

Infrastructure Investment Plan 2021-22 to 2025-26

Progress Report for 2024-2025

June 2025

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June 2025

Foreword



Shona Robison MSP
Cabinet Secretary for Finance and Local Government

I am pleased to publish the fourth annual progress report for the Infrastructure Investment Plan 2021-22 to 2025-26. The report outlines how progress to deliver our infrastructure pipeline over the last year has supported our objectives on climate change, economic growth, public services, and child poverty and sets out our key infrastructure delivery achievements and major project activity.

In the period covered by this report our New Build Heat Standard came into effect meaning that no new buildings constructed under a building warrant from 1 April 2024 will be fitted with gas or oil boilers and instead will be built with clean alternatives. Our Circular Economy Bill was unanimously passed and officially became the Circular Economy (Scotland) Act 2024 which establishes the legislative framework to support Scotland's transition to a zero waste and circular economy. We transformed our Active Travel delivery system and invested over £157 million across a number of programmes to develop and deliver improved walking, wheeling and cycling infrastructure, and provide support for behaviour change schemes. The second and final phase of the Scottish Zero Emission Bus Challenge Fund awarded £41.7 million to support the introduction of 252 new, zero emission buses and coaches to Scotland's roads. We invested £169 million in a prioritised enhancements programme for Scotland's Railway, we continued to progress our decarbonisation plans for Scotland's passenger rail services, and over £683 million was invested in safely operating and maintaining the trunk road network.

Our three Reaching R100 programme contracts delivered a total of 54,108 contracted premises and an additional 16,460 non-contracted "overspill" premises by February this year, and over 4,900 faster broadband connections have also been delivered thanks to the R100 Scottish Broadband Voucher Scheme. Within our Learning Estate Investment Programme (LEIP), three school projects completed and opened last year benefitting 3,300 pupils and six other school projects with a value of £353 million started construction. At the end of December 2024, we had delivered 26,039 homes towards our affordable homes target, of which 77% are homes for social rent, and within the last year £29.8 million was provided to support place-based community-led regeneration in our most disadvantaged communities. By the end of 2024, Scottish Water had invested a total of £847 million to maintain and improve services across Scotland.

Our major capital projects reporting recorded infrastructure projects which completed construction and opened to the public during the last year. These included the

Levenmouth Rail project in Fife which reconnected local communities to the railway for the first time since 1969, the Golden Jubilee Surgical Centre in Clydebank which provided an expansion of orthopaedic surgery and endoscopy procedures, the Parkhead North East Hub facility which brings together a number of community health and social care services across different sites, and the Oncology Enabling Projects, Edinburgh Cancer Centre, which will provide vital care and treatment to some of the most unwell patients in Scotland.

Major projects commencing construction during the last year included the Radionuclide Dispensary in North Glasgow which when complete, will continue the manufacture of radiopharmaceutical medicines and the distribution of them to Health Boards in West Central and West of Scotland. The building of HMP Highland in Inverness will increase custody capacity, improve rehabilitation services and provide significant investment to the local area and once completed, will be Scotland's first net-zero prison. HMP Glasgow, the replacement for HMP Barlinnie, will deliver fit-for-purpose, safe and secure accommodation and will have over 1,000 people on site during peak construction activity.

These projects are being delivered against a continuing back drop of challenging economic and financial conditions. In light of this, we have committed to revisit the pipeline of investment set out in our 2021 Infrastructure Investment Plan. Following the conclusion of UK Government's multi-year spending review, we will publish a new infrastructure pipeline later this year which will set out the projects which are deliverable within the period up until the next IIP is published.

As in previous reports, I am pleased to report the progress against the recommendations made by the Infrastructure Commission for Scotland in its Key Findings and Delivery reports. These include the publication of Scotland's First Flood Resilience Strategy which sets out what is needed to make our communities more flood resilient over coming decades.

I look forward to working with all our stakeholders to ensure that collectively we maximise the benefits of infrastructure investment for the people of Scotland.

Overview of Progress

Fiscal and Macroeconomic Context

The environment for public infrastructure projects in Scotland is challenging. Global instability, Brexit and recovery from the pandemic led to supply chain disruption which translated into high inflation in the recent past. This inflation permanently raised the costs of delivering infrastructure projects and programmes. Construction prices today are over 27% higher compared to pre-Covid levels.

The previous UK Government presided over a 4.3% real terms reduction in our UK capital block grant over the period 2022-23 to 2024-25. Coupled with the increase in construction prices this placed significant pressure on our capital budget. While we received a welcome increase to our block grant in the 2025-26 Budget, this only restored funding to 2023-24 levels in real terms and was insufficient to meet all our infrastructure investment needs. To boost this, the Scottish Government maximised capital borrowing and drew down over £300 million of Scotwind revenues to invest in activities that deliver on our net zero ambitions and have a long-lasting benefit for the people of Scotland. Looking ahead, the UK Spending Review shows that our capital Block Grant is expected to decrease by 1.1% in real terms between 2025-26 and 2029-30.

Although inflation has fallen back from the highs seen in 2022, monetary policy remains significantly more restrictive than prior to the pandemic. This has raised the cost of public borrowing and financing costs for prospective public-private partnerships so that they offer less value for money than previously. Furthermore, increasing demands on resource budgets limit the affordability of unitary payments that fund public-private partnerships over the course of the contract.

In this fiscal context, Scottish Ministers need to consider affordability and additionality before committing to additional major infrastructure projects or public-private partnerships in the near term. In line with the investment hierarchy of the Infrastructure Investment Plan the Scottish Government is focussing capital resources on the maintenance of existing assets to safeguard service delivery.

Scotland's fiscal powers remain limited. Our borrowing powers were extended moderately in the review of the Fiscal Framework, but we continue to rely heavily on the UK capital block grant. Therefore, we are looking at ways in which our resource budget can be appropriately re-prioritised towards capital, and we are strengthening our efforts to identify ways in which private capital can be mobilised to achieve our infrastructure aims.

Progress in 2024-25

The Scottish Government's [Infrastructure Investment Plan for Scotland 2021-22 to 2025-26](#) was published on 4 February 2021. The Plan covered the five financial years from April 2021 and included details of around £26 billion of major projects and national programmes. However, the Medium-Term Financial Strategy (MTFS) published on 23 May 2023 announced our intention to extend the Plan's period by one year. This means the current Plan will now run to 2026-27 and the next Plan will cover the period from 2027-28.

The Infrastructure Investment Plan (hereafter IIP) set a long-term vision of infrastructure supporting an inclusive, net zero carbon economy in Scotland. This is the fourth annual progress report of the IIP and highlights within the last year are as follows.

Tackling climate change

We continue to make significant progress in helping to make Scotland's buildings move to clean heating and become more energy efficient. Our New Build Heat Standard came into effect last year, which means that no new buildings constructed under a building warrant from 1 April 2024 will be fitted with gas or oil boilers; instead, they will be built with clean alternatives such as heat pumps, wood and bioenergy systems and connections to a heat network. We have also been considering next steps on legislation for existing homes and buildings and have recently confirmed that a Heat in Buildings Bill will be brought forward during this Parliamentary session, setting a target for clean heating and including measures to boost the growth of heat networks.

In 2024-25 we have continued to provide financial support and advice to enable the installation of clean heat and energy efficiency improvements in homes and other buildings across Scotland. This support forms part of the £1.6 billion allocated through our Heat in Buildings schemes during this Parliamentary session. Our most recent Monitoring and Evaluation Report was published in October and confirmed that the Scottish Government provided over £210 million in capital and loan funding during the previous 2023-24 financial year. Through this investment, nearly 10,000 households at risk of fuel poor were supported to make their homes warmer through our Warmer Homes Scotland programme and Area-Based Schemes. We also made more than 6,000 offers of funding through our Home Energy Scotland Grant and Loans scheme for energy efficiency works and/or to install clean heating.

Within the Energy sector, the Hydrogen Innovation Scheme provided grant funding of almost £7 million to 31 projects for feasibility studies, technical demonstrations, and the development of test and research facilities that will drive technological progress and advance innovation to support the development of the hydrogen economy in Scotland. The Emerging Energy Technologies Fund (Carbon Capture and Storage) provided £2 million to National Gas SCO2T Connect to explore repurposing the Feeder 10 pipeline which is a critical infrastructure element in the deployment of the Acorn Carbon Capture and Storage (CCS) project and Scottish Cluster, including key industrial sites at Grangemouth. The Scottish Industrial Energy Transformation Fund (SIETF) committed up to £9 million in 2024-25 to co-invest with industry across a range of projects to reduce emissions, increase energy-efficiency and reduce energy costs. All 4 Energy Transition Fund (ETF) projects are in full delivery with 3 completing delivery on the ETF funded elements at the end of 2024-25. These included the Energy Transition Zone which delivered the new EnergyWorks site on the innovation campus in Altens Industrial Estate in Aberdeen and the Aberdeen Hydrogen Hub project which continues to roll-out hydrogen infrastructure in the city, including supporting the fleet of hydrogen powered buses operated by First Bus.

