
Infrastructure Investment Plan 2011

Updated Programme Pipeline
(January 2015)



The Scottish
Government
Riaghaltas na h-Alba

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TRANSPORT

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<p>High Speed Rail (HSR) 1. Scotland's inclusion in a UK HSR network. Scheme currently proposed includes London, Birmingham, Leeds, Manchester. 2. Develop Scottish section of HSR comprising a new HSR line between Edinburgh and Glasgow, with provision to link to proposed UK network (or existing West Coast Main Line in interim period).</p>	<p>To be defined. Estimated £15 billion from NW England (Manchester) including stations. Scottish contribution £8-£9 billion. To be defined.</p>	<p>To be defined (lines to Manchester by 2033). To be defined (due for submission to Ministers in Spring 2014).</p>	<p>To be defined. To be defined.</p>	<p>Economic and environmental benefits to Scotland, strong Benefit Cost Ratio for construction of Scottish section. Economic and environmental benefits to Scotland. Provide first part of HSR in Scotland, with additional capacity release benefits across the existing network.</p>
<p>Glasgow Terminal Stations (West of Scotland Strategic Rail Enhancements). Capacity improvements to allow continued growth in rail travel into Glasgow as well as protect the longer term delivery of High Speed Rail</p>	<p>STPR estimate in range £1.3-£3 billion</p>	<p>Beyond 2019</p>	<p>To be determined once scheme developed</p>	<p>Railways in Scotland perform a vital function in providing for commuter traffic into our largest cities, providing the means to transport freight around not only Scotland but further and, through increasing electrification, making a real contribution to our climate change commitments.</p>
<p>A9 Dual-carriageway (Perth to Inverness) Phased improvements to the existing A9</p>	<p>Strategic Transport Projects Review (STPR) cost estimate in the region £1.5-£3 billion.</p>	<p>Phased programme of schemes from 2015-16 onwards.</p>	<p>Specific additional delivery models will be developed</p>	<p>The sustainable economic growth of Scotland needs the strategic transport network to be available for workers and employers to access those areas where employment can grow, provide efficient access to markets and ensure inward investment opportunities are captured. Development work underway with the</p>

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				Strategic Environmental Assessment and supporting Preliminary Engineering Studies presented publicly in June 2013. The draft Orders for the 7.5km section to be dualled between Kincaig to Dalraddy published November 2013. Design consultancy services, value £120-180 million, for the programme in procurement.
<p>A96 Dual-carriageway (Inverness to Aberdeen) Phased improvements of the existing A96.</p>	Estimate for Inverness to Aberdeen in range of £3 billion.	Phased programme over period to 2030.	Specific additional delivery models will be developed.	The sustainable economic growth of Scotland needs the strategic transport network to be available for workers and employers to access those areas where employment can grow, provide efficient access to markets and ensure inward investment opportunities are captured. Outline strategy announced on 9 May 2013. Preliminary development work and strategic environmental assessment work underway along the A96 corridor between Inverness and Aberdeen. Route option design work being progressed for the section of the A96 between Inverness and Nairn, including Nairn Bypass.
<p>Targeted Trunk Road Improvements (including Bypasses) Schemes currently being progressed include Dalry Bypass and Maybole Bypass.</p>	£100-£250 million.	Individual schemes subject to funding availability beyond 2015.	Generally capital allocation.	Continue the effective operation of the trunk road network, providing opportunities for overtaking and improved safety. Includes schemes identified within the Route Action Programmes for strategic network. Bypass schemes contribute to the continued economic wellbeing of Scotland, seeking to manage specific congestion points on the strategic travel network.

