 mph		
Electrification	No		This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan.

Current freight trains (paths per day)

Table 152

	Current	2043	Notes
Route section	Annbank Branch		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

There are no level crossings in this route section.

Proposed infrastructure investment in Control Period 6 (2019 – 2024)*

There are no planned schemes in Control Period 6.

SRS Q.99 Other Freight Lines (Secondary)

Ayr Harbour Branch

Route specification description

The Ayr Harbour Branch is accessed from the Up Ayr main line at Newton Junction and runs for a half mile down to the Ayr Harbour terminal owned by Associated British Ports.

Route capability overview

Table 153

Information	Current	2043	Notes
Line of Route Description	Ayr Harbour Branch		
Section Start	Newton Junction		
Section End	Ayr Harbour		
Route Availability (RA)	10		
Gauge	W7		
Signals	Controlled from WSSC and by a ground frame at the harbour		
Speed See Sectional Appendix for detailed speed profiles	15 mph		
Electrification	No		This line of route will be reviewed as part of Transport Scotland's Decarbonisation Action Plan.

Current freight trains (paths per day)

Table 154

	Current	2043	Notes
Route section	Ayr Harbour Branch		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

There are no level crossings in this route section.

Proposed infrastructure investment in Control Period 6 (2019 – 2024)*

There are no planned schemes in Control Period 6.

SRS Q.99 Other Freight Lines (Secondary) Chalmerston Branch

Route specification description

The Chalmerston Branch is accessed from the Girvan main line at Dalrymple Junction, is a single line, not electrified, runs for ten miles to the Scottish Coal loading site at Chalmerston. The branch is currently out of use.

Route capability overview

Table 155

Information	Current	2043	Notes
Line of Route Description	Chalmerston Branch		
Section Start	Dalrymple Junction		
Section End	Chalmerston open cast loading point		
Route Availability (RA)	RA8		
Gauge	W6		
Signals	Controlled from WSSC		
Speed See Sectional Appendix for detailed speed profiles	20 mph		
Electrification	No		

Current freight trains (paths per day)

Table 156

	Current	2043	Notes
Route section	Chalmerston Branch		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

Table 157

Type	Current No. of Level Crossings	2043 No. of Level Crossings	Notes
Supervised	As determined by Level Crossing policy		

Proposed infrastructure investment in Control Period 6 (2019 – 2024)*

There are no planned schemes in Control Period 6.

SRS Q.99 Other Freight Lines (Secondary) Deanside Branch

Route specification description

The Deanside Branch is accessed from the Glasgow Central to Paisley main line at Cardonald Junction, is a single line, with a rounding loop, not electrified and runs for approximately two miles to the Russell Group freight terminal at Hillington. The branch is currently out of use.

Route capability overview

Table 158

Information	Current	2043	Notes
Line of Route Description	Deanside Branch		
Section Start	Cardonald Junction		
Section End	Deanside Terminal		
Route Availability (RA)	RA9		
Gauge	W9		
Signals	Controlled from WSSC		
Speed See Sectional Appendix for detailed speed profiles	20 mph maximum		
Electrification	No		

Current freight trains (paths per day)

Table 159

	Current	2043	Notes
Route section	Deanside Branch		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

There are no level crossings in this route section.

Proposed infrastructure investment in Control Period 6 (2019 – 2024)*

There are no planned schemes in Control Period 6.

SRS Q.99 Other Freight Lines (Secondary)

Killoch Branch

Route specification description

The Killoch Branch is accessed from the Annbank Branch at Annbank Junction, is a single line, not electrified and runs for seven miles to the Hargreaves terminal at Killoch.

