



SCOTLAND'S RAILWAY  
BETTER IN THE MAKING

## ENHANCEMENTS DELIVERY PLAN

Scotland

Milestones Schedule

July 2022

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**NetworkRail**

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# Introduction

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Network Rail is obliged to publish key investment milestones to support broader industry planning and delivery of outputs which provide benefits to passengers and freight customers.

This is in accordance with the Rail Enhancements & Capital Investment Strategy (RECIS), which sets out the Scottish Ministers' commitment to investment in the rail network from Control Period 6 onwards and the specific requirements of the ORR as set out in Enhancements in Control Period 6, Roles and Responsibilities (March 2019).

This schedule will be updated on an agreed basis with changes / updates formally agreed as per the Team Scotland Execution Plan at the Programme Pipeline Board and other forums.

The following terminology and definitions are adopted on Milestones.

Milestone	Description		Date	Status
<b>Agree single option</b>	<b>Option selection completed</b>	<b>P / A</b>	<b>XXX 20XX</b>	
<b>Approval in principle</b>	<b>Asset Manager accepts design</b>	<b>P / A</b>	<b>XXX 20XX</b>	
<i>Project specific – sponsor to select</i>	<i>Recommended</i>	<b>P / A</b>	<b>XXX 20XX</b>	
<b>Entry into Service</b>	<b>For passenger and / or freight use</b>	<b>P / A</b>	<b>XXX 20XX</b>	

Each Milestone has a Proposed 'P' or Agreed 'A' annotation. 'A' is used once funding for the activity has been formalised via the grant funding process.

Milestone Status options are; '**On Schedule**', '**Revised**', '**Achieved**' or '**Missed**'.

Entry Into Service (EIS) milestones will only be published once a project has received its Final Business Case decision as part of the RECIS. At this point, there is sufficient certainty of outputs that Network Rail can reasonably be held to account for the delivery of these programmes and projects.

Performance against 'Agree single option' and 'Approval in Principle' milestones is '**monitored**' whereas performance against EIS milestones is formally '**measured**'.

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## Project Details

OP Code	161778
Output Driver	New Station
Operating Route	Scotland
Date	July 22
Sponsor	Claire Bhugowandeen

## Output Driver Detail

The aim of the project was to build a new station on the East Coast Main Line at Reston, serving the local and wider community in the Scottish Borders. The station will improve rail connectivity with Edinburgh, Newcastle and the South of England providing access to leisure and work opportunities.

## Transport Scotland Required Outputs

Transport Scotland have remitted the development and construction of a station which is:

- Fully accessible station for all;
- Encourages modal shift from car to rail through transport interchange facilities;
- Encourages active travel;
- Capable of accommodating a 10 car train.

## Scope of Works

- New roundabout and access road to the station
- 2 platforms to accommodate 10 car length trains (2 x 271 metres)
- footbridge with lifts providing step free means of access to the platforms
- Minimum of one waiting shelter on each platform.
- LED lighting columns
- Seating on each platform
- CCTV coverage of the station to be linked to the ScotRail Customer Services Centre.
- One help point on each platform
- Provision of station signage, Customer Information System and Driver stop marker boards
- 70 car parking spaces including blue badge spaces with provision to extend the car park

## Interfaces and Assumptions

- Collaborated with Local Authority Planners and other key stakeholders to encourage Active Travel and enable Integrated Transport capabilities
- Transport Scotland worked with the rail industry to agree a timetable specification for the ECML, including service provision to Reston station.

## Activities and Milestones (NR)

Milestone	Description	P/A	Aspirational Date	Status
Agree single option	Option selection completed	A	February 2019	Achieved
Approval in principle	Asset Manager accepts design	A	January 2021	Achieved
Entry into Service	For passenger and / or freight use	A	March 2022	Missed

# East Linton New Station

## Project Details

OP Code	161777
Output Driver	New Station
Operating Route	Scotland
Date	July 22
Sponsor	Claire Bhugowandeen

## Output Driver Detail

This new station will improve East Coast Main Line rail connectivity by providing greater connectivity between East Lothian and Edinburgh, between the Borders and Edinburgh to the west, and Berwick-upon-Tweed in the south, providing access to leisure and work opportunities as well as encourage active travel.

## Transport Scotland Required Outputs

Transport Scotland have remitted the development and construction of a station which is:

- Fully accessible station for all;
- Encourages modal shift from car to rail through transport interchange facilities;
- Capable of accommodating a 6 car train.

## Scope of Works

- 2 platforms to accommodate 6 car length trains (2 x 162 metres)
- A footbridge with lifts providing step free means of access to both platforms for customers
- Provision of LED lighting columns
- Platform improvements; waiting shelters, seating, One Help Point on each platform
- CCTV coverage of the station to be linked to the ScotRail Customer Services Centre.
- Provision of station signage, Customer Information System and Driver stop marker boards
- 126 car parking spaces including blue badge spaces, Electric vehicle charging provision as well as cycle parking and drop off point

## Interfaces and Assumptions

- Collaboration with Local Authority Planners and other key stakeholders to encourage Active Travel and enable Integrated Transport capabilities
- Transport Scotland are working with the rail industry to agree a timetable specification for the ECML, including a rail service to serve the new East Linton station
- The upgrade or closure of Markle Level Crossing

## Activities and Milestones (NR)

Milestone	Description	P/A	Aspirational Date	Status
Agree single option	Option selection completed	A	February 2020	Achieved
Approval in principle	Asset Manager accepts design	A	January 2021	Achieved
Car park construction	Car park construction starts at East Linton Station	A	August 2022	On Schedule
Entry into Service	For passenger and / or freight use	P	TBC	Revised



## Project Details

OP Code	150005
Output Driver	New Station
Operating Route	Scotland
Date	July 22
Sponsor	Jo Noble

## Output Driver Detail

The project follows on from the Aberdeen-Inverness Phase 1 Rail Improvements project and was specified in the Scottish Government's Strategic Transport Projects Review (STPR). Transport Scotland remitted Network Rail to deliver Inverness Airport Station and support opportunities for freight growth in the area.