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A82 Improvements Upgrading the road standard along Loch Lomondside, improved overtaking opportunities Tyndrum to Glen Coe and speed management measures between Ballachulish and Fort William.	£200-£250 million.	Subject to funding availability beyond 2017.	Individual schemes likely to be capital allocation.	Continue the effective operation of the A82, providing opportunities for overtaking and improved safety. Development work underway with designers appointed to develop a preferred scheme between Tarbet and Inverarnan Spring 2015.
Aberdeen - Central Belt rail improvements	Total in STPR in range £250-£600 million.	Phased programme over period to 2030.	Mixture of RAB and Transport Scotland capital.	Railways in Scotland perform a vital function in providing for commuter traffic into our largest cities, providing the means to transport freight around not only Scotland but further and, through increasing electrification, making a real contribution to our climate change commitments.
Aberdeen - Inverness Rail Improvements	STPR range £250-£500 million.	Phased programme over period to 2030.	Mixture of RAB and capital allocation.	Railways in Scotland perform a vital function in providing for commuter traffic into our largest cities, providing the means to transport freight around not only Scotland but further. Phase 1 is to be delivered between 2014 and 2019.
Highland Main Line Upgrading the Highland Main Line between Perth and Inverness by adding passing loops and increasing line speeds.	£250-£600 million.	Phased programme over period 2014 to 2025.	Mixture of RAB and capital.	Transport Scotland is working closely with Network Rail to examine the feasibility of this project. The first phase of minor infrastructure enhancements was completed in 2012, with phase 2 being delivered between 2014 and 2019.
Ferry and harbour projects A programme of replacement vessels and	£400 million.	2011-2022		Maintains essential ferry services between island and peninsula communities and the mainland ensuring the economic, social and

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harbour works undertaken by CMAL and independent harbour trusts to maintain the safe and efficient operation of the Clyde & Hebrides ferries network. Details included in the final Ferries Plan, which was published in December 2012.				cultural wellbeing and survival of these communities. This can include direct access to jobs and, in the case of smaller islands, to services such as health and education.
Two hybrid ferries		The MV Hallaig entered service on 29 November 2013. The MV Lochinvar entered service on 27 May 2014.	Capital funded loans by Transport Scotland to CMAL.	
The 3rd Hybrid funded by Transport Scotland loans.		Contract awarded on 29 September 2014 - expected to be launched in early 2016, before entering service later that year. MV Loch Seaforth delivered on 26 October 2014 - to be in service by end of February 2015.	Capital funded loans by Transport Scotland to CMAL. Funded through an operating lease agreement with Lloyds Banking Group.	
Two 100 metre ferries		CMAL issued PQQ on 15 October 2014.	Capital funded loans by Transport Scotland to CMAL.	

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		Tenders are due to be returned by 31 March 2015.		
<p>Maintaining Accessibility for all Support the infrastructure necessary to ensure that ferry, lifeline air and inland waterway journeys can continue.</p>		On-going programme of investment.	Principally through Transport Scotland capital grant. The Final Ferries Plan published in December 2012 outlined the intention to set up an Accessibility Improvement Fund.	Offering real mode choices is critical to achieving the purpose of sustainable economic growth, particularly across the diverse geography of Scotland. Many of Scotland's places and people depend on these services for both employment and the continued vitality of their local areas. The delivery of these services is subject to regular competitive tender and provides employment for workers across Scotland.
<p>Low Carbon Transport On-going work to enable further progress with reducing carbon emissions from transport, through supporting better public transport, promoting active travel, freight modal shift and conversion to low carbon vehicle technology. This includes work to develop a Scotland wide electric vehicle charging infrastructure through the UK Plugged in Places initiative.</p>	£200 million [£199.7 million] over 2012-13-2014-15 to implement measures identified in the Report on Proposals & Policies and reduce the carbon impact of transport (including support for active travel, low carbon vehicles, freight modal shift and congestion reduction).	Over period to 2022 to meet Scottish Government commitments under the Report on Proposals and Policies.	Scottish Government capital budget, as well contributions from elsewhere in the public sector (including local government), and the private sector. This activity is supported by the £50 million Future Transport Fund (£30 million in this Spending Review), as well as other budget lines and external sources such as the UK Office of Low Emission Vehicles.	Schemes and measures to meet the climate change commitments for the Transport Sector set out in the Report on Policies and Programmes (RPP), These proposals together offer real opportunities to achieve reductions in transport emissions through supporting: the decarbonisation of transport, building sustainable communities, and improving the road network efficiency as well as improving business productivity via more efficient use of transport.

