

Infrastructure Investment Plan 2021-22 to 2025-26 – Major Capital Projects Progress Update (September 2021)

December 2021



Scottish Government
Riaghaltas na h-Alba
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The following information relates to projects with a capital value of £5 million or more which are at the Outline Business Case (or equivalent) approved stage or beyond. The information comprise projects included at Annex D of the Scottish Government’s Infrastructure Investment Plan that was published in February 2021, ongoing projects included within the previous March 2021 update, as well as those projects with a capital value of less than £20 million that were previously not reported on due to the change in reporting threshold. The majority of information relates to that as at 30 September 2021. All projects are capital funded unless otherwise stated.

The progress of some projects within this report was subject to delay due to the continued impact of the coronavirus (COVID-19) pandemic and the associated ongoing restrictions and changes to working practices as well as issues around supply chains and the availability of construction materials. These related delays have already resulted in an increase in cost for projects and it is likely to result in further additional costs that are still being worked through. **All planned dates and costs are best estimates and may subsequently be subject to further impact of these ongoing situations.**

The progress update now includes an additional Annex which comprises a table of accompanying project information relating to climate change targets, strategic outcomes and contribution made to local economic development.

Transport

Project	Progress at March 2021	Progress at September 2021
<p>A77 Maybole Bypass</p> <p><u>Business Case Approved Stages:</u> The Outline Business Case (OBC) outlined that the total project cost was £43 million, of which the contract value was estimated at £30 million. It was expected that the project would be operational in 2020.</p> <p>The Full Business Case (FBC) outlines that the total project cost is £46 million with a contract value of £28.9 million. It is expected that the project will be operational in summer 2021, subject to any unforeseen circumstances such as exceptionally adverse weather (as stated in March 2020 report).</p> <p><u>Contact For Public Enquiries:</u> Transport Scotand info@transport.gov.scot</p>	<p>No change to cost or timing since the last report.</p> <p>The main works construction contract is progressing and project completion is anticipated in winter 2021.</p>	<p>No change to cost or timing since the last report.</p>

Project	Progress at March 2021	Progress at September 2021
<p>A92/A96 Haudagain Junction Improvement</p> <p><u>Business Case Approved Stages:</u> The OBC outlined that the total project cost was £49.5 million, of which the contract value was £21 million (note that a significant proportion of the total cost was related to acquisition and demolition). It was expected that the project would be operational in 2020.</p> <p>The FBC outlines that the total project is £49.5 million, of which the contract value is £18 million. It is expected that the project will be operational in 2021 subject to any unforeseen circumstances such as exceptionally adverse weather (as stated in March 2019 report).</p> <p><u>Contact For Public Enquiries:</u> Transport Scotand info@transport.gov.scot</p>	<p>No change to cost or timing since the last report.</p> <p>The main works construction contract is progressing and project completion is anticipated in winter 2021.</p>	<p>No change to cost or timing since the last report.</p>
<p>A9 Luncarty to Pass of Birnam</p> <p><u>Business Case Approved Stages:</u> The OBC outlined that the total project cost was £103.6 million, of which the contract value was anticipated to be £70 million. It was expected that the project would be operational in 2020.</p> <p>The FBC outlines that the total project cost is £96 million with a contract value of £62 million including risk and contingency. It is expected that the project will be operational in 2021 subject to any unforeseen circumstances such as exceptionally adverse weather (as stated in September 2018 report).</p> <p><u>Contact For Public Enquiries:</u> Transport Scotand info@transport.gov.scot</p>	<p>No change to cost or timing since the last report.</p> <p>The main works construction contract is progressing and project completion is anticipated in winter 2021.</p>	<p>No change to cost or timing since the last report.</p> <p>The project was opened to traffic in August 2021 and remains in construction as the contractor will continue with finishing and landscaping works until completion, which is anticipated in winter 2021.</p>
<p>A9 Dualling Tomatin to Moy</p> <p><u>Business Case Approved Stages:</u> Third project phase of A9 Dualling programme involves approximately six miles (9.6km) of online widening of existing single carriageway to an all-purpose dual carriageway, extending from existing dual carriageways to the south of Tomatin and to the north of Moy.</p> <p>The OBC outlines that the project is estimated to cost £197 million and that it is planned to be operational in December 2025.</p>	<p>N/A</p>	<p>The project is currently in procurement with construction estimated to commence December 2022.</p>

Project	Progress at March 2021	Progress at September 2021
<p><u>Contact For Public Enquiries:</u> Transport Scotand info@transport.gov.scot</p>		
<p>Edinburgh Glasgow Improvement Programme (EGIP)</p> <p><u>Business Case Approved Stages:</u> Originally appraised as part of the overall EGIP Outline Business Case of December 2011 - AFC (Anticipated Final Cost) of £1.1 billion with delivery by December 2016.</p> <p>Stirling Dunblane Alloa Rail (SDA) was subsequently appraised within the EGIP FBC (January 2014) which was predicated at a £93 million AFC for SDA with completion by December 2018.</p> <p>Revenue funded but also included £40 million of associated capital costs.</p> <p><u>Contact For Public Enquiries:</u> David Ray David.Ray@transport.gov.scot</p>	<p>Work on site is now substantially complete and site demobilisation activities are expected to be finished by April 2021.</p> <p>The Office of Rail and Road (ORR) confirmed to Network Rail that the key regulatory milestone for completion of work by 31 March 2020 was met and that the station was certified to enter service.</p> <p>Network Rail estimate that the AFC is £870 million. The Transport Scotland funded cost is estimated at £860 million.</p>	<p>Work on site is now complete and site was demobilised in August 2021.</p>
<p>Stirling Dunblane Alloa Rail Electrification (SDA)</p> <p><u>Business Case Approved Stages:</u> Originally appraised as part of the overall EGIP OBC of December 2012 - AFC (Anticipated Final Cost) of £1.1 billion with delivery by December 2016.</p> <p>SDA was subsequently appraised within the EGIP FBC (January 2014) which predicated a £93 million AFC for SDA with completion by December 2016.</p> <p>Revenue funded</p> <p><u>Contact For Public Enquiries:</u> David Ray David.Ray@transport.gov.scot</p>	<p>As confirmed in the March 2019 report, the programme completion date of December 2018 was achieved.</p> <p>Network Rail have now concluded commercial discussions with their principal contractors. Completion of outstanding physical works was expected by late 2020 but were delayed by COVID-19 and are now anticipated July 2021. Once these actions are complete, the final cost (which will reflect the additional commercial and other costs) can be closed out and confirmed.</p> <p>The AFC (Anticipated Final Cost) is £159</p>	<p>Completion of outstanding physical works were completed July 2021.</p> <p>Network Rail have declared final cost as £221 million, which represents an increase from the previously reported AFC of £159 million. This is due to a number of factors including re-estimation of project cost, increases in project scope, re-phasing of project programme, increase in the Contractor's contractually entitled</p>

Project	Progress at March 2021	Progress at September 2021
	million (as stated in September 2017 report).	costs and project prolongation costs.
<p>Highland Main Line Phase 2</p> <p><u>Business Case Approved Stages:</u> The Anticipated Final Cost (AFC) was £56.7 million with infrastructure use by March 2019. Revenue funded</p> <p><u>Contact For Public Enquiries:</u> Darius Astell darius.astell@transport.gov.scot</p>	<p>No change to cost since the last report.</p> <p>Infrastructure works were completed by the regulated milestone of March 2019 (as stated in September 2019 report).</p> <p>Enhanced passenger services will now be implemented if and when it is feasible to do so. The reasons for the continuing delay to the introduction in full of enhanced passenger services include the late delivery of the refurbished high-speed trains, the COVID-19 pandemic and its impact on driver training and uncertainty over how quickly passenger demand will recover to its pre-COVID-19 level. In addition, there are also competing demands for enhanced freight services over the Highland Main Line.</p> <p>The AFC is £56.7 million (as stated in March 2020 report).</p>	<p>Due to the continuing uncertainty previously reported, a timeline for delivering the enhanced passenger services cannot be provided. Reporting on these services will now conclude and services will be implemented if and when it is feasible to do so.</p> <p>The project works were completed by the regulated milestone of March 2019 and primarily focussed on Aviemore and Pitlochry and delivered work to remodel and extend tracks and upgrade signalling. The works will help facilitate reduced journey times of around 10 minutes and also enable potential improvements to the times of the first and last trains between Inverness and the Central Belt.</p>
<p>Reston and East Linton Rail Stations</p> <p><u>Business Case Approved Stages:</u> Delivery of two new fully accessible Rail Stations with car parks (Reston Station in the Scottish Borders and East Linton Station in East Lothian).</p>	N/A	<p>The project is in construction and progressing as per programme.</p> <p>Construction of Reston Station is underway and approaching</p>

Project	Progress at March 2021	Progress at September 2021
<p>The OBC outlines that project is estimated to cost £35 million and that it is planned to be operational in December 2022.</p> <p><u>Contact For Public Enquiries:</u> Alastair Camelford Alastair.camelford@transport.gov.scot</p>		<p>completion with the Station planned to become operational in March 2022.</p> <p>Construction of East Linton Station is due to commence in November 2021, with the Station planned to become operational in December 2022. We anticipate commencing the final FBC shortly following the recent granting of the planning consent for building East Linton Station.</p>
<p>East Kilbride Rail Enhancement</p> <p><u>Business Case Approved Stages:</u> Project is part of the East Kilbride and Barrhead Rail Enhancement scheme. The scheme will make rail services reliable, efficient and attractive to passengers and support modal shift whilst progressing against the Scottish Government's target to decarbonising the rail network.</p> <p>The OBC outlines that total project cost is estimated to be £100 million to £120 million and that it is estimated to be operational December 2024.</p> <p><u>Contact For Public Enquiries:</u> Rhona Proctor Rhona.proctor@transport.gov.scot</p>	N/A	<p>The project is progressing to programme and estimated to commence construction in July 2022.</p>
<p>Levenmouth Rail project</p> <p><u>Business Case Approved Stages:</u> Scheme will re-open the disused rail line between Thornton junction and Leven in Fife, providing new passenger rail services to connect the Levenmouth area to Fife, Edinburgh, and the wider rail network.</p> <p>The OBC is predicated on a project cost estimate of £70 million and it is estimated to be operational by December 2023.</p>	N/A	<p>Network Rail has continued to progress the detailed design work of a double track for the Levenmouth rail line. The design will deliver the provision of a two train per hour passenger service, 50mph double tracked</p>

Project	Progress at March 2021	Progress at September 2021
<p><u>Contact For Public Enquiries:</u> Keavy O'Neill Keavy.o'neill@transport.gov.scot</p>		<p>railway and two new modern accessible stations at Cameron Bridge and Leven.</p> <p>The project design will continue to be developed to FBC and further details will be provided at that stage.</p>
<p>Dalcross Station</p> <p><u>Business Case Approved Stages:</u> Project will provide a greener method for people to travel to Inverness Airport and help to enable transition to Net Zero Emissions and Environmental Sustainability.</p> <p>The FBC outlines that the project is estimated to cost £39.6 million and that it is planned to be operational in December 2022.</p> <p><u>Contact For Public Enquiries:</u> Darius Astell darius.astell@transport.gov.scot</p>	N/A	<p>The project commenced construction in October 2021 and is progressing to programme.</p>
<p>Barrhead Rail Enhancement</p> <p><u>Business Case Approved Stages:</u> Project is part of the East Kilbride and Barrhead Rail Enhancement scheme. This scheme is to decarbonise the corridors and to provide improved access to the rail network for the communities along these corridors. The scheme will make rail services reliable, efficient and attractive to passengers and support modal shift whilst progressing against Scottish Government's target to decarbonising the rail network.</p> <p>The FBC outlines that the total project cost is estimated to be £63 million and that it is planned to be operational in December 2023.</p> <p><u>Contact For Public Enquiries:</u> Rhona Proctor Rhona.proctor@transport.gov.scot</p>	N/A	<p>The FBC was approved on 7 September 2021. The project is estimated to commence construction in April 2022 and is progressing to programme.</p>
<p>CMAL - Two new 100 metre ferries</p> <p><u>Business Case Approved Stages:</u> Procurement commenced and Pre-Qualification Questionnaires were issued by CMAL</p>	<p>No change to cost or timing since the last report.</p> <p>The total estimated cost to complete the ferries</p>	<p>No change to cost since last report.</p> <p>The delivery of 801 is now scheduled to</p>