Route capability overview

Table 160

Information	Current	2043	Notes
Line of Route Description	Killoch Branch		
Section Start	Annbank Junction		
Section End	Killoch Coal Terminal		
Route Availability (RA)	RA10		
Gauge	W6		
Signals	Controlled by train staff from ground frame at Annbank Junction		
Speed See Sectional Appendix for detailed speed profiles	20 mph		
Electrification	No		

Current freight trains (paths per day)

Table 161

	Current	2043	Notes
Route section	Killoch Branch		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

Table 162

Type	Current No. of Level Crossings	2043 No. of Level Crossings	Notes
User	1		As determined by Level Crossing policy

Proposed infrastructure investment in Control Period 6 (2019 – 2024)*

There are no planned schemes in Control Period 6.

SRS Q.99 Other Freight Lines (Secondary)

Riccarton Branch

Route specification description

The Riccarton Branch is accessed from the Down G&SW main line at Kay Park Junction, is not electrified, and is a single line with a rounding loop and runs for two miles to the oil terminal at Riccarton.

Route capability overview

Table 163

Information	Current	2043	Notes
Line of Route Description	Riccarton Branch		
Section Start	Kay Park Junction		
Section End	Riccarton Oil Terminal		
Route Availability (RA)	RA10		
Gauge	W6		
Signals	Controlled from WSSC by 2023		
Speed See Sectional Appendix for detailed speed profiles	5 mph		
Electrification	No		

Current freight trains (paths per day)

Table 164

	Current	2043	Notes
Route section	Riccarton Branch		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

There are no level crossings in this route section.

Proposed infrastructure investment in Control Period 6 (2019 – 2024)*

There are no planned schemes in Control Period 6.

SRS Q.99 Other Freight Lines (Secondary) Greenburn Branch

Route specification description

The Greenburn Branch is accessed off the G&SW main line at Bank Junction, is a single line, not electrified and runs for a mile before it connects to a private siding to the Kier Group opencast coal loading point at Greenburn. This branch is is currently out of use.9

Route capability overview

Table 165

Information	Current	2043	Notes
Line of Route Description	Greenburn Branch		
Section Start	Bank Junction		
Section End	Greenburn Open Cast loading point		
Route Availability (RA)	RA10		
Gauge	W6		
Signals	Controlled from WSSC by 2023		
Speed See Sectional Appendix for detailed speed profiles	20 mph		
Electrification	No		

Current freight trains (paths per day)

Table 166

	Current	2043	Notes
Route section	Greenburn Branch		
Daily paths in one direction (as per WTT)	As per forecasts in the Freight Market Study (2013) & Scotland Route Study (2016) and the Industry Growth Plan for Rail Freight (2019)		

Level Crossings on route

There are no level crossings in this route section.

Proposed infrastructure investment in Control Period 6 (2019 – 2024)*

There are no planned schemes in Control Period 6.

Glossary

Term	Meaning
ASC	Area Signalling Centre
Control Period 5 (CP5)	The 2014 – 2019 period
Control Period 6 (CP6)	The 2019 – 2024 period
Control Period 7 (CP7)	The 2024-2029 period
Down line	Usually the line away from London
ECML	East Coast Main Line
ELR	Engineers Line Reference, three letter code designating the line of route
ERTMS	European Rail Traffic Management System
Fast line	Predominantly used by trains with limited stops on the line
FOC	Freight Operating Company
GRIP	Governance for Railway Investment Projects
HLOS	High Level Output Specification
HS2	Proposed high speed link between London and Birmingham beyond to Leeds and Manchester
IECC	Integrated Electronic Control Centre
Jn	Junction
LTPP	Long Term Planning Process
MPH	Miles Per Hour
OTT	Opportunities to travel
ORR	Office of Rail and Road Regulation (the regulator for the rail industry in Great Britain)
RA	Route Availability
ROC	Rail Operations Centre
RUS	Route Utilisation Strategy
Slow line	Predominantly used by trains serving stations on the line
SRS	Strategic Route Section
TPD	Trains Per Day
TPH	Trains Per Hour
TOC	Train Operating Company
TPH	Trains Per Hour
TS	Transport Scotland
Up line	Usually the line towards London
WCML	West Coast Main Line
WTT	Working Timetable

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