## Transport Scotland Required Outputs

Transport Scotland have remitted the delivery of Inverness Airport Station at Dalcross by December 2022. The station will have 2 platforms, provide step-free access and a passing loop will be delivered to ensure there is capacity to serve the station.

## Scope of Works

The project will deliver a new station ("Inverness Airport") to provide access to the airport, the new town of Tornagrain and the expanding Inverness Airport Business Park. It will deliver the following infrastructure enhancements and interventions, which will result in improved connectivity, protected journey times for the Aberdeen to Inverness line, and enable freight growth:

- Construction of new 2 platform station at Dalcross, fully accessible with 160m long platforms
- Construction of a footbridge and lifts (Equalities Act compliant)
- Construction of a car park with 64 spaces and 10 Electric Vehicle charging bays
- Construction of active travel ramps to each platform & delivery of 20 cycle bays per platform
- Construction of a new loop (and delivery of associated signalling solution)
- The removal of an overbridge and closure of 1 level crossing and 1 private user crossing

## Interfaces and Assumptions

Rolling stock to be used on the route will be High Speed Train in a 2+5 and 2+4 formation, Class 170 and 158 diesel multiple units.

- No requirement to introduce longer trains / lengthen platforms other than specified
- It is assumed Network Change and Station Change will be agreed where required.
- It is assumed necessary land transfer will be undertaken to Network Rail in time for the station opening in December 2022.
- It is assumed the necessary project consents, including stopping up of the level crossing, will be obtained in time for the station opening in December 2022.

## Activities and Milestones (NR)

Milestone	Description	P/A	Aspirational Date	Status
Agree single option	Option selection completed	A	June 2019	Achieved
Planning permission granted	Highland council approval	A	May 2021	Achieved
Approval in principle	Asset Manager accepts design	A	March 2022	Achieved
Commissioning	Track and Signalling works commissioned	A	October 2022	On Schedule
Entry into Service	For passenger and / or freight use	A	December 2022	On Schedule

## Project Details

OP Code	161831
Output Driver	Improved access to employment and key services related to education, health and leisure within the Levenmouth area
Operating Route	Scotland
Date	July 22
Sponsor	Martin McKinlay

## Output Driver Detail

- The original transport planning objectives that were set for the Levenmouth were;
- Improve transport access to and from the Levenmouth for businesses, visitors and residents.
  - Increase the sustainable mode share for the residents and workforce in the Levenmouth area

## Transport Scotland Required Outputs

- Enable a passenger service on the Methil Branch that results in a journey time of approx. 75 minutes between Leven and Edinburgh via Dunfermline, and 70 minutes Leven to Edinburgh via Kirkcaldy
- Provide new stations at Leven. and Cameron Bridge.
  - Provision of a minimum of 2 freight paths per day in each direction
  - Enable 1 tph from Leven to Edinburgh Waverley via Dunfermline
  - Enable 1 tph from Leven to Edinburgh Waverley via Kirkcaldy
  - Provide options for electrification of the network between Thornton-Leven
  - Provision of an options for a connection to Fife Heritage Railway

## Scope of Works

- Re-instatement of circa 6 miles of infrastructure between Thornton and Leven
- Construction of two new stations
- Development of electrification of the line between Thornton and Leven
- Explore opportunities for a freight connection and charter train capability

## Interfaces and Assumptions

- It is assumed that existing level crossings will be progressed for closure
- Assume the Thornton-Leven branch will open with DMU rolling stock when commissioned
- It is assumed land and consents will be able to be acquired for the stations
- Significant mining remediations works are not required.
- Footways, river crossings and access paths connecting communities at Cameron Bridge need to be developed in collaboration with Transport Scotland and Fife Council.
- The re-introduction of the railway does not alter the existing flood profile of the area. No significant interventions are proposed to current flood defence measures.

## Activities and Milestones (NR)

Milestone	Description	P/A	Aspirational Date	Status
Agree single option	Option selection completed	A	May 2021	Achieved
Trackwork Commences	Remainder of route trackwork commences	A	October 2022	On Schedule
Platform Construction	Station Platform construction starts at Levenmouth and Cameron Bridge Stations	A	January 2023	On Schedule
Asset Ready for Driver Training	Asset ready for driver training	A	December 2023	On Schedule
Entry into Service	For passenger and / or freight use	A	March 2024	On Schedule

# Glasgow To Barrhead Electrification

## Project Details

OP Code	167678
Output Driver	Decarbonisation of passenger services between Glasgow and Barrhead
Operating Route	Scotland
Date	July 22
Sponsor	Rachael Melody

## Output Driver Detail

The project has the following output drivers:

- Part of Phase 1 Decarbonisation programme including Borders and Fife.
- Replacement of Class 156 diesel rolling stock.
- Introduction of future EMU rolling stock to support the Scottish Government's target to decarbonising the rail network by 2035.
- Enable sustainable connectivity between communities and employment.
- Allow for the introduction of flexible rolling stock that can be applied to different parts of the rail network to respond to demand.
- Reliable and efficient rail services along this corridor.

## Transport Scotland Required Outputs

Electrification between Glasgow and Barrhead by 2023. This forms part of Phase 1 of the rolling programme of decarbonisation.

## Scope of Works

The extent of the scope to be delivered is as follows;

- Deliver 23 STK of electrification between Glasgow and Barrhead Station.
- Platform alterations at P3 Barrhead Station to enable 4-car EMU rolling stock.
- Structural alteration/replacement enabling electrification & clearance for W12 freight gauge.
- Consideration of accessibility enhancement options across the route.