Project	Progress at March 2021	Progress at September 2021
<p>(Caledonian Maritime Assets Ltd) on 15 October 2014 with tender returns on 31 March 2015 and the Preferred Bidder announced on 31 August 2015.</p> <p>The contract worth £97 million to build the two 100m 'dual-fuel' ferries for the Clyde and Hebrides Ferry Service (CHFS) was awarded on 16 October 2015. The first ferry was expected to be delivered in May 2018 with the second vessel following a few months later.</p> <p><u>Contact For Public Enquiries:</u> Alistair Thomson alistair.thomson@transport.gov.scot</p>	<p>remains at between £110.3 million and £114.4 million.</p> <p>The total additional public expenditure over and above the original contract price remains at between £94.8 million and £98.8 million.</p> <p>Delivery remains scheduled to be between April 2022 and June 2022 for the first vessel and between December 2022 and February 2023 for the second.</p>	<p>be between July 2022 and September 2022. The delivery of 802 is now scheduled to be between April 2023 and July 2023. This is later than previously reported. A shortfall in skilled labour and COVID-19 restrictions have resulted in a delay of approximately 15 weeks.</p>

Health

Project	Progress at March 2021	Progress at September 2021
<p>NHS Grampian - Aberdeen Baird Family Hospital and ANCHOR Centre</p> <p><u>Business Case Approved Stages:</u> The OBC outlined a cost of £163.7 million and indicated that the ANCHOR Centre was projected to be operational in 2021 and the Baird to be handed over in 2021 and be fully operational early 2022.</p> <p>The FBC outlines that the total project costs is £233.2 million as per FBC Addendum and that the operational date for ANCHOR Centre is estimated for May 2023 with Baird Family Hospital estimated for December 2023.</p> <p>(Frameworks Scotland is procurement route for project)</p> <p><u>Contact For Public Enquiries:</u> Enquiries Grampian gram.nhsgrampianfeedback@nhs.scot</p>	<p>No change to cost since the last report.</p> <p>The FBC was approved in September 2020 and the project is now in construction. The estimated costs of £233.2 million are as per FBC Addendum. The approved FBC states that the operational date for the ANCHOR Centre is now estimated for May 2023 with the Baird Family Hospital now estimated for December 2023.</p> <p>This is later than previously reported due to a mutual agreement to extend the construction timetable to accommodate hydroseeding removal that had been put in place to manage a Healthcare Associated Infection risk during period between completion of enabling works contract and commencement of main contract.</p>	<p>No change to cost or timing since the last report.</p>
<p>NHS Highland - Redesign of Services for Skye, Lochalsh & South West Ross</p> <p><u>Business Case Approved Stages:</u> The FBC for the project outlines that the total cost of the project will be £28.5 million with the new £24.8 million Community Hospital in Skye to be operational by May 2021.</p> <p>The total cost relates to the reconfiguration of existing health and care premises in addition to the new hospital. The overall completion of the full programme of service redesign, including reconfiguration of existing premises is February 2023.</p> <p>The new hospital is being delivered under one contract in conjunction with Badenoch and Strathspey Community Hospital.</p>	<p>No change to cost or timing since the last report.</p> <p>The operational date of the new Community Hospital in Skye which is in construction is estimated to be October 2021 with the overall completion of the full programme of service redesign, including reconfiguration of existing premises estimated at June 2023 (as stated in September 2020 report).</p> <p>The impact of COVID-19 on construction progress has potentially incurred additional costs of approximately £1 million and this will be verified and evidenced in line with Health Facilities Scotland (HFS) agreed procedures.</p>	<p>No change to cost since the last report.</p> <p>The operational date of the new Community Hospital in Skye is now expected to be January 2022. This is 3 months later than previously reported and is due to COVID-19 related delays and impact of the forthcoming festive period.</p> <p>Completion of full programme of service redesign, including reconfiguration of existing premises is still estimated at June 2023.</p>

Project	Progress at March 2021	Progress at September 2021
<p>(Hub North Scotland is procurement route for project)</p> <p><u>Contact For Public Enquiries:</u> Heather Cameron heather.cameron2@nhs.scot</p>	<p>The remainder of the programme of work for north Skye is currently under review following the Sir Lewis Ritchie Report and the recent purchase of Home Farm Care Home and an option appraisal is ongoing with the local community. This is likely to affect the agreed scope of the FBC.</p>	<p>As previously reported, potential additional costs are yet to be finalised and the remainder of the programme of work for north Skye is currently under review.</p>
<p>NHS Highland - Redesign of Services for Badenoch and Strathspey</p> <p><u>Business Case Approved Stages:</u> The FBC for the project outlines that the total cost of the project will be £27.7 million with the £23.6 million new Community Hospital in Aviemore to be operational by May 2021.</p> <p>The total cost relates to the reconfiguration of existing health and care premises in addition to the new hospital. Overall completion of the full programme of service redesign, including reconfiguration of existing premises is February 2022.</p> <p>Project is being delivered under one contract in conjunction with the Skye, Lochalsh & South West Ross Community Hospital.</p> <p>(Hub North Scotland is procurement route for project)</p> <p><u>Contact For Public Enquiries:</u> Heather Cameron heather.cameron2@nhs.scot</p>	<p>No change to cost since the last report.</p> <p>The operational date of the new Community Hospital in Aviemore, which is in construction, is expected to be October 2021, which is later than that previously reported. The delay is due to the ongoing impact of the COVID-19 pandemic and the associated ongoing restrictions.</p> <p>However, the overall completion of the full programme of service redesign, including reconfiguration of existing premises, is still estimated at June 2022 (as stated in September 2020 report).</p> <p>The impact of COVID-19 on construction progress has potentially incurred additional costs of approximately £1 million and this will be verified and evidenced in line with Health Facilities Scotland (HFS) agreed procedures.</p>	<p>No change to cost or timing since the last report.</p> <p>Construction of the new Badenoch & Strathspey Community Hospital in Aviemore is now complete and the hospital is operational as of 27 September 2021.</p> <p>The remaining infrastructure elements of the redesign include an extension to Kingussie Medical Practice and alterations to Ian Charles Health Centre in Grantown-on-Spey.</p>
<p>NHS Greater Glasgow and Clyde - Clydebank Health & Care Centre</p> <p><u>Business Case Approved Stages:</u> The FBC for the project outlines that the total cost of the project will be £21.7 million (revenue funded element £20.4 million) and that it will be operational by June 2021.</p> <p>(Hub West Scotland is procurement route for project)</p>	<p>No change to cost since the last report.</p> <p>The project, which is in construction, will now be operational in November 2021, which is later than the July 2021 date (as stated in September 2020 report). This is due to the COVID-19 pandemic and the associated ongoing restrictions.</p>	<p>No change to cost or timing since the last report.</p>

Project	Progress at March 2021	Progress at September 2021
<p><u>Contact For Public Enquiries:</u> John Donnelly john.donnelly@ggc.scot.nhs.uk</p>		
<p>National Waiting Times Centre Board - Hospital Expansion Programme - Phase 2</p> <p><u>Business Case Approved Stages:</u> The project is the second phase of the Golden Jubilee Foundation Hospital Expansion Programme, which forms part of the National Treatment Centres Programme.</p> <p>The FBC for project outlines that the total cost of the project will be £80.9 million and that it is estimated to be completed in December 2022 and operational on a phased basis up to end of March 2023.</p> <p>(Frameworks Scotland is procurement route for project)</p> <p><u>Contact For Public Enquiries:</u> John Scott john.scott@gjnh.scot.nhs.uk</p>	N/A	<p>The project commenced construction in November 2020.</p> <p>The completion date is now June 2023 with the operational date now to August 2023. This later than at FBC and is due to two Endoscopy Rooms being added which have required a redesign of Level 2 of the building.</p>
<p>NHS Grampian - National Treatment Centre</p> <p><u>Business Case Approved Stages:</u> Development of elective care facilities in NHS Grampian including modern and fit for purpose outpatient and ambulatory care facilities, supporting a 'one-stop' model of outpatient provision. Forms part of the National Treatment Centres Programme.</p> <p>The OBC outlines that the total project cost is estimated at £52 million and that the project is planned to be operational in June 2024.</p> <p>(Frameworks Scotland is procurement route for project)</p> <p><u>Contact For Public Enquiries:</u> Enquiries Grampian gram.nhsgrampianfeedback@nhs.scot</p>	N/A	<p>Work on the FBC 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.</p>

Project	Progress at March 2021	Progress at September 2021
<p>NHS Lothian - National Treatment Centre</p> <p><u>Business Case Approved Stages:</u> National Treatment Centre at St John's Hospital in Livingston, which forms part of the National Treatment Centres Programme.</p> <p>The OBC outlines that the total cost of the project will be £70.9 million and that it will be operational by spring 2023. (Frameworks Scotland is procurement route for project)</p> <p><u>Contact For Public Enquiries:</u> NHS Lothian Communications Lothian.Communications@nhslothian.scot.nhs.uk</p>	N/A	<p>Following a pause to understand the impact of the re-provision of Eye Services on the project scope, the FBC is now under development including review of the service model and building design.</p> <p>Updates on revised costs and timeframe will be provided when fully understood as part of the FBC process.</p>
<p>NHS Lothian - Re-provision of Eye Services</p> <p><u>Business Case Approved Stages:</u> Project to re-provide eye services including those currently being delivered from the Princess Alexandra Eye Pavilion, Edinburgh. Forms part of the National Treatment Centres Programme.</p> <p>The OBC outlines that the total project cost is £112.5 million and that project is anticipated to be operational by December 2026. (Frameworks Scotland is procurement route for project)</p> <p><u>Contact For Public Enquiries:</u> NHS Lothian Communications Lothian.Communications@nhslothian.scot.nhs.uk</p>	N/A	<p>The OBC was approved in September 2021 the FBC is now under development.</p> <p>The project is estimated to commence construction in June 2024.</p>
<p>NHS Highland – National Treatment Centre</p> <p><u>Business Case Approved Stages:</u> New National Treatment Centre providing orthopaedic elective care services and a complete ophthalmology service, which forms part of the National Treatment Centres Programme.</p>	N/A	<p>The project is in construction and is progressing to programme.</p> <p>Additional funding of £1.9 million has been approved, for design changes based on</p>

