**INFRASTRUCTURE INVESTMENT PLAN 2015 - PROGRAMME PIPELINE UPDATE (MARCH 2021)**

This pipeline provides information relating to ongoing key major infrastructure programmes with an investment of £50 million or more included at Annex A of the Infrastructure Investment Plan which was published in December 2015 as well as other key major infrastructure programmes with an investment of £50 million or more going forward.

**All planned dates going forward will be subject to the impact of the ongoing coronavirus (COVID-19) situation.**

| **Sector** | **Programme Name** | **Programme Description** | **Estimated Total Investment** | **How is Programme being Funded** | **Programme Delivery Timetable** | **Latest Programme Progress** |
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| **TRANSPORT** | **A9 Dual carriageway** | Phased improvements to the existing A9 Perth to Inverness. | £3 billion | First three phases of programme capital funded.  A range of financing options to be considered during subsequent stages of design and assessment. | Preparatory and construction work underway with phased programme of schemes as they emerge from statutory process over period to 2025. | Design is nearing completion (for eight of nine sections), delivery is underway and we have recently embarked on market consultation to determine the most efficient delivery model for the remainder of the programme.  Construction is well underway on the second stretch to be dualled between Luncarty and Birnam with completion anticipated in winter 2021.  The next section to progress is between Tomatin and Moy. Immediately following the publication of the Made Orders, a Prior Information Notice (PIN) was published on 26 February 2021 signalling the start of procurement for the £115 million construction contract, which is expected to be awarded in the second half of 2022.  At the same time, design work is also progressing well with the statutory process well underway for eight of the remaining nine schemes.    In addition to Tomatin to Moy, we have given the go-ahead to complete the statutory process for four further schemes, with publication expected over the coming months  We also expect Public Local Inquiry Reports for a further three schemes shortly. Subject to positive decisions, this would pave the way for completing the statutory processes for approximately 92% of the programme. |
| **TRANSPORT** | **A96 Dual carriageway** | Phased improvements to the existing A96 from Inverness to Aberdeen (including the Nairn Bypass). | £3 billion | A range of financing options to be considered during subsequent stages of design and assessment. | The Scottish Government is committed to dualling the A96 between Inverness and Aberdeen. Delivery of each section of the dualling programme can only commence if it is approved under the relevant statutory procedures and thereafter a timetable for its progress can be set. | On the Inverness to Nairn (including Nairn Bypass) section following consideration of the Public Local Inquiry Reporters’ Report, the Scottish Ministers have decided to make the Orders for the scheme with Decision letters issued on 19 February 2021. Preparations are now underway to publish the made Orders for the scheme and we expect to be in a position to do this by summer 2021.  Route option assessment work on the section between Hardmuir and east of Fochabers has been completed with a preferred option announced at a series of public exhibitions held in December 2018. The detailed development and assessment of the preferred option is ongoing.  Route option assessment work on the section between east of Huntly and Aberdeen is now complete and the preferred option was announced at a virtual exhibition on 21 December 2020. |
| **TRANSPORT** | **A82 Improvements** | Improvements to the 17 km route between Tarbet and Inverarnan adjacent to the west bank of Loch Lomond. | £250 million-£500 million  Range will be narrowed as the project develops. | Capital Funded | Delivery of the scheme can only commence when it is approved under the statutory procedures and thereafter a timetable for construction can be set. | Detailed development and assessment of the preferred option for the section of the A82 between Tarbet and Inverarnan is being informed by an enhanced understanding of the specific complexities of improving this iconic route. Detailed consideration of mitigating disruption to all road users during construction is being informed through on-going engagement with key stakeholders. |
| **TRANSPORT** | **High Speed Rail** | The Scottish and UK Governments made a joint commitment in March 2016 that Transport Scotland and the Department for Transport (DfT) would work together with Network Rail over the following 3 years to identify infrastructure enhancements that could be implemented between 2019 and 2029 to improve the capacity, resilience on the rail routes between Scotland and England and move closer to the target 3 hour journey time between London and Scotland. | Scotland’s share of the Feasibility and Business Case study is approximately £850,000. | Funded by the UK and Scottish Governments | Transport Scotland completed Feasibility and Environmental Studies in 2018, which identified a number of potential infrastructure enhancement options.  