In Waste, the Circular Economy Bill was unanimously passed in its final parliamentary vote in June and officially became the Circular Economy (Scotland) Act 2024 in August. The Act establishes the legislative framework to support Scotland's transition to a zero waste and circular economy, significantly increase reuse and recycling rates, and modernise and

improve waste and recycling services. In December, we published our Circular Economy & Waste Route Map to 2030 which sets out the strategic framework and clear actions we need to take to deliver sustainable use of our resources and progress a circular economy in Scotland by 2030. The £70 million Recycling Improvement Fund continues to invest in local authority recycling infrastructure and the Scottish Government is working in partnership with COSLA (Convention of Scottish Local Authorities), SOLACE (Scottish Branch of the Society of Local Authority Chief Executives) and Zero Waste Scotland to deliver the fund. Extended Producer Responsibility (EPR) for Packaging legislation has now come into force, with payments to local authorities commencing UK-wide from October 2025.

The City and Regional Growth Deals programme takes a proactive approach to minimising whole life carbon emissions through delivery and to aligning with the transition to net zero by 2045. The Dairy Nexus project within the Borderlands Growth Deal which aims to decarbonise the dairy sector and move it towards a circular bioeconomy completed construction this year. The project comprised construction of a Co-innovation Hub near Dumfries, the “UK’s first” dairy farm aimed at moving forage-based dairy production towards net zero emissions, biorefinery facilities, and milk technology laboratories aimed at reducing energy consumption and waste in milk processing and storage. The Walk, Cycle, Live Stirling project within the Stirling and Clackmannanshire City Region Deal also completed this year and is the first project in a programme of active travel routes to be delivered as part of the Deal which has a key focus on transport, connectivity and low carbon. The project saw the completion of two routes: the College Corridor connecting the city centre to Forth Valley College, and the University Corridor linking the University of Stirling to Causewayhead.

The Learning Estate Investment Programme (LEIP) introduced ambitious in-use energy targets which will use around half of the energy of typical existing schools. Performance will be monitored in operation to ensure compliance with LEIP’s energy target. The ten projects in LEIP’s latest phase will also aim for embodied carbon targets, eliminate on-site emissions and provide for electric vehicle charging.

In Transport, we have transformed our Active Travel delivery system and invested over £157 million across a number of Active Travel programmes in 2024-25 to develop and deliver improved walking, wheeling and cycling infrastructure, and provide support for behaviour change schemes. This means that over the last four years, the Scottish Government has invested £500 million to make walking, wheeling and cycling more accessible for everyone for short, everyday journeys. The benefits of this sustained investment are clear and Sustrans Scotland reports that walking, wheeling and cycling in Scotland’s cities takes up to 440,000 cars off the road every day and saves 90,000 tonnes of greenhouse gas emissions per year.

Scotland already has one of the most comprehensive public charging networks in the UK, with over 6,500 public charge points as at March 2025. In October, Scotland met its target for 6,000 public EV charge points two years ahead of schedule. In December, we published a draft route map for enabling the delivery of approximately 24,000 additional public charge points by 2030. Through our £30 million EV Infrastructure Fund, we are supporting local authorities to work in partnership with the private sector to continue to expand public EV charging infrastructure across Scotland with a particular focus on those

areas less likely to benefit from private sector investment in public EV charging infrastructure, including rural and island communities.

The second and final phase of the Scottish Zero Emission Bus Challenge Fund (ScotZEB) awarded £41.7 million to support the introduction of 252 new, zero emission buses and coaches to Scotland's roads. The funding will also support the electrification of 21 depots across Scotland, which will be opened where possible to third parties to enable en-route charging to other businesses. The HGV Decarbonisation Pathway for Scotland was published in 2024 and set out an action for the Scottish Government to develop a financing forum for HGV (Heavy Goods Vehicle) operators in Scotland who are ready to decarbonise their vehicles and operations and this forum was held in March 2025.

In 2024-25, we invested £169 million in a prioritised enhancements programme for Scotland's Railway. We continued to progress our decarbonisation plans for Scotland's passenger rail services with works ongoing to enhance and electrify the East Kilbride Line ahead of a planned completion date in December 2025.

In March, Caledonian Maritime Assets Limited, signed the contract for seven new electric ferries for use on the Clyde and Hebridean network. These vessels will be delivered to routes across the network from 2027 and will benefit communities across Scotland with increased resilience and lower emissions.

Scotland creates more new woodland than the rest of the UK combined and in 2024-25, Scottish Forestry approved claims for 9,600 hectares of new woodland creation. The actual planting achieved will be confirmed in July.

A number of flood protection schemes to improving resilience are under construction around Scotland and three were completed in Millport, Upper Garnock and Stranraer. Scotland's First Flood Resilience Strategy was published in December which sets out what is needed to make our communities more flood resilient over coming decades. The strategy puts people at the heart of the process and supports an increase in the range and rate of delivery of actions both to manage our flood exposure, and to reduce the impacts of flooding when it does occur.

The new North East Hub health and social care facility at Parkhead in Glasgow is a fully electric Net Zero Carbon facility and replaces several outdated smaller healthcare facilities in the East End of Glasgow making a step change in carbon emissions. The Hub will also include a number of Electric Vehicle charging points to support zero carbon travel.

The new Fife College Dunfermline Learning Campus project is on target to open early next year and the new building is tackling climate change by delivering on the Net Zero Public Sector Building Standard. This voluntary standard supports public bodies to meet their net zero commitments for their new build and major refurbished infrastructure projects. Adopting this approach has enabled 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 project aims to be an exemplar building for the college sector in Scotland and beyond, setting the standard for future college developments and subject to final verification, elements of the project are set to achieve industry leading carbon footprint levels.

The construction of the new HMP Glasgow commenced this year and HMP Glasgow have worked with the Scottish Futures Trust from the early phase of design to be the first prison to set baseline emissions targets. The design has eradicated the use of all fossil fuels and aim for Zero Direct Emissions in normal operation. The construction phase has set targets and monitoring for direct emissions, indirect emissions and carbon intensity for 2025-26. There are additional targets set for resource efficiency around construction waste intensity, water intensity and diversion from landfill what are all tracking positively.

Scottish Water's renewables programme has delivered three schemes to date adding 1.5GWh (gigawatt-hour) capacity to its renewable portfolio. This includes an innovative hydro energy generation scheme at Whiteadder Reservoir in East Lothian, the first of its type in Europe. It uses siphon technology to generate energy while controlling the level of the reservoir without the need for major civil-engineering works. Scottish Water also delivered a groundbreaking project to harness hydropower from wastewater at its works in Hamilton, South Lanarkshire, the first of its kind in the UK. The new hydro turbine there is set to cut carbon emissions by 64 tonnes of carbon each year. Scottish Water's first solar and battery storage scheme on a water treatment works has begun operating at Howden, near Selkirk in the Scottish Borders. It enables the site to use solar energy even when the sun is not shining and it will generate over a third of the site's power usage and save 169 tonnes of carbon every year.

Driving economic growth

City and Regional Growth Deals are designed to drive an inclusive and dynamic economy that can benefit all with long-term projects to enhance skills provision, drive innovation, create opportunities to access higher-paid jobs and act as a catalyst for regeneration of deprived areas. Key achievements over the last year included the opening of the SeedPod project within the Aberdeen City Region Deal which provides ambitious food and drink businesses with commercial facilities, sector expertise, growth support, and industry connections under one roof. It will support businesses to improve productivity, increase exports and create new jobs while making the region a leader in low carbon and environmentally sustainable food production. The Edinburgh Futures Institute project within the Edinburgh and South East Scotland City Region Deal also opened. The Institute, which is located in the former Edinburgh Royal Infirmary building is a data-driven innovation hub driving interdisciplinary research, teaching and entrepreneurship, using data to address real world opportunities and challenges.

Last year saw the opening of the Crop Innovation Centre located at the James Hutton Institute which forms part of the Tay Cities Region Deal. Projects within the centre, include the Advanced Plant Growth Centre which will be an innovation centre project led by Industry and delivered by the James Hutton Institute, looking at emerging disruptive global technologies in total controlled environment agriculture, and the International Barley Hub which will be a world-class, state of the art, contemporary plant science innovation hub and translational research centre of excellence promoting Scientific Discovery, Innovation and Internationalisation. Also opening last year was the Govan-Partick Bridge project within the Glasgow City Region Deal which is the first pedestrian/cycle crossing over the Clyde and will improve connectivity between the two areas, including connecting the University of Glasgow and the Queen Elizabeth University Hospital.