Project	Progress at March 2021	Progress at September 2021
<p>The FBC outlines that the total project cost is £41.3 million and that project is anticipated to be operational by October 2022.</p> <p>(Frameworks Scotland is procurement route for project)</p> <p><u>Contact For Public Enquiries:</u> Kevin Minnock kevin.minnock@nhs.scot</p>		<p>recommendations from the NHS Scotland Design Assessment Process.</p>
<p>NHS Fife - Elective Orthopaedic Centre</p> <p><u>Business Case Approved Stages:</u> Reprovision of elective orthopaedic services at Victoria Hospital, Kirkcaldy that will provide a standalone all-encompassing elective orthopaedic service. Forms part of the National Treatment Centres Programme.</p> <p>The FBC outlines that the total project cost is estimated at £33.2 million and that the project is planned to be completed in September 2022 and operational in November 2022.</p> <p>(Frameworks Scotland is procurement route for project)</p> <p><u>Contact For Public Enquiries:</u> Ben Johnson ben.johnston2@nhs.scot</p>	N/A	<p>The project is in construction and is now planned to be completed in October 2022 and in light of December break, operational in January 2023.</p> <p>This is later than that at FBC and is due to services in the ground (contractor risk) and impact of COVID-19 (isolation of contractors and material availability).</p>
<p>NHS Forth Valley - National Treatment Centre</p> <p><u>Business Case Approved Stages:</u> Project to increase Elective Care capacity. Forms part of the National Treatment Centres Programme.</p> <p><u>Contact For Public Enquiries:</u> Graeme Bowden graeme.bowden@nhs.scot</p>	N/A	<p>Project is being progressed and Phase 1 Design Development is currently concluding. Contract sums and proposals are currently being reviewed. The project to increase Elective Care capacity in NHS Forth Valley is scheduled to be completed by end of 2022.</p>
<p>NHS Western Isles – Barra and Vatersay Community Campus (formerly called Barra Health and Social Care Hub)</p>	N/A	<p>The construction delivery partner has indicated that there will be an increase to the</p>

Project	Progress at March 2021	Progress at September 2021
<p><u>Business Case Approved Stages:</u> The overall Campus project includes replacement of existing Castlebay Community School and St Brendan's Hospital with a multi-use campus that will also include social care housing and community facilities.</p> <p>The OBC outlines a cost of £18 million for the Health and Social Care element of the Campus and that it will be operational in 2024. The Scottish Government is funding the £18 million Health and Social Care element.</p> <p>(Hub North Scotland is procurement route for project)</p> <p><u>Contact For Public Enquiries:</u> Debbie Bozkurt debbie.bozkurt@nhs.scot</p>		<p>overall £54 million Campus costs that were agreed earlier in 2021 as well as the overall delivery of the project. This is due to an increase in key construction costs and inflation, location issues around supply chains and market conditions, as well as project scope changes.</p> <p>As a result, project development is currently on hold until Hub North Scotland undertake a review and report back to the Scottish Government.</p>
<p>NHS Greater Glasgow and Clyde - North East Hub</p> <p><u>Business Case Approved Stages:</u> Provision of a new build community hub, which will replace 10 different buildings across Glasgow North east area. Hub will included a number of services including GP practices, pharmacy, podiatry, physiotherapy, speech therapy, adult mental health services, sexual health, social work, staff and community-training facilities, reprovision of Parkhead community library and wellbeing include health improvement.</p> <p>The OBC outlines that the project is estimated to cost £67.3 million and that it is planned to be operational in June 2024</p> <p>(Hub West Scotland is procurement route for project)</p> <p><u>Contact For Public Enquiries:</u> John Donnelly john.donnelly@ggc.scot.nhs.uk</p>	N/A	The OBC was approved in February 2021. Project estimated to commence construction in March 2022.
<p>NHS Lothian - Oncology Enabling Projects, Edinburgh Cancer Centre</p>	N/A	The project commenced construction in

Project	Progress at March 2021	Progress at September 2021
<p><u>Business Case Approved Stages:</u> Project relates to upgrading the Edinburgh Cancer Centre at the Western General Hospital.</p> <p>The FBC outlines that the total cost of the project is £20.6 million and that the project will be operational by November 2022.</p> <p>(Frameworks Scotland is procurement route for project)</p> <p><u>Contact For Public Enquiries:</u> NHS Lothian Communications Lothian.Communications@nhslothian.scot.nhs.uk</p>		<p>December 2020 and the expected operational date is now April 2023. This delay reflects the delay of governance approvals to FBC and resultant delay to construction commencing.</p>
<p>NHS Ayrshire & Arran - National Secure Adolescent inpatient Service</p> <p><u>Business Case Approved Stages:</u> Project comprises 12 bedded medium secure adolescent inpatient facility for Scotland located in Irvine, North Ayrshire.</p> <p>(Frameworks Scotland is procurement route for project)</p> <p><u>Contact For Public Enquiries:</u> Iain Fairley iain.fairley@aapct.scot.nhs.uk</p>	N/A	<p>FBC approval is pending the outcome of the NHS Scotland ASSURE process. The NHS Scotland ASSURE report is to be submitted to the Scottish Government Capital Investment Group (CIG) in October / November 2021.</p>
<p>NHS Tayside - Electrical Infrastructure Zone 2 - Radiotherapy, Maternity and West Ward Block</p> <p><u>Business Case Approved Stages:</u> Project will provide fully compliant primary electrical infrastructure, site resilience and dual unified supplies for the Radiotherapy, Maternity and West Ward block at Ninewells Hospital</p> <p>The approved FBC outlines that the total cost of the project is £7.9 million and that it will be operational by May 2021.</p> <p>(Frameworks Scotland is procurement route for project)</p> <p><u>Contact For Public Enquiries:</u> Niall Deuchar tay.projectinfo@nhs.scot</p>	N/A	<p>The project commenced construction in February 2021 and the expected operational date is now April 2022. The delay is due to the ongoing COVID-19 situation (this has affected both time and availability of construction materials) and onsite unknown operational issues with the existing Ninewells infrastructure.</p>

Project	Progress at March 2021	Progress at September 2021
<p>NHS Tayside - Children's Theatre Suite Project including the Multi Storey Plant Room</p> <p><u>Business Case Approved Stages:</u> Project will create a dedicated Children's Theatre Suite (CTS) comprising a pre-assessment / waiting area, 2 operating theatres and a 10-bedded ward area. The Multi-Storey Plant Room will provide the CTS accommodation and provide plant room space for CTS, the Neonatal Intensive Care Unit and Electrical Infrastructure Zone 2 - Radiotherapy, Maternity and West Ward Block.</p> <p>The FBC outlines that the total cost of the project is £11.5 million and that it will be operational by October 2020.</p> <p>(Frameworks Scotland is procurement route for project)</p> <p><u>Contact For Public Enquiries:</u> Niall Deuchar tay.projectinfo@nhs.scot</p>	N/A	<p>The project commenced construction in August 2019.</p> <p>The total cost of project is now estimated at £12.9 million, which is an increase to that as outlined at FBC. The revised contract completion date is now February 2022, which is later than that outlined in FBC. The delay is due to the interdependencies with the Zone 1 project delays, the ongoing COVID-19 situation (this has affected both time and availability of construction materials) and onsite unknown operational issues with the existing Ninewells infrastructure.</p>

Further Education

Project	Progress at March 2021	Progress at September 2021
<p>Dunfermline Learning Campus (College element)</p> <p><u>Business Case Approved Stages:</u> The OBC outlined that the total project cost would be £86 million, of which the NPD contract value (and Scottish Government contribution) was £70 million. It estimated that the project would be operational by August 2020.</p> <p>The College submitted a FBC in June 2017 for approval. However, due to the withdrawal of the NPD funding model and uncertainties on capital funding, approval was not given. Consequently, a decision was taken to put the project on hold pending assurances about funding.</p> <p>On 4 September 2019, the Scottish Government announced a commitment of £90 million to fully fund the College portion of the Dunfermline Education Campus.</p> <p><u>Contact For Public Enquiries:</u> Nicholas Dixon ndixon@sfc.ac.uk</p>	<p>Fife College and Fife Council have developed a shared vision for the joint campus and have agreed a clear view of the strategic and academic benefits of a shared campus.</p> <p>The project is at the planning stage and the Scottish Government commitment of £90 million to fund the College element remains unchanged.</p>	<p>In October 2021, Ministers agreed to Fife College continuing to progress up to Decision Point 4, pre-construction assessment (signature & financial close) recognising that this will be to deliver the proposed hybrid plus low carbon solution to enable Fife College to achieve net zero emissions.</p> <p>Final college costings will only be known at Decision Point 4 when the Scottish Funding Council will make a further recommendation to Ministers on whether the project is affordable, whether all risks are being managed and whether it is deliverable. Ministerial approval will be required at this point to allow the project to proceed to the final phase – construction. Decision Point 4 is expected to conclude around the middle of March 2022.</p>

Justice

Project	Progress at March 2021	Progress at September 2021
<p>HMP Highland</p> <p><u>Business Case Approved Stages:</u> The OBC outlines that the total project cost is £73.9 million and that the project will be operational in Spring 2021.</p> <p><u>Contact For Public Enquiries:</u> Projects Scottish Prison Service gaolinfo@sps.pnn.gov.uk</p>	<p>No change to timing since the last report.</p> <p>The total project cost is now being reported as a range of between £98 million to £110 million. This is an increase from the previously reported estimate of £92 million (as stated in March 2020 report).</p> <p>The revised cost takes account of uncertain market conditions following the COVID-19 pandemic and Brexit, requirements around net-zero and zero-direct carbon emissions, as well as the changing profile of the prison population.</p> <p>The earliest potential operational date remains February 2024 (as stated in September 2020 report).</p>	<p>No change to cost since the last report.</p> <p>The project has now been tendered and a contractor is in the process of being appointed. The construction start and completion dates are based on the tendered programme. It is anticipated that certain advance works may proceed the commencement of the main construction contract in May 2022.</p> <p>The earliest operational date has now been moved to July 2024, which is later than previously reported and reflects conclusion of the competitive tendering exercise and acceptance of the successful contractor's delivery programme.</p>
<p>National Facility for Women Offenders</p> <p><u>Business Case Approved Stages:</u> New national facility, which forms part of the 'Transforming Scotland's care of women in custody' programme.</p> <p>The OBC outlined that the total cost was £53.2 million and that the project was to be operational in October 2020.</p> <p>The FBC for the project outlines that the total cost of the project will be £72.6 million and that it will be operational by February 2022.</p> <p><u>Contact For Public Enquiries:</u> Projects Scottish Prison Service gaolinfo@sps.pnn.gov.uk</p>	<p>No change to timing since the last report.</p> <p>The total project cost for the project which is in construction, is now £74 million, which is an increase in what was previously reported. This is due to additional costs associated with the impact of the COVID-19 pandemic.</p> <p>The operational date remains estimated for May 2022 (as stated in September 2020 report).</p>	<p>No change to cost since the last report at this stage.</p> <p>The operational date is now August 2022, which is later than previously reported. This is due to further delays to progress incurred due to the impact of COVID-19 on productivity and more recently, construction material availability.</p>
<p>Community Custodial Unit D - Dundee</p> <p><u>Business Case Approved Stages:</u></p>	<p>N/A</p>	<p>The project is in construction and the total cost is in accordance with the FBC. The operational date has moved out to April</p>

Project	Progress at March 2021	Progress at September 2021
<p>Provision of a Community-based Custodial Unit (forms part of the 'Transforming Scotland's care of women in custody' programme).</p> <p>The FBC for the project outlines that the total cost of the project will be £11.6 million and that it will be operational in August 2021.</p> <p><u>Contact For Public Enquiries:</u> Projects Scottish Prison Service gaolinfo@sps.pnn.gov.uk</p>		<p>2022 due to delays to progress arising from the impact of COVID-19 on productivity and more recently, issues with construction material availability.</p>
<p>Community Custodial Unit E - Liliac Centre, Maryhill</p> <p><u>Business Case Approved Stages:</u> Provision of a Community-based Custodial Unit (forms part of the 'Transforming Scotland's care of women in custody' programme).</p> <p>The FBC for the project outlines that the total cost of the project will be £12.6 million and that it will be operational in September 2021.</p> <p><u>Contact For Public Enquiries:</u> Projects Scottish Prison Service gaolinfo@sps.pnn.gov.uk</p>	N/A	<p>The project is in construction and the total cost is in accordance with the FBC. The operational date has moved out to June 2022 due to delays to progress arising from the impact of COVID-19 on productivity and more recently, issues with construction material availability.</p>
<p>HMP Barlinnie Programme of Works</p> <p><u>Business Case Approved Stages:</u> Refurbishment of Prisoner Reception and partial refurbishment of the existing Health Centre and additional works to improve healthcare facilities within the accommodation halls.</p> <p>The approved FBC outlines that the total cost of the project is £7.7 million and that it will be operational by November 2022.</p> <p><u>Contact For Public Enquiries:</u> Projects Scottish Prison Service gaolinfo@sps.pnn.gov.uk</p>	N/A	<p>The project is in construction and progressing in accordance with FBC.</p>

Rural and Environment

Project	Progress at March 2021	Progress at September 2021
<p>RBGE - Edinburgh Biomes</p> <p><u>Business Case Approved Stages:</u> Project will transform the current failing estate – home to Scotland’s national biodiversity research collections, to a create a world-class facility that will produce climate, economic, wellbeing and environmental benefits, as part of a green economic recovery for Scotland.</p> <p>The FBC outlines that the total cost of the project will be £89.9 million and the full programme will be completed by October 2027 with the public entrance Glasshouse the final planned phase of work.</p> <p>(Scottish Government funding amounts to £58 million 2021-2026).</p> <p>(Framework agreement is procurement route for project)</p> <p><u>Contact For Public Enquiries:</u> Karen Thomas karen.thomas@gov.scot</p>	N/A	Advance works commenced on site in September 2021 with the main works estimated to start January 2022.