Work on a joint UK / Scottish Business Case commenced in 2019 but was paused due to the onset of Strategic Transport Projects Review (STPR2), and more recently COVID-19.  After STPR2 has reported the Business Case, study will be completed and subsequently presented to UK and Scottish Government Ministers to inform the decision to proceed to the next stages. | On the east coast, the study confirmed the technical and environmental feasibility of constructing new high-speed line sections between Edinburgh and Newcastle, which could halve the journey down to just 45 minutes and in conjunction with HS2, achieve an approximate 3-hour journey time between Edinburgh and London.  On the west coast, the study confirmed the technical and environmental feasibility of constructing a new high-speed line between Bay Horse and Low Gill in Lancashire and between either Carstairs or Abington and Glasgow, which could reduce the journey time between London and Glasgow to between 3 hour 10 minutes and 3 hours 17 minutes respectively.  The route between Carstairs and Glasgow has superior connectivity, which would also reduce the journey time between Abington and Edinburgh by over 5 minutes and facilitate the construction of new cross-border stations on a new high-speed line within the Eurocentral business park and on the existing rail network near Livingston. |
| **TRANSPORT** | **Aberdeen – Central Belt Rail Improvements** | The improvement of capacity, performance and journey times on key rail links between Aberdeen and the Central Belt. | £200 million of “additional” expenditure announced in 2016. | Grant Funding by Scottish Ministers to Network Rail. | The £200 million is to be spent within the same 10-year period as the Aberdeen City Region Deal (2016-2026). | This project is currently undergoing its “option selection” stage. This follows the “feasibility” stage, during which concept timetables were developed that would deliver the journey time improvements and capacity enhancements set out by the Aberdeen to Central Belt Reference Group. Signalling and infrastructure interventions were then identified for delivering these timetables.  The option selection stage will ascertain which of the interventions identified in the feasibility stage can deliver maximum economic benefits for the north east within the £200 million budget set out in the 2016 Ministerial commitment.  In a parallel piece of work, Transport Scotland have engaged consultants to prepare an Outline Business Case for the project. They are working in conjunction with the project team and have also obtained input from key stakeholders.  Quarterly Key Stakeholder meetings are being held between the delivery partners and representatives of the Aberdeen City Region Deal Joint Committee and the relevant Regional Transport Partnerships (Nestrans and Tactran). Additionally, Transport Scotland and Network Rail staff attend the City Region Deal Joint Committee twice yearly to update on progress. |
| **TRANSPORT** | **Glasgow Subway Modernisation** | Major modernisation includes a smartcard ticketing system linked to wider integrated ticketing; new rolling stock and signalling; refurbished stations with improved accessibility including replacing escalators. | Scottish Government contribution of up to £246 million to Strathclyde Partnership for Transport (SPT) towards estimated total project cost £287.5 million. | Grant funding contribution up to period 2024-25. | Modernisation will support the future of the Subway, linking it to other transport modes across the City of Glasgow, including the Interchanges at Govan and Partick and contribute to the regeneration of the City. | The COVID-19 pandemic has had significant impact on the modernisation programme with all site works initially stood down until the easing of the first lockdown. The restrictions on international travel during this time also impacted SPTs contractors and suppliers, with design and equipment factory testing activity being delayed or prolonged. However, first three trains have been received and off-line train testing is in progress.  Strathclyde Partnership for Transport is working with the delivery agent for the new trains to develop a modified programme of delivery. This will see the new trains operating on the existing signalling system (rather than having to install the new signalling system before the new fleet can run). This should mean the new fleet will enter service earlier than would currently be the case. |
| **TRANSPORT** | **Active Travel**  **(Walking, Wheeling and Cycling)** | Investment across Scotland, but concentrating large-scale active travel infrastructure in major centres of population.  Involves the building of protected cycle lanes, but also corresponding changes to the public realm, including removal of space for cars to encourage and support more people to cycle, walk and wheel. | In 2020-21 almost £90 million capital including £23.9 million direct to local authorities. | Part of the £100.5 million active travel budget mainly distributed as grant funding to third sector delivery partners to administer programmes for local authorities and others to fund active travel infrastructure projects.  The largest of these is the Places for Everyone Programme managed by Sustrans with grant funding of around £51 million per annum. | Large-scale infrastructure projects (currently 14) in the Places for Everyone programme.  