## Interfaces and Assumptions

For this stage the following project assumptions are included;

- New feeder stations at Elderslie and Newton will provide the traction power capacity required for new electric services. These will be delivered through an interfacing power supply upgrade project and are outside of the scope of this project.
- Rolling stock type identified and will be procured as part of a separate project.
- Explore interdependencies within the business to drive efficiencies and utilise rail closures.
- Work closely with Local Authority Planners / Road Engineers to help project delivery and explore opportunities for 3rd party funding to enhance project outputs.

## Activities and Milestones (NR)

Milestone	Description	P/A	Aspirational Date	Status
Agree single option	Option selection completed	A	September 2021	Achieved
Approval in principle	Asset Manager accepts design	A	December 2021	Achieved
Completion of rail blockade	Completion of substantive work via the rail blockade	A	August 2023	On Schedule
Entry into Service	For passenger and / or freight use	A	December 2023	On Schedule



# East Kilbride Enhancement Project

## Project Details

OP Code	157709
Output Driver	Decarbonisation and enhancement of the East Kilbride branch line
Operating Route	Scotland
Date	July 22
Sponsor	Rachael Melody

## Output Driver Detail

- Part of Phase 1 Decarbonisation programme including Borders and Fife.
- Replacement of Class 156 diesel rolling stock.
- Enables sustainable connectivity between communities and employment.
- Improve station facilities and make rail services attractive to passengers.
- Allow for the introduction of flexible rolling stock that can be applied to different parts of the rail network to respond to demand.

## Transport Scotland Required Outputs

Programme for Government (PfG) 2019/20 committed to commencing electrification of the East Kilbride line, as part of a rolling programme of electrification that removes diesel passenger trains by 2035. The Rail Services Decarbonisation Action Plan provides a pathway to the 2035 target that aligns with NTS2.

## Scope of Works

- Electrification of the route between Busby Junction and East Kilbride station.
- Refresh of facilities at East Kilbride Station and relocation of Hairmyres Station.
- Consideration of accessibility enhancement options across the route.
- The project is actively exploring opportunities that will improve reliability and flexibility through infrastructure interventions at Hairmyres.

## Interfaces and Assumptions

- New feeder stations required for EMUs delivered through an interfacing project.
- Identified rolling stock type will be procured via a separate project.
- Changes to current stabling arrangements or depot capacity delivered via interfacing workstream.
- Enhancements to station car parking, bus interchange and active travel routes will be the responsibility of Local Authorities. NR will facilitate integrated design and delivery.
- Hairmyres road layout changes are the responsibility of South Lanarkshire Council and Transport Scotland. NR scope extends to design and delivery of the new station and park and ride interface.

## Activities and Milestones (NR)

Milestone	Description	P/A	Aspirational Date	Status
Agree single option	Option selection completed	A	February 2022	Revised
Approval in principle	Asset Manager accepts design	A	February 2023	Revised
Completion of rail blockade	Completion of substantial works via the rail blockade.	P	July 2024	On Schedule
Entry into Service	For passenger and / or freight use	P	December 2024	On Schedule

Project Details	
OP Code	167677
Output Driver	Decarbonisation of traction on Borders route (Bowshank Tunnel to Tweedbank)
Operating Route	Scotland
Date	July 22
Sponsor	Martin McKinlay

## Output Driver Detail

The Borders Line links Edinburgh Waverley with Tweedbank in the Scottish Borders. As part of the Scottish Government's Programme for Government announcement to decarbonise Scotland's passenger rail services by 2035, a programme for removing diesel traction from this route is required.

## Transport Scotland Required Outputs

The longer-term aspiration is to electrify the entire Borders Line; however, a phased approach will be taken to delivery of electrification, aligned to the fleet strategy. Initial output is to electrify a southern portion of the line by the end of 2024 to facilitate the future introduction of BEMU trains and achieve decarbonisation.

## Scope of Works

The project facilitates a BEMU service to Tweedbank. This will require infrastructure to enable battery electric rolling stock (BEMU) to be deployed on this route. The following section of route is assumed to be required to be electrified for BEMU Operation: Bowshanks Tunnel – Tweedbank.

## Interfaces and Assumptions

- Delivery of new Tweedbank Feeder Station in a timescale aligned with programme requirements.
- Upgrades to Portobello Feeder Station will be delivered in a timescale aligned to requirements.
- BEMU performance aligned with project assumptions.
- BEMU rolling stock procurement/introduction approvals aligned with project assumptions.
- Series 2 standard design OLE (Overhead Line Equipment) capable of delivering Battery 'Opportunity Charging'
- Electrification of Tweedbank to Bowshanks Tunnel will be sufficient to permit BEMU operation between Edinburgh Waverley to Tweedbank
- If above assumption is incorrect, final limits will be determined when BEMU rolling stock capabilities are confirmed and rolling stock suppliers have modelled unit performance.

## Activities and Milestones (NR)

Milestone	Description	P/A	Aspirational Date	Status
Agree single option	Option selection completed	A	April 2021	Achieved
Approval in principle	Asset Manager accepts design	A	July 2022	Achieved
Foundations works commence	Foundation works for overhead line structures starts	P	March 2023	On Schedule
Authorisation to Place into Service	For passenger and / or freight use	A	December 2024	On Schedule

## Project Details

OP Code	172568
Output Driver	Decarbonisation of traction on the Scottish network
Operating Route	Scotland
Date	July 22
Sponsor	Martin McKinlay

## Output Driver Detail

The Fife Circle provides local connectivity within the Kingdom of Fife, as well as providing a through-route connecting Edinburgh with both Aberdeen and Inverness. As part of the Scottish Government's Programme for Government announcement to decarbonise Scotland's passenger rail services by 2035, a programme for removing diesel traction from the Fife Circle is required.

