

Major Capital Projects – Overview Report

2015 Infrastructure Investment Plan

The Scottish Government's [Infrastructure Investment Plan 2015](#) was published on 16 December 2015 and set out priorities for investment and a long-term strategy for the development of public infrastructure in Scotland. It set out why the Scottish Government invests, how it invests and what it intends to invest in sector by sector.

This progress report will be the last report relating to the 2015 Plan as a new [Infrastructure Investment Plan for Scotland 2021-22 to 2025-26](#) was published on 4 February 2021. The new Plan covers the next five financial years from April 2021 and includes details of around £26 billion of major projects and national programmes with more to be confirmed in future years.

We consulted on the [draft Infrastructure Investment Plan for Scotland 2021-2022 to 2025-2026](#) up until 19 November 2020 in order to ensure the right final approach that benefited the whole of Scotland both now and in the future. The new Plan and the latest five-year Capital Spending Review were published together in order to provide a strong and coherent framework for directing, analysing, shaping, and prioritising future commitments.

The new Plan delivers the National Infrastructure Mission and sets a long-term vision of infrastructure supporting an inclusive, net zero carbon economy in Scotland. It provides a pipeline of public sector infrastructure delivery, giving confidence to construction sector and supporting our economic recovery from COVID-19. It shows how we will enhance our approach to choosing the right future investments and introduces a new infrastructure investment hierarchy. Reporting of the new Plan will commence in the autumn.

National Infrastructure Mission

The Scottish Government is firmly committed to infrastructure investment as a key factor in securing inclusive economic growth and our focus is on stimulating growth, protecting and creating jobs and promoting Scotland as a great place to do business. In recognition of the importance of infrastructure investment to the economy, the 2018 Programme for Government set out our commitment to a National Infrastructure Mission to increase annual investment by 1% of 2017 Scottish GDP (Gross Domestic Product) by the end of the next Parliament.

The [Capital Spending Review 2021-2022 to 2025-2026](#) confirms we will deliver our Mission, ensuring that investment is £1.56 billion higher in 2025-26 than the £5.2 billion the Scottish Government invested in 2019-20. This will deliver total investment value of over £33 billion pounds in the next five years and is estimated to support 45,000 jobs directly in that period, providing benefits right across Scottish supply chains. The experience of Coronavirus highlights how important this extra investment will be for our inclusive economic growth and recovery.

Infrastructure Commission for Scotland

The Scottish Government set up the Infrastructure Commission for Scotland in 2019 and it has brought invaluable independent expertise and insight to the discussion on how we develop our long-term infrastructure strategy. Our Infrastructure Investment Plan for

Scotland 2021-2022 to 2025-2026 responds to the Commission's recommendations and shows how we will implement them, including through a five-year implementation plan.

Government Expenditure and Revenues Scotland (GERS)

The latest [Government Expenditure and Revenue Scotland \(GERS\) 2019-2020](#) publication provides details of capital expenditure for Scotland beyond that invested by the Scottish Government. It includes estimates of spend on capital by the Scottish Government, Scottish Government funded public corporations and local authorities as well as including spending by the UK Government, UK public corporations and UK Government bodies such as Network Rail.

2015 Infrastructure Investment Plan Reporting

The 2015 IIP included 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.

The **IIP 2015 - Project Pipeline** is updated and published on a six-monthly basis and details projects with a capital value of £20 million or more where the Scottish Government has a lead role in procurement or funding. It has included school projects being delivered through Scotland's Schools for the Future Programme and health projects being delivered through the Scotland-wide 'hub' initiative which formed part of the Scottish Government's revenue funded £3.5 billion NPD/hub investment programme. A summary of all those projects, which have been completed and delivered within the last five years by way of the project pipeline, together with those currently in construction, is provided at page 14.

The **IIP 2015 - Major Capital Projects Progress Update** is published on a six-monthly basis and provides information on projects with a capital value of £20 million or more which are at the Outline Business Case (or equivalent) approved stage or beyond.

The **IIP 2015 - Programme Pipeline Update** is published on a six-monthly basis and includes information relating to ongoing key major infrastructure programmes with an investment of £50 million or more.

The latest and last of these updated three reports relating to the 2015 IIP, can be found by way of the following link:

www.gov.scot/policies/government-finance/infrastructure-investment/plan

Going forward, our reporting of the new five year Infrastructure Investment Plan from April 2021 will include projects with a value of £5 million and programmes with a value of £20 million. This is to further enhance transparency guided by international best practice, including the recommendations of the European Cooperation in Science and Technology (COST) framework¹ and the OECD² (Organisation for Economic Co-operation and Development).

¹ [Infrastructure Governance in Scotland: The added value of CoST in high-income countries: Scotland case study](#)

² [OECD Compendium of Policy Good Practices for Quality Infrastructure Investment](#)

Key achievements over last five years

Over the course of the last five years, key major infrastructure priorities have been delivered and projects totalling £7.7 billion have completed construction and opened to the public within our project pipeline. These have included projects from across the sectors such as:

Transport

- Queensferry Crossing (£1.325-£1.35 billion)
- Edinburgh Glasgow Improvement Programme EGIP (£870 million)
- Aberdeen Western Peripheral Route/Balmedie to Tipperty (£745 million)
- M8 M73 M74 Motorway Improvements Project (£452 million)
- Aberdeen to Inverness Rail Improvement Project (£330 million)

Health

- NHS Dumfries and Galloway - Acute Services Redevelopment Project (£275.5 million)
- NHS Lothian - Royal Hospital for Sick Children / Department of Clinical Neurosciences (£251.9 million)
- NHS Orkney New Hospital and Healthcare Facilities (£77.4 million)
- NHS Lothian - East Lothian Community Hospital (70.4 million)
- NHS Ayrshire and Arran - Acute Mental Health & North Ayrshire Community Hospital (£54.8 million)

Schools

- 93 schools within Scotland's Schools for the Future Programme (£2 billion)

Further Education

- City of Glasgow College (£228.6 million)
- Forth Valley College Falkirk Campus (£78 million)
- Ayrshire College Kilmarnock Campus (£53.6 million)

Culture

- V&A Museum of Design Dundee (£80.1 million)

Justice

- Inverness Justice Centre (£32.3 million)

Progress to March 2021

Major infrastructure improvements were delivered and in total over the course of 2020-21, the following projects worth almost £660 million opened to the public or completed construction within our project pipeline:

Health

- NHS Lothian - Royal Hospital for Sick Children / Department of Clinical Neurosciences (£251.9 million)
- NHS Lothian - East Lothian Community Hospital (70.4 million)
- NHS Greater Glasgow and Clyde - Greenock Health and Social Care Centre (£22.4 million)
- NHS Greater Glasgow and Clyde - Stobhill Mental Health DBFM Beds (£11.5 million)

Schools

- Barony Campus (£66.9 million)
- Inverurie Community Campus (£58.8 million)
- Queensferry High (£41.3 million)
- Alness (£37.4 million)
- Jedburgh (Scottish Borders Council) (£35.1 million)
- Merkinch Primary School (£18.7 million)
- Lossiemouth High School (£42.3 million)

Funding

Projects within the 2015 IIP were funded from several funding sources: capital grant, NPD/hub revenue finance and Regulated Asset Base (RAB) for rail projects until 2018-19 (thereafter it has been grant funded with HM Treasury taking on responsibility for debts accrued by Network Rail). The Scottish Government also has the power to borrow up to £3 billion for capital purposes with an annual cap of £450 million. Borrowing is added to the total capital grant funding available to determine the overall availability of capital, therefore we do not distinguish between capital grant funded projects and those funded by borrowing.

In order to ensure choices are sustainable, the Scottish Government has a self-imposed revenue finance investment limit in place. Planned and committed projects and borrowing for 2021-22 are estimated to be 2.98% of the Scottish Government resource budget (excluding social security). The corresponding figures are expected to be 2.91% in 2022-23 and 3.04% in 2023-24.

Financial Transactions

In addition, the UK Government has made a subset of capital funding available called Financial Transactions (FTs). FTs were introduced in financial year 2012-13 by HM Treasury and can only be used to make loans to, or equity investments in, private sector entities, including universities, or individuals.

They need to be repaid to Scottish Government for onward repayment to HM Treasury. No interest is payable to HM Treasury by the Scottish Government. The interest rate to be applied on loans provided by Scottish Government can be at commercial or below market rates depending on the purpose of the loan and compliance with State Aid rules. The repayment period should be appropriate to the nature of the loan or investment and can be short or patient in nature.

Contribution to Economic Development

Infrastructure investment contributes to economic development and supports jobs. The contribution made by individual major projects is detailed within the IIP Major Capital Projects Progress Report on a six-monthly basis. This includes, where possible, the number of jobs supported, the number of sub-contracts awarded to Scottish firms and the number of graduate, apprenticeships and work experience placements positions created. Some examples of how infrastructure investment contributes to economic development are as follows:

The contribution made by major infrastructure programmes include for example, the dualling of the A9 between Perth and Inverness, which is one of the biggest transport infrastructure

schemes in Scotland's history. This ambitious programme will bring many benefits for road users, communities and businesses who live along or use this vital route to the Highlands and Islands. In addition, dualling the A96 between Inverness to Aberdeen will ensure the road network between all Scottish cities is of dual carriageway standard. This will provide a number of benefits including delivering economic growth and will help tackle congestion in towns along the route, reduce journey times, improve journey time reliability and improve road safety for all users.

Our commitment to upgrading the A82 between Tarbet and Inverarnan will bring improved road safety and journey time reliability, supporting economic development by better connecting businesses and communities in the Highlands and Islands with the central belt.

The Skye Triangle infrastructure programme is contributing to the economic development of these island populations, communities and businesses by ensuring port infrastructure support and that ferry services continue to operate out of Tarbert (Harris), Lochmaddy and Uig.