There is a rolling programme of new projects acknowledging the fact that there is very little active travel infrastructure currently in place and a step change is needed in the amount and type of infrastructure and pace of build to support policy objectives for active travel. | The programme of permanent active travel infrastructure ‘Places for Everyone’ run by Sustrans has been paused due to COVID 19. Instead almost £39 million of the active travel budget has been repurposed towards a programme for temporary infrastructure ‘Spaces for People’, which supports people to walk, wheel and cycle whilst physically distancing and keeping them safe from traffic.  We are working through Sustrans to support local authorities in making some of these successful schemes permanent where appropriate – following due process - and where there is local political and community support.  As we transition out of the latest lockdown, Places for Everyone projects and the programme are resuming. A Places for Everyone Board agreed three new major infrastructure projects on 30 September 2020 with agreement reached on additional smaller projects at a steering group meeting of 2 December 2020. |
| **TRANSPORT** | **Skye Triangle** | Infrastructure improvement work at the following ports: Uig (Skye), Tarbert (Harris) and Lochmaddy (North Uist) | £95 million | Capital Funding / Grant Funding | Estimated completion dates:  - Tarbert: Autumn 2021 (civil works) Autumn 2022 (terminal building)  - Lochmaddy: Autumn 2022  - Uig: 2024 | Tarbert - construction contract awarded in September 2019. Works were temporarily suspended due to COVID-19. Re-mobilisation of works commenced on site on 29 June 2020.  Lochmaddy - currently at re-tendering stage.  Uig construction project - currently at tender bid stage.  Community consultation has taken place at all three sites and further consultation is being arranged for later this year. |
| **HEALTH** | **Schedule Care and Diagnostic Care** | New Diagnostic and Treatment Centres to allow people to be treated more quickly for planned surgery.  The programme will encompass the provision of additional elective capacity across 7 Health Boards (on 8 sites) to cover the all-Scotland requirement out to 2035. This will require new build as well as refurbishment of existing infrastructure. | £320 million | Capital funded | Delivery of all units is expected to be completed in 2024. | Building work has completed on the Golden Jubilee National Hospital’s Ophthalmology Unit Development and unit became operational in November 2020.  The Full Business Case (FBC) for the NHS Highland North of Scotland Elective Care has been approved and building work commenced in October 2020.  Main construction works have started at the Golden Jubilee National Hospital’s Phase 2 Elective Expansion. Construction is expected to be completed in quarter 4 of 2022-23 with operations beginning on a phased basis up to end of March 2023.  The Outline Business Case (OBC) for the Short Stay Elective Centre in St John’s Hospital in Livingston has been approved and NHS Lothian are in the process of developing their FBC.  Work on the Full Business Case (FBC) for the NHS Grampian Elective Care has been paused pending the outcome of a clinically led review of the scope of the project. Revised dates for the project plan will be confirmed following completion of this review.  NHS Tayside Elective Care Outline Business Case (OBC) is expected to be submitted for review in October 2021.  Main works on the NHS Fife Elective Centre began on 1 March 2021 and are expected to be completed by quarter 3 2022-23.  Construction of the NHS Forth Valley Elective Centre is scheduled to commence July 2021 and finish March 2022. |
| **SCHOOLS** | **Scotland’s Schools for the Future** | School building programme which will deliver 117 new or refurbished schools across Scotland by February 2021. | £1.8 billion  (£1.13 billion direct from Scottish Government with rest from Local Authorities) | Revenue and capital funded | 31 March 2021 | All 117 schools are now complete.  The final school in the programme was completed in February 2021, with the school due to open to pupils after the Easter holidays in April 2021.  At least one new school project is being delivered in every local authority area in Scotland. |
| **SCHOOLS** | **Learning Estate Investment Programme** | The programme will benefit around 50,000 pupils across Scotland.  The programme will see more schools that are low emission, digitally enabled and better connected to their local communities. | £2 billion of infrastructure investment will be enabled.  (£1 billion from the Scottish Government with rest from Local Authorities) | 50/50 split between Scottish Government and local authorities | Programme funding available until the end of next parliamentary tem in 2026. | The first phase of school projects to benefit from funding through the Learning Estate Investment Programme was announced in September 2009. A second phase was announced in December 2020.  Scottish Government officials continue to work with local authorities regarding which priority projects may be suitable for Scottish Government support within future phases of the programme. |