DIGITAL

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<p>Next Generation Broadband Delivering the long term ambition to provide world class digital connectivity in Scotland by 2020. The current capital projects will deliver next generation broadband infrastructure (NGB) to at least 85% of premises across Scotland by end 2015. The 85% figure will be achieved through two investments with BT: one for the highlands and islands region and one for the rest of Scotland.</p>	<p>The total public and private sector capital expenditure for both projects will be in the region of £410 million.</p>	<p>The Programme Milestone of ensuring that 85% of premises in Scotland have access to NGB will be achieved by the end of 2015. The deployment of infrastructure will continue until 2017 where it is expected that around 95% of premises in Scotland will have access to NGB and all will have access at least Basic Broadband. As of January 2015, 165 494 homes have been enabled with fibre broadband, with anticipated delivery by the end of march 2015 being to circa 244 000 premises.</p>	<p>The public sector investment is £280 million. This includes monies from UK government, Scottish government, local authorities and Europe. The private sector investment from BT is £130 million. Current spend on the programme, as at December 2014 is £14.4 million.</p>	<p>Digital connectivity is essential to underpin Scotland's future economy. The investment in next generation broadband alone is anticipated to generate total benefits of £2.8 billion over a 15 year period. It will enable delivery of the future generation of digital public services which are easier, quicker and more convenient for people to use, and are lower cost than other methods. It will help the transition to a low carbon economy - allowing people to travel less and work from home. It will drive rural economic growth and competitiveness, creating more and better jobs and opening up new opportunities for different ways of living and working that encourage strong and growing rural towns and villages and respects and protects our environment.</p>

ENERGY

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<p>Renewable Energy, including district heating Implementation of the Scottish Renewables Routemap</p>	<p>The SR2011 identified spending on renewable energy of over £200 million over the Spending review period. In addition the agreement by the UK Government to release the Fossil Fuel Levy funds will mean an additional £103 million over that period.</p>	<p>Spending Review period The REIF budget was re-profiled in the 2013 budget to extend funding to 2015-16.</p>	<p>A range of projects will be supported, including:</p> <ul style="list-style-type: none"> • Funding to support offshore renewables, including the Prototype Offshore Wind Energy Renewables Support (POWERS) development fund; • Support for Infrastructure and technology development in Marine Energy; and • Scaling up of Communities and Renewable Energy Scheme (CARES) fund. • <i>CARES Local Energy Challenge Fund has a total of up to £20 million to put into capital projects in 2015-16.</i> • Local Energy Investment Fund pilot: will invest on behalf of communities in commercial renewables projects. 	<p>In addition the £12 million District Heating Loan Fund which has support £7 million of district heating schemes since 2011 will be part of driving these policies forward. This is helping to maximise the replacement of traditional heating with low carbon and renewable heat in order to meet our target of 11% of heat demand from renewable sources by 2020 and help to reduce carbon emissions. In addition to this, we aim to maximise the benefits for communities from access to locally produced and affordable renewable and low carbon heat. The extension of REIF to 2015-16 is in response to market uncertainty largely caused by electricity market reform, and will allow more time for projects in emerging sectors, particularly wave and tidal energy, to develop.</p>
<p>Grid upgrades Scotland faces significant challenges in grid capacity constraints and</p>	<p>In January 2012 Ofgem announced fast-tracking of £7 billion of investment in</p>	<p>The £7 billion approved by Ofgem covers the period from</p>	<p>Detailed funding and technical work is being taken forward by the Scottish TOs who will invest</p>	<p>Good electricity grid connection is essential to the social and economic wellbeing of communities. Scotland's grid system needs significant reinforcement to ensure that</p>