Our Scottish Broadband Voucher Scheme is providing opportunities for SMEs (Small and medium-sized enterprises) in the telecommunications market to extend the reach of their networks across Scotland. To date we have 55 suppliers registered offering services across varying technology types including full fibre, 4G, Fixed Wireless Access and satellite.

The Low Carbon Infrastructure Transition Programme (LCITP) has run a number of open funding invitations, including the Green Recovery: Low Carbon Energy Project Capital Funding. This funding invitation targeted £50 million of support for projects that demonstrate innovative low carbon heat solutions for buildings, as well as proposals for integrated energy systems that support the ambitions for Scotland to achieve net zero emissions by 2045 and further catalyse economic recovery from the challenges imposed by the COVID-19 Pandemic.

We have transformed access to affordable housing with record investment of more than £3.5 billion to deliver more affordable and social homes. This is helping to create great places and continuing to ensure the right types of homes in the right places to support Local Housing Strategies and regional development priorities. We recognise the positive social and economic impact that investment in social housing contributes and we are committed to expanding our social housing stock.

Leverage

In order to maximise the government's investment in infrastructure, leverage of other funding is pursued where possible. Examples of this include the Reaching 100% (R100) and Scottish 4G Infill (S4GI) programmes which utilise a gap funding model which is incentivising investment by commercial providers by making the business case financially viable in areas where they would not otherwise invest.

We are providing over £10 million funding to the Scotland 5G Centre, which aims to be Scotland's national platform for collaboration, innovation and knowledge sharing across all aspects of 5G from research to delivery and exploitation. Through a new network of 5G Innovation Hubs, the Scotland 5G Centre will continue to secure and target inward investment either in support of existing seed project activities or by stimulating new innovation and SME growth, with sectoral focus, in the economy. The Scotland 5G Centre is a partner in a 5G New Thinking project that was successful in securing £5 million UK

Government funding for 5G in February 2020. With contributory funding from public and private sector project partners, the project is expected to be valued around £9 million. The project will look at the provision of mobile/wireless connectivity primarily using new shared spectrum and local spectrum licencing approaches.

The Low Carbon Infrastructure Transition Programme (LCITP) has run a number of has also run a number of open funding invitations, including the Green Recovery: Low Carbon Energy Project Capital Funding. This funding invitation targeted £50 million of support for projects that demonstrate innovative low carbon heat solutions for buildings, as well as proposals for integrated energy systems that support the ambitions for Scotland to achieve net zero emissions by 2045 and further catalyse economic recovery from the challenges imposed by the COVID-19 Pandemic. This funding has been matched by equivalent investment from both the public and private sector.

For 2019-20, our average grant contribution for the social homes delivered by Registered Social Landlords was approximately 56% (£88,500 per home), with an average of around £69,000 raised through private funding from Registered Social Landlords' rental income.

NPD/hub Revenue Funded Projects

Previous IIP 2015 - Project Pipelines have included the capital value of revenue funded projects through NPD and hub. These projects may also have had an additional capital funded element. The revenue funded element is paid through unitary charges for a period of 25-30 years once the project is completed and is funded from resource budgets. The annual estimated [NPD/hub programme unitary payment charges](#) are published on the Scottish Government website and updated on an annual basis.

The graph provided at page 13 shows the total unitary charges payable each year in nominal, real and discounted terms. The nominal values represent the cash payments that will be made and the real figures remove the effect of inflation. The discounted figures remove the effect of inflation and in accordance with HM Treasury Green Book principles, discount to adjust for social time preference. The largest elements of the unitary charge relates to construction and financing which under the terms of the NPD and hub contract, are not linked to inflation, therefore in real terms these costs reduce over the period of the contract.

The Net Present Value (NPV) is calculated as the value of all future cash flows over the entire life of the project, discounted to the date each contract was signed. In accordance with the established HM Treasury Green Book principles, the discount rate applied to calculate the NPV removes the effect of inflation and adjusts for social time preference. The future cash flows and therefore the net present values for each project reflect the capital, financing costs, project company running costs and contracted maintenance costs for each project. With the exception of the two major roads projects, which have an operational period of 30 years, the future cashflows for each project cover an operational period of 25 years. The table at page 10 provides the total unitary charges payable for each project and the associated NPV value.

Conclusion

This overview summarises the approach to infrastructure investment that the Scottish Government has followed to support the economy and deliver high quality public services. Investment has been maximised through not only utilising capital grant, but also delivering

infrastructure through revenue financed methods, capital borrowing and leveraging in additionality from the private sector and other sources. The IIP 2015 - Progress Reports and accompanying project and programme reports have set out the scale and diversity of our infrastructure programme and the use of various funding routes together with the associated economic benefits.

NPD/hub Revenue Funded Projects – Unitary Charges and associated Net Present Values

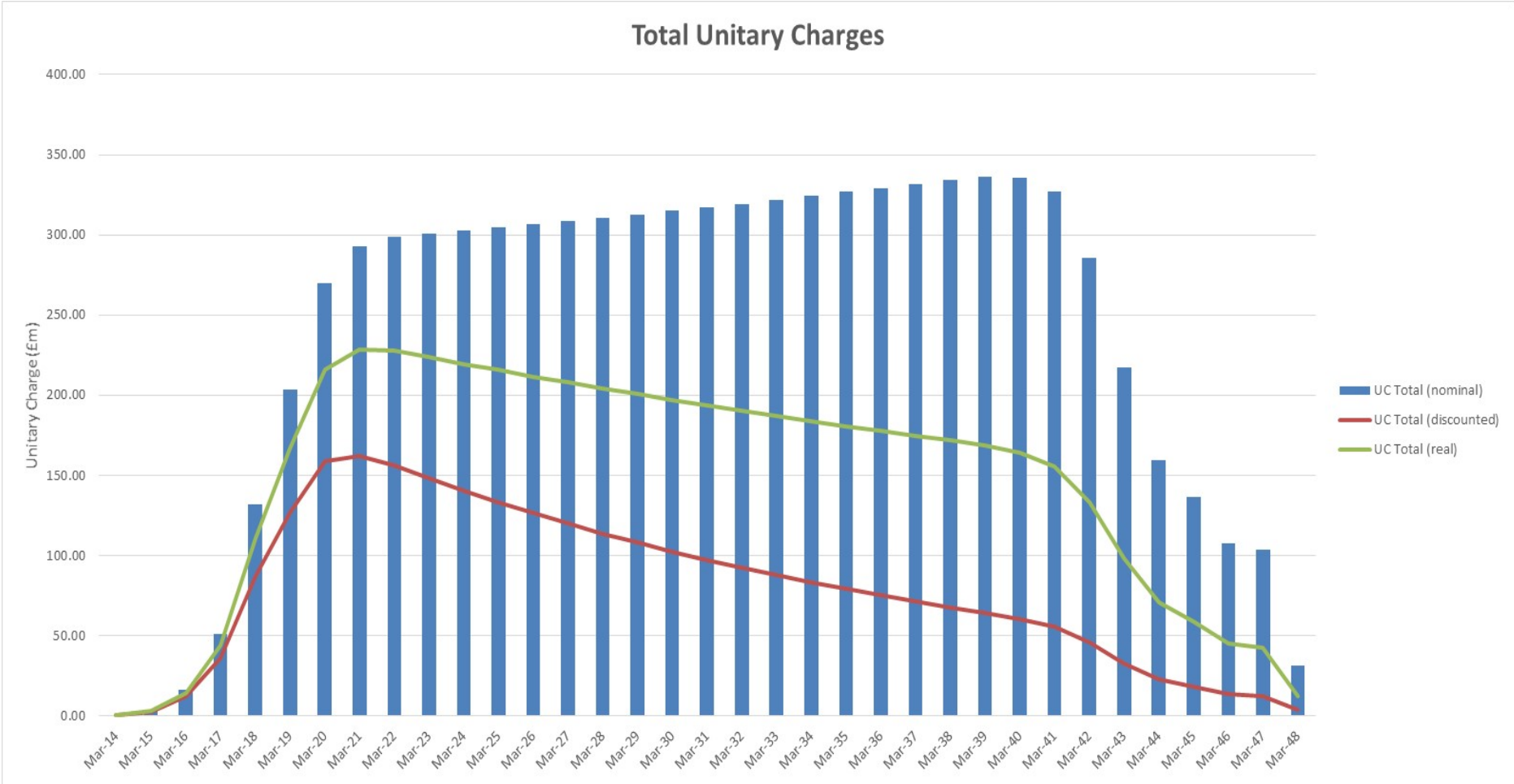
Health Projects	Base Date for NPV	Total UC £m	NPV £m
Aberdeen Community Health and Care Village	10/04/2012	48.8	21.9
Forres, Woodside & Tain Health Centres	22/04/2013	43.7	20.3
NHS Lanarkshire Bundle (Wishaw, East Kilbride & Kilsyth Health Centres)	19/12/2013	110.8	50.6
Maryhill Health Centre & Eastwood Health and Care Centre	10/10/2014	66.9	29.6
Redevelopment of Royal Edinburgh Hospital Campus - Phase 1	18/12/2014	116.8	51.1
Royal Hospital for Sick Children / Department of Clinical Neurosciences	13/02/2015	416.9	167.9
Acute Services Redevelopment Project	11/03/2015	538.6	230.9
Acute Mental Health & North Ayrshire Community Hospital (Woodland View at Ayrshire Central Hospital)	19/06/2014	133.4	59.7
Scottish National Blood Transfusion Service National Centre	08/10/2014	97.7	41.6
Inverclyde Continuing Care Beds for Mental Health	26/02/2016	20.9	9.6
Lothian Partnership Centre Bundle	01/04/2016	65.4	29.5
East Lothian Community Hospital	23/09/2016	170.7	71.7
Inverurie Health Care Hub & Foresterhill Health Centre	05/12/2016	52.4	23.8
Stirling Care Village	08/12/2016	87.4	37.9
Pharmaceuticals Services	22/12/2016	62.8	27.5
Gorbals Health Centre & Woodside Health Centre	10/04/2017	90.5	38.7
NHS Orkney New Hospital & Healthcare Facilities	24/03/2017	57.2	24.2
Greenock Health and Care Centre, Stobhill Health and Care Centre & Clydebank Health and Care Centre	20/12/2018	118.5	53.0
Transport Projects			
M8, M73, M74 Motorway Improvements	20/02/2014	1,479.3	533.3
Aberdeen Western Peripheral Route / Balmedie Tippetty	12/12/2014	1,379.0	499.5