SUMMARY OF CHANGES NOTE

This note summarises key points and changes within the report since the previous Scottish Government progress update published on 23 June 2021.

Projects no longer included within the report

The following projects were reported as being completed or operational within the last progress update and are therefore now no longer included:

- **NHS Lothian - Royal Hospital for Sick Children / Department of Clinical Neurosciences.**
- **NHS Greater Glasgow and Clyde - Greenock Health & Care Centre.**
- **Barony Campus (East Ayrshire Council).**
- **Inverurie Community Campus (Aberdeenshire Council).**
- **Alness (Highland Council).**
- **Lossiemouth High School (Moray Council).**

Notable events relating to major projects within the report since last update

A9 Dualling: Luncarty to Pass of Birnam

Project opened to traffic in August when all traffic management including lane and speed restrictions were removed allowing road users access to the 9.5 km of new dual carriageway. The opening of this section now provides 15 km of continuous dual carriageway from Inveralmond Roundabout to Birnam for the first time. Over next few months, work will continue to undertake finishing and landscaping works and project is expected to be fully completed winter 2021.

A9 Dualling: Tomatin to Moy

The publication of the Contract Notice for the project took place in August and this marks a significant step to drive forward the economic recovery of the north of Scotland. Project will result in nearly 20 miles of continuous dual carriageway south of Inverness once complete and will also improve greater connectivity for public transport, with upgrades to approximately 10 km of non-motorised user routes to encourage active travel such as walking and cycling.

ANNEX - MAJOR CAPITAL PROJECTS PROGRESS UPDATE (SEPTEMBER 2021)

The following table includes accompanying project information relating to climate change targets, strategic outcomes and contribution made to local economic development.

Transport

Project Name	Project Information
A77 Maybole Bypass	How does the project support the Scottish Government's Climate Change Targets?
	<p>The project recently achieved an "Excellent" score in its latest CEEQUAL (Civil Engineering Environmental Quality Assessment & Award Scheme Manual) assessment. For domestic waste, the project is committed to zero waste going to landfill, which it is on track to achieve.</p> <p>The construction contract includes provision of an energy management plan, waste management plan, and both environmental and carbon management systems. Low-emission vehicles are being used by the site representatives and client, in line with the contract stipulation that this type of vehicle shall be provided by the contractor.</p>
	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?
	<p>The inclusion of a positive Sustainable Drainage Systems (SUDs) will improve the drainage in the area thereby controlling the flow of water released into the existing drainage systems thus supporting the mitigation of potential flooding.</p> <p>The project also drives inclusive economic growth by strengthening connectivity; the bypass provides a key link between Scotland's ports and the central belt, enhancing the safety and resilience of Scotland's strategic transport network.</p>
	How does the project contribute to Local Economic Development?
	<p>The local community will benefit from opportunities created for small and medium enterprises (SMEs) and 27 SMEs have been awarded contracts through the A77 Maybole Bypass, the total value of which is £4.3 million.</p> <p>Nine qualifications of SVQ2 and above have been gained with three site based work experiences placements achieved.</p> <p>During peak construction, the site employed 155 people. The economic assessment undertaken as part of the development of the proposed scheme shows that the scheme represents good value for money by generating a positive economic return for investment.</p>
	A92/A96 Haudagain Junction Improvement
<p>The project has achieved an "Excellent" Interim Client and Design award from CEEQUAL in the design phase and the project team are seeking to achieve an "Excellent" whole project award rating for the construction phase.</p> <p>Prior to the main works construction contract commencing, an advance works demolition contract resulted in the recycling of over 97% of the demolition material.</p> <p>The construction contract includes provision of an energy management plan, waste management plan, and both environmental and carbon management systems. Low-emission vehicles are being used by the site representatives, in line with the contract stipulation that this type of vehicle shall be provided by the contractor</p>	
How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?	
The project includes positive Sustainable Drainage Systems (SUDs) as described above for A77 Maybole Bypass.	

	<p>The project provides improved transport opportunities and enables the local area to be regenerated supporting inclusive development.</p> <p>The new infrastructure provides relief and resilience to the local transport networks enabling people and communities to be better connected.</p> <p>How does the project contribute to Local Economic Development?</p> <p>The opportunity to secure wider benefits for the economy beyond the traditional project objectives linked to the procurement of transport infrastructure is recognised, and community benefit requirements are included in this contract. Scottish Government works contracts are already being utilised where appropriate to secure training and employment opportunities through the use of targeted recruitment and training clauses. These clauses are incorporated into the contract documents for Haudagain. Project includes a Project Bank Account to improve payment timescales for the supply chain.</p>
<p>A9 Dualling: Luncarty to Pass of Birnam</p>	<p>How does the project support the Scottish Government's Climate Change Targets?</p> <p>The project will provide a new non-motorised user link between Luncarty and Bankfoot and is expected to encourage more active travel within the route corridor, providing safe, segregated routes for pedestrians, cyclists and equestrians.</p> <p>The contract includes provision of waste and carbon management plans on site with the aim of minimising the environmental impact of the construction process.</p> <p>The waste produced from the project was carefully segregated and recycled with huge volumes of materials reused onsite, meaning 99% of site waste was diverted from landfill.</p> <p>The project also used innovative environmentally friendly practices for items such as non-metal based coagulants for surface water treatments and non-plastic tree shelters, which further assisted in protecting the environment.</p> <p>How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?</p> <p>The project includes positive Sustainable Drainage Systems (SUDs), as described above for A77 Maybole Bypass.</p> <p>The project drives inclusive economic growth by strengthening connectivity; the dual carriageway reduces journey times and improves journey time reliability along this part of the A9 corridor. This will improve the competitiveness of rural businesses.</p> <p>This project has helped improve the economic, social and environmental wellbeing of the surrounding communities, by providing training and employment opportunities, fair working practices, promotion of equality, supporting small to medium enterprises and charities.</p> <p>The project has maximised employment and work placements, delivered skills and training to support young people at school, colleges and universities, and has inspired and encouraged careers using science, technology, engineering and mathematics (STEM) within the next generation of engineers.</p> <p>How does the project contribute to Local Economic Development?</p> <p>During construction, the project provided the following:</p> <ul style="list-style-type: none"> • 44 sub-contracts awarded to Scottish businesses with value of £34.4m, (40 of them SME 40 – with a value of £17.25m). • 65 new job opportunities and 65 work experience placements. • Engagement with 4,046 school pupils and further education students.

	<ul style="list-style-type: none"> • 50 days of volunteering to support grass root community initiatives. • Donations of more than £13.6k to local good causes from Balfour Beatty and its sub-contractors. • Advanced Works Framework Agreement provided the opportunity for a local Perthshire firm to undertake site clearance works related to the project. • Sub-contractor roles more than £50k available on the main works contract are required to be advertised through Public Contracts Scotland Portal.
A9 Dualling Tomatin to Moy	<p>How does the project support the Scottish Government’s Climate Change Targets?</p>
	<p>Every effort is being made to mitigate the environmental impacts of this programme. We value the environment we are working in and place emphasis on striking a balance between delivering projects and respecting the sensitivities of the area. Significant environmental assessment work and consultation has been undertaken to consider environmental impacts for this programme.</p>
	<p>Our National Transport Strategy is clear that we will not build infrastructure to cater for forecast unconstrained increases in traffic volumes. The rationale for investment in this project is not based on facilitating increases in road traffic. We will continue to take bold action to reduce both car usage and the emissions of road vehicles. Contract requirements will include a focus on carbon reduction, use of renewable power sources, use of low emission vehicles and construction plant, emphasis on waste reduction and circular economy, exploration of innovative alternative design solutions.</p>
	<p>How does the project support the three themes of the Scottish Government’s Infrastructure Investment Plan Strategic Themes?</p>
	<p>The project will drive inclusive economic growth by strengthening connectivity; the dual carriageway reduces journey times and improves journey time reliability along this part of the A9 corridor. This will improve the competitiveness of rural businesses using the A9</p>
	<p>The contract will include an emphasis on sustainability; economic growth and building resilient and sustainable places. It will include increased focus on decarbonisation, including increased carbon reduction measures, waste management controls and material reuse (circular economy) proposals, particularly in relation to peat. The contract will also contain a provision for the site accommodation to be a “sustainable power hub”, with the main source of energy coming from the national grid (i.e. renewable sources). The project will include the use of positive Sustainable Drainage Systems (SUDs) to improve the drainage in the area thereby controlling the flow of water released into the existing drainage systems, and providing treatment to water runoff. This will support the mitigation of potential flooding, treat water at source and provide ecological benefits.</p>
<p>There will also be an emphasis placed upon opportunities generated for Small and Medium Enterprises and Supported Businesses, to help support economic growth in the region. It will also provide training opportunities, fair working practices and promotion of equality and wellbeing for all people working on the project.</p>	
<p>The appointed contractor will also propose a number of community enhancements in and around the project to provide lasting benefits for local communities.</p>	
<p>How does the project contribute to Local Economic Development?</p>	
<p>Contract will include a significant emphasis on community benefits and social value. Such benefits are envisaged to include creation of employment and training opportunities</p>	
<p>Project also aims to provide educational benefits to local schools through training initiatives such as Academy 9 programme. It also aims to provide local communities with</p>	

