



## 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](mailto:scotplan@gov.scot).**

Name of proposed national development	High Speed Rail
Brief description of proposed national development	<p>Transport Scotland, working in partnership with the Department for Transport, HS2 Ltd and Network Rail have confirmed that it would be feasible to link the major towns and cities in Scotland and England by rail in air-competitive times.</p> <p>A new eastern route between Edinburgh and Newcastle, illustrated by the blue line in Figure 1, would release a large amount of capacity on the existing rail line that could be used for additional local passenger and freight services. High speed trains operating on the new route would be capable of a 45 minute journey time between Edinburgh and Newcastle (down from 85 minutes) and, in conjunction with HS2, would also be capable of an approximate 3 hour journey time between Edinburgh and London (down from 4 hours 21 minutes).</p> <p>A new western route between Glasgow and the Abington timing point, illustrated by the pink line in Figure 1, would release a large amount of capacity on the existing line that could be used for additional local passenger and freight services. High speed trains operating on the new route would be capable of a 25 minute journey time (down from 37 minutes) and, in conjunction with HS2, would also be capable of an approximate 3 hour 26 minute journey time between Glasgow and London (down from 4 hours 31 minutes). High speed trains operating over both the new east and part of the new west coast route could achieve a journey time of approximately 1 hour 35 minutes between Glasgow and Newcastle (down from 2 hour 35 minutes).</p> <p>There is also the potential for a new cross-border / local interchange station on the new high speed line within the Eurocentral business park and the potential for a new cross-border station on the existing rail network near Livingston, illustrated by the red and green circles respectively in Figure 1. An option for a potential new cross-border station in East Lothian is also being considered.</p>

Location of proposed national development (information in a GIS format is welcome if available)



Figure 1: Vector representation of proposed routes - not the actual alignment

What part or parts of the development requires planning permission or other consent?

This development is still at the feasibility stage and work is being taken forward to determine whether there is a business case for implementing any these routes. This business case will be presented to Ministers to inform their investment decisions over the next 10 years.

If a business case can be made, the route alignments would require consultation and planning permission to be granted before they could be implemented.

When would the development be complete or operational?

Some or all of these new routes could be operational by 2033 if a business case were to be made and permission implement them was to be granted.

Is the development already formally recognised – for example identified in a development plan, has planning permission, in receipt of funding etc.

This development is still at the feasibility stage.

*Contribution of proposed national development to the national development criteria  
(maximum 500 words):*

Rail has an important role to play in the decarbonisation of the transport network through modal shift from more polluting forms of transport. The decarbonisation of the UK's electricity grid means that travelling by electric train can reduce emissions by up to 12 times when compared to short-haul flights (source Modern Railways).

The economic growth and prosperity to the major towns and cities in the south of the UK will improve as they are brought virtually closer together through the much improved connectivity that HS2 will bring. The prosperity of the UK will however be greater if economic growth is balanced across the whole country and not just concentrated in the southern half of England. The Scottish Government recognises the importance of improved connectivity and the need to ensure that Scotland is an integral part of a truly national high speed rail network. These new routes will extend the high speed rail network into the north of England and Scotland and ensure that the relative peripherality of the northern regions' economy will be reduced through the resultant improvement in connectivity and journey time.

The west and east coast main lines in Scotland are at, or near, capacity and will require a major investment in new infrastructure, such as that provided by these new lines, in order to meet the increasing demand for more local and cross-border rail services.

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