Education Projects	Base Date for NPV	Total UC £m	NPV £m
Inverness College	29/05/2013	134.8	59.0
City of Glasgow College	30/08/2013	595.7	250.9
James Gillespie's High School	05/12/2013	102.5	45.1
Alford Academy	30/05/2014	61.9	28.1
Ayrshire College (Kilmarnock Campus)	04/06/2014	140.9	62.6
Wick High School	19/12/2014	121.6	54.1
Levenmouth High School	22/12/2014	104.2	47.1
Greenfaulds High School	08/01/2015	84.8	37.9
Forfar Community Campus	12/06/2015	89.7	40.4
Anderson High School	30/07/2015	101.7	44.7
Dalbeattie Learning Campus	26/01/2016	60.6	27.1
Newbattle Community Campus	12/02/2016	83.3	36.4
Kelso High School	19/02/2016	54.2	24.3
Elgin High School	25/02/2016	67.9	30.7
William McIlvaney Campus	24/02/2016	107.1	46.7
Baldragon Academy	26/02/2016	71.8	32.0
Barrhead High School	21/03/2016	59.0	27.0
Oban High School & Campbeltown Grammar	24/03/2016	135.2	59.8
Our Lady & St Patrick's High School	31/03/2016	63.2	28.9
Largs Campus	27/05/2016	108.7	48.6
Lochside Academy	30/06/2016	103.5	45.8
Ayr Academy	07/01/2016	65.2	29.4
West Calder High School	14/12/2016	75.2	33.9
Cumbernauld Academy & Art Theatre	29/06/2017	90.4	39.6
Bertha Park High School	29/09/2017	84.5	37.6
Blairdardie & Carntyne Primary Schools	23/10/2017	46.1	21.3
Queen Margaret Academy	07/11/2017	67.3	29.6
Ladyloan & Muirfield Primary Schools	24/11/2017	38.8	18.1
Inverurie Community Campus	19/04/2018	134.9	59.6

Education Projects	Base Date for NPV	Total UC £m	NPV £m
Queensferry High School	14/06/2018	93.5	41.7
Jedburgh Intergenerational Community Campus	25/10/2018	76.0	34.9

NPD/hub Revenue Funded Projects – Total Aggregated Annual Unitary Charges

The following graph shows the total unitary charges payable each year in nominal, real and discounted terms. The nominal values are represented by the bars, the real figures are represented by the higher line and the discounted figures are represented by the lower line.



IIP 2015 – Project Pipeline Summary

The following table summarises the number of major projects that have been completed and delivered within the last five years as well as those currently in construction, which have featured in the IIP 2015's accompanying project pipelines. Figures are broken down by sector and by the total capital investment value, which includes construction contract costs and any other associated capital funded costs.

Sector	Number of projects completed	Value of projects completed (£m)	Number of projects in construction	Value of projects in construction (£m)	Total number of projects	Total value of projects
Transport	11	4,220.1	4	404.5	15	4,624.6
Health	19	1,071.9	4	311.1	23	1,383.0
Schools	93	1,955.0	0	0	93	1,955.0
Further Education	3	360.2	0	0	3	360.2
Justice	1	32.3	1	74.0	2	106.3
Culture	1	80.1	0	0	1	80.1
GRAND TOTAL	128	7,719.6	9	789.6	137	8,509.2

Annex A: Infrastructure Investment Plan 2015 - Project Pipeline update [Note 1]

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

The following information has been extracted from the latest IIP Project Pipeline update published on the Scottish Government website.

Project Name	Project Description	Public Sector Procurement Body	Total Capital Investment (£) [Notes 2,3,4,5]	How is the project being Funded?	Procurement Route	Current Project Status	Project Advertised to Market (Planned / Actual Date) [Note 6]	Construction Start (Planned / Actual Date) [Note 6]	Operational / Service Start (Planned / Actual Date) [Note 6]
Redevelopment of Royal Edinburgh Hospital Campus Phase 2 and 3	This scheme will provide fit-for-purpose accommodation which will comprise phases 2 and 3 of the Masterplan.	NHS Lothian	98,000,000 - 168,000,000	Capital Funded	Hub	In hub Development [See Note 7]	n/a	01/04/2022	01/04/2025
HMP Glasgow	By replacing an old and unfit prison, HMP Glasgow will provide a fit-for-purpose community facing prison, which supports the Government's objective of reducing the risk of prisoners reoffending on release from custody. SPS will award a contract for the design and construction of HMP Glasgow either on the site of HMP Barlinnie or a site to be acquired by Scottish Prison Service.	SCOTTISH PRISON SERVICE	400,000,000	Capital Funded	Conventional Capital Procurement	In Preparation	01/03/2021	01/09/2023	01/09/2026
HMP Greenock (R)	By replacing an old and unfit prison, HMP Greenock (R) will provide a fit-for-purpose prison, which supports the Government's objective of reducing the risk of prisoners reoffending on release from custody.	SCOTTISH PRISON SERVICE	152,900,000	Capital Funded	Conventional Capital Procurement	In Preparation [See Note 8]	Review 2026	Review 2026	Review 2026

Notes relating to the updated IIP Project Pipeline

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

1. The 'IIP 2015 - Project Pipeline' relates to those projects with a capital value of £20 million or more where the Scottish Government has a lead role in procurement or funding and where an Outline Business Case (or equivalent) is not yet approved. The information relates to that as at 31 March 2021. Information relating to the progress of projects in previously published project pipelines which are at the Outline Business Case (or equivalent) approved stage or beyond, can be found in the accompanying IIP Major Capital Projects Progress Update report.
2. The Total Capital Investment estimates include the construction contract costs and any associated capital funded costs such as land acquisition and enabling works (e.g. demolition and utilities diversions).
3. Estimated costs for projects will change until the project has reached completion. Cost estimates for projects may rise or fall for a number of reasons. These include changes to the scope of the project, incurring unanticipated or additional costs for preparatory works, costs arising from unavoidable delay to projects, and increases in input costs and construction prices.
4. An estimate for inflation over the delivery period is included. How inflation is managed will vary between contracts and will depend on how far the project has progressed in its delivery.
5. All figures are rounded to the nearest £100,000.
6. Timescale estimates may be lengthened or shortened for a number of reasons. These include changes to the scope of the project, unanticipated or unavoidable delays to construction, unanticipated or unavoidable delays in the procurement process, and the impact of considerations around affordability for the procuring authority. Contracting and procurement processes vary for projects being delivered by way of the hub initiative and consequently these have 'n/a' (not applicable) for 'Project Advertised to Market'.
7. Redevelopment of Royal Edinburgh Hospital Campus Phase 2 and 3 - it is likely that this project will be paused by NHS Lothian while it reconsiders the service model.
8. HMP Greenock (R) - in light of other Scottish Prison Service priority commitments, work on a replacement for HMP Greenock is unlikely to commence for at least another 5 years.

Annex B: Infrastructure Investment Plan 2015 - Major Capital Projects Progress Update

The following information relates to projects with a capital value of £20 million or more which are at the Outline Business Case (or equivalent) approved stage or beyond. It also includes school projects in construction with a capital value of £20 million or more which are being delivered by Scotland's Schools for the Future Programme as well as those health projects in construction with a capital value of £20 million or more which are being delivered by the Scotland-wide 'hub' initiative and some of which form part of the Scottish Government's revenue funded £3.5 billion NPD/hub investment programme. The majority of information relates to that as at 1 March 2021. However, if there has been a significant change in the status of any project between then and 31 March 2021, then information relating to that project has been updated.

The progress of projects within this report was subject to delay due to the continued impact of the coronavirus (COVID-19) pandemic and the associated ongoing restrictions and changes to working practices. COVID-19 related delays have already resulted in an increase in cost for projects and it is likely to result in further additional costs which are still being worked through.

All planned dates and costs are best estimates, and may be subject to further impact of the ongoing coronavirus (COVID-19) situation.

Transport

Project	Outline Business Case (or equivalent) approved stage	Progress at September 2020	Progress at March 2021	Contribution Made Towards Local Economic Development
A77 Maybole Bypass	The Outline Business Case (OBC) outlines that the total project cost is £43 million, of which the contract value is estimated at £30 million. It is expected that the project will be operational in 2020.	<p>No change to cost since the last report.</p> <p>The main works construction contract is progressing but early indications are that project completion is now anticipated in winter 2021, which is later than previously reported. This is due to the COVID-19 pandemic and the associated ongoing restrictions. The revised date will be subject to any unforeseen circumstances.</p> <p>The contractor is undertaking an ongoing review of its</p>	No change to cost or timing since the last report.	When complete, the bypass will help separate the local traffic from strategic traffic, including HGVs and traffic to the key port at Cairnryan. There will be an approximate 50% reduction in traffic in Maybole when the bypass opens, including removal of 90% HGV traffic. This will lead to improved road safety for local communities and road users, and provide better journey time reliability for motorists and businesses along the full length of the A77.