## Transport Scotland Required Outputs

The key output of this work is an electrified Fife Circle and feeder routes, thus ensuring diesel services can be removed from this section of the network by 2035 or earlier

## Scope of Works

Project selection outputs will be delivered in two phases:

- Phase 1 will enable battery electric trains to operate. Scope comprises the electrification of:
  - Haymarket to Dalmeny;
  - Cardenden to Thornton North Junction;
  - Kirkcaldy to Thornton North Junction;
  - Thornton North Junction to Ladybank.

Phase 2 will electrify the remaining section of the Fife Circle, enabling electric trains to operate. Scope comprises:

- Dalmeny to Inverkeithing
- Inverkeithing to Kinghorn
- Inverkeithing to Cardenden via Dunfermline.

## Interfaces and Assumptions

- The new Thornton Feeder Station will be delivered in a timescale which aligns with programme
- Upgrades to Currie Feeder Station will be delivered to timescale that aligns with programme
- BEMU performance, procurement and introduction will align with project assumptions.
- Series 2 standard design OLE will be capable of 'Opportunity Charging' of battery electric trains.
- Electrification of Haymarket-Dalmeny, Cardenden - Thornton North, Kirkcaldy - Thornton North-Ladybank and the Leven Branch, will be sufficient to permit BEMU operation of the required service levels and station calling patterns to Leven and around the Fife Circle.
- BEMU service to Leven requires the provision of the Feeder Station at Thornton to facilitate electrification to Levenmouth

## Activities and Milestones (NR)

Milestone	Description	P/A	Aspirational Date	Status
Agree single option	Option selection completed	A	December 2021	Revised
Approval in principle	Asset Manager accepts design	A	September 2022	On Schedule
Complete IDM and release full funding authority	to enable delivery contracts to be issued	P	November 2022	On Schedule
Foundation works commence	Foundation works for overhead line structures starts	A	January 2023	On Schedule
Entry into Service	For passenger and / or freight use	P	December 2024	On Schedule

# Dunblane and Barnhill Enhancements

## Project Details

OP Code	172548
Output Driver	Increasing the capacity and capability of the Scottish Network
Operating Route	Scotland
Date	July 22
Sponsor	James Dunshea

## Output Driver Detail

These projects are small, targeted interventions that deliver disproportionate capacity, enhanced capability, flexibility, and journey time benefits on the line between Dunblane and Perth. They will resolve existing constraints that introduce delays into the current timetable and are barriers to further growth, whilst delivering immediate improvements to line speeds and journey times. They also provide opportunities for freight and are key enablers for the Aberdeen to Central Belt 2026 enhancement.

## Transport Scotland Required Outputs

Transport Scotland has remitted Network Rail to delivering the following by 2023:

- Reduce capacity utilisation and enable the introduction of new services
- Reduce signalling headways to reduce performance risk and enable additional services
- Improve linespeeds, enabling the outputs of the Aberdeen to Central Belt 2026 Enhancement

## Scope of Works

The project is currently in development; the following scope is being considered

- Introduction of a new crossover and associated civils and signalling at Dunblane Station
- Deliver a new track layout and associated civils and signalling at Barnhill

## Interfaces and Assumptions

Key interfaces and assumptions as follows:

- Aberdeen to Central Belt 2026 Enhancement; the linespeed improvement and capacity enhancements delivered by these projects is integral to delivering the outputs
- Rolling stock to be used on this route will be 3-4 and 4-5 x 25m car EMUs or BEMUs
- Rolling stock procurement and performance will align with project assumptions.
- Aberdeen to Central Belt 2026 Enhancement project will proceed in-line with forecast.

## Activities and Milestones (NR)

Milestone	Description	P/A	Aspirational Date	Status
Agree single option	Option selection completed	A	October 2021	Achieved
Approval in principle	Asset Manager accepts design	A	September 2022	On Schedule
Construction Starts	Construction Starts	P	February 2023	On Schedule
Entry into Service	For passenger and / or freight use	A	December 2023	On Schedule

# Aberdeen to Central Belt Decarb

## Project Details

OP Code	172769
Output Driver	Full decarbonisation of the line between Dunblane and Aberdeen by 2030
Operating Route	Scotland
Date	July 22
Sponsor	Alastair Holmes

## Output Driver Detail

Network Rail's Decarbonisation Action Plan for electrifying rail traction for passenger services by 2035 is a steadfast commitment of the Scottish Government's Climate Change Plan and is important for carbon reduction commitments. The decarbonisation of the line between Aberdeen and the Central Belt is a key scheme in the Rolling Programme of Decarbonisation with the objective of removing diesel passenger trains and enabling the operation of Electric Multiple Units (EMUs) or Battery Electric Multiple Units (BEMUs). The scheme is also a crucial enabler of achieving a W9A freight gauge across the line of route, where the route clearance work for electrification will deliver improved gauge, as well as clearance for electrification.

## Transport Scotland Required Outputs

Transport Scotland has remitted Network Rail to develop a scheme to decarbonise the 396 Single Track Kilometres (STK) between Dunblane and Aberdeen and achieve an enhanced freight gauge on this corridor. It is proposed that this will be achieved through full electrification, enabling operation of Electric Multiple Units.

## Scope of Works

The project is currently in development; the following scope is being considered:

- Decarbonisation of over 396 STK of line between Dunblane and Aberdeen
- Strategic clearance work to over 180 structures along the line of route
- Delivery of an enhanced (W9A) freight gauge
- Alterations to signalling infrastructure and signal centres to accommodate electrification

## Interfaces and Assumptions

Key interfaces and assumptions listed below:

- The project is a component part of the broader Rolling Programme of Decarbonisation
- The Aberdeen to Central Belt 2026 Enhancement will deliver several interventions along the same line of route. There is an opportunity to align delivery and processes to achieve efficiencies and make passive provision for the decarbonisation works.
- Freight Gauge: it is assumed that any intrusive route clearance works will achieve a W12 gauge
- Perth Masterplan: a series of renewals and enhancements planned in and around Perth Station to rationalise the layout and improve capacity.
- The Rolling stock to be used on this route will be 3-4 and 4-5 x 25m car EMUs or BEMUs
- Rolling stock procurement and performance will align with project assumptions.