The Islands Programme delivered a £3 million funding package to help improve infrastructure on Scotland's islands. The creation of new onshore facilities at the

community-owned Staffin Harbour on Skye received over £409k in 2024-25 which will deliver economic benefits from in-direct increased local spending through more people coming through the Harbour on a daily basis. The Trotternish peninsula is one of the most disadvantaged areas on Skye and the community has been extremely supportive of the project. The ongoing rebuild of the Fair Isle Bird Observatory following the 2019 fire, received nearly £205k in 2024-25. The Observatory attracts visitors from around the world and has brought employment and income to Fair Isle since 1948. Once completed, the new one will continue to do so as the Observatory's existence on the island is key to ongoing economic survival and sustainability.

In Transport, over £683 million was invested in safely operating and maintaining the trunk road network in 2024-25. Good progress was also made in achieving the first two milestones of our A9 Dualling Delivery Plan with the commencement of procurement for the Tay Crossing to Ballinluig project in May and in July the contract was awarded to dual the A9 between Tomatin and Moy. A significant milestone was also reached to tackle the landslide issues at the Rest and Be Thankful with the publication of draft Orders for both the medium and long term solutions. The statutory authorisation process for the A9/A96 Inshes to Smithton City Deal project and the A96 Dualling Inverness and Nairn (including the Nairn Bypass) scheme were completed and work is being progressed on both schemes to determine the most suitable procurement option for delivery and thereafter a timetable can be set. In November, the outcomes for the A96 Corridor Review were published in draft for consultation and the 12-week consultation ended in February and all feedback is now under active consideration.

New train stations opened in Leven and Cameron Bridge in June as part of the Levenmouth rail project with an investment of over £116 million. It was delivered by Network Rail and ScotRail and reconnected Leven and Cameron Bridge to Scotland's railway network for the first time in more than half a century. The historic reintroduction of the railway line has improved connectivity for local communities, providing greater access to education, entertainment, and employment. We also provided over £1.4 billion to support the provision of the ScotRail and Caledonian Sleeper passenger rail services and for the safe operation, maintenance, and renewal of the rail network

Growing the economy requires building the infrastructure required for businesses and people to flourish. Businesses increasingly must make use of the internet to successfully function and the pandemic has resulted in a greater prevalence of jobs that can be carried out (at least in part) remotely. Improving access to digital connectivity infrastructure will support both businesses and jobseekers across Scotland, ensuring that all parts of the country benefit as our economy grows. It is anticipated that over 20,000 connections will have been delivered through the three R100 contracts during 2024-25. As at February, the three Reaching R100 programme contracts for North, South and Central have delivered a total of 54,108 contracted premises and an additional 16,460 non-contracted "overspill" premises. Over 4,900 faster broadband connections have also been delivered thanks to the R100 Scottish Broadband Voucher Scheme as at February. Our award-winning Scottish 4G Infill (S4GI) programme, which has invested £28.7 million to deliver future-proofed 4G infrastructure, continues to improve everyday life in 55 rural and island communities. This will be enhanced by the UK Home Office-led Emergency Services Mobile Communication Programme (ESMCP) which has now completed a period of extended re-procurement and has new suppliers in place to deliver the programme. Investment in the Emergency Services Network (ESN) will deliver improvements to 4G

mobile network coverage across Scotland which will be accessible beyond the emergency services. The availability of an extended commercial mobile telephone network will facilitate greater remote communications capability for local communities for personal and business purposes.

At the end of December, we had delivered 26,039 homes towards our affordable homes target. Our ambition to deliver 110,000 affordable homes by 2032 will leverage in spend from private and social partners to support a total investment package of around £20 billion, supporting on average between 12,000 and 14,000 full-time equivalent jobs in the Scottish construction and related sectors each year.

The Scottish Land Fund which had a budget of £7.1 million for 2024-25, has enabled community groups to purchase assets within their own community to support their aspirations for their local community. Whether it is bringing unused assets back into productive use or ensuring that existing ones continue to be used and developed further, communities taking control of local assets is helping to build local community wealth and wellbeing and contributes to the wider economic benefit as a result.

Supporting public services

In the fourth year of its six-year charge control period, Scottish Water had invested a total of £847 million by the end of 2024 to maintain and improve services across Scotland. Scottish Water's capital programme continues to support housing and business growth across the country. In Winchburgh, West Lothian £35 million was invested in an innovative new wastewater treatment works, supporting a projected population increase from around 4,000 people to over 16,000 by 2032. A further £60 million was invested in upgrading Invercarnie water treatment works, increasing the capacity from 75,000 to 300,000 customers receiving fresh, high-quality water across Aberdeenshire. Scottish Water continues to work with developers and Local Authorities to ensure any upgrades to its water and wastewater network infrastructure are delivered to support development. In the current charge control period, it has invested £242 million in treatment capacity for water and wastewater services to date.

The Learning Estate Strategy which underpins the Learning Estate Investment Programme (LEIP), encourages the consideration of integration of public services to enhance service delivery and user experience. LEIP school projects include publicly accessible sport and leisure facilities, community learning and development spaces, service desks and libraries. In addition, consideration has been given to campuses which include healthcare provision. Three projects opened last year benefitting 3,300 pupils. LEIP will support school projects with an estimated construction value of £2 billion across all local authorities who submitted projects and the investment is boosting the local economy, the construction industry, and helping economic stimulus with the creation of jobs. Six projects with a value of £353 million started construction in 2024-25.

The second phase of the Golden Jubilee Foundation Hospital Expansion Programme in Clydebank saw a new Surgical Centre open which provides an expansion of elective surgical capacity, specifically orthopaedic surgery and endoscopy procedures. NHS Lothian's Oncology Enabling Projects, Edinburgh Cancer Centre completed and this included two units which will provide vital care and treatment to some of the most unwell patients in Scotland in the shape of the new Cancer Assessment Unit and oncology ward for systemic anti-cancer treatment at the cancer centre in the Western General Hospital.

The new North East Hub health and social care facility at Parkhead in Glasgow opened which will bring together a number of community health and social care services across different sites and will provide services for children, adults and older people, addictions, justice, homelessness, sexual health and health improvement. The Hub also includes General Practitioner services, community pharmacy and dental services and provides community spaces including bookable rooms, the relocated Parkhead library, and a café.

The major vessels replacement programme continues to progress and the MV Glen Sannox (Motor Vessel) entered service in January. This is the first of two new dual fuel LNG (Liquefied Natural Gas) and MGO (Marine Gas Oil) vessels which will be deployed to serve on the main Arran route to Brodick, initially from Troon, but then switching back to Ardrossan when required port works are complete. These vessels and port works will ultimately deliver improved reliability, resilience, and capacity for communities and businesses who rely on what is one of the busiest routes on Clyde and Hebridean network. In addition to the new vessel delivery, investment in port works on the three ports serving the Little Minch routes and three of the ports serving the Islay routes has progressed significantly, with most now largely complete in advance of new vessel delivery from summer 2025.

Last year £29.8 million of funding was provided to support place-based community-led regeneration in our most disadvantaged communities. Investment included a direct allocation to local authorities of Place Based Investment Programme (PBIP) funding, support through the Regeneration Capital Grant Fund (RCGF), Low Carbon Vacant and Derelict Land Investment Programme (VDLIP), and continued support to Clyde Gateway. Local government received almost £5.5 million through PBIP which is contributing to projects targeted at improving community-led facilities, green spaces, active travel and public realm projects. RCGF delivered in partnership with COSLA (Convention of Scottish Local Authorities) and local government is supporting locally developed place based regeneration projects that involve local communities. In 2024-25, existing projects awarded funding in previous funding rounds continued to receive support for both RCGF and VDLIP and Clyde Gateway were provided £1 million of capital funding to support their regeneration programme to inward investment and improvement for the people and communities across the east end of Glasgow and South Lanarkshire.

The City and Regional Growth Deals Programme aligns with the Scottish Government's overall programme of public service reform to ensure our public services are inclusive, sustainable, and effective in improving people's outcomes. The Glasgow City Region City Deal has led to the development of the City Region partnership, which has enabled enhanced greater regional working, contributing towards public sector reform. This year, that has included the conclusion of the 'Reprogramming Exercise', which has seen the reallocation of £129 million of Deal funding to projects with intraregional inequality as a key driver for funding allocations. The Data Driven Innovation Hubs developed and supported through the Edinburgh and South East Scotland Deal are working to enhance the effectiveness and efficiency of a range of public services, including health and social care, child protection and policing through more effective use of data to help tailor and target provision. The wider programme has enabled the development of regional partnerships across Scotland which have been the catalyst for other areas of joint working for improved efficiency and impact. In the past year, this has included delivery of Investment Zones in the Glasgow City Region and the North East, and regional delivery of the Electric Vehicle Investment Fund.

Within the Islands Programme, the £346k project to build new airfield terminals on the Orkney islands of Eday and Westray is critical for communities to access public services such as NHS facilities, local authority social care services, and wellbeing centres on the Orkney Mainland. Highland Council received £350k to deliver road widening schemes on the isle of Skye which will seek to ease access issues for residents, improve the tourism offer and support the delivery of health and social care services.