Project	Outline Business Case (or equivalent) approved stage	Progress at September 2020	Progress at March 2021	Contribution Made Towards Local Economic Development
		<p>construction programme and is taking action to mitigate delays where possible.</p> <p>The FBC estimates the total project cost is £46 million with a contract value of £28.9 million (as stated in March 2020 report).</p>		<p>The local community will benefit from opportunities created for small and medium enterprises (SMEs) to bid for subcontractor roles and the provision of at least four vocational and seven professional site-based training opportunities.</p> <p>It is anticipated that the project could employ up to 165 people during the months of peak construction activity. The economic assessment undertaken as part of the development of the proposed scheme shows that the scheme represents good value for money by generating a positive economic return for investment.</p>
<p>A92/A96 Haudagain Junction Improvement</p>	<p>The OBC outlines that the total project cost is £49.5 million, of which the contract value is £21 million (note that a significant proportion of the total cost is related to acquisition and demolition).</p> <p>It is expected that the project will be operational in 2020.</p>	<p>No change to cost since the last report.</p> <p>The main works construction contract is progressing but early indications are that project completion is now anticipated in winter 2021, which is later than previously reported. This is due to the COVID-19 pandemic and the associated ongoing restrictions. The revised date</p>	<p>No change to cost or timing since the last report.</p>	<p>This 500m urban dual carriageway link road between the A92 and the A96 in north-west Aberdeen will relieve congestion on the existing roundabout, which is operating over capacity, improving journey time reliability and decreasing congestion in this area.</p> <p>The opportunity to secure wider benefits for the economy beyond the traditional project objectives</p>

Project	Outline Business Case (or equivalent) approved stage	Progress at September 2020	Progress at March 2021	Contribution Made Towards Local Economic Development
		<p>will be subject to any unforeseen circumstances.</p> <p>The contractor is undertaking an ongoing review of its construction programme and is taking action to mitigate delays where possible.</p> <p>The FBC estimates that the total project cost is £49.5 million, of which the contract value is £18 million (as stated in March 2019 report).</p>		<p>linked to the procurement of transport infrastructure is recognised, and community benefit requirements are included in this contract.</p> <p>Scottish Government works contracts are already being utilised where appropriate to secure training and employment opportunities through the use of targeted recruitment and training clauses. These clauses are incorporated into the contract documents for Haudagain.</p> <p>This project includes a Project Bank Account to improve payment timescales for the supply chain.</p>
A9 Luncarty to Pass of Birnam	<p>The OBC outlines that the total project cost is £103.6 million, of which the contract value is anticipated to be £70 million.</p> <p>It is expected that the project will be operational in 2020.</p>	<p>No change to cost since the last report.</p> <p>The main works construction contract is progressing but early indications are that project completion is now anticipated in winter 2021, which is later than previously reported. This is due to the COVID-19 pandemic and the associated ongoing restrictions. The revised date</p>	<p>No change to cost or timing since the last report.</p>	<p>Sustainable economic growth through connectivity. The A9 Luncarty to Pass of Birnam scheme will improve journey times and their reliability, operational performance and levels of safety. Alongside this, the project aims to improve integration with public transport facilities, mitigate the environmental impact of the road and facilitate active travel such as walking and cycling.</p>

Project	Outline Business Case (or equivalent) approved stage	Progress at September 2020	Progress at March 2021	Contribution Made Towards Local Economic Development
		<p>will be subject to any unforeseen circumstances.</p> <p>The contractor is undertaking an ongoing review of its construction programme and is taking action to mitigate delays where possible.</p> <p>The FBC outlines a total project cost of £96 million with a contract value of £62 million including risk and contingency (as stated in September 2018 report).</p>		<p>During construction, the project will provide opportunities for local SME employment, support sustainable employment opportunities provide training and upskilling of the workforce and deliver engagement with local communities and schools. The contractor has also committed to supporting local initiatives and projects, which could benefit from both practical and financial support along the route.</p> <p>Advanced Works Framework Agreement provided the opportunity for a local Perthshire firm to undertake site clearance works related to the project. Sub-contractor roles more than £50k available on the main works contract are required to be advertised through Public Contracts Scotland Portal.</p>
Edinburgh Glasgow Improvement Programme (EGIP)	<p>Originally appraised as part of the overall EGIP Outline Business Case of December 2011 - AFC (Anticipated Final Cost) of £1.1 billion with delivery by December 2016.</p>	<p>No change to timing since the last report.</p> <p>The Office of Rail and Road (ORR) confirmed to Network Rail that the key regulatory milestone for completion of work by 31 March 2020 was met and</p>	<p>Work on site is now substantially complete and site demobilisation activities are expected to be finished by April 2021.</p>	<p>Will deliver enhanced connectivity with faster journey times connecting more people with places of work. Will strengthen connectivity between Edinburgh and Glasgow with a fastest journey time of 42 minutes. The 42 minute fastest</p>

Project	Outline Business Case (or equivalent) approved stage	Progress at September 2020	Progress at March 2021	Contribution Made Towards Local Economic Development
	<p>Stirling Dunblane Alloa Rail (SDA) was subsequently appraised within the EGIP FBC (January 2014) which was predicated at a £93 million AFC for SDA with completion by December 2018.</p>	<p>that the station was certified to enter service.</p> <p>As previously reported, at the point of closure on 24 March due to the COVID-19 situation, work was substantially complete and the station remained in operation for passengers. Work has now restarted at the station to complete the work originally scheduled for completion post 31 March and the revised scope to enable COVID-19 secure working and station operation. All remaining work is planned for completion by December 2020.</p> <p>Network Rail now estimate that the AFC is £870 million, which is higher than previously reported (£858 million). This is due to costs now including post COVID-19 changes and a prolonged programme to enable safe COVID-19 secure working. The Transport Scotland funded cost is estimated at £860 million.</p>		<p>journey time was introduced on the route in December 2018 and more services met this journey time in May 2019 and December 2019 following timetable changes.</p> <p>Seating capacity on the route increased by 26% following the introduction of 7 car trains and capacity increased further to 44% following the introduction of 8 car in December 2019 following completion of platform extension works at Queen Street station.</p> <p>Edinburgh Gateway Station provides effective linkage between rail network and Edinburgh Airport as well as surrounding area by connecting with Tram network. Electrification of Cumbernauld to Glasgow line has enabled new additional hourly services and new journey opportunities across the Glasgow North Suburban Electric network.</p>
<p>Stirling Dunblane Alloa Rail Electrification (SDA)</p>	<p>Originally appraised as part of the overall EGIP OBC of December 2012 - AFC (Anticipated Final Cost) of £1.1</p>	<p>As confirmed in the March 2019 report, the programme completion date of December 2018 was achieved</p>	<p>As confirmed in the March 2019 report, the programme completion date of December 2018 was achieved.</p>	<p>Has delivered enhanced connectivity, faster journey times and more capacity on SDA routes. Enabled EGIP 42 minute</p>

Project	Outline Business Case (or equivalent) approved stage	Progress at September 2020	Progress at March 2021	Contribution Made Towards Local Economic Development
	<p>billion with delivery by December 2016.</p> <p>SDA was subsequently appraised within the EGIP FBC (January 2014) which predicated a £93 million AFC for SDA with completion by December 2016.</p>	<p>Network Rail continue to close out commercial discussions with their principal contractors to close out non-essential outstanding works and all physical works are estimated to be complete by late 2020. Once these actions are complete, the final cost can be closed out and confirmed.</p> <p>The AFC (Anticipated Final Cost) is £159 million (as stated in September 2017 report).</p>	<p>Network Rail have now concluded commercial discussions with their principal contractors. Completion of outstanding physical works was expected by late 2020 but were delayed by COVID-19 and are now anticipated July 2021. Once these actions are complete, the final cost (which will reflect the additional commercial and other costs) can be closed out and confirmed.</p>	<p>fastest journey time and capacity objectives.</p> <p>Strengthened connectivity between lineside communities and Edinburgh and Glasgow delivering a reduction in journey times of up to 10 minutes and significantly increased capacity as well as more comfortable, efficient and reliable electric trains.</p>
<p>Highland Main Line Phase 2</p>	<p>The Anticipated Final Cost (AFC) is £56.7 million with infrastructure use by March 2019.</p>	<p>No change to cost since the last report.</p> <p>Infrastructure works were completed by the regulated milestone of March 2019 (as stated in September 2019 report).</p> <p>Enhanced passenger services will now be implemented in December 2021, which is later than previously reported (May 2021). This is due primarily to a delay in the delivery of rolling stock.</p>	<p>No change to cost since the last report.</p> <p>Infrastructure works were completed by the regulated milestone of March 2019 (as stated in September 2019 report).</p> <p>Enhanced passenger services will now be implemented if and when it is feasible to do so. The reasons for the continuing delay to the introduction in full of enhanced passenger services include the late delivery of the refurbished high-speed trains, the COVID-19 pandemic and its</p>	<p>Improving public transport options thus strengthening connectivity between the Highlands and Central Belt.</p> <p>This completed phase (Phase 2) of Highland Main Line (HML) enhancements provided the infrastructure capacity for:</p> <ul style="list-style-type: none"> • an hourly service; • average journey times reduced by around 10 minutes; and • more efficient freight opportunities. <p>It also provided the necessary capacity for potential</p>