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<p>infrastructure development requirements, underpinned by a regulatory regime that needs to change to encourage a broad energy mix.</p>	<p>Scotland's grid by the two Scottish Transmission Owners (TOs), Scottish Power Energy Networks and Scottish Hydro Electric Transmission, who are now upgrading their transmission networks across Scotland.</p>	<p>2013 - 2021. Some reinforcements are already delivered; some are underway; and some are longer term projects.</p>	<p>in and build the grid upgrades. In addition the Electricity Networks Strategy Group and a range of other groupings including the Scottish Government led ISLES project are assessing wider strategic reinforcement options. NPF2 identified onshore and offshore grid reinforcement upgrades which are underway or at various stages of development. There are other grid connection plans for the main island groups, e.g. the Western Isles link which could cost around £700 million. Plans are being developed for links to connect Shetland and Orkney to the Scottish mainland.</p>	<p>Scotland delivers its energy potential, maintains security in our energy supply to homes and businesses, and meets our renewable energy and climate change commitments. The Government's goal is to deliver secure and affordable low carbon electricity supply which achieves the greatest possible economic benefit. It also aims to ensure that renewable and small generators do not face significant connection delays, unnecessarily high costs or administrative burdens in applying for or obtaining connection to electricity networks.</p>
<p>Development of carbon capture and storage infrastructure Scottish Enterprise, in partnership with the Scottish Government, key industry players and leading research bodies, is</p>	<p>Previous studies such as the 'Central North Sea CO2 Storage Hub' report published in August 2012 support the view that Scotland is well positioned to play a</p>	<p>Peterhead CCS project (Gas) and White Rose project (Coal) in Yorkshire are the two preferred bidders in the</p>	<p>Most of the investment in infrastructure is expected to be met by the private sector. Any public sector contribution to the overall costs of a CO2 hub are still not quantified - this study should help to identify what</p>	<p>The economic opportunities for the development of a CCS-based industry are considerable and it is estimated a whole new industry could emerge in Scotland, which could support up to 10,000 new jobs in the next 10 years. Global market potential is estimated to be worth around £5,000 billion.</p>

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<p>developing a detailed Carbon Capture and Storage (CCS) Cluster Investment Plan to drive forward the development of CCS opportunities in Scotland.</p>	<p>leading role in the deployment of CCS - Scotland has an abundance of CO2 storage potential in the Central North Sea, existing pipeline infrastructure which can be utilized, multiple opportunities for CO2 capture from power and industry sources and the necessary engineering and offshore experienced workforce to make CCS happen. A further study carried out by Element Energy on behalf of SE was completed in November 2013 building on the CNS report and the Cluster Investment Plan published in September 2011 provides a more detailed analysis of the strategy for CCS and sets out 12 key recommendations to</p>	<p>Department of Energy & Climate Change (DECC) £1 billion CCS Competition. DECC has concluded the negotiation process for both the White Rose project (in December 2013) and the Peterhead project (February 2014). The two projects are now in the Front End Engineering and Design (FEED) phase and scheduled to be in operation by 2020. Summit Power's project in Grangemouth (Coal Gasification) is not a preferred bidder,</p>	<p>may be needed beyond private sector investment to bring the business case together and de-risk the proposals sufficiently for investment to take place, particularly in the initial stages. Scottish Government officials are working with SCCS to identify EU Member State partners to collaborate with in the preparation of a bid for funding* a 'Project of Common Interest' for cross boundary CCS. * This is under the Energy Infrastructure Package funding - bids to be in place by 2015.</p>	<p>CCS will be a key global tool in the fight against climate change, given that some 40% of global emissions are associated with coal.</p>

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	advance the case for CCS in Scotland.	however, negotiations for a Contracts for Difference between the project and DECC are continuing.		
<p>National Renewables Infrastructure Fund (N-RIF) The £70 million National Renewables Infrastructure Fund (N-RIF) was created by Scottish Enterprise (SE) to strengthen port and manufacturing facilities and supply chain provision for manufacturing offshore wind turbines and related components.</p>	The National Renewables Infrastructure Plan (N-RIP) Stage 2 Report, published in July 2010, highlighted that £223 million investment in key port and landside infrastructure could support an offshore wind sector manufacturing 750 complete offshore wind units per year, creating c. 5,180 manufacturing jobs and an annual economic impact of £295 million per year.	The fund will be operational to 2015, with applications judged on their merits on an ongoing basis. Support from the fund is potentially additional to Regional Selective Assistance or European Selective Assistance, subject to state aid rules on overall levels of assistance.	The Scottish Enterprise Board will dedicate up to £70 million of funding for advancing N-RIP over the next three years. The funding will operate in line with N-RIP, and the first phase will focus on targeted investment in port and near-port manufacturing for offshore wind turbines. Specific expenditure on an annual basis will depend upon proposals received, timing of funding requirement and factors including the level of market interest associated with each site. N-RIF aims to offer a flexible approach to funding these projects. This could be in the form of grant funding or preferably, as joint investment funding.	N-RIF should help secure Scotland's place at the forefront of the global offshore wind industry. The fund is expected to leverage significant private sector investment in the next three years and help deliver an estimated 28,000 jobs and £7.1 billion in value to Scotland's economy over the coming decade.