	<p>improved connectivity to public transport with upgrades to approximately 10km of non-motorised user routes to encourage active travel such as walking and cycling.</p>
Edinburgh Glasgow Improvement Programme EGIP	<p>How does the project support the Scottish Government's Climate Change Targets?</p>
	<p>Investment Objective 3 of the EGIP FBC published in October 2014 was to deliver a more sustainable, more efficient railway, which generates fewer carbon emissions and is less expensive to operate.</p> <p>The FBC identified an annual reduction, at 2019, of CO₂ emissions from the move from diesel to electric trains estimated at 2,000 tonnes, representing a 1% reduction in total emissions associated with passenger rail in Scotland, or a 0.003% reduction in total Scottish emissions. It is assumed, in line with DECC (Department of Energy and Climate Change) guidance, that CO₂ emissions from electricity generation fall over time as electricity is produced more cleanly.</p> <p>An assessment of the embodied carbon, i.e. CO₂ released in building the infrastructure and rolling stock, was also undertaken for EGIP. It should be noted that in 2014 assessment of embodied carbon emissions was at an early stage of methodological development. Embodied carbon emissions were estimated at 157,000 tonnes of CO₂.</p>
	<p>How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?</p>
	<p>The FBC identified that together with the Stirling Dunblane Alloa Rail Electrification (SDA) electrification, the project will contribute to a net reduction in CO₂ emissions from 2036 onwards.</p> <p>The project contributes towards the goal of Driving Inclusive Economic Growth by making connections between Scotland's two biggest cities better. The new rolling stock introduced as result of this project-improved journey times between the cities of Glasgow and Edinburgh and also provided an improved passenger experience.</p> <p>The new station at Edinburgh Gateway will also provide public transport access to new housing developments at Gogar by Edinburgh, thus contributing the theme of Building Resilient and Sustainable Places.</p>
	<p>How does the project contribute to Local Economic Development?</p>
	<p>Strengthened connectivity between Edinburgh and Glasgow with a fastest journey time of 42 minutes.</p> <p>Seating capacity on the route increased by 26% following the introduction of 7 car trains and capacity increased further to 44% following the introduction of 8 car in December 2019 following completion of platform extension works at Queen Street station.</p> <p>Edinburgh Gateway Station provides effective linkage between rail network and Edinburgh Airport as well as surrounding area by connecting with Tram network.</p> <p>Electrification of Cumbernauld to Glasgow line has enabled new additional hourly services and new journey opportunities across the Glasgow North Suburban Electric network.</p>
Stirling Dunblane Alloa Rail Electrification (SDA)	<p>How does the project support the Scottish Government's Climate Change Targets?</p>
	<p>The introduction of the new electric services on the SDA routes has enabled cleaner lower emission electric trains. The related EGIP (Edinburgh Glasgow Improvement Programme) FBC identified an annual reduction, at 2019, of CO₂ emissions from the move from diesel to electric trains estimated at 2,000 tonnes, representing a 1% reduction in total emissions associated with passenger rail in Scotland, or a 0.003% reduction in total Scottish emissions. Embodied carbon emissions were estimated at 157,000 tonnes of CO₂.</p>

	<p>How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?</p> <p>The FBC identified that together with the Edinburgh Glasgow Improvement Programme (EGIP), the project will contribute to a net reduction in CO₂ emissions from 2036 onwards.</p> <p>The project contributes towards the goal of Driving Inclusive Economic Growth by making connections between Dunblane, Alloa, Stirling and Glasgow better. ScotRail advise that the electrification and the introduction of new class 385 trains has reduced Glasgow – Alloa journey times by five minutes and increased capacity by 3500 seats a day.</p> <p>By providing improved public transport connections, the project can be considered to be contributing towards the strategic outcome of Building Resilient and Sustainable Places.</p> <p>How does the project contribute to Local Economic Development?</p> <p>Has delivered enhanced connectivity, faster journey times and more capacity on SDA routes. Enabled EGIP 42 minute fastest journey time and capacity objectives.</p> <p>Strengthened connectivity between lineside communities and Edinburgh and Glasgow delivering a reduction in journey times of up to 10 minutes and significantly increased capacity as well as more comfortable, efficient and reliable electric trains.</p>
Highland Main Line Phase 2	<p>How does the project support the Scottish Government's Climate Change Targets?</p> <p>The service changes and journey time improvements (if implement) facilitated by this project will encourage modal shift from private car to rail, especially for journeys within Perth – Inverness corridor.</p> <p>How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?</p> <p>By improving public transport options, the project supports the transition towards Net Zero Emissions and Environmental Sustainability.</p> <p>The project contributes towards the goal of Driving Inclusive Economic Growth by providing an opportunity for journey time reduction and service frequency increase between Inverness and Scotland's two biggest cities, Glasgow and Edinburgh.</p> <p>A contribution towards Building Resilient and Sustainable Places is made by the project, by the opening up of the opportunity for changes to service patterns. This in turn would allow better connectivity from intermediate stations between Perth and Inverness to the rail network.</p> <p>How does the project contribute to Local Economic Development?</p> <p>Improving public transport options thus strengthening connectivity between the Highlands and Central Belt. This completed phase (Phase 2) of Highland Main Line (HML) enhancements provided the infrastructure capacity for:</p> <ul style="list-style-type: none"> • an hourly service; • average journey times reduced by around 10 minutes; and • more efficient freight opportunities. <p>It also provided the necessary capacity for potential improvements to the times of the first and last trains between Inverness and the Central Belt and to provide a better distribution of calls at stations between Perth and Inverness.</p>
Reston and East Linton Rail Stations	<p>How does the project support the Scottish Government's Climate Change Targets?</p> <p>The National Transport Strategy 2 (NTS2) was published in February 2020 and outlines the vision for Scotland's transport system over the next 20 years. One of the 4 priorities on NTS2 is taking climate action.</p>

	<p>The scheme encourages an increase in rail patronage within Reston, East Linton and the each of the surrounding areas and subsequently encourages more sustainable trip making. The project thus contributes towards Net Zero and Environmental Sustainability by enabling modal shift from road to rail.</p>
	<p>How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?</p>
	<p>The development supports the SPP (Scottish Planning Policy) overriding goal of achieving sustainable development by providing a high-quality rail connection to strategic locations such as Edinburgh (north) and Berwick-Upon-Tweed (south). This will contribute towards the policy of driving inclusive economic growth.</p> <p>Reston represents the most rural area within the Scottish Borders. The Scottish Index for Multiple Deprivation 2020 shows that nearby towns such as Eyemouth, Duns and Coldstream have small pockets of relative deprivation within their communities, which suggests that employment and further education opportunities for these communities are limited.</p> <p>The provision of a station at Reston would improve public transport access times to Edinburgh and open up work and study opportunities for the local population. This will subsequently enhance economic prosperity across Berwickshire and provide an impetus for community regeneration. Therefore, this new station has the potential to support Berwickshire in meeting the strategic priorities set out within NTS2.</p> <p>Each of the new stations will also facilitate new sustainable housing developments at East Linton and Reston, thus contributing the theme of Building Resilient and Sustainable Places.</p>
	<p>How does the project contribute to Local Economic Development?</p>
	<p>The project will be delivered by Network Rail, with BAM Nuttall as the main contractor. Both of these organisations employ graduate trainees and have extensive apprentice training programmes.</p>
East Kilbride Rail Enhancement	<p>How does the project support the Scottish Government's Climate Change Targets?</p>
	<p>The project aligns with Scotland's 2018-2032 Climate Change Plan update. It also takes climate action; helping to deliver the net-zero target, adapting to the effects of climate change and promoting greener, cleaner choices. Decarbonised corridors will help to deliver the net-zero target.</p>
	<p>How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?</p>
	<p>Delivering the East Kilbride project allows decarbonisation in the form of electrification on this region of the network, which will be enabled through the deployment of existing electric rolling stock.</p> <p>As well as delivering the full electrification of the East Kilbride corridor, the project will also deliver enhanced station facilities at East Kilbride and the construction of the new, relocated Hairmyres station with enhanced facilities, which will be transformational in providing a bus interchange, park and ride and active travel hub for passengers along this vital route. Step free access is to be provided at both these stations, and Giffnock station, enhancing accessibility for passengers.</p>
	<p>How does the project contribute to Local Economic Development?</p>
	<p>To be confirmed following Network Rail's engagement with contractors.</p>
Levenmouth Rail project	<p>How does the project support the Scottish Government's Climate Change Targets?</p>
	<p>The project will contribute to the Transport Scotland's National Transport Strategy 2S target of a reduction in carbon emissions by 75% compared to the baseline by 2030 and</p>

	<p>decarbonisation by 2035, as well as towards net-zero greenhouse gas emissions by 2045.</p> <p>The project has the opportunity to encourage modal shift from private car to rail, especially for journeys within Levenmouth, contributing to reducing carbon emissions.</p>
	<p>How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?</p>
	<p>The project will provide opportunities to increase the sustainable mode share and support a reduction in carbon emissions.</p> <p>New opportunities for travel will be opened up to provide access to additional jobs, educational facilities and connectivity for leisure activities, accessibility and other local attractions.</p> <p>The project will also increase the attractiveness of Leven for increased economic activity and tourism through increased labour market participation and productivity uplift.</p>
	<p>How does the project contribute to Local Economic Development?</p>
	<p>The reinstatement of Levenmouth Rail Line will provide the area with a major boost to economic sustainability and connectivity.</p> <p>It will deliver opportunities for local people - unlocking access to education, culture, entertainment and employment options, as well attracting new business and investment.</p> <p>This is further enhanced by the £10 million Levenmouth Reconnected Programme which seeks to maximise the economic and social opportunities presented by the new Levenmouth Rail Line.</p>
Dalcross Station	<p>How does the project support the Scottish Government's Climate Change Targets?</p>
	<p>The project's outputs will enable airport passengers and employees to reach the airport via public transport with lower per capita CO₂ emissions than by travelling to the airport by car.</p>
	<p>How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?</p>
	<p>By providing a greener method for people to travel to Inverness Airport, the project will be helping to enable the transition to Net Zero Emissions and Environmental Sustainability.</p> <p>By helping to bring people to the Inverness Airport Business Park, the project will be driving inclusive economic growth and boosting productivity and competitiveness.</p> <p>By providing a station for the nearby new town of Tornagrain, the project will be contributing to building resilient and sustainable places.</p>
	<p>How does the project contribute to Local Economic Development?</p>
	<p>Network Rail and BAM, NR's principle contractor for the project, both employ graduate trainees and take on apprentices.</p> <p>Project will help bring people to Inverness Airport Business Park, driving inclusive economic growth and boosting productivity and competitiveness</p>
Barrhead Rail Enhancement	<p>How does the project support the Scottish Government's Climate Change Targets?</p>
	<p>The project aligns with Scotland's 2018-2032 Climate Change Plan update. It also takes climate action; helping to deliver the net-zero target, adapting to the effects of climate change and promoting greener, cleaner choices. Decarbonised corridors will help to deliver the net-zero target. Achieving broader transport decarbonisation, through mode shift resulting from increased service frequency between Barrhead and Glasgow, will further help to deliver the net-zero target.</p>

	<p>How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?</p> <p>The scheme is going to deliver the following outcomes:</p> <ul style="list-style-type: none"> • Decarbonised railway on the Glasgow to Barrhead corridor. Delivery of Glasgow to Barrhead decarbonisation is the first stage of electrification on the GS&W freight trunk route. In addition, the electrification of the Glasgow to Barrhead corridor is required to: <ul style="list-style-type: none"> ✓ Deliver on STPR2 commitments. ✓ Act as a key enabler to the wider decarbonisation strategy. ✓ Support East Kilbride route decarbonisation. ✓ Enable interim decarbonisation to Kilmarnock via battery electric trains. • Greener, quieter, comfortable, reliable electric trains. • Increase in passenger capacity via the new Strathclyde Fleet (arrives 2026/27). • Enhanced accessibility opportunity across all stations. <p>How does the project contribute to Local Economic Development?</p> <p>To be confirmed following Network Rail's engagement with contractors</p>
<p>CMAL - Two new 100 metre ferries</p>	<p>How does the project support the Scottish Government's Climate Change Targets?</p> <p>This project aligns with Scotland's 2018-2032 Climate Change Plan Update. Contributing towards a reduction in carbon emissions by the use of Liquefied Natural Gas (LNG) and bunkering facilities at ports. LNG is a proven technology, utilised by maritime sectors in a number of other countries, including Norway. The LNG facility will be built in line with industry and safety requirements. LNG has a reduced GHG (Greenhouse Gas) emission compared to MGO (Marine Gas Oil) of c.20-25%.</p> <p>How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?</p> <p>The project is going to deliver the following:</p> <ul style="list-style-type: none"> • LNG has significant local air quality benefits with shore-powering providing for overnight powering of vessels, with significant local noise and air quality improvements for residents and crew. • Act as a key enabler of the wider net-zero vessel strategy. • Greener, quieter, reliable vessels on Scotland's ferry network. <p>How does the project contribute to Local Economic Development?</p> <p>These new ferries will improve the ferry service provision to island communities. It is anticipated these new ferries will boost economic sustainability through tourism.</p> <p>In addition, they will also maintain and enhance social and cultural wellbeing and the sustainability of these communities. This can also include direct access to jobs and access to services such as health and education.</p>