Project	Outline Business Case (or equivalent) approved stage	Progress at September 2020	Progress at March 2021	Contribution Made Towards Local Economic Development
		The AFC is £56.7 million (as stated in March 2020 report).	impact on driver training and uncertainty over how quickly passenger demand will recover to its pre-COVID-19 level. In addition, there are also competing demands for enhanced freight services over the HML.	improvements to the times of the first and last trains between Inverness and the Central Belt and to provide a better distribution of calls at stations between Perth and Inverness.
CMAL - Two new 100 metre ferries	<p>Procurement commenced and Pre-Qualification Questionnaires were issued by CMAL (Caledonian Maritime Assets Ltd) on 15 October 2014 with tender returns on 31 March 2015 and the Preferred Bidder announced on 31 August 2015.</p> <p>The contract worth £97 million to build the two 100m 'dual-fuel' ferries for the Clyde and Hebrides Ferry Service (CHFS) was awarded on 16 October 2015. The first ferry is expected to be delivered in May 2018 with the second vessel following a few months later.</p>	<p>No change to CMAL costs since the last report.</p> <p>The total additional cost to complete the ferries over and above the original contract price is estimated at between £94.8 million and £98.8 million. The additional cost will be met by Scottish Government. The cost to Caledonian Maritime Assets Ltd (CMAL) will remain at £98.5 million, which comprises the fixed price cost of £97 million and £1.5 million of contractual variations agreed between CMAL and Ferguson Marine (Port Glasgow) Ltd.</p> <p>The Turnaround Director provided an updated report as at August 2020 to reflect the impact of the COVID-19 pandemic and the associated ongoing restrictions. Delivery is</p>	<p>No change to cost or timing since the last report.</p> <p>The total estimated cost to complete the ferries remains at between £110.3 million and £114.4 million.</p> <p>The total additional public expenditure over and above the original contract price remains at between £94.8 million and £98.8 million.</p> <p>Delivery remains scheduled to be between April 2022 and June 2022 for the first vessel and between December 2022 and February 2023 for the second.</p>	<p>These new ferries will improve the ferry service provision to island communities on Harris, Lewis, North Uist, Benbecula, South Uist and Arran respectively. It is anticipated these new ferries will boost economic sustainability through tourism.</p> <p>In addition, they will also maintain and enhance social and cultural wellbeing and the sustainability of these communities. This can also include direct access to jobs and access to services such as health and education.</p>

Project	Outline Business Case (or equivalent) approved stage	Progress at September 2020	Progress at March 2021	Contribution Made Towards Local Economic Development
		<p>now scheduled to be between April 2022 and June 2022 for the first vessel and between December 2022 and February 2023 for the second. The updated report showed that despite the pandemic, real progress has been made in the build out of the vessels and improvements at the yard.</p>		

Health

Project	Outline Business Case (or equivalent) approved stage	Progress at September 2020	Progress at March 2021	Contribution Made Towards Local Economic Development
<p>NHS Lothian - Royal Hospital for Sick Children / Department of Clinical Neurosciences</p>	<p>The OBC sets out that the project is estimated to cost £228.5 million, of which the NPD contract is £155 million, and that the project will be operational in May 2017.</p>	<p>The Department of Clinical Neurosciences (DCN) has been service operational in the new DCN building since July 2020. Childrens' Outpatient Services have also been operational in the Royal Hospital for Children and Young People since this date.</p> <p>NHS Lothian is working towards an operational date for all of the childrens' services by spring 2021. This is later than previously reported due to the COVID-19 pandemic and the associated ongoing restrictions as well as remedial works required to be undertaken at the site.</p> <p>The total estimated cost is now £258.2 million, of which the NPD contract value is £150 million. This is an increase from the £241.7m previously reported (as stated in March 2019 report) and is due to delay costs and remedial works.</p> <p>(FBC for project outlined that the total cost of the project at £230</p>	<p>The new Royal Hospital for Children and Young People fully opened on 23 March 2021 when all remaining children's services moved there.</p> <p>The Department of Clinical Neurosciences (DCN) has been service operational in the new DCN building since July 2020. Childrens' Outpatient Services have also been operational in the Royal Hospital for Children and Young People since this date.</p> <p>The total estimated cost is now £251.9 million, of which the NPD contract value is £150 million. This is a decrease in the £258.2 million previously reported and is due to greater certainty over costs associated with rectification works following the July 2019 delay in migrating services.</p>	<p>The original construction has been completed, and community benefit targets contracted through the Project Agreement were exceeded. Employment, training and education delivered includes:</p> <ul style="list-style-type: none"> • 81 work placements; • Over 215 jobs advertised through local employment; • 15 new graduate appointments; • 55 new apprenticeships; • Completion of 44 N/SVQ qualifications; • 64 community events and activities and over £109,000 raised for charity; • 189 Scottish business were engaged, of which 85 were local; and • 224 SMEs and 6 social enterprises were engaged on the construction.

Project	Outline Business Case (or equivalent) approved stage	Progress at September 2020	Progress at March 2021	Contribution Made Towards Local Economic Development
		million (of which the NPD contract value is £150 million) and that it was scheduled to open in September 2017 as stated in August 2015 report)		
NHS Grampian - Aberdeen Baird Family Hospital and ANCHOR Centre	<p>The OBC outlined a cost of £163.7 million and indicated that the ANCHOR Centre is projected to be operational in 2021 and the Baird to be handed over in 2021 and fully operational early 2022.</p> <p>(Frameworks Scotland 2 is procurement route for project).</p>	<p>The FBC was submitted in January 2020 with costs being £223.6 million. The cost however has now been revised to £233.2 million from that previously reported with the increase mainly attributed to inflation.</p> <p>The FBC is awaiting approval following the submission of an FBC Addendum and the completion of design assurance reviews, which reflect updated arrangements for the project.</p> <p>The operational date for the ANCHOR Centre is now estimated for March 2023 with the Baird Family Hospital estimated for November 2023.</p>	<p>No change to cost since the last report.</p> <p>The FBC was approved in September 2020 and the project is now in construction. The estimated costs of £233.2 million are as per FBC Addendum. The approved FBC states that the operational date for the ANCHOR Centre is now estimated for May 2023 with the Baird Family Hospital now estimated for December 2023.</p> <p>This is later than previously reported due to a mutual agreement to extend the construction timetable to accommodate hydrosediment removal that had been put in place to manage an HAI (Healthcare Associated Infection) risk during the period between the completion of the enabling works contract and commencement of the main contract.</p>	<p>The planned developments are of a significant scale and will be undertaken over a number of years. Local jobs will be secured and new jobs provided as a result.</p> <p>New, fit for purpose maternity and cancer services will help to attract skilled individuals to move to the area, particularly potential health service staff that have historically been difficult to attract.</p>

Project	Outline Business Case (or equivalent) approved stage	Progress at September 2020	Progress at March 2021	Contribution Made Towards Local Economic Development
NHS Greater Glasgow and Clyde - Greenock Health & Care Centre	<p>The FBC for the project outlines that the total cost of the project will be £22.4 million (revenue funded element £20.8 million) and that it will be operational by September 2020.</p>	<p>No change to cost since the last report.</p> <p>The project will now be operational in January 2021, which is later than that at FBC. This is due to the handover of project being delayed due to COVID-19 pandemic and the associated ongoing restrictions.</p>	<p>No change to cost since the last report.</p> <p>The project became operational in March 2021, which is later than that at FBC. This is due to the handover of project being delayed due to the COVID-19 pandemic and the associated ongoing restrictions.</p>	<p>The provision of local employment and training opportunities together with a significant contribution to the regeneration strategy set out for Broomhill Regeneration Masterplan.</p> <p>The following information relates to the latest community benefits delivered:</p> <ul style="list-style-type: none"> • 4 employment opportunities; • 3 apprenticeships employment; • 1 graduate employment opportunity; • 3 work experience placements; • 6 education & employability engagements; • 2 education & employability provider agreements; • 5 site visits; • 8 upskilling; and • 16 contractor led training.
NHS Highland - Redesign of Services for Skye, Lochalsh & South West Ross	<p>The FBC for the project outlines that the total cost of the project will be £28.5 million with the new £24.8 million Community Hospital in Skye to be operational by May 2021.</p>	<p>No change to cost since the last report.</p> <p>The operational date of the new Community Hospital in Skye is expected to be October 2021, which is later than that at FBC.</p>	<p>No change to cost or timing since the last report.</p> <p>The impact of COVID-19 on construction progress has potentially incurred additional costs of approximately £1 million</p>	<p>The following community benefits targets are now in place for the new hospital construction phase:</p> <ul style="list-style-type: none"> • 1 completed (2 week work placement) – ongoing

Project	Outline Business Case (or equivalent) approved stage	Progress at September 2020	Progress at March 2021	Contribution Made Towards Local Economic Development
	<p>The total cost relates to the reconfiguration of existing health and care premises in addition to the new hospital. The overall completion of the full programme of service redesign, including reconfiguration of existing premises is February 2023.</p> <p>The new hospital is being delivered under one contract in conjunction with Badenoch and Strathspey Community Hospital.</p>	<p>The delay is primarily due to the impact of the COVID-19 pandemic and the associated ongoing restrictions. There was also a delay of 2 weeks associated with alterations to the design of the Emergency department.</p> <p>The overall completion of the full programme of service redesign, including reconfiguration of existing premises is now estimated at June 2023, which is later than previously reported.</p> <p>The impact of COVID-19 on construction progress has potentially incurred additional costs of approximately £1 million although this is yet to be verified and evidenced.</p> <p>The remainder of the programme of work for north Skye is currently under review following the Sir Lewis Ritchie Report and the recent purchase of Home Farm Care Home and an option appraisal is to be carried out with the local community. This is likely to affect the agreed scope of the FBC.</p>	<p>and this will be verified and evidenced in line with Health Facilities Scotland (HFS) agreed procedures.</p> <p>The remainder of the programme of work for north Skye is currently under review following the Sir Lewis Ritchie Report and the recent purchase of Home Farm Care Home and an option appraisal is ongoing with the local community. This is likely to affect the agreed scope of the FBC.</p>	<p>discussions with Inverness UHI for further placements;</p> <ul style="list-style-type: none"> • 2 graduate roles completed (Graduate QS + Graduate Construction Manager); • 0 new apprentices (local M&E contractor working on both jobs is planning to start 4 new electrical apprentices); • 0 existing apprentices; • 4 jobs advertised to date; • 0 N/SVQ completions for subcontractors (currently being promoted through supply chain newsletter); and • 5 completed community engagement activities with schools (further activities planned with Broadford Primary once restrictions allow).