## Activities and Milestones (NR)

Milestone	Description	P/A	Aspirational Date	Status
Route Clearance Option Selection	Business Case approved	P	October 2022	On Schedule
Agree single option	Option selection completed	P	March 2023	On Schedule
Approval in principle	Asset Manager accepts design	P	March 2024	On Schedule
Entry into Service	For passenger and / or freight use	P	December 2029	On Schedule

## Project Details

OP Code	136564
Output Driver	Increasing the capacity and capability of the Scottish Network
Operating Route	Scotland
Date	July 22
Sponsor	James Dunshea

## Output Driver Detail

Following the announcement of the 2016 Aberdeen City Deal, the Scottish Government announced an additional £200m of funding to improve capacity, connectivity, performance and journey times for passengers and freight between Aberdeen and the Central Belt by 2026.

## Transport Scotland Required Outputs

- A minimum 20 minute average journey time improvement for services to Edinburgh;
- A minimum 9 minute average journey time improvement for services to Glasgow;
- A minimum 3 minute average journey time improvement for services to Dundee;
- An additional hourly service between Dundee and Aberdeen;
- Improved passenger connectivity on the corridor and additional opportunities for freight

## Scope of Works

The project is currently in development; the following scope is being considered:

- Replace the existing Absolute Block Signalling System with Track Circuit Block
- Introduction of new freight loops
- Interventions are required at the four principal stations between Dundee and Aberdeen: new and longer platforms, new turnback and crossovers and track alterations

## Interfaces and Assumptions

Key interfaces and assumptions are identified below:

- A2CB Decarbonisation will decarbonise the Aberdeen to Central Belt route by 2030
- Dunblane and Barnhill; the linespeed improvements and capacity enhancements delivered by these projects are integral to delivering the 2026 Enhancement outputs.
- Scotland Freight Gauge Programme has identified several opportunities to enhance the freight gauge along the line of route.
- Rolling stock will be 3-4 and 4-5 x 25m car BEMUs or EMUs equipped with ASDO
- Rolling stock procurement and performance will align with project assumptions.

## Activities and Milestones (NR)

Milestone	Description	P/A	Aspirational Date	Status
Agree single option	Option selection completed	P	May 2022	Missed
Approval in principle	Asset Manager accepts design	P	August 2023	Revised
Interim Delivery Milestone	Aberdeen Workstation Commissioning	P	December 2024	On Schedule
Entry into Service	For passenger and / or freight use	P	December 2026	On Schedule



## Project Details

OP Code	157711
Output Driver	Improve connectivity and operational performance
Operating Route	Scotland
Date	July 22
Sponsor	Laura Compton

## Output Driver Detail

The Far North scheme has the following objectives:

- Improve operational performance towards 92.5% PPM target;
- Improve connectivity and increase freight paths
- Identify and where possible exploit opportunities that improve the economic and social value of the line and the communities it serves.

## Transport Scotland Required Outputs

Transport Scotland have remitted the development of infrastructure options which enable the following outputs:

- Hourly services between Inverness and Invergordon, with half-hourly peak services to Dingwall
- Minimum of 2 direct services between Inverness and Wick / Thurso
- A freight path every two hours

## Scope of Works

The project consists of two principal phases:

Phase 1:

- A suite of line speed improvements across the Far North line, aimed at reducing section running time and providing more resilience into the timetable
- RETB (Radio Electronic Token Block) enhancements, including enhancing the coverage, improving real time train information and introducing request to stop kiosks at 8 stations

Phase 2:

- Development and delivery of a new passing loop at Scorguie which will enable an increase in capacity and provide greater flexibility in timetable planning
- Development and delivery of enhanced RETB-operated loops at least one location on the line to allow for increase entry and exit speeds

## Interfaces and Assumptions

- Proposals for Phase 1 were authorised by Transport Scotland in June 2021
- Proposals for Phase 2 were reviewed by Transport Scotland in autumn 2021 and authority to proceed with further development work was granted
- Rolling stock to be used on the route will be the existing Class 158 only.

## Activities and Milestones (NR)

Milestone	Description	P/A	Aspirational Date	Status
Agree single option - Phase 1	Option selection completed	A	December 2020	Achieved
Agree single option - Phase 2	Option selection completed	A	October 2021	Achieved
Approval in principle - Phase 1	Asset Manager accepts design	A	December 2021	Achieved
Entry into Service - Phase 1	For passenger and / or freight use	A	December 2022	On Schedule
Approval in principle - Phase 2	Asset Manager accepts design	A	February 2023	On Schedule
Entry into Service - Phase 2	For passenger and / or freight use	P	March 2024	On Schedule

## Scotland Accessibility Projects (TS)

### Project Details

OP Code	060946, 154440, 161784 & 165628
Output Driver	Putting Passengers First / Accessible Railway
Operating Route	Scotland
Date	July 22
Sponsor	Laura Mitchell

### Output Driver Detail

Delivery of Accessibility throughout Scotland's Stations. This entry refers to the Network Rail delivered Accessibility interventions throughout Scotland, funded by Transport Scotland (TS). There are 4 current projects in the portfolio including Aviemore, Kingussie, Pitlochry and Nairn.

### Transport Scotland Required Outputs

The Transport Scotland required output is the development of suitable options to deliver step free access for passengers at these stations.

### Scope of Works

To bring the Stations to modern standards of accessibility, achieving step free access to the train service at each station. It is proposed to develop solutions which create an unobstructed and obstacle free, accessible route at the Stations, from at least one station entrance, to each platform, and between platforms served by passenger trains. The details differ for each station.