Health

Project Name	PROJECT INFORMATION
NHS Grampian - Aberdeen Baird Family Hospital and ANCHOR Centre	How does the project support the Scottish Government's Climate Change Targets?
	<p>The targets for both Thermal and Electrical load for both new buildings have been set at a level which is lower per m2 than the buildings which they are replacing therefore this is a reduction and working towards net zero carbon.</p>
	<p>The buildings will be sourcing their heat for a Low Zero Carbon district heating scheme from the campus centrally in the form of a CHP (Combined Heat and Power).</p>
	<p>Flood risk assessment was undertaken and informed the design. The Board works towards aligning itself with all government legislation and adhering to the targets.</p>
	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?
	<p>Improvements in Energy Performance and Carbon Reduction of the new facilities will support the delivery of national targets and the NHS Grampian's Carbon Management Plan.</p> <p>The priority of NHS Grampian to tackle health inequalities has been recognised in the development of this project for example: the use of technology to deliver services in local communities where possible; promoting home or community based treatment, and the creation of Community Maternity Units – in Aberdeen, Inverurie and Peterhead.</p>
NHS Highland - Redesign of Services for Skye, Lochalsh & South West Ross	How does the project contribute to Local Economic Development?
	<p>Community benefits recorded as achieved include:</p> <ul style="list-style-type: none"> • Number of new jobs supported by project on a Quarterly basis - 6; • Advanced Health and Safety Training - Principal Supply Chain Partners (PSCP) to deliver H&S training to advanced level - 20; • Meet The Buyer Events - Focus on Tier 2 supply chain - 2; • Apprenticeship in employment on project at any level (Existing Apprentices) - 8; • Apprenticeship Completions - whilst working on project - 1; • Graduate Employment - 5; • Employment Opportunities - minimum of 26 weeks and aimed at and filled by New Entrants - 6; • Work Experience Placements - 6; • School visits (primary and secondary) - presentation on careers and project - 102.
	How does the project support the Scottish Government's Climate Change Targets?
	<p>The design of the new hospital predates the current Carbon Net Zero targets. However, the new facility is expected to achieve BREEAM (Building Research Establishment's Environmental Assessment Method) excellent and EPC B, which is a substantial improvement on current facilities.</p>
	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?
<p>Improved energy efficiency will support the drive to reduce carbon consumption and the site will deliver improved active travel infrastructure and will bring public transport virtually to the front door.</p>	
<p>The new hospital will be far more resilient in terms of internal services, with increased capacity and compliant spaces delivering a more reliable, modern and dignified setting for patients which can accommodate new developments in technology.</p>	
How does the project contribute to Local Economic Development?	

	<p>The following community benefits targets are now in place for the new hospital construction phase:</p> <ul style="list-style-type: none"> • 1 work placement completed – ongoing discussions with Inverness UHI for further placements; • 2 graduate roles completed (Graduate QS + Graduate Construction Manager); • The local M&E contractor working on both jobs is planning to start 4 new electrical apprentices; • 4 jobs advertised to date; • 5 community engagement activities with schools (further activities planned with Broadford Primary once restrictions allow).
NHS Highland - Redesign of Services for Badenoch and Strathspey	<p>How does the project support the Scottish Government's Climate Change Targets?</p>
	<p>The New Badenoch & Strathspey Community Hospital was already in construction when Net Carbon Zero target was announced but nevertheless delivers a significant improvement on current, dated facilities.</p>
	<p>The new hospital is expected to achieve BREEAM Excellent and EPC band B, which is a substantial improvement on performance of existing facilities.</p>
	<p>How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?</p>
	<p>Improved energy efficiency will support the drive to reduce carbon consumption and the site will deliver improved active travel infrastructure and brings public transport virtually to the front door.</p>
	<p>The new hospital will be far more resilient in terms of internal services, with increased capacity and compliant spaces delivering a more reliable, modern and dignified setting for patients which can accommodate new developments in technology.</p> <p>Consolidating two inpatient facilities, a health centre and separate office facility into one building creates a more sustainable staffing model and provides better opportunities for staff to communicate between teams.</p>
<p>How does the project contribute to Local Economic Development?</p>	
<p>The following community benefits targets are now in place for the new hospital construction phase:</p> <ul style="list-style-type: none"> • 1 work placement completed – ongoing discussions with Inverness UHI for further placements; • 1 graduate placement completed (Graduate Construction Manager); • The local M&E contractor working on both jobs is planning to start 4 new electrical apprentices; • 3 existing apprentices on site; • 3 jobs advertised to date; • 7 community engagement activities with schools, further education and/or community groups. (further activities offered to Aviemore Primary once restrictions allow). 	
NHS Greater Glasgow and Clyde - Clydebank Health & Care Centre	<p>How does the project support the Scottish Government's Climate Change Targets?</p>
	<p>Clydebank Health Centre will link into the Queens Quay District Heating system towards the end of 2022</p>
	<p>How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?</p>
	<p>Queens Quay is West Dunbartonshire Council's key regeneration project. Its aim is to provide a better environment for the people of Clydebank and importantly to attract new residents and families to a regenerated riverside location. The wider Queens Quay site has planning permission for mixed-use development comprising a predominantly residential development to the west with a mix of retail, commercial and leisure uses around the basin and a health quarter to the north of the basin.</p>

	<p>How does the project contribute to Local Economic Development?</p> <p>The provision of local employment and training opportunities together with a significant contribution to the regeneration strategy set out for Queens Quay Regeneration Masterplan.</p>
<p>National Waiting Times Centre Board - Hospital Expansion Programme - Phase 2</p>	<p>How does the project support the Scottish Government's Climate Change Targets?</p> <p>Project delivered in line with current sustainability guidance, BREEAM 2018. Targets agreed with NSS / HFS (National Services Scotland / Healthcare Frameworks Scotland) as part of key stage reviews.</p>
	<p>How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?</p> <p>Zero carbon was not mandated when the project was being developed. The building will be energy efficient with energy targets agreed.</p> <p>Economic growth will be driven by use of local supply chain where appropriate - contractor has community benefit criteria to meet in this regard.</p> <p>Phase 2 of the Hospital Expansion Programme will increase capacity and provide better long-term service provision.</p>
	<p>How does the project contribute to Local Economic Development?</p> <p>Project will provide opportunities on Employment, Skills & Training, Health Benefit Outcomes, Environmental issues, SME & 3rd Sector Involvement in line with our board policies Better Health Through Employment, Sustainability / Environmental and Procurement Strategy.</p>
	<p>How does the project support the Scottish Government's Climate Change Targets?</p> <p>The targets for Thermal and Electrical load for each building have been set at a level which is lower per m² than the buildings which they are replacing therefore this is a reduction and working towards net zero carbon. Flood risk assessment was undertaken and informed the design</p> <p>The Board works towards aligning itself with all government legislation and adhering to the targets.</p>
	<p>How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?</p> <p>Improvements in Energy Performance and Carbon Reduction of the new facilities shall support meeting national targets and the NHS Grampian's Carbon Management Plan.</p> <p>The priority of NHS Grampian to tackle health inequalities has been recognised in the development of this project.</p>
	<p>How does the project contribute to Local Economic Development?</p> <p>The development is of a significant scale and local jobs will be secured and new jobs provided as a result.</p>
<p>NHS Lothian - National Treatment Centre</p>	<p>How does the project support the Scottish Government's Climate Change Targets?</p> <p>The national and international context for Net Zero Carbon (NZC) buildings could not be clearer and the Board fully accept the challenge to design hospitals with NZC emissions over their lifetime embracing their construction, operation and eventual end of life and disassembly.</p> <p>Recognising that construction does carry a heavy price in carbon emission, the Board's aim is therefore to minimise operational and embodied energy and associated carbon emissions, which then minimises the cost of offsetting the associated carbon through zero carbon generation, zero carbon energy tariffs or recognised energy offsetting schemes.</p>

	<p>All steps will be taken to ensure the facility is future proofed to accommodate early adoption of appropriate technology and infrastructure.</p>
	<p>How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?</p>
	<p>The National Treatment Centre will have a significant positive impact on project stakeholders (NHS Lothian, Regional Boards, patients, staff and partners) and on the wider economy, environment and communities. The identification of benefits contributing to a socially inclusive, 'net zero carbon economy' is key in the decision making process.</p>
	<p>The Scottish Government's National Performance Framework has been used to provide a structure to the identification, incorporation and assessment of these wider economic benefits to demonstrate the benefit of the project to communities and economy of Lothian.</p>
	<p>How does the project contribute to Local Economic Development?</p>
	<p>The project will provide skilled employment opportunities for the local area through its lifecycle from construction to operation, with Key Performance Indicators (KPIs) as part of the Framework Contract. It will also attract skilled workers to the area further contributing to the development of the local economy.</p>
NHS Lothian - Reprovision of Eye Services	<p>How does the project support the Scottish Government's Climate Change Targets?</p>
	<p>The national and international context for Net Zero Carbon (NZC) buildings could not be clearer and the Board fully accept the challenge to design hospitals with NZC emissions over their lifetime embracing their construction, operation and eventual end of life and disassembly.</p>
	<p>Recognising that construction does carry a heavy price in carbon emission, the Board's aim is therefore to minimise operational and embodied energy and associated carbon emissions, which then minimises the cost of offsetting the associated carbon through zero carbon generation, zero carbon energy tariffs or recognised energy offsetting schemes. All steps will be taken to ensure the facility is future proofed to accommodate early adoption of appropriate technology and infrastructure.</p>
	<p>How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?</p>
	<p>The Reprovision of Eye Services will have a significant positive impact on project stakeholders (NHS Lothian, Regional Boards, patients, staff and partners) and on the wider economy, environment and communities. The identification of benefits contributing to a socially inclusive, 'net zero carbon economy' is key in the decision making process.</p>
	<p>The Scottish Government's National Performance Framework has been used to provide a structure to the identification, incorporation and assessment of these wider economic benefits to demonstrate the benefit of the project to communities and economy of Lothian.</p>
	<p>How does the project contribute to Local Economic Development?</p>
	<p>The project will provide skilled employment opportunities for the local area through its lifecycle from construction to operation, with KPIs as part of the Framework Contract. It will also attract skilled workers to the area further contributing to the development of the local economy.</p>
NHS Highland – National Treatment Centre	<p>How does the project support the Scottish Government's Climate Change Targets?</p>
	<p>The National Treatment Centre (NTC-H) will provide elective surgery to the population of the North of Scotland. This will reduce the number of journeys taken by patients and their families/carers from the North of Scotland to access services in the central belt.</p>

The NTC-H will provide an energy efficient building with a Building Management System, which supports effective management of the building.

The site supports 'active travel' through provision of secure bicycle shelters and staff changing facilities.

The site is designed to allow access for local bus companies, and a bus shelter is included on the Campus.

There are Electric Vehicle charging points included for use by staff/patients/visitors.

The NTC-H has been in construction since July 2020 when Net Carbon Zero targets was announced but nevertheless delivers a significant improvement on current, dated facilities.