| **EARLY LEARNING AND CHILDCARE** | **Expand provision of funded Early Learning and Childcare (ELC)** | Expand provision of funded ELC entitlement for 3-4 year olds and eligible 2 year olds from 600 to 1,140 hours per year from 2020. | Multi-year funding package agreed with COSLA (Convention of Scottish Local Authorities) of £476 million. | Capital Funded | 2017-18 to 2020-21. | Multi-year funding agreement reached with COSLA Leaders in April 2018 to fully fund local authority capital requirements for the expansion of early learning and childcare.  Funding is provided as a specific grant, so is protected for spend on ELC.  As at January 2021, a total of 588 early learning and childcare capital projects have been completed, delivering an additional 11,560 ELC places. |
| **HOUSING** | **Affordable Housing** | The delivery of 50,000 affordable homes over the five years of the current Parliament (2016-2021).  Working with local authorities, housing associations and private developers, we are committed to investment and ensuring best value in order to maximise the number of affordable homes that can be delivered from available resources. | Over £3.5 billion | Capital funding committed from Scottish Government for the five years to 2021. | Delivery was targeted for the end of the current Parliamentary period. | Over the period 1 April 2016 to 31 December 2020, a total of 37,964 affordable homes have been delivered towards the 50,000 affordable homes target. This includes 25,677 for social rent, 4,318 for affordable rent and 7,969 for affordable home ownership.  The impact of the lock down in March 2020 meant that there was a necessary pause in the delivery of affordable homes at a critical time in our target period. Although we will not now meet the 50,000 affordable homes commitment by the end of this parliament, we will continue to work closely with partners to deliver the remaining homes during 2021-22.  Our investment in housing will on average, leverage economic output in the region of £1.4 billion per year, supporting around 10,000 to 12,000 jobs per year in the construction and related industries in Scotland. |
| **HOUSING** | **Raising delivery across the housing sector** | Plans to help address the development, financing, infrastructure and collaboration issues constraining increased housing supply across all tenures. | Over £800 million of Financial Transactions investment over 5 years to 2021 in shared equity schemes.  Building Scotland Fund (BSF) - £150 million. | Guarantees, loans, grant recycling and new sources of private funding. | Delivery by end of this Parliamentary period for current housing target of 50,000 homes. Future funding options under review. | Key achievements of the Housing Infrastructure Fund (HIF). Since its launch in 2016, £48 million loan and grant has been approved. This funding is estimated to unlock 12,000 houses, of which approximately 3,600 will be affordable over the next 10-15 years.  Over £100 million of long-term loan investment by the Scottish Government into the expansion of affordable, mid-market rent (MMR) housing. This includes:  - LAR Housing Trust: £55 million Scottish Government loan plus £65 million Institutional Investment secured from Scottish Widows (800-1,000 homes target).  - Places for People Capital: MMR Fund - £47.5 million Scottish Government loan plus £135 million in institutional investment including Total fund now at £182.5 million with a revised target of £240 million to deliver 1,500 units in total.  Since 2016, the support provided by the shared equity schemes has assisted 16,450 households into homeownership. We estimate that by end March 2021 it will have helped over 27,000 households in total.  BSF investments of £74 million aim to support the development of around 4,000 new homes and at the point all projects are on site, around 500 full time jobs.  The National Housing Trust initiative has delivered over 1,700 new mid-market rent homes across Scotland through the provision of a Scottish Government guarantee. This initiative provided essential economic support during a period of significant downturn.  Guarantee support in the form of a standby facility was a key feature that unlocked 3,450 future homes at Winchburgh of which 25% are expected to be affordable. |
| **REGENERATION** | **Implementation of the Regeneration Strategy** | Regeneration Strategy - Achieving a Sustainable Future – published in December 2011 - supporting sustainable economic growth, by tackling area inequality, addressing market failure, and increasing opportunities for areas of need to attract investment and jobs. | Regeneration Investment Fund - Capital Investment Fund - more than £310 million since 2016-17 | Capital Funded | 2016 to 2022 Capital Investment Fund includes the SPRUCE fund, which is an evergreen / revolving fund with loans, which are repaid being reinvested into new projects over its lifetime. | RCGF: 198 projects have been recommended for funding of more than £200 million from eight rounds of RCGF including a further 26 projects awarded grant support totalling over £37 million for 2020-21.  SPRUCE: 17 projects have now received support from SPRUCE to date with more than £123 million of investment agreed supporting development costs of more than £309 million and supporting or creating more than 6,000 employment opportunities.  Town Centre Fund: Local authorities and their partners have been able to use their Town Centre Fund allocations to deliver projects that support transformative improvements to town centres right across Scotland as part of place-based approaches to delivering regeneration and inclusive growth. |