060946 - Nairn

161784 - Kingussie

154440 - Pitlochry

165628 - Aviemore

### Interfaces and Assumptions

The main interfaces on the Highland Main Line (HML) Accessibility portfolio consist of interaction with the development of decarbonisation. This is managed through collaborative meetings. These stations have significant heritage designations and require sensitive solutions to achieve the required consents.

### Activities and Milestones (NR)

Milestone	Description	P/A	Aspirational Date	Status
Kingussie - Agree Single Option	Option selection completed	P	November 2022	Revised
Nairn - Agree Single Option	Option selection completed	P	November 2022	Revised
Aviemore - Agree Single Option	Option selection completed	P	December 2022	Revised
Pitlochry - Agree Single Option	Option selection completed	P	December 2022	Revised

## Project Details

OP Code	167097
Output Driver	Putting Passengers First / Accessible Railway
Operating Route	Scotland
Date	July 22
Sponsor	Laura Mitchell

## Output Driver Detail

To provide step-free access at six stations in Scotland during CP6. These are Croy, Johnstone, Port Glasgow, Anniesland, Uddingston, and Dumfries. Funding comes from the Department for Transport.

## Transport Scotland Required Outputs

The Department for Transport (DfT) definition of an accessible route is one that:

- can be negotiated by the user of a manually self-propelled wheelchair;
- ideally, does not exceed 400m, from station entrance (or drop off point if further) to the appropriate point of entry/exit of stationed trains;
- satisfies all applicable requirements of the 'Design Standards for Accessible Railway Stations: A Joint Code of Practice by the Department for Transport and Transport Scotland (March 2015)' except where prior dispensations have been agreed.

In addition to meeting the specific objective of providing an accessible route, there are three discretionary elements of project scope that must be considered on a station by station basis.

These are the provision of:

- Platform edge tactile paving
- Obstacle-free access to (but not into) station operator facilities
- Obstacle-free access to (but not into) station retail facilities

## Scope of Works

The purpose of this project is to introduce, within the Network Rail controlled infrastructure, an unobstructed "accessible route" from at least one station entrance and all drop-off points associated with that entrance, as well as to each platform and between platforms served by passenger trains. This will be achieved by the introduction of a new footbridge with 2 passenger lifts, along with other accessibility improvements in line with the Design for Accessible Stations Joint Code of Practice.

## Interfaces and Assumptions

Port Glasgow, 3rd Party Funding: Inverclyde Council is expected to contribute to this project, in order to extend step-free access to the Park and Ride car park above the station. We are working under assumed Council budgetary constraints.

## Activities and Milestones (NR)

Milestone	Description	P/A	Aspirational Date	Status
Agree single option	Full programme option selection completed	A	October 2022	On Schedule
Approval in principle	Full programme approval in principle	A	March 2023	On Schedule
Dumfries - Listed Building Determination	Council Accepts Design	P	October 2023	On Schedule
Entry into Service	Full programme entry into service	P	March 2024	On Schedule

## Project Details

OP Code	154976
Output Driver	Providing public access to the Forth Bridge World Heritage Site
Operating Route	Scotland
Date	July 22
Sponsor	Joanna Noble

## Output Driver Detail

We will create a tourist attraction which will allow visitors to go onto the Forth Bridge World Heritage Site for the first time to learn about the structure's engineering and historic significance.

## Transport Scotland Required Outputs

- To develop public access to the Forth Bridge at the South end of the bridge whilst respecting the world heritage status of the bridge.

## Scope of Works

- A new Bridge Walk Reception Hub located to the east of the bridge piers.
- A continuous safe access route to the top of the south cantilever. A viewing platform will be provided at the top of the south cantilever
- Office accommodation and car parking
- New public footpaths between the reception hub and Dalmeny railway station

## Interfaces and Assumptions

- The visitor experience will operate an advance purchase ticket booking system
- Visitors will be encouraged to travel to the experience by train or by sustainable transport modes
- The visitor experience will provide capacity for between 85,000 – 130,000 visitors per annum

## Activities and Milestones (NR)

Milestone	Description	P/A	Aspirational Date	Status
Agree single option	Option selection completed	A	October 2021	Achieved
Approval in principle	Asset Manager accepts design	A	June 2022	Achieved
Opening of visitor experience	Bridge walk and visitor hub constructed	P	April 2024	Revised

# Traction Power East - Decarbonisation

## Project Details

OP Code	154396, 171845, 171848 & 171849
Output Driver	Decarbonisation of traction on the Scottish Network
Operating Route	Scotland
Date	July 22
Sponsor	Alastair Holmes

## Output Driver Detail

Network Rail's Decarbonisation Action Plan for electrifying rail traction for passenger services by 2035 is a steadfast commitment of Scottish Government's Climate Change Plan and is important for carbon reduction commitments. Traction Power is a key component in the rolling programme, with the objective of removing diesel passenger trains from the Scottish rail network and enabling operation of EMUs or BEMUs.

## Transport Scotland Required Outputs

Transport Scotland has remitted Network Rail to develop an electrified network that supports the Scottish Government's Climate Change Plan by providing additional electrical capacity on the rail network.

## Scope of Works

The scope of the project is:

- The provision of four new Feeder Stations in the East of Scotland to support full electrification (enabling operation of Electric Multiple Units), or through partial electrification (enabling operation of Battery-Electric Multiple Units. At Currie and Portobello (where the existing feeder station will be decommissioned) the electrical capacity of the existing network will be increased, which supports additional electric passenger and freight services
- The four locations are: Thornton (171845), Portobello (171849), Tweedbank (171848) and Currie (154396)

The project is fully authorised and is proceeding to the detail design stage. All the National Grid connection contracts are in place and Scottish Power Energy Networks is the delivery agent on behalf of the National Grid Company.