The NTC-H is targeting a BREEAM 'Very Good' rating, and this was agreed with HFS during the NHS Scotland Design Assessment Process.

How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?

Improved energy efficiency will support the drive to reduce carbon consumption, and the site will deliver improved active travel infrastructure and brings public transport virtually to the front door.

The new hospital will be far more resilient in terms of internal services, with increased capacity and compliant spaces delivering a more reliable, modern, and dignified setting for patients, which can accommodate new developments in technology.

The NTC-H is located on the Inverness Campus. From the outset, the NTC-H project was developed in collaboration with local partners (Highland and Islands Enterprise (HIE) and University of Highlands and Islands (UHI)) to maximise opportunity for joint investment, innovation, and develop collaborative arrangements for training, education, research & development.

This collaborative working aims to contribute to economic and social needs of rural and island areas through improving access for education and training, creating opportunity for research and development companies to work with clinicians and patients, and for the location of the NTC-H to support the aims and objectives of the Inverness Campus developed by HIE.

The NTC-H provides healthcare staff with an opportunity to work with a 'best in class' target operating model within a modern, compliant, and technologically enabled environment which will provide an attractive proposition in recruiting and retaining staff, thus contributing to the sustainability of the Highland region.

How does the project contribute to Local Economic Development?

Providing a new National Treatment Centre in Inverness will contribute to recruitment and retention of staff within the Highlands.

The construction project has contributed significantly to local business and in particular construction contractors and material suppliers.

The contractor building the NTC-T are delivering on their Community Benefits obligations which include:

- Providing opportunities to support local civil engineering students at UHI.
- Membership of the Inverness College Industry Advisor Board.

	<ul style="list-style-type: none"> • A 5-week virtual work experience for local secondary schools. • Engaging with local Youth Employment Services Group
NHS Fife - Elective Orthopaedic Centre	How does the project support the Scottish Government's Climate Change Targets?
	Project delivered in line with current sustainability guidance - BREEAM 2018. Targets agreed with NSS / HFS (National Services Scotland / Healthcare Frameworks Scotland) as part of key stage reviews.
	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?
	Zero Emissions and Environmental Sustainability: Zero carbon was not mandated when the project was being developed. The building will be energy efficient with energy targets agreed with NSS and HFS as part of the key stage review process. The building makes use of existing energy sources from the retained estate. A wider low carbon, sustainable masterplan for the retained estate will be pursued as part of the board's property and asset management strategy.
	Economic growth: In the short term, the project will support economic growth through construction activity in the local market supporting local supply chains and encouraging development opportunities for the young via schools and colleges. A community benefits register will help to deliver these aims. In the longer-term, the new centre with a third theatre and supporting outpatient and inpatient accommodation will help to drive job growth within orthopaedics.
	Resilient and sustainable places: the new centre is being created to rectify environmental issues with the existing facility and to provide sufficient capacity for the local people of Fife over the longer-term. The new facility may also offer opportunities for Regional partners to make use of any residual capacity providing more orthopaedic resilience within Scotland overall.
	How does the project contribute to Local Economic Development?
	In the short term, the project will support economic growth through construction activity in the local market supporting local supply chains and encouraging development opportunities for the young via schools and colleges. A community benefits register will help to deliver these aims. In the longer-term, the new centre with a third theatre and supporting outpatient and inpatient accommodation will help to drive job growth within orthopaedics.
NHS Forth Valley - National Treatment Centre	How does the project support the Scottish Government's Climate Change Targets?
	Will align to an existing hospital project agreement and tie into existing infrastructure. It is intended to invest NHS Board capital in the installation of Photovoltaic Panels on the roof of the new ward.
	The project will be delivered in line with target BREEAM rating to be agreed with NSS / Health Facilities Scotland.
	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?
	Reducing Patient Waiting Times while also localising treatments.
	How does the project contribute to Local Economic Development?
	As a modular building, manufacture will be offsite with enabling work and construction separately as well as car parking construction and amendments. Opportunities for local economic development are to be confirmed with the SPV (Special Purpose Vehicle) and contractors.
NHS Western Isles – Barra and Vatersay	How does the project support the Scottish Government's Climate Change Targets?
	To be confirmed.
	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?

Community Campus	To be confirmed.
	How does the project contribute to Local Economic Development?
	Community benefits targets are to be confirmed.
NHS Greater Glasgow and Clyde - North East Hub	How does the project support the Scottish Government's Climate Change Targets?
	Glasgow City Council introduced a Gold Standard for Planning Applications in 2019 that similarly required net zero carbon developments. The design proposals for North East hub and accompanying cost plans have been developed to achieve this through rigorous examination of design, specification and construction proposals. The current design will offer a zero-carbon heating by utilising air source heat pumps and utilising electricity generated by photovoltaic panels and green electricity from the grid.
	The building fabric includes passivhaus principles of high air-tightness requirements and heat recovery from ventilation systems. Triple glazing is used throughout with a presumption towards using natural light and natural ventilation where possible.
	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?
	The success of this investment in enabling service transformation for the benefit of the local community will be demonstrable through delivery of these opportunities and benefits whilst also becoming integral to further regeneration plans for the area, fostering inclusive carbon net zero economic growth, producing an even more resilient community who have a focus on "place making", becoming a fairer and more equal society, and reducing poverty and inequalities
	How does the project contribute to Local Economic Development?
	A community investment group has been set up to help develop the social value plan for the North East Hub project. Key outcomes to date include: <ul style="list-style-type: none"> • 2 new start employment opportunities have been created on site. These were advertised via Jobs and Business Glasgow and the transitional employment programme was utilised. • Education programme launch November 2021, supporting 13 pupils through their Foundation Apprenticeship at SCQF level 4 in Construction. • Helping Hands Initiative Competition launched July 2021. • SME local business training, 2 events delivered during Q2 2021 to registered companies.
NHS Lothian - Oncology Enabling Projects, Edinburgh Cancer Centre	How does the project support the Scottish Government's Climate Change Targets?
	The majority of the projects within the program are refurbishment projects with limited opportunity for implementation of the net zero carbon strategy.
	For the new build Linacc project the building has been design in line with the 'fabric first' approach achieving standards above Section 6 Building Regulations. Mechanical and Electrical proposals have incorporated energy efficient building services design features.
	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?
	The project will provide skilled employment opportunities for the local area through its lifecycle from construction to operation, with KPIs as part of the Framework Contract. It will also attract skilled workers to the area further contributing to the development of the local economy.
	How does the project contribute to Local Economic Development?
The project will provide skilled employment opportunities for the local area through its lifecycle from construction to operation, with KPIs as part of the Framework Contract.	

	It will also attract skilled workers to the area further contributing to the development of the local economy.
NHS Ayrshire & Arran - National Secure Adolescent inpatient Service	How does the project support the Scottish Government's Climate Change Targets? Foxgrove has been designed to meet Section 6 of the current Scottish Building Regulations, including utilising the "hotbox" of existing boilers to provide a district heating system for Foxgrove. This is classed as an innovative way to reuse waste energy from the existing boilers.
	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes? Recycled Waste (% Target to be set). Reduced Waste to Landfill (% of re-use inert material, Target to be set). Carbon Reduction (Car sharing scheme, training and awareness workshops to building users on efficient use of building, deliver cycling proficiency training).
	How does the project contribute to Local Economic Development? <ul style="list-style-type: none"> • Works Awarded by Value (5% of works awarded to SMEs by value). • Work Awarded by Tendering Opportunities to SMEs (20%). • Supplier Development e.g. Number of seminars (winning work, value management, risk management, PQQ bidding, Health and Safety, environmental stewardship etc). • 1 Meet the Buyers Day. • 15 Training sessions provided to SMEs e.g. Number of seminars (leadership, supervisor, Health and Safety, presentation, BIM, bid training etc).
	How does the project support the Scottish Government's Climate Change Targets? Energy efficient lighting to all new areas covered by the project and the area has been designed to the Scottish Technical Standards in terms of U-values and Air Leakage.
	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes? Project incorporates the following within the design (a) Transformers that incorporate amorphous core technology. The Wilson e3 transformers proposed have the lowest combined losses that meet EU Eco-Design requirements (b) Replacement of the existing 50-year-old generator with modern efficient machines (c) Sedum ('Living') roof – Slows down water going to drain and absorbs CO ₂ . (d) SUDS – Installed over part of the site adjacent to the new generator building. The Principle Supply Chain Partner (PSCP) has a significant number of SME contractors from the local geographical area throughout the duration of the project. 'PSCP' has provided a number of their own staff for volunteering days to upgrade an existing hospital courtyard for future use by patients and staff. Project is upgrading in part the 50-year-old HV Network along with N+1 resilience providing 100% back up of all electrical services within the zone via the installation of 2 no. 1MVA generators.
NHS Tayside - Electrical Infrastructure Zone 2 - Radiotherapy, Maternity and West Ward Block	How does the project contribute to Local Economic Development? There a number of community benefits created through this project such as New Employment Opportunity, apprentices, work experience opportunities and local charity fundraisers.
	How does the project support the Scottish Government's Climate Change Targets? Area being refurbished was originally constructed in the 1970's. All demolition materials were segregated to allow recycling. Area has been brought up to 2020 Technical Standards levels in terms of u-values, air leakage, LED lighting, environmental controls, energy management, etc. New facility is connected into hospital main heating system, which is now complemented, by Combined heat and power (CHP) infrastructure.
NHS Tayside - Children's Theatre Suite Project including the Multi Storey Plant Room	How does the project support the Scottish Government's Climate Change Targets? Area being refurbished was originally constructed in the 1970's. All demolition materials were segregated to allow recycling. Area has been brought up to 2020 Technical Standards levels in terms of u-values, air leakage, LED lighting, environmental controls, energy management, etc. New facility is connected into hospital main heating system, which is now complemented, by Combined heat and power (CHP) infrastructure.

	<p>How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?</p>
	<p>Heating and hot water is via a hospital wide CHP infrastructure. New facility is connected into the new Ninewells Electrical Zone Infrastructure to provide high levels of electrical resilience. All areas of the new facility have been designed to encourage digital connectivity either by patients, or by staff. Flood wired with hard wiring and wireless technology.</p>
	<p>How does the project contribute to Local Economic Development?</p>
	<p>There is a number of community benefits created through this project such as New Employment Opportunity, apprentices, work experience opportunities and local charity fundraisers.</p> <p>The 'Oor Wullie' sculpture trail was highly successful in both raising funds and also encouraging the people of Tayside to get out and about exploring the local environment to see all the different sculptural pieces. Principle Supply Chain Partner (PSCP) 'Meet the Buyer' events held. PSCP has a significant number of SME contractors from the local geographical area throughout the duration of the project. PSCP has also provided a number of their own staff for volunteering days to upgrade an existing hospital courtyard for future use by patients and staff.</p>