WATER

Programme	Capital value (estimate)	Timetable for delivery	Finance and delivery	Strategic links and progress update
<p>Scottish Water Investment Programme For each regulatory period, Scottish Water is directed by Ministers to deliver improvements to customer service, drinking water, and the environment and to provide additional capacity for new homes.</p>	<p>£500 million per year.</p>	<p>The current set of Investment Objectives cover the period 2010-15 and is available on the Government's website⁽¹⁾.</p> <p>The next regulatory period starts on 1 April 2015. The Investment Objectives which cover the 2015-21 period are available at: Objectives 2015-21</p>	<p>Scottish Water's investment programme is financed from charges from customers and borrowing from the Scottish Government. The levels of borrowing are set by Ministers in their Statement on the Principles of Charging.</p> <p>Customer charges are determined by Scottish Water's economic regulator, the Water Industry Commission for Scotland. The WICS published charges in its Final Determination for the period 2015-21 in November 2014.</p>	<p>This investment will secure a modern and efficient water service which is an essential element of a dynamic economy. Scottish Water will invest £3.5 billion during the period 2015-21 which contributes significantly to economic growth and supports an estimated 5,000 jobs directly in the civil engineering, construction and design sectors - roughly 20% of the market in these sectors in Scotland.</p> <p>Scottish Water is now providing one of the best value for money water and sewerage packages Great Britain. At £346, average household charges for 2015-16 are some £40 lower than the average in England and Wales whilst levels of service match some of the highest performing companies. The Water Industry Commission makes an annual assessment of Scottish Water's performance in delivering outcomes for customers. The reports are available on the WICS' website.</p>

HOUSING

Programme	Capital value (estimate)	Timetable for delivery	Finance and delivery	Strategic links and progress update
<p>Affordable housing and innovation initiatives to increase housing supply- the completion of 30,000 affordable homes over the five years of the Parliament.</p>	<p>Over £1.7 billion.</p>	<p>March 2016.</p>	<p>Working with councils, housing associations and private developers across Scotland, we are committed to enabling investment through subsidising new affordable housing.</p> <p>We are also continuing to work creatively with our partners and use innovative ways to lever more investment in housing from public resources using, for example, government guarantees, loans and grant recycling. Examples include the National Housing Trust initiative (NHT) and our investment in Charitable Bonds.</p>	<p>Housing is a key part of our physical, economic, and social fabric. It is also critical to the wider development of our ambitions to improve the homes and neighbourhoods that people live in. Affordable housing is a key factor in the quality of individual and family life it also has important economic impacts through supporting employment and local supply chains.. In the short term, government funded house building provides valuable support to recovery in the construction industry.</p> <p>Over the longer term, a well, functioning housing system is a key component of society's infrastructure. Working towards a stock of good quality, appropriate and affordable housing that meets need and demand will help us achieve the country's full potential through better employment opportunities, healthier lives and a more prosperous and fairer society.</p>
<p>Fuel Poverty and Energy Efficiency programmes Continuation of fuel poverty and energy efficiency programmes to tackle fuel poverty and contribute to energy efficiency and climate change</p>	<p>£ 236 million.</p>	<p>2012 - 2016.</p>	<p>Schemes are being delivered through Housing and Regeneration's Capital and Revenue Budget The Energy Assistance Scheme is delivered under a contract.</p>	<p>Contributes to the delivery of the Scottish Government's targets on domestic Energy Efficiency, Fuel Poverty and Climate Change Act commitments. Commitments related to Scottish Government housing programmes within the Report on Proposals and Policies under the Climate Change Act are fully funded. We will aim to lever in</p>