The Cloud Platform Service (CPS) which went live in 2024, is a secure, scalable, platform offering cost effective cloud-based solutions to accelerate digital transformation for the Scottish Government and the wider Scottish public sector. Its centralised cloud-based platform offers resilient, secure landing zones for customers and supports the delivery of the Digital Strategy commitment to provide common components to transform services by having simplified access to cloud technologies. It is designed to enable the Scottish Government and Scottish public sector organisations to realise the benefits of public cloud hosting. The benefits customers are able to realise include the likes of discount cloud usage rates, existing provider contracts, and access to pre-configured security features.

The ninth round of the CivTech programme saw a number of Challenges that directly addressed key public sector service issues such as including protecting the public sector against ransomware and other forms of cyber-crime, increasing access to public services, and offering an individualised communications channel that interacts with public sector services. Round ten currently includes Challenges with multiple public sector organisations such as improving situational awareness for emergency responders and making the sharing of data across organisations seamless and easy.

Within digital planning, the Digital Development Consents programme is responsible for driving forward digitalisation of planning as a key public service. In 2024-25 an inbound transactional payment system was developed in close collaboration with local government and planning authorities. The first partner, Loch Lomond & Trossachs National Park went live at the beginning of April this year. This new payment solution delivers an improved customer experience and reduces the current fragmented application journey. It also delivers productivity benefits for local government handling payments, reducing manual steps which in turn is expected to reduce the number of invalid applications caused by payment errors. In December, a new integrated planning fee calculator was launched and a second fee calculator for building standards applications was launched on 1 April 2025 to align with changes to fee structure.

The UK Home Office-led Emergency Services Mobile Communication Programme (ESMCP) to replace the existing Airwave Radio Network will provide mission mobile-based critical communications across the three Emergency Services (3ES). The Emergency Services Network (ESN) will make an important contribution to ensuring that we have sustainable public services in Scotland. The activation of new mobile sites, being built for the ESN in Scotland are expected to become operational during 2025-26. ESN will enable wider access to emergency 999 calls in some of the most remote and rural parts of Scotland. This will mean the emergency services and other first responders will have access to mission critical communications for operations and in addition, for the first time, use the same secure and prioritised platform for sharing vital data information and expertise quickly and securely to and from the frontline when it is needed most. ESN will play a key role in ensuring the safety of the public and emergency service workers.

The digital infrastructure proposed for the new HMP Highland will assist the Scottish Prison Service (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. 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 locations, principally the Central Belt. The new HMP Highland will enable SPS to better support local courts by providing additional accommodation for court access, reducing journey times from the central belt for young people and women in particular.

Tackling child poverty

The new Dunfermline Learning Campus project which is due to be completed by September this year and fully operational by January/February 2026, will tackle poverty by upskilling and providing learning opportunities to the community. Fife College will work together with schools to provide learners with a more extensive curriculum offering than is currently available and a much-enhanced offer to regional employers. The shared learning campus will open many different routes for young people in Fife by improving attainment, employability skills and positive destinations. The new campus will contribute to tackling child poverty by ensuring the College is capable of responding to the changing demographics of the region and by providing education and training required at Scottish Credit and Qualifications Framework (SCQF) levels.

The Learning Estate Investment Programme (LEIP) is improving the learning environment for children to support positive school experiences by providing nurturing environments. LEIP school building projects are tailored to provide the spaces necessary to meet the needs of local communities, families and individual children.

At December 2024, we had delivered 26,039 homes towards our 110,000 affordable homes target, of which 19,945 (77%) are homes for social rent. An estimated 2,669 households with children have been helped into affordable housing in the year to December 2024 and keeping social rents lower than market rents benefits approximately 140,000 children in poverty each year.

As part of our new model for Active Travel delivery, £35 million was distributed directly to local authorities last year to deliver improved Active Travel infrastructure through our new Active Travel Infrastructure Fund (Tier 1). This new Fund provides greater flexibility to meet local priorities and improve longer-term confidence in funding provision, and is distributed through a new methodology which prioritises funding in areas of income deprivation. A further £19 million was invested across Scotland's seven Regional Transport Partnerships to deliver behaviour change initiatives such as improving access to bikes and increased cycle storage where it's most needed. Our investment in Bikeability Scotland has continued to deliver record levels of participation, giving more than 60,000 school aged children essential cycle skills and confidence.

All City and Regional Growth Deal projects are required to carry out Equality Impact Assessments and to evidence how they will strive to create economic opportunities that are accessible to all. Over time they are expected to create new employment, training and other economic opportunities for people across Scotland which will contribute towards our

shared objective to eradicate child poverty. The Innovative Assisted Living - Fit Homes project within the Inverness and Highland City Region Deal aims to provide sustainable, affordable, replicable, cost-effective, design-led homes that people can live in 'from cradle to grave,' complete with technology that supports vulnerable people to live more independently and may help prevent hospital admissions, predict health events, and monitor the physiology of tenants. The project has delivered 33 new FitHomes units, 16 with integrated technology, and retrofitted a further 11. All are located in Dingwall, Dalmore, Inverness, Lairg, and Nairn. The Affordable Housing project within the same Deal aims to build over 500 new affordable houses for young Highlands residents or those planning to move there. Led by Highland Council it has already completed 48 homes and Highland Council is working on 78 more, aiming for a total of 168.

Within the Islands Programme, the Ionad Eilean na h-Òige project, or "Island of Youth Centre" on Eriskay, received the largest award the programme made in 2024-25, worth £651k. The Centre's initiatives, including child play and health courses, directly impact the quality of life for residents and align with these broader goals. The £50.5k expansion of the community led and managed Taigh Chearsabhaigh Creative Hub on North Uist, will work toward tackling wider local issues including child poverty, through financially accessible programming, improved local economic opportunity, and enhancing cross-sector access to public funding. The Hub will support improved chances to widen local skills development through workshops, educational courses, mentoring, and volunteering.

HMP Glasgow's community fund has supported local children and youth initiatives within the past year as well as an effective engagement programme with local schools to encourage careers in construction. Moving forward HMP Glasgow aims to develop and arm's length community interest company with one of the aims on improving the health and wealth of local children through direct engagement and support. This scope will include minimising the financial burden imprisonment has on families and building on the positive work that the family services team has developed in Barlinnie.

Major project activity

Over the course of 2024-25, the following major infrastructure projects completed construction and opened to the public as reported within our six-monthly major capital project updates:

- Levenmouth Rail project (£116 million)
- National Waiting Times Centre Board – Hospital Expansion Programme – Phase 2 (Golden Jubilee Surgical Centre) (£82.5 million)
- NHS Greater Glasgow and Clyde - North East Hub project (£67.3 million)
- NHS Lothian - Oncology Enabling Projects, Edinburgh Cancer Centre (£24.7 million)

Major infrastructure projects planned to complete construction during 2025-26 include:

- East Kilbride Rail Enhancement
- Markle Level Crossing Bridge Replacement
- MV Glen Rosa (forms part of the CMAL – Two new 100 metre ferries project)
- NHS Ayrshire & Arran - Foxgrove (National Secure Adolescent Inpatient Service)
- Dunfermline Learning Campus (College element)

Major projects which commenced construction in 2024-25 included NHS Greater Glasgow and Clyde's Radionuclide Dispensary, HMP Highland and HMP Glasgow. Major infrastructure projects which will commence construction during 2025-26 include the A9 Dualling Tomatin to Moy and the A9 Dualling Tay Crossing to Ballinluig.

Reporting

The IIP includes both programmes and projects. Programmes co-ordinate, direct and oversee the implementation of a set of related projects. Projects have defined start and end points (usually time-constrained and often constrained by funding or deliverables) and are undertaken to meet unique goals and objectives. Projects can be part of a programme but are not always.

As well as annual IIP Progress Reports, we also normally report on the programmes and projects within the IIP on a six-monthly basis by way of an IIP Major Capital Projects Progress Update, IIP Project Pipeline Update, and IIP Programme Pipeline Update. However, our December 2023, August 2024 and February 2025 reporting reflected the funding decisions set out in Scottish Budgets and only an IIP Major Capital Projects Progress Update report was published. This was due to the significant pressures on our capital budget as the high level of inflation experienced in the construction sector in recent years which has permanently increased the cost of delivering infrastructure. We plan to resume both the programme and project updates in 2026 following a revisit of our infrastructure pipeline later this year which will state what will be delivered within the extended IIP period up to 2026-27.

The latest IIP Major Capital Projects Progress Update as well as previous progress, programme and project reports relating to the IIP can be found on the Scottish Government website at [Infrastructure Investment Plan](#).

The latest information relating to projects within the IIP Major Capital Projects Progress Updates and their accompanying climate change targets, strategic outcomes and their contribution made to local economic development, can be found at Annex B.

Infrastructure Commission for Scotland

In 2020, the short-life [Infrastructure Commission for Scotland](#) (ICfS) identified key strategic priorities in Scotland to be made to boost economic growth and support public services. Annex A includes an update on the progress against the broad themes of the Commission's recommendations.