Further Education

Project Name	PROJECT INFORMATION
Dunfermline Learning Campus (College element)	How does the project support the Scottish Government's Climate Change Targets?
	<p>Fife College is continuing to progress up to Decision Point 4: Pre-construction assessment (signature & financial close) recognising this will be to deliver the proposed Hybrid plus low carbon solution to enable the College to achieve net zero emissions. This would allow the college DLC (Dunfermline Learning Campus) to be designed and built to be equivalent of Passivhaus standard and also keep the project on the path to being net zero by 2030.</p> <p>Adopting the Hybrid plus solution will enable the College to implement a range of energy saving measures, in particular to the building elements during construction, which would otherwise be unavailable once the building is completed and in-use. The college DLC project aims to be an exemplar building for the college sector in Scotland and beyond, setting the standard for future college developments.</p> <p>By progressing with the Hybrid plus design, it will deliver a highly energy efficient building with low embodied carbon which will enable the College to:</p> <ul style="list-style-type: none"> • achieve their net zero emissions target for the campus by 2030; • deliver operational costs of circa 36% less than that being experienced on recently completed college projects and over 32% better than a design to meet current legislation; • allows the College to deliver on the Scottish Government's Heat in Buildings strategy by delivering next zero heat at the Campus by 2030; • delivers upon the Government targets for 2045, setting a sector exemplar model for embodied and operational energy, and deploy; and • an all-electric solution adopted will allow the College to take advantage of green energy and avoid the inevitable increased operational costs that gas fuelled buildings will face in the future.
	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?
	<p>Transition to a Net Zero Economy and Environmental Sustainability: Fife College is a pathfinder project for SG's Net Zero Public Sector Building Standard (NZPSB Standard). The College has followed through and produced a Hybrid plus solution (as described under climate change column).</p> <p>Driving inclusive Economic Growth: The new college campus provides a modern learning facility that is located in the centre of an area that is the fastest population growth in Scotland. The new campus will significantly enhance the degree of collaboration between senior phase school and the College, particularly through the implementation of Learner Pathways which will be delivered jointly by the schools and College, and supported by external stakeholders e.g. Skills Development Scotland (SDS), NHS Fife. It will also provide a step change to increase opportunities for employer and industry engagement through spaces offering more flexible, blended and on-line delivery.</p> <p>The planned digitalisation and innovation spaces will support engagement activities, knowledge transfer and curriculum alignment with industry needs. The new campus will further enhance the College's ability to engage with university partners in both teaching, innovation and knowledge exchange. In short it will provide Fife College with a transformative and future proofed Place of Lifelong Learning'.</p>

Building Resilient and sustainable places: The FBC is for a new campus for West Fife, as part of the wider DLC campus development, working in partnership with Fife Council. The new state-of-the-art campus has been planned to deliver against the needs of the local community and priority national skills needs and will include:

- Industry-standard workshops for engineering and construction;
- Centres of excellence for engineering, construction, the built environment and sport;
- A university hub, allowing learners to study to degree level with a range of university partners on campus;
- Conference facilities, enabling the College to engage with national, regional and local businesses and provide catered conferencing events;
- An innovation and events hub, to cater for College, industry and community events;
- A multi-court sports pavilion, allowing the College to expand and diversify provision in sport and wellbeing for students and the local community; and
- Year-round outdoor learning spaces throughout the campus to be accessible and used by students and locals alike.

How does the project contribute to Local Economic Development?

The new Fife College campus will contribute to the economy of the Region as a whole by:

- ensuring College is capable of responding to the changing demographics of the region;
- providing education and training required at the SCQF levels identified by labour market intelligence as the ones most likely to be in demand for future jobs;
- supporting all of the region's key employment sectors; and
- providing the region with a platform to greatly enhance its capacity to deliver innovation and product development in key areas, including health and care and STEM (science, technology, engineering and mathematics).

The College has adopted the Scottish Futures Trust's TOMs (Themes, Outcomes and Measures) for managing and delivering social and economic value through the project and they expect to deliver benefits in excess of £15 million.

Justice

Project Name	PROJECT INFORMATION
HMP Highland	How does the project support the Scottish Government's Climate Change Targets?
	<p>The Scottish Prison Service (SPS) will actively monitor the environmental and greenhouse gas emissions impact of the new facility. Measures are planned for the next design stage to further align HMP Highland with SG Net Zero emissions.</p>
	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?
	<p>SPS is working with the contractor and their design team to develop the design of the new facility to incorporate energy reducing measures, utilising a range of available low carbon energy sources and to facilitate future substitution with zero carbon energy sources.</p> <p>The digital infrastructure proposed will assist SPS in advancing the digital transformation of its Estate and business and provide wider access to digital services for those in our care and their families. To enhance digital inclusion, this will include having the digital infrastructure to enable the people in our care to access digital services as they are enabled. Such services are being developed within SPS's Digital Strategy.</p>
	<p>The replacement of the current HMP Inverness (will expand the provision of custodial services available within the local community and reduce reliance on accommodation in other (principally Central Belt) locations.</p>
	How does the project contribute to Local Economic Development? <p>SPS has met with Highland Council and Highland Third Sector Interface. The Invitation to Tender (ITT) documents were issued in April 2021. Targets were set at Band 9 (£50m-£60m) of the CITB/NSA 'Client Based Approach' Contractor and Developer Guidance (13.3 - New Prison) and the following were included as bidder requirements:</p> <ul style="list-style-type: none"> • requested that Contractor and Tier One subcontractor commit to paying Scottish Living Wage; • to identify where they intend to utilise SMEs within their supply chain; • to include involvement of supported businesses in design and construction of HMP Highland; • the involvement of social enterprises in delivery of work; • the involvement of third sector organisations as part of, or to support, service delivery; and • to identify the location of its supply chain and the merit of utilising suppliers, where possible within the vicinity of Inverness.
National Facility for Women Offenders	How does the project support the Scottish Government's Climate Change Targets?
	<p>SPS will actively monitor the environmental and greenhouse gas emissions impact of the new facility.</p> <p>The design of the new facility incorporates low carbon energy sources (ground source heating and PV (photovoltaic) arrays) and energy use reduction measures.</p>
	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?
	<p>The digital infrastructure proposed will assist SPS in advancing the digital transformation of its Estate and business and provide wider access to digital services for those in our care and their families. To enhance digital inclusion, this will include having the digital infrastructure to enable the people in our care to access digital</p>

	<p>services as they are enabled. Such services are being developed within SPS's Digital Strategy.</p> <p>The development supports sustainable and resilient places by allowing delivery of custodial and support services at a local level, rather than reliance on remote or regional service provision, and provide access to community based work and training opportunities.</p>
	<p>How does the project contribute to Local Economic Development?</p> <p>Following the lifting of the lockdown restrictions, SPS in conjunction with Morrison Construction, have sought to re-engage the community benefits where possible, given the current restrictions due to social distancing etc. Morrison Construction Community Benefits Team continues to liaise with SPS on a monthly basis to discuss the qualification pathways to employment programme in partnership with Wise Group to facilitate the Women of Cornton Vale into employment.</p>
Community Custodial Unit D - Dundee	<p>How does the project support the Scottish Government's Climate Change Targets?</p> <p>SPS will actively monitor the environmental and greenhouse gas emissions impact of the new facility.</p>
	<p>The design of the new facility incorporates low carbon energy sources (PV (photovoltaic) arrays) and energy use reduction measures.</p>
	<p>How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?</p>
	<p>The digital infrastructure proposed will assist SPS in advancing the digital transformation of its Estate and business and provide wider access to digital services for those in our care and their families.</p>
	<p>To enhance digital inclusion, this will include having the digital infrastructure to enable the people in our care to access digital services as they are enabled. Such services are being developed within SPS's Digital Strategy.</p>
	<p>The development supports sustainable and resilient places by allowing delivery of custodial and support services at a local level, rather than reliance on remote or regional service provision, and provide access to community based work and training opportunities.</p>
	<p>How does the project contribute to Local Economic Development?</p> <p>Due to COVID-19 pandemic, there has been limited community engagement by the contractor throughout duration of construction. However, one aspect of project, which has been subject to continued community engagement, is the community art installation project.</p> <p>They have also been involved in supplying a new water tap for the local community garden and have recently been engaging with education sectors regarding work experience and placement opportunities.</p>
Community Custodial Unit E - Lillas Centre, Maryhill	<p>How does the project support the Scottish Government's Climate Change Targets?</p> <p>SPS will actively monitor the environmental and greenhouse gas emissions impact of the new facility.</p>
	<p>The design of the new facility incorporates low carbon energy sources (PV (photovoltaic) arrays) and energy use reduction measures.</p>
	<p>How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?</p>
	<p>The digital infrastructure proposed will assist SPS in advancing the digital transformation of its Estate and business and provide wider access to digital services for those in our care and their families.</p>

	<p>To enhance digital inclusion, this will include having the digital infrastructure to enable the people in our care to access digital services as they are enabled. Such services are being developed within SPS's Digital Strategy.</p> <p>The development supports sustainable and resilient places by allowing delivery of custodial and support services at a local level, rather than reliance on remote or regional service provision, and provide access to community based work and training opportunities.</p> <p>How does the project contribute to Local Economic Development?</p> <p>The Contractor has prepared a community engagement programme.</p>
<p>HMP Barlinnie Programme of Works</p>	<p>How does the project support the Scottish Government's Climate Change Targets?</p> <p>HMP Barlinnie Programme of Works primarily consists of internal fit out works. Nothing to report for this section.</p> <p>How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?</p> <p>This programme enhances the care available and experience of those in custody within Barlinnie and reduces the issues experienced in Barlinnie due to the ageing infrastructure while its replacement, HMP Glasgow, is developed.</p> <p>The investment is targeted at improvements in healthcare provision and reception processes that can have a major impact on a person's initial contact with a custodial environment and subsequent engagement.</p> <p>How does the project contribute to Local Economic Development?</p> <p>The appointed contractor has engaged with Families Outside (a National charity working with families of those in custody) to provide training in software packages for those that they work with.</p> <p>During Scotland Apprenticeship Week in March 2021, the contractor worked with Developing the Young Workforce and Skills Development Scotland promoting apprenticeships in construction and during Women in Construction Week promoted careers in construction for women and engaged with Job Centre Plus with on-line events.</p>

Rural and Environment

Project Name	PROJECT INFORMATION
RBGE - Edinburgh Biomes	How does the project support the Scottish Government's Climate Change Targets?
	<p>A core benefit of the programme will be that building and energy systems will contribute to meeting the Scottish Government targets for emissions by reduction of carbon emissions of 17% over the asset life cycle.</p>
	How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes?
	<p>The programme will protect and enrich the National Botanical Collections, which are important for global plant conservation and maintaining the discovery science required to better understand and improve sustainability and help tackle the Biodiversity Crisis and Climate Emergency.</p>
	<p>The RBGE Biomes will provide world-class displays and facilities that are key in supporting the public's understanding of the need to respond to the Biodiversity Crisis and Climate Emergency and raising associated national and international reputation.</p>
	<p>The outcomes will deliver economic, circular economy and societal benefit by reducing RBGE's carbon footprint and leading on carbon management and environmental public engagement projects arising from Edinburgh Biomes to encourage wider behaviour change.</p>
	<p>Programme will provide fit-for-purpose facilities to ensure that RBGE and Scotland continues to deliver world leading, innovative and high impact plant and conservation research. - Facilities will deliver a legislatively compliant and future adaptive Plant Health Suite (PHS) that enhances and accelerates research into current and near threat plant pests and pathogens and achieves the highest possible standards of biosecurity for Scotland.</p>
	<p>A revitalised visitor experience, increasing the diversity, number and experience of community, educational, family, and individual users through improved interpretation and more inclusive facilities.</p>
<p>Building and energy systems that will contribute to meeting the Scottish Government targets for emissions by reduction of carbon emissions of 17% over the asset life cycle. Forecast to reduce annual energy consumption costs by £250k per annum.</p>	
How does the project contribute to Local Economic Development?	
<p>The project is forecast to make a significant contribution to Scotland's green recovery. The total economic benefit of the project construction is estimated at £150 million. It will also support the growth of regional businesses, with over £50 million to be spent in local supply chain through contracts.</p>	
<p>Forecast to create over green 100 jobs per annum, throughout construction, and support sector and locality-based employment, and skills development in collaboration with partners.</p>	
<p>Planned provision of wider employment opportunities including apprenticeships, internships, S5 and S6 school release and career placements to kick start green/urban upskilling and all associated community benefits for the duration of the project and beyond.</p>	



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