Project	Outline Business Case (or equivalent) approved stage	Progress at September 2020	Progress at March 2021	Contribution Made Towards Local Economic Development
<p>NHS Highland - Redesign of Services for Badenoch and Strathspey</p>	<p>The FBC for the project outlines that the total cost of the project will be £27.7 million with the £23.6 million new Community Hospital in Aviemore to be operational by May 2021.</p> <p>The total cost relates to the reconfiguration of existing health and care premises in addition to the new hospital. Overall completion of the full programme of service redesign, including reconfiguration of existing premises is February 2022.</p> <p>Project is being delivered under one contract in conjunction with the Skye, Lochalsh & South West Ross Community Hospital.</p>	<p>No change to cost since the last report.</p> <p>The operational date of the new Community Hospital in Aviemore is expected to be September 2021, which is later than that at FBC. The delay is due to the impact of the COVID-19 pandemic and the associated ongoing restrictions.</p> <p>The overall completion of the full programme of service redesign, including reconfiguration of existing premises is now estimated at June 2022, which is later than previously reported.</p> <p>The impact of COVID-19 on construction progress has potentially incurred additional costs of approximately £1 million although this is yet to be verified and evidenced.</p>	<p>No change to cost since the last report.</p> <p>The operational date of the new Community Hospital in Aviemore is expected to be October 2021, which is later than that previously reported. The delay is due to the ongoing impact of the COVID-19 pandemic and the associated ongoing restrictions.</p> <p>However, the overall completion of the full programme of service redesign, including reconfiguration of existing premises, is still estimated at June 2022.</p> <p>The impact of COVID-19 on construction progress has potentially incurred additional costs of approximately £1 million and this will be verified and evidenced in line with Health Facilities Scotland (HFS) agreed procedures.</p>	<p>The following community benefits targets are now in place for the new hospital construction phase:</p> <ul style="list-style-type: none"> • 1 completed (2 week work placement) – ongoing discussions with Inverness UHI for further placements; • 1 graduate placement completed (Graduate Construction Manager); • 0 new apprentices (local M&E contractor working on both jobs is planning to start 4 new electrical apprentices; • 3 existing apprentices on site; • 3 jobs advertised to date; • 0 N/SVQ completions for subcontractors (currently being promoted through supply chain newsletter); • 7 community engagement activities with schools, further education and/or community groups. (further activities offered to Aviemore Primary once restrictions allow).
<p>NHS Greater Glasgow and Clyde - Clydebank Health & Care Centre</p>	<p>The FBC for the project outlines that the total cost of the project will be £21.7 million (revenue funded element £20.4 million)</p>	<p>No change to cost since the last report.</p> <p>The project will now be operational in July 2021, which</p>	<p>No change to cost since the last report.</p> <p>The project will now be operational in November 2021,</p>	<p>The provision of local employment and training opportunities together with a significant contribution to the regeneration strategy set out</p>

Project	Outline Business Case (or equivalent) approved stage	Progress at September 2020	Progress at March 2021	Contribution Made Towards Local Economic Development
	and that it will be operational by June 2021.	is later than that at FBC. This is due to the completion of project being delayed due to the COVID-19 pandemic and the associated ongoing restrictions.	which is later than that previously reported. This is due to the COVID-19 pandemic and the associated ongoing restrictions.	for Queens Quay Regeneration Masterplan.

Schools

Project	Outline Business Case (or equivalent) approved stage	Progress at September 2020	Progress at March 2021	Contribution Made Towards Local Economic Development
<p>Barony Campus (East Ayrshire Council)</p>	<p>The project is being delivered by East Ayrshire Council as part of Scotland's Schools for the Future programme.</p> <p>The Scottish Government will contribute £16.7 million towards the £66.9 million project, which is planned to open to pupils by August 2020.</p> <p>(The total project cost includes additional aspects of the Campus which are funded by East Ayrshire Council)</p>	<p>The operational start date is planned for October 2020, which is later than previously reported (August 2020). This is due to the COVID-19 pandemic and the associated ongoing restrictions.</p> <p>The Scottish Government will contribute £16.7 million towards the £67.1 million project, which is in construction. The cost is higher than that previously reported, which is due to increased costs for shutdown of construction sites for COVID-19.</p>	<p>No change to cost or timing since the last report.</p> <p>The school opened to pupils in October 2020 and the Scottish Government contributed £16.7 million towards the £67.1 million project.</p>	<ul style="list-style-type: none"> • Project has awarded over £44 million in value of work to local SME's within 50 miles of the project. Over £47 million in value of work has been awarded to national SME's within Scotland. • 13 new jobs have been created within 50 miles of the project and 5 new jobs within the council boundary. • Project has provided 80 days of work placement training to 14-19 year old's and 230 days to college and university students. • 2,027 pupils have visited the site from nearby schools and a further 100 pupils from nearby colleges. • Project has recruited 5 graduates and 41 apprentices have been supported by new projects.

Project	Outline Business Case (or equivalent) approved stage	Progress at September 2020	Progress at March 2021	Contribution Made Towards Local Economic Development
<p>Inverurie Community Campus (Aberdeenshire Council)</p>	<p>The project is being delivered by Aberdeenshire Council as part of Scotland's Schools for the Future programme.</p> <p>The Scottish Government will contribute £25.6 million towards the £58.8 million project (revenue funded element £55.8 million) which is planned to open to pupils by March 2020.</p> <p>(The total project cost includes additional aspects of the Campus which are funded by Aberdeenshire Council)</p>	<p>No change to cost since the last report.</p> <p>The operational start date is planned for October 2020, which is later than previously reported (April 2020). This is due to the COVID-19 pandemic and the associated ongoing restrictions.</p> <p>The Scottish Government will contribute £25.6 million towards the £58.8 million project (revenue funded element £55.8 million) which is in construction.</p> <p>COVID-19 related delay costs are still being negotiated with the contractor and may result in an increase in cost.</p>	<p>No change to timing since the last report.</p> <p>The school opened to pupils in October 2020 and the Scottish Government contributed £25.6 million towards the £59.1 million project (revenue funded element £55.8 million).</p> <p>The total cost is higher than that previously reported, which is due to increased costs for shutdown of the construction site for COVID-19.</p>	<ul style="list-style-type: none"> • Project has awarded over £9 million in value of work to local SME's within territory. Over £20 million in value of work has been awarded to local SME's within Scotland. • 17 new jobs have been created from the project within territory. • Project has provided 840 days of work placement training to 14-19 year old's and 75 days to college and university students. • 456 pupils have visited the site from nearby schools. • Project has recruited 3 graduates and 8 apprentices have been supported by new projects.
<p>Alness (Highland Council)</p>	<p>The project is being delivered by Highland Council as part of Scotland's Schools for the Future programme.</p> <p>The Scottish Government will contribute £14.7 million towards the £37.4 million project, which is</p>	<p>No change to cost since the last report.</p> <p>The operational start date is planned for October 2020, which is later than previously reported (April 2020). This is due to the</p>	<p>No change to cost or timing since the last report.</p> <p>The school opened to pupils in October 2020 and the Scottish Government contributed £14.7 million towards the £37.4 million project.</p>	<p>The finalised economic benefit information is not yet available.</p>

Project	Outline Business Case (or equivalent) approved stage	Progress at September 2020	Progress at March 2021	Contribution Made Towards Local Economic Development
	<p>planned to open to pupils by April 2020.</p> <p>(The total project cost includes additional aspects which are funded by Highland Council)</p>	<p>COVID-19 pandemic and the associated ongoing.</p> <p>The Scottish Government will contribute £14.7 million towards the £37.4 million project, which is in construction.</p> <p>COVID-19 related delay costs are still being negotiated with the contractor and may result in an increase in cost.</p>	<p>COVID-19 related delay costs are still being negotiated with the contractor and may result in an increase in cost.</p>	
<p>Lossiemouth High School (Moray Council)</p>	<p>The project is being delivered by Moray Council as part of Scotland's Schools for the Future programme.</p> <p>The Scottish Government will contribute £26.4 million towards the £42.3 million project, which is planned to open to pupils by August 2020.</p>	<p>No change to cost since the last report.</p> <p>The operational start date is planned for April 2021, which is later than previously reported (August 2020). This is due to the COVID-19 pandemic and the associated ongoing restrictions.</p> <p>Moray Council are liaising with the contractor as to when a suitable date for the school to open would be. The current handover date is scheduled for February 2021 so the school may possibly be operational around April 2021. The Scottish Government will contribute £26.4 million towards the £42.3</p>	<p>No change to cost or timing since the last report.</p> <p>The project was handed over to the Council by the contractor in February 2021 and the planned operational start date remains April 2021.</p> <p>The Scottish Government will contribute £26.4 million towards the £42.3 million project.</p> <p>COVID-19 related delay costs are still being negotiated with the contractor and may result in an increase in cost.</p>	<ul style="list-style-type: none"> • Project has awarded over £1 million in value of work to local SME's within territory. Over £21 million in value of work has been awarded to local SME's within Scotland. • 20 new jobs have been created from the project. • Project has provided 37 days of work placement training to 14-19 year old's and 35 days to college and university students. • 80 pupils have visited the site from nearby schools.