Future Infrastructure Investment Plans

The Medium-Term Financial Strategy (MTFS) published on 23 May 2023 announced our intention to extend the Infrastructure Investment Plan (IIP) period by one year. This means the current IIP will now run to 2026-27 and the next IIP will cover the period from 2027-28.

Development of the next IIP is currently underway and this will be informed by our work with the Scottish Futures Trust to deliver an infrastructure improvement programme that is guided by the recommendations of the Infrastructure Commission for Scotland.

The Infrastructure Pipeline

The Infrastructure Investment Plan 2021-22 to 2025-26 established a pipeline of projects and programmes with an expected total capital value of around £26 billion. The share of direct Scottish Government investment in these projects over that five-year period was expected to be circa £15 billion.

While we report regularly against this pipeline, our reporting includes a subset of projects and programmes that meet certain thresholds and is not the entirety of our capital budget. The capital budget for the same period was expected to be £33.5 billion at the time of publication.

We are now four years into this Infrastructure Investment Plan and, as set out above, there has been sustained pressure on our spending power caused by a combination of challenges – a real terms cut to capital funding, higher than anticipated interest rates, sustained construction inflation and labour market constraints caused by EU (European Union) Exit, the war in Ukraine and the pandemic. We have been open with the public and parliament that we can no longer afford all of our original pipeline. We have committed to publish a new infrastructure pipeline following the UK Spending Review.

Improving infrastructure delivery

The Scottish Government with the support of SFT have established a Planning, Infrastructure and Place Advisory Group (PIPAG). The group will help drive forward joined up, place-based delivery of development and infrastructure in Scotland. The core group met for the first time on 14 June 2023 and further details on their work can be found at [Planning, Infrastructure and Place Advisory Group](#)

We are working across the opportunity areas of the [Green Industrial Strategy](#) to develop a framework for supply chains to support the Green Energy transition and associated housing. The construction industry will play a vital role in supporting a Just Transition to

Net Zero, and further developing the supply chains for renewable energies, carbon capture, and the housing needed to enable growth.

We are working with the industry through the ministerially led [Construction Leadership Forum](#) (CLF) to support the green energy transition and to embrace the opportunities that green economic growth will bring. The CLF which is now supported by the Scottish Government's Supply Chains Innovation Unit, launched the [Transformation Action Plan](#) in January 2024. This was codesigned with industry and aligns with the [National Strategy for Economic Transformation](#). In line with the [New Deal for Business](#), it is now working closely with industry and agencies on delivery of the Plan through 10 collaborative CLF working groups with co-chairs and members drawn from across the industry and public sector. Recently, these groups have been:

- Highlighting investment opportunities – the Pipeline Working Group has published the updated [Forecast Tool](#) with a value of works of £17.2 billion listed by 45 different organisations. This is enabling investment by giving industry long sight lines on the pipeline of work and contributing to improvement of sustainable procurement pricing with the Scottish Government launch of the [Graduated pricing mechanism guidance: CPN 3/2024](#)
- Improving Quality – Quality charter recently surpassed 100 commitments from the sector
- Utilising Data – the Data Working Group published a major upgrade to the Construction Data Dashboard in April 2025
- Increasing Productivity – the Modern Methods of Construction Working Group is focussed on increasing awareness of the range of offsite manufacturing options that can help improve the speed and quality of delivery

Annex A: Progress on the Infrastructure Commission for Scotland's recommendations.

The following information relates to the latest progress of the recommendations made by the Infrastructure Commission for Scotland (ICfS) in its Phase 1 & 2 Key Findings report.¹

Phase 1 Recommendations

Leadership

Recommendations under this theme include the introduction of a transparent infrastructure prioritisation framework and a 30-year infrastructure needs assessment to inform the next Infrastructure Investment Plan (IIP).

The Scottish Government are using the ICfS recommendations to guide an infrastructure improvement programme that aims to improve infrastructure delivery and performance underpinned by a strategic plan and framework for longer term decision making. Work continues with the Scottish Futures Trust (SFT) to deliver the Infrastructure Improvement Programme, including work to develop a system wide Infrastructure Needs Assessment to support delivery of the next IIP.

As highlighted in last year's progress report, the Medium Term Financial Strategy (MTFS) published on 23 May 2023 committed to extend the current IIP by one year, taking it to 2026-27.² The next IIP will therefore be implemented from financial year 2027-28.

Making the most of existing assets

Recommendations under this theme include maintaining existing infrastructure over new infrastructure and to favour shared facilities over construction of new, single purpose assets. The development of guidance for relevant authorities to infrastructure maintenance and prioritisation; to establish a route map for the implementation of a system of resource use, reduction, collection, treatment and repurposing; and to develop a clear implementation plan, to address critical natural and built infrastructure climate resilience and adaptation need.

The Scottish Government responded to this recommendation in the IIP 2021-22 to 2025-26 with the Infrastructure Hierarchy, and this remains a cornerstone of our investment decision making. Our colleagues at SFT have also published a Public Sector Asset Strategy and this work continues to be embedded across the public sector.³

The Scottish Government continues to implement the Scottish Climate Change Adaptation Plan 2 (SCCAP2) programme, with annual progress reporting to the Scottish Parliament.⁴

¹ [Infrastructure Commission for Scotland](#)

² [The Scottish Government's Medium-Term Financial Strategy - gov.scot](#)

³ [Asset Strategy Guidance](#)

⁴ [Part 2: Second Scottish Climate Change Adaptation Programme - Climate Ready Scotland: climate change adaptation programme 2019-2024 - gov.scot](#)

Alongside delivering SCCAP2 in January 2024, the First Minister launched the third Scottish National Adaptation Plan in September 2024.⁵ This plan is our most comprehensive response to date to ensure Scotland is building our resilience in the face of a changing climate. The plan sets out over 200 commitments across a wide policy landscape, bringing forward a range of tools, guidance and support for the wider public and private sectors and households, so lives and livelihoods can continue to thrive in a changing climate.

Scotland's Circular Economy & Waste Route Map to 2030 was published in December 2024.⁶ The final document sets out an ambitious plan to deliver 11 priority actions to drive sustainable use of our resources and progress a circular economy in Scotland by 2030. The Route Map includes clear timelines to deliver these actions to maximise progress, as well as outlining areas where the pace can be accelerated should the future fiscal situation allow before 2030. This follows two Route Map consultations in 2022 and 2024, with consistently high levels of support for the proposals. The priority actions reflect the feedback from the most recent consultation, including from businesses and local government, ensuring we can deliver focused and targeted progress towards a circular economy, that is both affordable and deliverable.

Delivering a system-wide transformation to 2030 is a shared challenge and we will be working closely with local government and the business community to ensure the approach has collaboration and co-design at its heart. The Route Map's actions are complemented by provisions in the Circular Economy (Scotland) Act 2024 – together they will help us achieve our sustainable resource and climate goals.⁷

Additionally, the Scottish Government is aiming to finalise the next Climate Change Plan in spring 2026 which will set out policies and proposals on mitigation for the period up to 2040.

Transport

On transport, ICfS recommended that Scottish Government and Transport Scotland should ensure that its new National Transport Strategy and Strategic Transport Projects Review 2 fully reflects an inclusive net zero carbon economy and consider infrastructure and the use of it as a holistic system. Scotland's National Transport Strategy (NTS 2) fully reflects the need to deliver our ambitious net zero targets, with the Sustainable Travel Hierarchy and Sustainable Investment Hierarchy at its core.⁸

In December 2024, Transport Scotland published the fourth NTS Delivery Plan⁹ which outlines a range of actions being taken forward by the Scottish Government in 2024 and 2025, including continuing to support the development of Scotland's electric vehicle charging infrastructure, implementing the actions from the Aviation Statement; and

⁵ [Climate change: Scottish National Adaptation Plan 2024-2029 - gov.scot](#)

⁶ [Scotland's circular economy and waste route map to 2030 - gov.scot](#)

⁷ [Circular Economy \(Scotland\) Act 2024](#)

⁸ [National Transport Strategy | Transport Scotland](#)

⁹ [Fourth Delivery Plan: Introduction | Transport Scotland](#)

developing the Trunk Roads Adaptation Plan¹⁰ and the Rail Services Decarbonisation Plan.¹¹ Alongside the Delivery Plan, Transport Scotland published the NTS Monitoring and Evaluation Report, outlining progress towards achieving the outcomes in the Strategy against a 2019 baseline.¹²

Development of the second Strategic Transport Projects Review (STPR2) Delivery Plan is underway. This takes account of the current financial climate and is examining existing schemes across all modes in addition to the longer term STPR2 recommendations. The Scottish Government will continue to consider its longer-term infrastructure plans after we receive clarity from the UK Government over our multi-year capital funding envelope following completion of the UK Government's Spending Review in Spring 2025.