| **DIGITAL** | **Reaching 100% programme (R100)** | The delivery of 100% superfast broadband access across Scotland by the end of 2021. | £600 million has been committed for the procurement phase of R100. | The Scottish Government has committed £600 million to the North, Central and South lots of the R100 programme (£579 million Scottish Government funding; £21 million UKG funding).  As the R100 contracts are “gap funded”, the successful bidder will also contribute towards the costs for delivery.  In February 2021, the UKG announced that it would invest £4.5 million in the R100 Central lot contract to flip over 5,300 from FTTC (fibre to the cabinet) connections to FTTP (fibre to the premises) connections). | Delivery of 100% superfast broadband access across Scotland by the end of 2021.  The central and south lot contracts were signed in December 2019; and work on the ground began in both areas in Summer 2020. We expect the majority of contract build to be completed by the end of 2023.  At the time of contract signature, the North contract build completion was expected to be December 2026. BT is currently remodelling build to account for changes in commercial deployment across the region and we should have the full coverage picture by summer 2021. | Work on the ground is now underway in both the Central and South lot contract areas with first connections now available in Biggar and Auchterarder.  The North lot contract was signed on 11 December 2020 following the dismissal of a legal challenge. As was the case with the Central and South lots, BT is now required to remodel their build plans to take account of changes in commercial delivery plans. We expect to have the full picture for the North lot by summer 2021.  In September 2020, we launched the Scottish Broadband Voucher Scheme (SBVS). Anyone whose home or business broadband speed is less than 30 Megabits per second (Mbps) and where there are no plans to bring superfast broadband to their address by the end of 2021, will be eligible for the scheme.  Further information can be found at [www.scotlandsuperfast.com](http://www.scotlandsuperfast.com) |
| **ENERGY** | **National infrastructure priority on energy efficiency – through Energy Efficient Scotland** | Integration of domestic fuel poverty and energy efficiency programmes with heat generation and non-domestic energy efficiency activity to tackle fuel poverty and contribute to energy efficiency and climate change commitments. | In excess of £10 billion | Programme for Government committed £500 million for energy efficiency over four years to 2021. | From 2017 through to 2021.  The programme is a 20-year programme and we anticipate that it will be operational until 2040 – at this point all buildings in Scotland will have reached the proposed long-term standard. | The Scottish Government published the draft Heat in Buildings Strategy for consultation in February 2021. The Strategy provides an update to the 2018 Energy Efficient Scotland Route Map and brings together our ambitions on energy efficiency and heat decarbonisation into a single framework.  We are on track to exceed our commitment to provide £500 million over the four years to 2021 to tackle fuel poverty and improve energy efficiency |
| **ENERGY** | **Low Carbon Infrastructure Transition Programme (LCITP)** | Programme supports the acceleration of projects to develop investment grade business cases and the delivery of low carbon infrastructure projects. | Phase 1 (2015-2018) £76 million.    Phase 2 (2018-2021) £60 million | The programme is funded by the Scottish Government to September 2021 with support for 40% activity through the European Structural Funds. | Phase 1 – delivery of 11 low carbon infrastructure demonstrator projects by December 2018  Phase 2 – the delivery of 10 low carbon infrastructure demonstrator projects by September 2021. | LCITP has supported the co-development of over 30 proof of concept and development proposals for low carbon projects. LCITP has run a number of open funding invitations, including the Social Housing Net Zero Heat Fund, Green Recovery: Low Carbon Energy Project Development Funding, Scottish Low Carbon Heat Funding Invitation, Transformational Low Carbon Demonstrator Invitation and the Innovative Local Energy Systems Invitation.  LCITP has offered over £52 million of capital funding to 26 low carbon projects.  In September 2020, it launched the Green Recovery: Low Carbon Energy Project Capital Funding. This invitation targeted a minimum of £50 million of support for projects that demonstrate innovative low carbon heat solutions for buildings, as well as proposals for integrated energy systems that support the ambitions for Scotland to achieve net zero emissions by 2045 and further catalyse economic recovery from the challenges imposed by the COVID-19 Pandemic. |