## Interfaces and Assumptions

- The project is a component part of the broader Rolling Programme of Decarbonisation
- The project supports Fife Phase 1, Levenmouth, Borders Decarbonisation and the Edinburgh area electrical capacity increase

## Activities and Milestones (NR)

Milestone	Description	P/A	Aspirational Date	Status
Agree single option	Option selection completed	A	September 2021	Achieved
Approval in principle	Asset Manager accepts design	A	November 2021	Achieved
Contract Award	Contract signed and instructed	A	January 2022	Achieved
Portobello Feeder Station	National grid connection	A	November 2024	On Schedule
Thornton Feeder Station	National grid connection	A	November 2024	On Schedule
Tweedbank Feeder Station	National grid connection	A	June 2024	On Schedule
Currie Feeder Station	National grid connection	A	August 2023	Revised

## Project Details

OP Code	170450 & 170451
Output Driver	Decarbonisation of traction on the Scottish Network
Operating Route	Scotland
Date	July 22
Sponsor	Alastair Holmes

## Output Driver Detail

Network Rail's Decarbonisation Action Plan for electrifying rail traction for passenger services by 2035 is a steadfast commitment of Scottish Government's Climate Change Plan and is important for carbon reduction commitments. Traction Power is a key component in the rolling programme, with the objective of removing diesel passenger trains from the Scottish rail network and enabling operation of EMUs or BEMUs.

## Transport Scotland Required Outputs

Transport Scotland have remitted Network Rail to develop an electrified network that supports the Scottish Government's Climate Change Plan by providing additional electrical capacity on the rail network.

## Scope of Works

The scope of the project is:

- The provision of two new Feeder Stations in the West of Scotland to support full electrification (enabling operation of Electric Multiple Units), or through partial electrification (enabling operation of Battery-Electric Multiple Units. The electrical capacity of the existing network will be increased, which supports additional electric passenger and freight services
- The two locations are: Newton (170450) and Elderslie (170451)

The project is fully authorised and is proceeding to the detail design stage. All the National Grid connection contracts are in place and Scottish Power Energy Networks is the delivery agent on behalf of the National Grid Company.

## Interfaces and Assumptions

- The project is a component part of the broader Rolling Programme of Decarbonisation
- The project supports Barrhead electrification, East Kilbride electrification and the South Glasgow and Lanarkshire area electrical capacity increase

## Activities and Milestones (NR)

Milestone	Description	P/A	Aspirational Date	Status
Agree single option	Option selection completed	A	September 2021	Achieved
Approval in principle	Asset Manager accepts design	A	November 2021	Achieved
Contract Award	Contract signed and instructed	A	January 2022	Achieved
Elderslie Feeder Station	National grid connection	A	March 2023	On Schedule
Newton Feeder Station	National grid connection	A	November 2023	On Schedule



## Enhancement Delivery Plan Milestones

Project Name	Milestone	Description	P / A	Date	Status
Reston New Station	Agree single option	Option selection completed	A	Feb-2019	Achieved
Reston New Station	Approval in principle	Asset Manager accepts design	A	Jan-2021	Achieved
Reston New Station	Entry into Service	For passenger and / or freight use	A	Mar-2022	Missed
East Linton New Station	Agree single option	Option selection completed	A	Feb-2020	Achieved
East Linton New Station	Approval in principle	Asset Manager accepts design	A	Jan-2021	Achieved
East Linton New Station	Car park construction	Car park construction starts at East Linton Station	A	Aug-2022	On Schedule
East Linton New Station	Entry into Service	For passenger and / or freight use	P	TBC	Revised
Inverness Airport Station	Agree single option	Option selection completed	A	Jun-2019	Achieved
Inverness Airport Station	Planning permission granted	Highland council approval	A	May-2021	Achieved
Inverness Airport Station	Approval in principle	Asset Manager accepts design	A	Mar-2022	Achieved
Inverness Airport Station	Commissioning	Track and Signalling works commissioned	A	Oct-2022	On Schedule
Inverness Airport Station	Entry into Service	For passenger and / or freight use	A	Dec-2022	On Schedule
Levenmouth	Agree single option	Option selection completed	A	May-2021	Achieved
Levenmouth	Trackwork Commences	Remainder of route trackwork commences	A	Oct-2022	On Schedule
Levenmouth	Platform Construction	Station Platform construction starts at Levenmouth and Cameron Bridge Stations	A	Jan-2023	On Schedule
Levenmouth	Asset Ready for Driver Training	Asset ready for driver training	A	Dec-2023	On Schedule
Levenmouth	Entry into Service	For passenger and / or freight use	A	Mar-2024	On Schedule
Glasgow to Barrhead Electrification	Agree single option	Option selection completed	A	Sep-2021	Achieved
Glasgow to Barrhead Electrification	Approval in principle	Asset Manager accepts design	A	Dec-2021	Achieved
Glasgow to Barrhead Electrification	Completion of rail blockade	Completion of substantive work via the rail blockade	A	Aug-2023	On Schedule
Glasgow to Barrhead Electrification	Entry into Service	For passenger and / or freight use	A	Dec-2023	On Schedule
East Kilbride Enhancement Project	Agree single option	Option selection completed	A	Feb-2022	Revised
East Kilbride Enhancement Project	Approval in principle	Asset Manager accepts design	A	Feb-2023	Revised
East Kilbride Enhancement project	Completion of rail blockade	Completion of substantial works via the rail blockade.	P	Jul-2024	On Schedule
East Kilbride Enhancement Project	Entry into Service	For passenger and / or freight use	P	Dec-2024	On Schedule
Borders Decarbonisation	Agree single option	Option selection completed	A	Apr-2021	Achieved
Borders Decarbonisation	Approval in principle	Asset Manager accepts design	A	Jul-2022	Achieved
Borders Decarbonisation	Foundations works commence	Foundation works for overhead line structures starts	P	Mar-2023	On Schedule
Borders Decarbonisation	Authorisation to Place into Service	For passenger and / or freight use	A	Dec-2024	On Schedule
Fife Decarbonisation	Agree single option	Option selection completed	A	Dec-2021	Revised
Fife Decarbonisation	Approval in principle	Asset Manager accepts design	A	Sep-2022	On Schedule
Fife Decarbonisation	Complete IDM and release full funding authority	to enable delivery contracts to be issued	P	Nov-2022	On Schedule
Fife Decarbonisation	Foundation works commence	Foundation works for overhead line structures starts	A	Jan-2023	On Schedule