Furthermore, to enable a managed transition to an inclusive net zero carbon economy road infrastructure, the Scottish Government's draft route map for reducing car use contained a commitment to further explore equitable options for demand management.¹³ This research, published in December 2024, therefore considers the need to protect people in rural areas, on low incomes or who share protected characteristics. While the conclusions reached by the consultants do not represent Scottish Government policy, the research produced adds Scotland-specific advice to the evidence base on how to reduce car use fairly. This is made available to central and local governments to inform their own policy development and decision making on demand management going forward. It sets out clearly the emissions, equality and socio-economic impacts of each shortlisted option, including mitigations.

Taxation of the motoring transport sector – Fuel Duty, Vehicle Excise Duty and the rates of VAT for charging infrastructure – is reserved to the UK Government and they must act to ensure these taxes are fit for purpose as the sector increasingly shifts to electric vehicles (EVs). Motoring tax reform was an agenda item of the Inter-Ministerial Group on Transport in March 2025. Ministers discussed the relationship between motoring taxes and the transition to Electric Vehicles (EVs), as well as the potential impact of developing technology on the EV charging landscape. Ministers agreed to keep an open dialogue on the matter and to share details with His Majesty's Treasury (HMT). The Scottish Government believes that motoring tax policy should evolve to reflect changes in the transport sector and compliment wider transport policies and net zero objectives. The Scottish Government continue to press UK Government to engage on motoring tax reform, and it must be on a four-nation basis to ensure our diverse communities and geography are treated fairly.

Finally, ICfS recommended that Scottish Government and Transport Scotland develop a new investment appraisal and decision-making process. Investment Decision Making (IDM) is being considered as part of the ongoing work on the STPR2 Delivery Plan. The intention is that an IDM Guidance Update will follow thereafter.

¹⁰ [Strategic Outcomes and Sub-Outcomes Summary Tables | Transport Scotland](#)

¹¹ [Rail Services Decarbonisation Action Plan | Transport Scotland](#)

¹² [Monitoring and Evaluation Report 2024 - National Transport Strategy | Transport Scotland](#)

¹³ [A route map to achieve a 20 per cent reduction in car kilometres by 2030 | Transport Scotland](#)

Regulation

ICfS made recommendations regarding Energy and Telecoms regulation, and for the Scottish and UK Governments to work together to develop an appropriately devolved regulatory and pricing framework that enables energy and telecoms infrastructure investment to be planned and delivered to meet the future needs of Scotland.

The regulatory and pricing framework around telecoms is wholly reserved to UK Parliament. However, the Scottish Government has continued to play an active role - working with UK Government and Ofcom to highlight Scotland-specific issues and ensuring that wider barriers to telecoms deployment in Scotland are understood and addressed. For example, in the past year, the Scottish Government amended building standards to require developers to ensure that all new build homes can access gigabit broadband.

There were recommendations regarding formal regulation around water provision and flood management. Scotland's First Flood Resilience Strategy was published in December 2024 and sets out what is needed to make our communities more flood resilient over coming decades.¹⁴ This Strategy is evidence of Scottish Government's long-term commitment to flood resilience and has been developed in direct response to the climate emergency and the challenges that Scotland faces. An additional £15 million has been set aside in the 2025-2026 Scottish Budget to support the delivery of the Strategy, wider flooding resilience and coastal adaptation work. The strategy puts people at the heart of the process and supports an increase in the range and rate of delivery of actions both to manage our flood exposure, and to reduce the impacts of flooding when it does occur.

The Scottish Government consulted (from November 2023 to February 2024) on the proposed strategic principles, and considerations in developing policy for the future of the water industry.¹⁵ Following the consultation in 2024, policy proposals for water, waste and drainage network management are ongoing with work across all water sector partners. Additional governance work is ongoing to clarify roles and responsibilities across the partners to support the forthcoming strategic review of water charges for the next regulatory period.

Digital and Technology

The ICfS recommended the Scottish Government provide the leadership required to ensure the delivery of a full-fibre network by 2027 to enable the transition to 5G.

Scottish Government-led investment programmes are continuing to extend full fibre networks into non-commercial areas. The R100 programme exceeded the 2024-25 PFG commitment to deliver 20,000 connections and deployment continues into 2025-26 - bringing future-proofed infrastructure to some of our hardest to reach communities.¹⁶ Scottish Government is also collaborating with UK Government on the delivery of Project Gigabit in Scotland - a UKG-funded initiative that aims to extend full fibre and gigabit-

¹⁴ [National Flood Resilience Strategy - gov.scot](#)

¹⁵ [Water, wastewater and drainage: consultation analysis - gov.scot](#)

¹⁶ [Delivering R100 - gov.scot](#)

capable coverage as far as possible across the UK. The Scottish Government has launched four local and regional procurements in the past year, with one contract awarded (as at April 2025) and more to follow during 2025. This fibre infrastructure will extend capability across a range of digital services, including 5G.

Furthermore, ICfS recommended that Scottish Government should ensure Scotland's place in the world and increase its international presence and connectivity resilience. Scottish Government is working closely with Scottish Enterprise (SE) and Scottish Development International to position Scotland as a location for green data hosting and new international fibre cables. Green Data Centres are one of the target industries highlighted in the 2024 Green Industrial Strategy and a range of activity is underway to attract new investment to Scotland and to support the growth of the indigenous data centre market.¹⁷ Scottish Government and SE are also collaborating with UK Government on the AI Growth Zones initiative, which has seen several Scottish local authorities express an interest in hosting data centres. Scottish Government Officials, including the Minister for Public Finance, presented the Scottish Government's strategic interest international fibre optic cables at the March 2025 plenary of the European Subsea Cable Association and engaged proactively with major subsea market players.

Lastly, the ICfS made a recommendation to consider the future data requirements and data potential for all new publicly funded infrastructure and the use of digital services associated with the assets. This work continues to be incorporated into the broader Data Maturity offer, which is part of the Scottish Governments Digital Programme, enabling organisations to make better decisions when designing and building high quality, user-focussed digital public services.¹⁸

The role of the public

The Scottish Government has committed to a multi-stakeholder approach to the next Infrastructure Investment Plan. Work continues with SFT to improve engagement on infrastructure improvement work. This has strong links to the Open Government Action Plan 2021-25, which has fiscal openness and transparency as one of its five core objectives.¹⁹

¹⁷ [Green industrial strategy - gov.scot](https://www.gov.scot/publications/green-industrial-strategy/pages/10-to-15.aspx)

¹⁸ [Data Maturity Programme - Scottish Digital Academy](https://www.gov.scot/publications/data-maturity-programme/pages/1-to-5.aspx)

¹⁹ [Scotland's Open Government action plan: 2021 to 2025 - gov.scot](https://www.gov.scot/publications/open-government-action-plan-2021-to-2025/pages/1-to-5.aspx)

Phase 2 Recommendations

Prioritisation and decision making

In Phase 2 of its recommendations, ICfS recommended that, to support infrastructure decision making that will prioritise an inclusive net zero carbon economy, the Scottish Government should ensure implementation of our phase 1 Report recommendations. As outlined above, Scottish Government continue to implement and report updates on these recommendations.

Systems and behaviours

ICfS recommended that the "one public sector" outcome-based approach should be developed for Scotland's places. This would build on changes within the Planning Scotland Act (2019), establishing a clear duty to co-produce and co-deliver existing and proposed spatial plans and includes the necessary shared accountability measures.²⁰ How this effectively compliments and learns from Community Planning Partnerships, Local Area Improvement Plans, Locality Plans and Local Place Plans should be reviewed, to make as efficient and streamlined as possible, while ensuring collaboration becomes a required practice.

Scottish Government continue to promote the Place Principle in collaboration with COSLA which sets out an approach to delivering good and improved places.²¹ For those responsible for managing services in a place, the Place Principle encourages us to work more collaboratively across sectors and with communities. It asks us to first address the distinct needs of a place, embed a shared vision for improving or changing the place; and to combine our knowledge, resources and investment where possible to maximise the impact of outcomes for local people.

To help put the Place Principle into action, a Place Framework was designed as a consistent appraisal process to ensure that any investment decision is aligned well to local place priorities. The Place Framework proposes that before investing in a place, it is first necessary to have established a common place narrative, a shared action plan and a meaningful oversight structure.

Enabling digital technology

ICfS recommended for a centrally held data resource to be developed, to provide open-source data that will inform place need and demand, including effective asset development, refurbishment and use, for an inclusive net zero carbon economy.

Progress has been made with targeted activities. In April, a new inbound payment service went live in private beta with Loch Lomond and the Trossachs National Park Authority. This has introduced the ability to pay by card, either by the applicant or the client submitting the application on their behalf. Behind the scenes, it has made it easier to request additional payments where the incorrect fee has been paid and introduced a

²⁰ [Planning \(Scotland\) Act 2019](#)

²¹ [Place Principle: introduction - gov.scot](#)

simplified refund process. The new service will extend to two more private beta partners in the coming months, with the public beta roll out to take place from summer 2025.