| **CITIES / REGIONS** | **Glasgow City Region Deal** | The deal empowers Glasgow and its City Region partners to identify, manage and deliver a programme of investment to stimulate economic growth and create jobs in their area, spreading the benefits of economic growth across Glasgow and Clyde Valley, and ensuring deprived areas benefit from this growth. | £1.13 billion  Scottish Government is a full partner and investing £500 million over 20 years.  UK Government investing £500 million over same period and the regional partners £130 million.  Scottish Government is also investing £20 million in the Imaging Centre of Excellence. | Capital Funded | 20 years from 2015-16 until 2034-35. | The deal, which was signed August 2014, is now well underway and the Glasgow City Region Cabinet has approved a number of projects. Project selection and approval is a matter for the Glasgow City Region Cabinet (and not Scottish Ministers).  The land owned by Exxon Mobil at Bowling was transferred to West Dunbartonshire Council on June 24 2020.  The outline business plan for the Pan-Lanarkshire Orbital Transport Corridor project was approved in October 2020.  Construction has been completed for all three of the Innovation and Business Growth Projects (Medi City, Image Centre of Excellence (ICE) and Tontine)  The Sauchiehall Street pilot for the Avenues project has now been completed, with widened pavements, new cycle routes and features such as trees and rain gardens encouraging more cycling and walking. Further Avenue sites are in development.  Construction has now started in Sighthill, in the biggest regeneration project in the UK outside of London. The area will welcome over 800 new homes, a new school campus and an iconic pedestrian bridge.  Preparation work has commenced for construction of the landmark bridge, which will re-connect the north and south of the city and form a key part of the active travel network.  Councillors have approved an award of up to £10 million City Deal funding to Transport Scotland for the planned refurbishment of High Street train station, creating a fully accessible, modern station that will to improve connectivity and promote inclusive economic growth in the surrounding area. |
| **CITIES / REGIONS** | **Aberdeen City Region Deal** | The 10-year deal paves the way for investment in innovation, internationalisation, digital connectivity and infrastructure across the region. | £826 million  Scottish and UK Governments have committed to investing up to £125 million each and the regional partners £576 million.  The Scottish Government has also committed to invest a further £254 million over the same 10-year period as the City Region Deal to deliver further economic benefits. | Capital Funded | 10 years from 2016 until 2026. | The deal was signed in November 2016. The Scottish Government is working together with the UK Government and regional partners during the implementation phase to make the proposals within this deal a reality.  The Oil and Gas Technology Centre celebrated its fourth anniversary in February 2021 and continues to operate with a successful profile, either meeting or exceeding stretched targets, building an excellent reputation in the industry for advancing the adoption of new technologies.  The Food Hub for Innovation, rebranded SeedPod – is to be located in the Sunnybrae area, collocated with the Scottish Rural College with a planning application submitted in February 2021.  Work continues on the Transportation Links to the Bay of Nigg STAG Part 2 appraisal, which will inform what supporting infrastructure is necessary for the Aberdeen Harbour Expansion.  The Bio Therapeutic Hub for Innovation will be based in the Foresterhill Health Campus in Aberdeen and enabling construction has commenced.  All the other elements of the deal are continuing to progress with either the development of business cases or the undertaking of further engagement to help understand the issues and identify options to enable delivery. |
| **CITIES / REGIONS** | **Inverness City Deal** | The deal will support a step change in digital connectivity, digital healthcare, skills, innovation and infrastructure in the region. | £315 million  Scottish Government has committed to investing up to £135 million in the deal, the UK Government up to £53 million, and the Council and regional partners a further £127 million over 10 years. | Capital Funded | 10 years from 2016 until 2026. | The deal was signed in January 2017 and is now underway.  **-** Innovative Assisted living – Fit Homes (Scottish Government) - this pan-Highland project aims to construct 48 technology-enabled homes to provide independent living for elderly residents and military veterans who might otherwise have to remain in hospital or enter care homes. The pilot Fit Homes development in Dalmore, Alness equipped with this technology was completed in April 2018. Four further sites are being developed at Nairn, Tongue, Lairg and Dingwall.  - Affordable Housing (Scottish Government) – The first projects have been completed, delivering a total of 78 new Mid-Market Rent (MMR) opportunities within Alness, Ardgay, Dornoch, Drumnadrochit, Fort William, Inverness, Munlochy and Ullapool with a further 43 under construction. The Raining’s Stairs Development in Inverness has been announced by the Royal Incorporation of Architects in Scotland (RIAS) as one of the 10 winners of its 2019 award of top ten buildings in Scotland.  - Inverness Castle Grounds (UKG) – Environmental works around the castle and towards repairs to the fabric of the North Tower were completed and the tower then opened as a viewpoint in April 2017. City Deal funds were also used to purchase the nearby Bridge St. buildings, with a view to creating a more extensive and aesthetically valuable visitor attraction and creating jobs and further investment opportunities for the region. The purchase of the South Tower was finalised on 17 July 2020, placing all of the buildings and land on the Castle Hill site into the ownership of the Highland Council. The next phase of the work is currently under development and progressing well. |