Project	Outline Business Case (or equivalent) approved stage	Progress at September 2020	Progress at March 2021	Contribution Made Towards Local Economic Development
		<p>million project, which is in construction.</p> <p>COVID-19 related delay costs are still being negotiated with the contractor and may result in an increase in cost.</p>		<ul style="list-style-type: none"> • Project has provided 29 individuals with Leadership, Supervisor, Health and Safety training and 12 apprentices have been supported by new projects. • Project has also donated £400 to local charities. •

Further Education

Project	Outline Business Case (or equivalent) approved stage	Progress at September 2020	Progress at March 2021	Contribution Made Towards Local Economic Development
<p>Dunfermline Learning Campus (College element)</p>	<p>The OBC outlined that the total project cost would be £86 million, of which the NPD contract value (and Scottish Government contribution) was £70 million. It estimated that the project would be operational by August 2020.</p> <p>The College submitted a FBC in June 2017 for approval. However, due to the withdrawal of the NPD funding model and uncertainties on capital funding, approval was not given. Consequently, a decision was taken to put the project on hold pending assurances about funding.</p> <p>On 4 September 2019, the Scottish Government announced a commitment of £90 million to fully fund the College portion of the Dunfermline Education Campus.</p>	<p>Fife College and Fife Council have been working on the development of a Masterplan for the project, which has recently been submitted to the Scottish Government. They have developed a shared vision for the joint campus and have agreed a clear view of the strategic and academic benefits of a shared campus.</p> <p>The collective aim is to construct a single learning campus that incorporates two secondary schools (Woodmill and St Columba's) and a college with investigations ongoing around the possibility of a university hub.</p> <p>The project is at the planning stage and the Scottish Government commitment of £90 million to fund the College element remains unchanged.</p>	<p>Fife College and Fife Council have developed a shared vision for the joint campus and have agreed a clear view of the strategic and academic benefits of a shared campus.</p> <p>The project is at the planning stage and the Scottish Government commitment of £90 million to fund the College element remains unchanged.</p>	<p>The college will develop a detailed Community Benefits Plan using relevant guidance and applying it to specific opportunities that will be identified in the development of the tender process.</p>

Justice

Project	Outline Business Case (or equivalent) approved stage	Progress at September 2020	Progress at March 2021	Contribution Made Towards Local Economic Development
HMP Highland	The OBC outlines that the total project cost is £73.9 million and that the project will be operational in Spring 2021.	<p>No change to cost since the last report.</p> <p>The earliest potential operational date is now February 2024, which is later than previously reported (November 2023). This is due to the funding position still to be confirmed.</p> <p>The total project cost is £92 million (as stated in March 2020 report).</p>	<p>No change to timing since the last report.</p> <p>The total project cost is now being reported as a range of between £98 million to £110 million. This is an increase from the previously reported estimate of £92 million.</p> <p>The revised cost takes account of uncertain market conditions following the COVID-19 pandemic and Brexit, requirements around net-zero and zero-direct carbon emissions, as well as the changing profile of the prison population.</p> <p>The earliest potential operational date remains February 2024.</p>	<p>The procurement process for awarding a contract for the Design and Build of HMP Highland has now commenced.</p> <p>A key objective of the SPS is to deliver innovative social value/community benefits that are relevant to the local economy; this will be a focus both during the project and in terms of providing a legacy after the construction of HMP Highland has been completed. The first stage of this process has been completed through the issue and return of an Expression of Interest (EOI) document, enabling SPS to select four Contractors to progress to the Initiation to Tender (ITT) stage.</p>
National Facility for Women Offenders	The OBC outlines that the total cost is £53.2 million and that the project will be operational in October 2020.	<p>No change to cost since the last report.</p> <p>The operational date for the new facility is now May 2022, which is later than previously reported (February 2022). This was due to construction work being</p>	<p>No change to timing since the last report.</p> <p>The total project cost is now £74 million, which is an increase in what was previously reported. This is due to additional costs</p>	Following the lifting of the lockdown restrictions, SPS in conjunction with Morrison Construction, have sought to re-engage the community benefits where possible, given the current restrictions due to social distancing etc. Morrison

Project	Outline Business Case (or equivalent) approved stage	Progress at September 2020	Progress at March 2021	Contribution Made Towards Local Economic Development
		<p>halted on 23 March in line with Scottish Government guidance on the COVID-19 pandemic and the associated ongoing restrictions.</p> <p>Works recommenced in June. However, completion of the construction work may be subject to further delays due to the impact of COVID-19.</p> <p>The total cost of the project is £72.6 million (as stated in March 2020 report).</p>	<p>associated with the impact of the COVID-19 pandemic.</p> <p>The operational date remains estimated for May 2022.</p>	<p>Construction Community Benefits Team continues to liaise with SPS on a monthly basis to discuss the qualification pathways to employment programme in partnership with Wise Group to facilitate the Women of Cornton Vale into employment.</p>

Notes relating to the Major Capital Projects Progress Update

Health

Health projects being delivered by the Scotland-wide 'hub' initiative which form part of the Scottish Government's current revenue funded £3.5 billion NPD/hub investment programme are first included within report at construction start stage. Final community benefits figures will not be available until projects are operational.

Schools

School projects being delivered by Scotland's Schools for the Future Programme are first included within report at construction start stage.

The total school costs are provided where finalised (these include additional related capital elements incurred by local authorities for additional works which are out with the scope of the 'Scotland's Schools for the Future' programme).

For school projects in construction under an early works contract or a letter of intent, the costs relates to the estimated project cost of each school based on the metrics used for the Programme (these figures are not the finalised costs and do not include additional related capital elements incurred by local authorities for additional works which are out with the scope of the programme).

For those school projects that are in construction where the main contract has been signed, the total actual costs are provided where finalised and include additional related capital elements incurred by local authorities for additional works that are out with the scope of the programme.

Contribution Made Towards Local Economic Development - Scotland's Schools for the Future Programme requests details of economic benefits delivered through each project, with the targets for these benefits set by the individual Local Authority in conjunction with their main contractor and delivery partner. It is hoped that the projects will deliver a number of economic benefits through the delivery of the project. The Local Authorities are asked for details regarding the following economic benefits:

- Subcontract work awarded to Local SME's within 50 Miles;
- Subcontract work awarded to Local SME's within Council Boundary;
- Subcontract work awarded to National SME's within Scotland;
- New Jobs Created Within 50 Miles;
- New Jobs Created to Local SME's within Council Boundary;
- Work Placements (14-19 years);
- Work placements (college/university Student);
- Visits By Schools To Site (Pupil numbers);
- Graduate Recruitment; and
- Apprentice/Trainees supported through project.

Where relevant, the hub procurement process will ensure that local resources are used wherever possible. The facilities available, especially in secondary schools, will provide significant resources, both educational and recreational, for local communities.

SUMMARY OF CHANGES NOTE

This note summarises key points and changes within the report since the previous Scottish Government progress update published on 4 December 2020.

Projects no longer included within the report

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

- **NHS Lothian - East Lothian Community Hospital.**
- **Queensferry High (City of Edinburgh Council).**
- **Jedburgh (Scottish Borders Council).**

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

NHS Lothian - Royal Hospital for Sick Children / Department of Clinical Neurosciences

The new Royal Hospital for Children and Young People fully opened in March when all remaining children's services moved there. The new facility will deliver local, regional and national services in some of the most modern and best-designed healthcare facilities in the world.

NHS Grampian - Aberdeen Baird Family Hospital and ANCHOR Centre

Construction work has commenced on this exciting initiative, which is delivering two new health facilities at the Foresterhill Health Campus. The new development will help modernise patient care at the campus, which is one of Europe's biggest healthcare sites.

Lossiemouth High School (Moray Council)

The new school which incorporates a community centre, swimming pool, library, a games hall and a 3G sports pitch was handed over to the Council in February 2021. It is last school in Scotland's Schools for the Future Programme that saw 117 schools built through £1.8 billion of investment.

Barony Campus (East Ayrshire Council)

This innovative, ambitious and inclusive learning facility in Cumnock opened to pupils in October and was the biggest capital project ever undertaken by East Ayrshire Council as well as being the largest school provision in Scotland.

Inverurie Community Campus (Aberdeenshire Council)

This stunning new purpose-built facility at the heart of the community opened to pupils in October and incorporates fantastic new leisure facilities including a multi-use sports area, two all-weather pitches, a dance studio and a six-lane swimming pool

Alness Academy (Highland Council)

This state of the art building opened to pupils in October and includes an ultra-modern learning environment as well as impressive sports facilities, which include as 25-metre swimming pool, a four-court games hall, gymnasium, two floodlit 3G pitches and playing fields.

Annex C: Infrastructure Investment Plan 2015 - Programme Pipeline update

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

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

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
TRANSPORT	A9 Dual carriageway	Phased improvements to the existing A9 Perth to Inverness.	£3 billion	<p>First three phases of programme capital funded.</p> <p>A range of financing options to be considered during subsequent stages of design and assessment.</p>	Preparatory and construction work underway with phased programme of schemes as they emerge from statutory process over period to 2025.	<p>Design is nearing completion (for eight of nine sections), delivery is underway and we have recently embarked on market consultation to determine the most efficient delivery model for the remainder of the programme.</p> <p>Construction is well underway on the second stretch to be dualled between Luncarty and Birnam with completion anticipated in winter 2021.</p> <p>The next section to progress is between Tomatin and Moy. Immediately following the publication of the Made Orders, a Prior Information Notice (PIN) was published on 26 February 2021 signalling the start of procurement for the £115 million construction contract, which is expected to be awarded in the second half of 2022.</p> <p>At the same time, design work is also progressing well with the statutory</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
						<p>process well underway for eight of the remaining nine schemes.</p> <p>In addition to Tomatin to Moy, we have given the go-ahead to complete the statutory process for four further schemes, with publication expected over the coming months</p> <p>We also expect Public Local Inquiry Reports for a further three schemes shortly. Subject to positive decisions, this would pave the way for completing the statutory processes for approximately 92% of the programme.</p>
TRANSPORT	A96 Dual carriageway	Phased improvements to the existing A96 from Inverness to Aberdeen (including the Nairn Bypass).	£3 billion	A range of financing options to be considered during subsequent stages of design and assessment.	The Scottish Government is committed to dualling the A96 between Inverness and Aberdeen. Delivery of each section of the dualling programme can only commence if it is approved under the relevant statutory procedures and thereafter a timetable for its	<p>On the Inverness to Nairn (including Nairn Bypass) section following consideration of the Public Local Inquiry Reporters' Report, the Scottish Ministers have decided to make the Orders for the scheme with Decision letters issued on 19 February 2021. Preparations are now underway to publish the made Orders for the scheme and we expect to be in a position to do this by summer 2021.</p> <p>Route option assessment work on the section between Hardmuir and east of Fochabers has been completed with a preferred option announced at a series of public exhibitions held in December 2018. The detailed development and</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
					progress can be set.	assessment of the preferred option is ongoing. Route option assessment work on the section between east of Huntly and Aberdeen is now complete and the preferred option was announced at a virtual exhibition on 21 December 2020.
TRANSPORT	A82 Improvements	Improvements to the 17 km route between Tarbet and Inverarnan adjacent to the west bank of Loch Lomond.	£250 million-£500 million Range will be narrowed as the project develops.	Capital Funded	Delivery of the scheme can only commence when it is approved under the statutory procedures and thereafter a timetable for construction can be set.	Detailed development and assessment of the preferred option for the section of the A82 between Tarbet and Inverarnan is being informed by an enhanced understanding of the specific complexities of improving this iconic route. Detailed consideration of mitigating disruption to all road users during construction is being informed through on-going engagement with key stakeholders.
TRANSPORT	High Speed Rail	The Scottish and UK Governments made a joint commitment in March 2016 that Transport Scotland and the Department for Transport (DfT) would work together with	Scotland's share of the Feasibility and Business Case study is approximately £850,000.	Funded by the UK and Scottish Governments	Transport Scotland completed Feasibility and Environmental Studies in 2018, which identified a number of potential infrastructure	On the east coast, the study confirmed the technical and environmental feasibility of constructing new high-speed line sections between Edinburgh and Newcastle, which could halve the journey down to just 45 minutes and in conjunction with HS2, achieve an approximate 3-hour journey time between Edinburgh and London.