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commitments.				additional support from other sources e.g. energy companies' obligations.
Warm Homes Fund	£50 million	2012 - 2016.	Scheme is being delivered by the Energy Saving Trust. To date approvals have been given for 4 loans for project infrastructure, and for 22 grants for feasibility studies and options appraisals.	The Warm Homes Fund aims to invest £50 million. The fund has been available to support investment during the period 2012-13 to 2014-15. Further loan funding will be available in 2015-16 to support Warm Homes Fund-eligible projects. The Warm Homes Fund has provided grant support to social landlords for feasibility studies and loans to deliver renewable energy schemes such as district heating and wind turbines, working alongside wider Scottish Government schemes such as the Community And Renewable Energy Scheme (CARES) and the District Heating Loan Fund. It contributes to the delivery of the Scottish Government's targets on domestic Energy Efficiency, Fuel Poverty and Climate Change Act commitments.
Help to Buy (Scotland)	£305 million	2013 – March 2016	Scheme is delivered by procured agents across Scotland, who handle enquiries, application and payments to prospective housebuyers. Registration of builders and scheme rules administration delivered in Housing Supply Division.	HTB (Scotland) and the new HTB (Scotland) Small Developers scheme support people to buy homes, support industry and contribute to wider sustainable economic growth. By supporting development and sale of new housing across Scotland we can help to support local jobs and the local economy, helping first time buyers and others to access homes.

REGENERATION

Programme	Capital value (estimate)	Timetable for delivery	Finance and delivery	Strategic links and progress update
<p>Implement regeneration strategy - details within the Regeneration Strategy</p>	<p>Regeneration Investment Fund capital amount of £150 million over Spending Review period (2012-13 to 2014-15).</p>	<p>2011-2022 NB - capital fund includes £50 million Joint European Support for Sustainable Investment in City Areas (JESSICA) - Scottish Partnership for Regeneration in Urban Centres (SPRUCE) fund which is an evergreen fund with money being recycled and reinvested into new projects.</p>	<p>JESSICA - SPRUCE fund: £50 million over Spending Review. £75 million of grant funding for capital regeneration projects over the Spending Review, including £48 million for Urban Regeneration Companies in the first two years. 22 projects benefitted from the new Regeneration Capital Grant Fund in 2014/15 which was developed in partnership with COSLA. A further 18 projects will benefit in 2015/16. Over £26 million to tackle vacant and derelict land over the Spending Review.</p>	<p>Regeneration activity is focused on ensuring that people live in socially, physically and economically sustainable communities as set out in the Regeneration Strategy - Achieving a Sustainable Future. Regeneration is fundamental to the Scottish Government's overall purpose of sustainable economic growth - tackling area inequality, addressing market failure and creating job and business opportunities. Our activity focuses on outcomes and to put communities first, involving local residents and empowering communities to take action themselves.</p>

CULTURE

Programme	Capital value (estimate)	Timetable for delivery	Finance and delivery	Strategic links and progress update
<p>Storage, repairs and maintenance at national cultural and heritage organisations Rationalisation of the storage requirements, possible disposal of assets (unsuitable stores requiring significant repair), shared services through co-location of storage, and maintenance of remainder of existing estate, including addressing of significant maintenance and repair backlog.</p>	<p>Following a review of requirements across the Portfolio's sponsored bodies over 2014 and early 2015, a funding proposal will be developed and fed into the 2015 Spending Review process. It is likely that the programme of work will cover at least 2-3 spending review periods.</p>	<p>Backlog can be addressed by phasing work over a 10-15 year period. Ongoing funding will be required to ensure adequate maintenance carried out annually thereafter.</p>	<p>Construction of new storage and maintenance of existing estate will need to be largely Scottish Government funded as maintenance and storage will be unlikely to attract lottery or private sector funding. Projects can be phased over a number of years as they will be distinct projects at a number of sites.</p>	<p>More efficient and high-quality public services: new storage will allow the rationalisation of the storage estate, reduce the repair bill for old and unsuitable storage buildings, and deliver more efficient access to collections and more efficient operations. Reducing the amount of floor space required through more modern and more appropriate storage. Allowing disposal of outdated and high-maintenance storage facilities. Opportunities to share facilities wherever possible and share costs such as security and transport.</p>
<p>Glasgow 2014: concert hall and theatre improvements To increase public access to national performing companies in Glasgow (Royal Concert Hall and Theatre Royal), and improved public facilities in 2014; to provide better quality and more efficient working facilities for Royal Scottish National Orchestra (RSNO) at the Royal Concert Hall.</p>	<p>£27.4 million (£16 million for Royal Concert Hall, £11.4 million for Theatre Royal).</p>	<p>December 2014 for Theatre Royal and summer 2015 for Royal Concert Hall</p>	<p>Combination of Scottish Government, Glasgow City Council, Lottery, Creative Scotland and private fundraising.</p>	<p>Improved public service - better audience facilities (e.g. disabled access at Theatre Royal), potential for venues to attract greater variety of work. Royal Concert Hall project part of wider redevelopment of City Centre/Buchanan Galleries with provision for evening activities and employment. Efficient sharing of concert hall facilities between Glasgow Life (new more flexible performance space) and RSNO (rehearsal venue). The Theatre Royal project is designed to meet energy targets in the 2013 Building Regulations through natural ventilation and building fabric enhancements.</p>