| **CITIES / REGIONS** | **Edinburgh and South East Scotland City Region Deal** | The deal will address inclusion issues, create new economic opportunities, and is expected to provide up to 21,000 jobs. | £1.3 billion  Scottish Government and UK Government have committed to investing up to £300 million each in the deal. Regional partners, including the six local authorities and the region’s universities and private sector will contribute £730 million. | Capital Funded | 15 years from 2018 until 2032. | The deal was signed in August 2018 and is now underway.  The business cases related to the following projects are sufficiently developed to a level to begin the formal sign off process between both governments:  - Bayes Centre;  - National Robotarium;  - IMPACT Centre; and  - Integrated Regional Employability and Skills Programme (IRES).  Site works have started for the Central Borders Innovation Park, Edinburgh Futures Institute and Edinburgh International Data Facility.  Progress is ongoing with the design and construction of a new grade separated junction on the A720 Edinburgh City Bypass at Sheriffhall. Consultation on draft orders closed on 31 January 2020. |
| **CITIES / REGIONS** | **Stirling and Clackmannanshire City Region Deal** | The deal will enable the city region to thrive in new and emerging sectors with a highly skilled, flexible workforce, supported by outstanding infrastructure. | £214 million  Scottish Government and UK Government each invest £45.1 million.  Regional Partners have committed investment of £123.8 million  Scottish Government also making an investment of £5 million in addition to the deal. | Capital Funded | 10 years | The deal was signed on 26 February 2020.  The Scottish Government is working together with the UK Government and the regional partners towards implementation of the deal focusing on Business Case development for those projects that are expected to be first to begin delivery.  An early project for delivery is Scotland’s International Environment Centre, which comprises a research and policy centre on the University of Stirling Campus and a new innovation campus located in Alloa.  Through the Regional Active Travel improvements programme, investment will be made in projects to provide strategic linkages in key population and education centres across the region, linking the more rural communities whilst reducing carbon. |
| **CITIES / REGIONS** | **Tay Cities Region Deal** | The Deal’s themes reflect the Tay Cities Regional Economic Strategy and focus on inclusion, industry, innovation, internationalisation, and empowerment. | £700 million  Scottish Government and UK Government will each invest £150 million (£127.4 million of Scottish Government investment is capital expenditure).  A potential £400 million is being leveraged as a result of deal funding.  Scottish Government are also making an investment of £50 million in addition to the deal. | Capital Funded | 10 years | The Deal was signed on 17 December 2020.  Business cases for all projects scheduled to drawdown in year 1 (2020-21) have been approved by governments. Working with regional partners to develop business cases for remaining projects.  Worked with projects with approved business cases to highlight contributions to inclusive growth and continuing to work with regional partners maximise inclusive growth opportunities in all projects. |
| **CITIES / REGIONS** | **Ayrshire Growth Deal** | The Deal’s vision is to enable Ayrshire to be vibrant, outward looking, confident, attractive to investors and visitors, and for it to make a major contribution to Scotland and the wider UK’s growth. | £251.5 million  Scottish Government & UK Government will invest £103 million each.  Regional partners will invest £45.5 million. | Capital Funded  (£91.5m)  Revenue Funded (£11.5m) | Scottish Government investment will be over the next 10 years.  UK Government investment will be over the next 15 years. | Full Deal was signed in November 2020 by Scottish Government, UKG, and regional partners.  Two revenue project have been approved and are sets to go into delivery April 201, joining one project (HALO) which has been in delivery since summer 2019. HALO is set to open and be operational in spring 2021.  The Scottish Government will continue to work with the partners to further develop the detail of the projects supported through the deal and to maximise inclusive growth opportunities. |
| **CITIES / REGIONS** | **Borderlands Growth Deal** | The Deal’s ambition is to unlock the South of Scotland and North of England’s potential as an economic hub to encourage new business and job opportunities. | £191 million  Scottish Government will invest £85 million and UK Government will invest £65 million in the Scottish deal.  Regional partners will invest £41.2 million. | Capital Funded | Scottish Government and UK Government investment will be made over 10 years, | Priority themes and areas have been identified for Scottish Government and UKG investment. They are Enabling Infrastructure, Improving Places, Supporting Business, Innovation and Skills, and Encouraging Green Growth.  Full deal signed in March 2021.  Officials continue to work with partners on the development of business cases that will deliver economic inclusive growth across the south. |
