



National Developments – Response Form

Please use the table below to let us know about projects you think may be suitable for national development status. You can also tell us your views on the existing national developments in National Planning Framework 3, referencing their name and number, and providing reasons as to why they should maintain their status. Please use a separate table for each project or development. **Please fill in a [Respondent Information Form](#) and return it with this form to scotplan@gov.scot.**

Name of proposed national development	National inter-city rail network
Brief description of proposed national development	<p>Transform Scotland proposes a systematic enhancement to the inter-city rail infrastructure north of the Central Belt so that rail can again provide competitive journey times between Scotland's cities. This would include:</p> <ol style="list-style-type: none"> 1. Electrification of the routes from Edinburgh and Glasgow, via Perth, to Aberdeen and Inverness. 2. Doubling-tracking the lines to Aberdeen & to Inverness. (Funding is currently being found to dual the parallel roads, but these routes still retain single-track, in particular on the Highland Main Line.) 3. Construction of a new direct rail line from Inverkeithing via Kinross to Perth, reinstating the line that was destroyed for road-building in 1970; this would significantly improve journey times from Edinburgh to Perth & Inverness, and improve the resilience of the entire inter-city rail network (for both passenger travel & the carriage of freight). 4. Development of national inter-city interchange at Perth Station. <p>There is a pressing need to introduce a programme of journey time improvements and capacity enhancements, coupled with electrification, to link all major Scottish cities by a more modern and efficient rail system. Journey times to our major cities are poor by modern standards with an Edinburgh to Aberdeen journey time of almost 2 1/2 hours for a distance of 120 miles, which compares poorly with a similar distance from Edinburgh to Newcastle on the east coast line where the journey time is only 1 1/2 hours. In 1895, the fastest journey time between Edinburgh</p>

	<p>& Dundee took 59 minutes compared with about 64 minutes now – more than a century later. There is also a need to increase the extent of electrification on the Scottish network to allow a transition from diesel to electric traction with resulting reduction in GHG emissions if sustainable power sources are used and in journey times. At the moment, only 25.3% of the Scottish network is electrified.</p>
<p>Location of proposed national development (information in a GIS format is welcome if available)</p>	<p>Nation-wide</p>
<p>What part or parts of the development requires planning permission or other consent?</p>	<p>The electrification and improvements along existing lines do not require planning permissions or other consent and are within the scope of Network Rail.</p> <p>Building a new line from the Forth Rail Bridge to Perth will require extensive consultation and planning permission.</p>
<p>When would the development be complete or operational?</p>	<p>By 2025</p> <ul style="list-style-type: none"> ● Electrification on the lines to Aberdeen and Inverness, allowing new electric trains to run at 125mph. ● Provide more double-track on the line from Aberdeen to Inverness. <p>By 2030</p> <ul style="list-style-type: none"> ● Extend planned electrification from Dunblane to Perth, in conjunction with doubling and electrifying the largely single-track Perth-Inverness railway. ● Reduce journey times from Glasgow and Stirling to Aberdeen through electrification and by upgrading the existing route through Perth and from Montrose to Usan. ● Create a new national inter-city rail hub at Perth Station. <p>By 2035</p> <ul style="list-style-type: none"> ● Reduce journey times from Edinburgh to Aberdeen through electrification. ● Construct a fast, electrified direct rail link from Perth to Edinburgh. ● Further reduce journey times from Edinburgh to Aberdeen by routing some services via this new fast link.
<p>Is the development already formally recognised – for</p>	<p>NPF3 states: <i>“We want to make rail travel between cities quicker than by car, and to complete the</i></p>

<p>example identified in a development plan, has planning permission, in receipt of funding etc.</p>	<p><i>electrification of the railway lines between the cities.”</i> Yet in the intervening six years, there has been only modest progress: electrification of the E&G Line between Edinburgh & Glasgow, and investment (but no electrification) on the route between Aberdeen & Inverness. There has been no progress on improving line speeds and journey times for routes from the Central Belt to Aberdeen and to Inverness; meanwhile, the Scottish Government has a £6 billion road-building programme for inter-city road routes.</p> <p>These proposals also build on elements already within the initial Strategic Transport Projects Review (STPR1), such as A188 (new passing loops and dualling between Aberdeen and Inverness) and A234 (removal of single-track section at Usan). The new element is the reinstatement of the direct link from Inverkeithing to Perth.</p>
<p>Contribution of proposed national development to the national development criteria (maximum 500 words):</p> <p>Climate Change - Significant CO2 savings could be achieved by electrification of the network and using power from sustainable sources. Also, significant modal shift from road to rail can be expected from improved journey times.</p> <p>People - Rail travel is already vastly safer than road – one is more than 20 times more likely to die travelling by car than by rail. A fast and reliable network of train services would allow many more travellers to benefit from this safe and sustainable mode of transport and help to cut the death and injury toll on Scotland’s roads. A high quality train network allows people without a car, access to reliable and fast long-distance travel or commuting. Rail travel is also more relaxing and productive. The train offers a high-quality working environment, enabling a very productive use of travel time.</p> <p>Inclusive Growth - The proposals would generate significant levels of work from a range of Scottish-based companies covering a wide range of skill levels from basic to highly advanced. Planning, construction, land works etc. are all within the capabilities of domestic firms.</p> <p>Place - Good quality, efficient transport links are of great attraction to companies as well as people wishing to locate in an area. Currently, rail links throughout Scotland are relatively poor compared with many international comparisons. Investment would correct this imbalance and make Scottish towns and cities more attractive places to locate. These proposals would particularly benefit places outside the Central Belt.</p>	

For more information and other resources



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