JUSTICE

Programme	Capital value (estimate)	Timetable for delivery	Finance and delivery	Strategic links and progress update
<p>Emergency Services Mobile Communications Programme, to replace existing Airwave services.</p>	<p>£TBC</p>	<p>Transitional programmes, with GB-wide deployment across the three emergency services to dovetail with expiry of current Airwave contracts/ services (2016-2020), with Scotland likely to be towards the end of the process.</p>	<p>Conventional financing with main costs falling on the 3 emergency services.</p>	<p>Programmes which aim to replace the existing restricted level emergency service communications system with enhancements to accommodate more data-intensive working that will support improved service delivery and more efficient use of resources.</p>
<p>Scottish Court Estate Development Project would target investment in sustainable court accommodation with purpose built facilities.</p>	<p>£15-£25 million per project.</p>	<p>2-5 years from confirmation of funding.</p>	<p>Scottish Court Service (SCS) elements of project would be funded through Scottish Government capital and revenue funding allocations; capital receipts, where relevant and, potentially joint funding with other public bodies.</p> <p>In addition the SCS is working with the Scottish Future Trust to explore the potential to utilise the NPD funding model.</p>	<p>The SCS has a very clear view and ambition on delivering the best possible accommodation solution to align it with our digital innovation vision to transform court service delivery and meet the expectations of 21st century Scotland.</p> <p>A key plank of the optimal future model is purpose built justice centres in a number of key strategic population areas, providing the environment and facilities for victims and witnesses that match our service delivery aspirations. A Justice Centre comprising a full court complex with services and facilities for criminal justice partners including the Crown Office and Procurator Fiscal Service, Social Work, Witness Service, Victim Support and Police Scotland will require significant capital investment.</p>

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			<p>The budget bill made reference to a potential £60 million allocation for justice centres</p>	<p>Feasibility studies have been undertaken. The first three locations have been identified in Airdrie, Kirkcaldy and Inverness.</p> <p>Development of the estate will result in reduced running costs of the estates, by reducing costs and addressing risks generated by backlog maintenance across the court estate.</p>

COMMONWEALTH GAMES

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<p>The Glasgow 2014 Commonwealth Games Programme of investment included:</p> <p><i>The Sir Chris Hoy Velodrome</i>, part of the National Indoor Sports Arena complex <i>Hampden Stadium</i>: provision of athletics track and field facilities and upgrading of spectator facilities. Temporary installations to accommodate Games requirements.</p> <p><i>Tollcross Aquatics Centre</i>: extension and refurbishment of existing premises to accommodate requirements of the Glasgow 2014 Commonwealth Games.</p>	<p>Various.</p>	<p>Velodrome: Completed and opened to public October 2012</p> <p>Stadium: May 2014</p> <p>Aquatics Centre: May 2013.</p>	<p>Velodrome: The project was under the control of Glasgow City Council. The Organising Committee contributed 50% of the cost, at £13.2 million.</p> <p>Stadium: The project was financed by and under the control of the Glasgow 2014 Organising Committee. £26.7 million.</p> <p>Aquatics Centre: Project managed by Glasgow City Council. Total cost of works £19.3 million. The Organising Committee contributed £14.7 million towards cost and sportscotland £650,000.</p>	<p>The Scottish Government's support for the 2014 Commonwealth Games stimulated investment in infrastructure for Games venues and associated transport networks and support jobs across Scotland. The Games brought particular benefits to Glasgow where the injection of housing development and supporting infrastructure promoted sustainable economic growth. Investment in the Glasgow 2014 Commonwealth Games secured the delivery of a successful Games that showcased Scotland on the international stage, contributed to the economic recovery and left a meaningful and lasting legacy from which all of Scotland's people can benefit.</p>



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