Multi-year funding is in the final stages of being secured for a new Apply service to replace eDevelopment. External expertise will be commissioned for the build, with a tendering process due to get underway this spring/summer. The service will be delivered in phases, with development scheduled to begin in autumn 2025. The first version will be live by summer 2026, followed by further iterations thereafter. The programme team have begun engagement with stakeholders and, as the project progresses, will continue to work closely with all partners to shape the service as it develops.

Resources

The ICfS recommended Scottish Government, in partnership with the private sector, third sector and communities, should further develop and harness the essential skills to develop and improve our places. This should include establishing and directly supporting an appropriately experienced and co-ordinated skill resource for the prioritisation, planning and delivery of infrastructure, which is available to all local authority stakeholders, across spatial levels. In early 2025, Scottish Government launched our Future Planners Programme to strengthen Scotland's planning profession.²² The programme will provide 18 student planners a fixed term contract within Scottish Government whilst being supported to undertake a post graduate degree in planning. In addition to the Future Planners Programme, Scottish Government are offering 30 post graduate students a bursary to support them through a post graduate planning degree.

In March 2025, Scottish Government launched our Skills Commitment Plan which is led by Scottish Government and supported by a range of public and private organisations.²³ The Commitment Plan rolls out a co-ordinated monthly training programme to increase planning skills across the country.

The Scottish Government are thankful to the Commission for their recommendations and work will continue to implement the recommendations. As noted in the 2024 Annual Progress Report, many of the ICfS recommendations are complete. An update on the progress of the ICfS recommendations that are still ongoing will continue to be published annually.

²² [Future Planners Programme 2025: candidate guide - gov.scot](#)

²³ [National Planning Skills Commitment Plan - gov.scot](#)

Annex B: Major capital projects - climate change targets, strategic outcomes and contribution made to economic development.

The following includes information relating to projects within the IIP Major Capital Projects Progress Update for February 2025 and their accompanying climate change targets, strategic outcomes and the contribution made to local economic development.

Sector: Transport

Project: A9 Dualling Tomatin to Moy

How does the project support the Scottish Government's Climate Change Targets:

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.

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 and exploration of innovative alternative design solutions.

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

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. from renewable sources rather than fossil fuel generators).

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. 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. The appointed contractor will also propose a number of community enhancements in and around the project to provide lasting benefits for local communities.

How does the project contribute to Local Economic Development: The contract includes a significant emphasis on community benefits and social value. Such benefits include creation of employment and training opportunities, including an onsite training facility to be shared with communities surrounding the project, supporting small and medium sized enterprises through local subcontract opportunities and maximising opportunities for Supported Businesses and Social Enterprises as well as an emphasis on improving health and wellbeing of workforce.

The 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 improved connectivity to public transport with upgrades to approximately 10km of non-motorised user routes to encourage active travel such as walking and cycling.

Project: A9 Dualling Tay Crossing to Ballinluig

How does the project support the Scottish Government's Climate Change Targets: Every effort is being made to mitigate the environmental impacts of this project. We value the environment we are working in and place emphasis on striking a balance between delivering this project and respecting the sensitivities of the area. Significant environmental assessment work and consultation has been undertaken to consider environmental impacts for this programme. 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. The project will support tackling climate change through the A9 Dualling Social Value Programme that will be embedded in the contract and procurement process to incentivise decarbonisation within construction. The project will implement carbon reduction targets, as well as prioritising the use of electric / low or zero carbon emissions vehicles on site, where possible.

How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes: The project will drive inclusive economic growth by strengthening connectivity and 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. The contract will include an emphasis on sustainability, economic growth and building resilient and sustainable places. The project will require the use of renewable energy sources wherever possible, to power site office and compound facilities and introduce carbon emission measurement, monitoring and reporting as well as promoting the use of the circular economy and waste minimisation. It will also provide training opportunities, fair working practices and promotion of equality and wellbeing for all people working on the project. The appointed contractor will also propose a number of community enhancements in and around the project to provide lasting benefits for local communities. The project contributes to providing high quality and efficient public services through the delivery of reduced journey times, improved safety for motorised and non-motorised users, as well as improved access to public transport with a new overbridge providing unrestricted access for

pedestrians and non-motorised users over the A9 allowing access to both northbound and southbound bus stops safely. Additionally, the project will provide new paved footways and dedicated non-motorised user links to improve active travel networks in the area.

How does the project contribute to Local Economic Development: The contract will include a significant emphasis on community benefits or social value. Such benefits are envisaged to include creation of employment and training opportunities, supporting small and medium sized enterprises through local subcontract opportunities and maximising opportunities for Supported Businesses and Social Enterprises, as well as an emphasis on improving health and wellbeing of workforce. The 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 improved connectivity to public transport with upgrades to the non-motorised user routes to encourage active travel such as walking and cycling.

Project: East Kilbride Rail Enhancement

How does the project support the Scottish Government's Climate Change Targets: 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.

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

How does the project contribute to Local Economic Development: The project is being delivered by Network Rail who employ graduate trainees and have an extensive apprentice training programme. One of Network Rail's key delivery partners the QTS Group, has operated a skills academy to attract new trainee workers to the rail industry.

Project: Markle Level Crossing Bridge Replacement

How does the project support the Scottish Government's Climate Change Targets: 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. The scheme is an enabler for East Linton Station 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.

How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes: The development supports sustainable development by providing a high-quality rail connection to strategic locations such as Edinburgh (north). This will contribute towards the policy of driving inclusive economic growth. The new station will also facilitate new sustainable housing developments at East Linton, thus contributing the theme of Building Resilient and Sustainable Places.

How does the project contribute to Local Economic Development: The project will be delivered by East Lothian Council with Balfour Beatty PLC as the main contractor. Balfour Beatty PLC employs graduate trainees and has an extensive apprentice training programme.

Project: Borders Railway Decarbonisation

How does the project support the Scottish Government's Climate Change Targets: 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. The scheme forms part of the Rail Services Decarbonisation Action Plan, which is the plan to decarbonise rail traction in Scotland. The project thus contributes towards Net Zero and Environmental Sustainability by reducing carbon emissions from rolling stock.

How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes: The project is a direct enabler for the transition to Net Zero Emissions and contributes to environmental sustainability, through its contribution to decarbonisation of the rail network. The project sustainable development by providing a high-quality rail connection to strategic locations such as Edinburgh. This will contribute towards the policy of driving inclusive economic growth.

How does the project contribute to Local Economic Development: The project will be delivered by Network Rail which employs graduate trainees and have an extensive apprentice training programme.

Project: Fife Decarbonisation

How does the project support the Scottish Government's Climate Change Targets: 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. The scheme forms part of the Rail Services Decarbonisation Action Plan, which is the plan to decarbonise rail traction in Scotland. The project thus contributes towards Net Zero and Environmental Sustainability by reducing carbon emissions from rolling stock.

How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes: The project is a direct enabler for the transition to Net Zero Emissions and contributes to environmental sustainability through its contribution to decarbonisation of the rail network. The project supports sustainable development by providing a high-quality rail connection to strategic locations such as Edinburgh, Perth and Dundee. This will contribute towards the policy of driving inclusive economic growth.

How does the project contribute to Local Economic Development: The project will be delivered by Network Rail which employs graduate trainees and have an extensive apprentice training programme.

Project: CMAL - Two new 100 metre ferries

How does the project support the Scottish Government's Climate Change Targets: 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%.

How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes: 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. The project will act as a key enabler of the wider net-zero vessel strategy and there will be greener, quieter, reliable vessels on Scotland's ferry network.

How does the project contribute to Local Economic Development: These new ferries will improve the ferry service provision to island communities. It is anticipated these new ferries will boost economic sustainability through tourism. 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.

Sector: Health

Project: NHS Ayrshire & Arran - Foxgrove (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:

- 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)

Project: NHS Grampian - Aberdeen Baird Family Hospital and ANCHOR Centre

How does the project support the Scottish Government's Climate Change Targets:

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. The buildings will be sourcing their heat from a Low and Zero Carbon (LZC) district heating scheme from the campus centrally in the form of a CHP (Combined Heat and Power). Flood risk assessment was undertaken and informed the design. The Board works towards aligning itself with all government legislation and adhering to the targets.

How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes: Improvements in energy performance of the new facilities will support the delivery of national emissions reduction targets and the NHS Grampian's Carbon Management Plan. 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.

How does the project contribute to Local Economic Development: Community

benefits recorded as achieved include:

- 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) - 15
- Apprenticeship Completions - whilst working on project - 1
- Graduate Employment - 4
- Employment Opportunities - minimum of 26 weeks and aimed at and filled by New Entrants - 6
- Work Experience Placements - 7
- School visits (primary and secondary) - presentation on careers and project - 102

Project: 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:

- Create 9 new employment opportunities with local labour accounting for 63% of the workforce
- Support 500 apprentice weeks across the project including a Foundation Apprentice
- Support 70 weeks of work experience placements including the delivery of a virtual work experience programme
- Engage in 2 educational programme activities and support two groups of pupils from Whitehill and St Andrews Secondary Schools
- Deliver 20 training weeks for the workforce
- Invest over £70k through donations and in kind contributions to local community projects

Project: 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. The project will be delivered in line with a pragmatic approach to BREEAM (Building Research Establishment Environmental Assessment Methodology).