| **CITIES / REGIONS** | **Moray Growth Deal** | The Deal will help drive inclusive economic growth. It will help both retain and attract young people to live and work in the area; address gender inequality in employment; and create new high quality jobs and opportunities across Moray. | £65 million  Scottish Government and the UK Government will both invest £32.5 million each. | Capital Funded | 10 years. | The Heads of Terms agreement was signed on 24 August 2020.  Officials continue to work with regional partners to further develop the detail of the projects to be supported through the deal and to maximise inclusive growth opportunities. |
| **CITIES / REGIONS** | **Argyll and Bute Growth Deal** | The Deal will focus on strengthening communities and on connecting Argyll and Bute's high value business sectors to national and international business markets. | £50 million  Scottish Government and the UK Government will invest £25 million each. | Capital Funded | 10 years | The Heads of Terms agreement was signed on 11 February 2021.  The Scottish Government will continue to work with the partners to further develop the detail of the projects to be supported through the deal and to maximise inclusive growth opportunities |
| **CITIES / REGIONS** | **Islands Growth Deal** | The Deal will invest in the priority themes identified by the Islands Growth Deal partners; leading the way to a low carbon future, supporting growth and future industries. and creating thriving, sustainable communities. | £100 million  Scottish Government and the UK Government will invest £50 million each. | Capital Funded | 10 years | The Heads of Terms agreement was signed on 17 March 2021.  The Scottish Government will continue to work with the partners to further develop the detail of the projects to be supported through the deal and to maximise inclusive growth opportunities |
| **WATER** | **Scottish Water Investment Programme** | For each regulatory period, Scottish Water is directed by Ministers to deliver improvements to customer service, drinking water, the environment. | £3.9 billion | Scottish Water’s investment programme is financed from charges from customers and borrowing from the Scottish Government. | Scottish Water will invest £3.9 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 per cent of the market in these sectors in Scotland. | Progress is reported on by the Delivery Assurance Group. It produces quarterly reports which are published at <https://beta.gov.scot/groups/output-monitoring-group/>  Progress as shown in report for Quarter 3 2020-21, shows that delivery has been significantly impacted by COVID-19. Despite these challenges, the vast majority of projects have been delivered on or ahead of target.  Scottish Water continues to review the impact of the COVID -19 pandemic on its investment programme. |
| **JUSTICE** | **Emergency Services Mobile Communications Programme (ESMCP)** | Home Office led Programme that provides a new critical communications platform that also provides mobile data. | £9 billion approximately. (UK-wide) | The Programme is co-funded between the Home Office, Scottish Government, Welsh Government and Department of Health. | Started in 2016, with transition to be completed to the emergency services by 2025\*.  \*ESMCP Programme Plan being reset so this timeline may be adjusted. | The Scottish Government continue to work collaboratively with the three emergency services (Police, Fire & Ambulance) in Scotland to assess and assure ESMCP’s technical capability, affordability and the wider community benefits it will offer.  The new Full Business Case is to be put forward for recommendations and approved by the Boards by July 2021. |
| **JUSTICE** | **Transforming Scotland’s care of women in custody.** | Programme of work to create a new model of custody to transform the care of women in custody. Programme involves building facilities in the form of a new National Facility and initially two Community Custody Units (CCU) with the development a gender specific trauma informed approach to managing women in custody. | National Facility for Women Offenders  £74 million  Dundee CCU £11.6 million  Glasgow CCU £12.6 million | Capital Funded | The construction of the Women’s National Facility will be complete in spring 2022 with an estimated operational date of May 2022.  The construction of the two CCUs anticipated to be complete by spring/summer 2022 | Work to build a new 80 place national facility for women in custody and 24-place assessment centre at the existing site of HMP Cornton Vale is progressing. A contract was signed in December 2019 with construction commencing on site in February 2020. Work was suspended in March 2020 in line with COVID-19 restrictions and recommenced in June.  Contracts for the construction of both the Community Custody Units in Dundee and Glasgow were signed in January 2020. Due to the COVID-19 lockdown, construction was delayed to October and November 2020. The operational date for the CCUs is now projected to be spring/summer 2022. |