## Enhancement Delivery Plan Milestones

Project Name	Milestone	Description	P / A	Date	Status
Fife Decarbonisation	Entry into Service	For passenger and / or freight use	P	Dec-2024	On Schedule
Dunblane, Barnhill and Hilton Enhancements	Agree single option	Option selection completed	A	Oct-2021	Achieved
Dunblane, Barnhill and Hilton Enhancements	Approval in principle	Asset Manager accepts design	A	Sep-2022	On Schedule
Dunblane, Barnhill and Hilton Enhancements	Construction Starts	Construction Starts	P	Feb-2023	On Schedule
Dunblane, Barnhill and Hilton Enhancements	Entry into Service	For passenger and / or freight use	A	Dec-2023	On Schedule
Aberdeen to Central Belt Decarbonisation	Route Clearance Option Selection	Business Case approved	P	Oct-2022	On Schedule
Aberdeen to Central Belt Decarbonisation	Agree single option	Option selection completed	P	Mar-2023	On Schedule
Aberdeen to Central Belt Decarbonisation	Approval in principle	Asset Manager accepts design	P	Mar-2024	On Schedule
Aberdeen to Central Belt Decarbonisation	Entry into Service	For passenger and / or freight use	P	Dec-2029	On Schedule
Aberdeen to Central Belt 2026 Enhancement	Agree single option	Option selection completed	P	May-2022	Missed
Aberdeen to Central Belt 2026 Enhancement	Approval in principle	Asset Manager accepts design	P	Aug-2023	Revised
Aberdeen to Central Belt 2026 Enhancement	Interim Delivery Milestone	Aberdeen Workstation Commissioning	P	Dec-2024	On Schedule
Aberdeen to Central Belt 2026 Enhancement	Entry into Service	For passenger and / or freight use	P	Dec-2026	On Schedule
Far North Enhancements	Agree single option - Phase 1	Option selection completed	A	Dec-2020	Achieved
Far North Enhancements	Agree single option - Phase 2	Option selection completed	A	Oct-2021	Achieved
Far North Enhancements	Approval in principle - Phase 1	Asset Manager accepts design	A	Dec-2021	Achieved
Far North Enhancements	Entry into Service - Phase 1	For passenger and / or freight use	A	Dec-2022	On Schedule
Far North Enhancements	Approval in principle - Phase 2	Asset Manager accepts design	A	Feb-2023	On Schedule
Far North Enhancements	Entry into Service - Phase 2	For passenger and / or freight use	P	Mar-2024	On Schedule
Scotland Accessibility Projects (TS)	Kingussie - Agree Single Option	Option selection completed	P	Nov-2022	Revised
Scotland Accessibility Projects (TS)	Nairn - Agree Single Option	Option selection completed	P	Nov-2022	Revised
Scotland Accessibility Projects (TS)	Aviemore - Agree Single Option	Option selection completed	P	Dec-2022	Revised
Scotland Accessibility Projects (TS)	Pitlochry - Agree Single Option	Option selection completed	P	Dec-2022	Revised
Scotland Accessibility Projects (DfT)	Agree single option	Full programme option selection completed	A	Oct-2022	On Schedule
Scotland Accessibility Projects (DfT)	Approval in principle	Full programme approval in principle	A	Mar-2023	On Schedule
Scotland Accessibility Projects (DfT)	Dumfries - Listed Building Determination	Council Accepts Design	P	Oct-2023	On Schedule
Scotland Accessibility Projects (DfT)	Entry into Service	Full programme entry into service	P	Mar-2024	On Schedule
Forth Bridge Experience	Agree single option	Option selection completed	A	Oct-2021	Achieved
Forth Bridge Experience	Approval in principle	Asset Manager accepts design	A	Jun-2022	Achieved
Forth Bridge Experience	Opening of visitor experience	Bridge walk and visitor hub constructed	P	Apr-2024	Revised
Traction Power East - Decarbonisation	Agree single option	Option selection completed	A	Sep-2021	Achieved
Traction Power East - Decarbonisation	Approval in principle	Asset Manager accepts design	A	Nov-2021	Achieved
Traction Power East - Decarbonisation	Contract Award	Contract signed and instructed	A	Jan-2022	Achieved

## Enhancement Delivery Plan Milestones

Project Name	Milestone	Description	P / A	Date	Status
Traction Power East - Decarbonisation	Currie Feeder Station	National grid connection	A	Aug-2023	Revised
Traction Power East - Decarbonisation	Tweedbank Feeder Station	National grid connection	A	Jun-2024	On Schedule
Traction Power East - Decarbonisation	Thornton Feeder Station	National grid connection	A	Nov-2024	On Schedule
Traction Power East - Decarbonisation	Portobello Feeder Station	National grid connection	A	Nov-2024	On Schedule
Traction Power West - Decarbonisation	Agree single option	Option selection completed	A	Sep-2021	Achieved
Traction Power West - Decarbonisation	Approval in principle	Asset Manager accepts design	A	Nov-2021	Achieved
Traction Power West - Decarbonisation	Contract Award	Contract signed and instructed	A	Jan-2022	Achieved
Traction Power West - Decarbonisation	Elderslie Feeder Station	National grid connection	A	Mar-2023	On Schedule
Traction Power West - Decarbonisation	Newton Feeder Station	National grid connection	A	Nov-2023	On Schedule