How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes: Project will reduce 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 to be confirmed with the SPV (Special Purpose Vehicle) and contractors.

Project: NHS Greater Glasgow and Clyde - Radionuclide Dispensary

How does the project support the Scottish Government's Climate Change Targets:

Achieving net zero greenhouse gas emissions presents a particular challenge to specialist high energy facilities such as the RND (Radionuclide Dacryography) Radionuclide Dispensary. This challenge has been tackled in three areas:

- Consider new production technology and assess if this could offer improved service and support a reduced energy model
- Review environmental conditions set out in the URS to consider where these can be challenged to reduce the energy impact
- Ensure that both the building fabric and services are as energy efficiency as possible

Computer simulation of the energy model is provided by the TM54 methodology for forecasting the operational energy efficiency of a building. The current proposals have been fully modelled and evaluated by a specialist consultancy team. The executive summary to the output report highlights that the proposals would result in a highly efficient building, which offers significant improvements on established benchmarks derived from the UK Green Building Council. The model indicates that the combined whole building of Production areas (hot zone) and support areas (cold zone) offer a 57% improvement over the appropriate benchmark.

How does the project support the three themes of the Scottish Government's

Infrastructure Investment Plan Strategic Themes: The project will have no reliance on fossil fuels and will be net zero carbon emission in operation, £20 million construction investment will help support local suppliers and contractors, and building on the Gartnavel site will bring the manufacturing facility onto the site where the product is used locally and close to the motorway network to allow easy transportation to other areas of Scotland.

How does the project contribute to Local Economic Development: The project will deliver several local economic benefits included the use of small and medium-sized enterprises (SMEs) and local supply chains. The project will also adopt the use of the

social value portal to generate and monitor wider community benefits including apprentices and local employment opportunities.

Project: NHS Lanarkshire - Monklands Replacement Project

How does the project support the Scottish Government's Climate Change Targets: Project will deliver a net zero pathfinder project that will be an all-electric strategy.

How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes: Project will deliver a net zero pathfinder project that will be an all-electric strategy and it will deliver a digital hospital that connects people, places, and data to healthcare services making them more accessible to all. It will deliver an improved public transport services to the hospital and make healthcare services more accessible as well as a comprehensive range of community benefits that will drive inclusive growth delivering sustainable employment, economic (including community wealth building) and environmental benefits. In addition, it will deliver accessible healthcare services through digitization and a modern healthcare facility that is fit for purpose, flexible and adaptable to future healthcare needs.

How does the project contribute to Local Economic Development: Construction of a new hospital will contribute significantly to local business and in particular construction and other ancillary companies. This has been drafted out in a detailed Community Benefits plan.

Project: NHS Lothian - Reprovision of Eye Services

How does the project support the Scottish Government's Climate Change Targets: NHS Lothian fully accept the challenge to design hospitals to achieve net zero greenhouse gas emissions over their lifetime; embracing their construction, operation and eventual end of life and disassembly. The Board's aim is 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.

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

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.

Sector: Further Education

Project: Dunfermline Learning Campus (College element)

How does the project support the Scottish Government's Climate Change Targets:

In December 2022, the Fife College element of the Dunfermline Learning Campus was approved to progress to the construction stage. The new Dunfermline Learning Campus (DLC) Fife College building will deliver on the Net Zero Public Sector Building Standard - this voluntary Standard supports public bodies to meet their net zero commitments for their new build and major refurbished infrastructure projects.

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.

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:

- 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
- 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: Transition to a Net Zero Economy and Environmental Sustainability: Fife College is a pathfinder project for Scottish Government Net Zero Public Sector Building Standard (NZPSB Standard). The College has followed through and produced a Hybrid plus solution (as described under climate change section). The embodied carbon target for the project is $\leq 650\text{kg/m}^2$ and is currently forecasting 610kg/m^2 .

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.

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.'

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
- 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
- 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.

Sector: Justice

Project: HMP Highland

How does the project support the Scottish Government's Climate Change Targets:

The Scottish Prison Service (SPS) will actively monitor the environmental and greenhouse gas emissions impact of the new facility. Measures within the design align HMP Highland with Scotland's Net Zero emissions reduction targets, in particular with Zero Direct Emissions in normal operation.

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

The design of the new facility incorporates energy reducing measures, utilising a range of available low carbon energy sources and to facilitate future substitution with zero carbon energy sources.

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.

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 locations (principally Central Belt).

How does the project contribute to Local Economic Development: The SPS and Balfour Beatty (the contractor) joint community benefits team continue to build on the existing strategic alliance with the project's supply chain and local community agencies. To date there have been a number of measurable successes which are captured in the HMP Highland Social Impact Plan. As of February 2025, £12.9 million of the overall target spend of £60 million has been spent with the local supply chain who are delivering key subcontract packages (including groundworks and mechanical and electrical offsite manufacturing) - 73% of this is spend has been within 40 Miles of Inverness.

In addition, some of the other key achievements are 14 full time jobs created for the duration of the contract, 9 apprenticeships created most recently three electricians, three plumbers and two Health & Safety apprentices with GA Barnies & Balfour Beatty. Four work experience opportunities for those leaving custody has also been agreed with GA Barnies. Support will be provided for travel costs and expenses. It is hoped this opportunity will support individuals in to employment.

There has also been student and work placements created, along with local school and college visits to Inverness UHI (University of the Highlands and Islands), Nairn Academy and Kinloss Primary. There has also been a site visit and workshop day for Engineering Development Trust Highland 'Pathways to Apprenticeships' pupils.

Volunteering opportunities for Balfour Beatty, SPS and the supply chain have been arranged with the agreed Legacy Project - The Perrin's Centre which is a local community

hub that supports people in Aleson. Volunteering will support painting and decorating one of the large community rooms within the building.

Project: HMP Glasgow

How does the project support the Scottish Government's Climate Change Targets:

Emissions Estimate: Replacement of HMP Barlinnie with HMP Glasgow will reduce carbon emissions (tCO₂e) from 4,801 (2021/22) to 1,081 ((2028-29)) a reduction of 3,720. This represents a difference of -77.48%. Environmental Impact Assessment: An EIA has been undertaken as part of the 'Granted' Planning Application in Principle at [glasgow.gov.uk/planning.application.summary](https://glasgow.gov.uk/planning/application.summary)

Climate Change Plan: Securing a Green Recovery on a Path to Net Zero: Climate Change Plan 2018-2032: No information available at this stage. The project is part of the Net Zero in Public Sector Building Standards with work ongoing in all of the objectives. Objective 1 - place has now been assessed with positive feedback.

How does the project support the three themes of the Scottish Government's

Infrastructure Investment Plan Strategic Themes: Engagement is underway with Zero Waste Scotland and Scottish Futures Trust to help maximise the environmental benefits of the new buildings. The project has made an application to the Net Zero Public Buildings Standards. The design is being developed which responds to requirements of low carbon design and construction, and which explores innovative solutions to address emissions targets.

Objective 1 has now been assessed with positive feedback and targets have been set against design for a number of the other areas. Work in design is focussed on achieving all 9 objectives of the standard. SPS is also leading work in a strategic alliance with the contractor and a team of specialists in both sustainability in construction, and engineering to develop a robust and innovative Community Benefits Plan, including the development of long lasting social value benefits for the local community and Glasgow.

Partnership engagement with the local community is underway. The project will develop a community cafe and services within the design to meet the needs of those who access our services, visit our prison and live within the community to ensure we incorporate accessible social spaces for local individuals and groups.

How does the project contribute to Local Economic Development: A contractor was appointed to provide pre-construction services and community engagement commenced in collaboration with the SPS HMP Glasgow delivery team. This is an extensive programme of engagement which will continue throughout the second stage construction contract. A Social Value Community Fund is being established to provide direct financial support to local community groups. The contractor's staff are engaging directly with staff and residents in HMP Barlinnie to deliver employment workshops and have also engaged with local schools to deliver careers events.

Sector: Rural and Environment

Project: RBGE - Edinburgh Biomes

How does the project support the Scottish Government's Climate Change Targets: 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.

How does the project support the three themes of the Scottish Government's Infrastructure Investment Plan Strategic Themes: 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. The RBGE (Royal Botanic Garden Edinburgh) 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. 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.

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.

A revitalised visitor experience, increasing the diversity, number and experience of community, educational, family, and individual users through improved interpretation and more inclusive facilities. 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 £250,000 per annum.

How does the project contribute to Local Economic Development: 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.

Forecast to create over 100 green jobs per annum, throughout construction, and support sector and locality-based employment, and skills development in collaboration with partners. 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.



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