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		<p>Network Rail over the following 3 years to identify infrastructure enhancements that could be implemented between 2019 and 2029 to improve the capacity, resilience on the rail routes between Scotland and England and move closer to the target 3 hour journey time between London and Scotland.</p>			<p>enhancement options.</p> <p>Work on a joint UK / Scottish Business Case commenced in 2019 but was paused due to the onset of Strategic Transport Projects Review (STPR2), and more recently COVID-19.</p> <p>After STPR2 has reported the Business Case, study will be completed and subsequently presented to UK and Scottish Government Ministers to inform the decision to proceed to the next stages.</p>	<p>On the west coast, the study confirmed the technical and environmental feasibility of constructing a new high-speed line between Bay Horse and Low Gill in Lancashire and between either Carstairs or Abington and Glasgow, which could reduce the journey time between London and Glasgow to between 3 hour 10 minutes and 3 hours 17 minutes respectively.</p> <p>The route between Carstairs and Glasgow has superior connectivity, which would also reduce the journey time between Abington and Edinburgh by over 5 minutes and facilitate the construction of new cross-border stations on a new high-speed line within the Eurocentral business park and on the existing rail network near Livingston.</p>
TRANSPORT	Aberdeen – Central Belt Rail Improvements	The improvement of capacity, performance and journey times on	£200 million of “additional” expenditure	Grant Funding by Scottish Ministers to Network Rail.	The £200 million is to be spent within the same 10-year period as the	This project is currently undergoing its “option selection” stage. This follows the “feasibility” stage, during which concept timetables were developed

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		key rail links between Aberdeen and the Central Belt.	announced in 2016.		Aberdeen City Region Deal (2016-2026).	<p>that would deliver the journey time improvements and capacity enhancements set out by the Aberdeen to Central Belt Reference Group. Signalling and infrastructure interventions were then identified for delivering these timetables.</p> <p>The option selection stage will ascertain which of the interventions identified in the feasibility stage can deliver maximum economic benefits for the north east within the £200 million budget set out in the 2016 Ministerial commitment. In a parallel piece of work, Transport Scotland have engaged consultants to prepare an Outline Business Case for the project. They are working in conjunction with the project team and have also obtained input from key stakeholders.</p> <p>Quarterly Key Stakeholder meetings are being held between the delivery partners and representatives of the Aberdeen City Region Deal Joint Committee and the relevant Regional Transport Partnerships (Nestrans and Tactran). Additionally, Transport Scotland and Network Rail staff attend the City Region Deal Joint Committee twice yearly to update on progress.</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
TRANSPORT	Glasgow Subway Modernisation	Major modernisation includes a smartcard ticketing system linked to wider integrated ticketing; new rolling stock and signalling; refurbished stations with improved accessibility including replacing escalators.	Scottish Government contribution of up to £246 million to Strathclyde Partnership for Transport (SPT) towards estimated total project cost £287.5 million.	Grant funding contribution up to period 2024-25.	Modernisation will support the future of the Subway, linking it to other transport modes across the City of Glasgow, including the Interchanges at Govan and Partick and contribute to the regeneration of the City.	<p>The COVID-19 pandemic has had significant impact on the modernisation programme with all site works initially stood down until the easing of the first lockdown. The restrictions on international travel during this time also impacted SPT's contractors and suppliers, with design and equipment factory testing activity being delayed or prolonged. However, first three trains have been received and off-line train testing is in progress.</p> <p>Strathclyde Partnership for Transport is working with the delivery agent for the new trains to develop a modified programme of delivery. This will see the new trains operating on the existing signalling system (rather than having to install the new signalling system before the new fleet can run). This should mean the new fleet will enter service earlier than would currently be the case.</p>
TRANSPORT	Active Travel (Walking, Wheeling and Cycling)	Investment across Scotland, but concentrating large-scale active travel infrastructure in major centres of population.	In 2020-21 almost £90 million capital including £23.9 million direct to local authorities.	Part of the £100.5 million active travel budget mainly distributed as grant funding to third sector delivery	Large-scale infrastructure projects (currently 14) in the Places for Everyone programme.	The programme of permanent active travel infrastructure 'Places for Everyone' run by Sustrans has been paused due to COVID 19. Instead almost £39 million of the active travel budget has been repurposed towards a programme for temporary infrastructure 'Spaces for People',

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		Involves the building of protected cycle lanes, but also corresponding changes to the public realm, including removal of space for cars to encourage and support more people to cycle, walk and wheel.		partners to administer programmes for local authorities and others to fund active travel infrastructure projects. The largest of these is the Places for Everyone Programme managed by Sustrans with grant funding of around £51 million per annum.	There is a rolling programme of new projects acknowledging the fact that there is very little active travel infrastructure currently in place and a step change is needed in the amount and type of infrastructure and pace of build to support policy objectives for active travel.	which supports people to walk, wheel and cycle whilst physically distancing and keeping them safe from traffic. We are working through Sustrans to support local authorities in making some of these successful schemes permanent where appropriate – following due process - and where there is local political and community support. As we transition out of the latest lockdown, Places for Everyone projects and the programme are resuming. A Places for Everyone Board agreed three new major infrastructure projects on 30 September 2020 with agreement reached on additional smaller projects at a steering group meeting of 2 December 2020.
TRANSPORT	Skye Triangle	Infrastructure improvement work at the following ports: Uig (Skye), Tarbert (Harris) and Lochmaddy (North Uist)	£95 million	Capital Funding / Grant Funding	Estimated completion dates: - Tarbert: Autumn 2021 (civil works) Autumn 2022 (terminal building) - Lochmaddy: Autumn 2022	Tarbert - construction contract awarded in September 2019. Works were temporarily suspended due to COVID-19. Re-mobilisation of works commenced on site on 29 June 2020. Lochmaddy - currently at re-tendering stage. Uig construction project - currently at tender bid stage.

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
					- Uig: 2024	Community consultation has taken place at all three sites and further consultation is being arranged for later this year.
HEALTH	Schedule Care and Diagnostic Care	<p>New Diagnostic and Treatment Centres to allow people to be treated more quickly for planned surgery.</p> <p>The programme will encompass the provision of additional elective capacity across 7 Health Boards (on 8 sites) to cover the all-Scotland requirement out to 2035. This will require new build as well as refurbishment of existing infrastructure.</p>	£320 million	Capital funded	Delivery of all units is expected to be completed in 2024.	<p>Building work has completed on the Golden Jubilee National Hospital's Ophthalmology Unit Development and unit became operational in November 2020.</p> <p>The Full Business Case (FBC) for the NHS Highland North of Scotland Elective Care has been approved and building work commenced in October 2020.</p> <p>Main construction works have started at the Golden Jubilee National Hospital's Phase 2 Elective Expansion. Construction is expected to be completed in quarter 4 of 2022-23 with operations beginning on a phased basis up to end of March 2023.</p> <p>The Outline Business Case (OBC) for the Short Stay Elective Centre in St John's Hospital in Livingston has been approved and NHS Lothian are in the process of developing their FBC.</p> <p>Work on the Full Business Case (FBC) for the NHS Grampian Elective Care</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
						<p>has been paused pending the outcome of a clinically led review of the scope of the project. Revised dates for the project plan will be confirmed following completion of this review.</p> <p>NHS Tayside Elective Care Outline Business Case (OBC) is expected to be submitted for review in October 2021.</p> <p>Main works on the NHS Fife Elective Centre began on 1 March 2021 and are expected to be completed by quarter 3 2022-23.</p> <p>Construction of the NHS Forth Valley Elective Centre is scheduled to commence July 2021 and finish March 2022.</p>
SCHOOLS	Scotland's Schools for the Future	School building programme which will deliver 117 new or refurbished schools across Scotland by February 2021.	£1.8 billion (£1.13 billion direct from Scottish Government with rest from Local Authorities)	Revenue and capital funded	31 March 2021	<p>All 117 schools are now complete.</p> <p>The final school in the programme was completed in February 2021, with the school due to open to pupils after the Easter holidays in April 2021.</p> <p>At least one new school project is being delivered in every local authority area in Scotland.</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
SCHOOLS	Learning Estate Investment Programme	<p>The programme will benefit around 50,000 pupils across Scotland.</p> <p>The programme will see more schools that are low emission, digitally enabled and better connected to their local communities.</p>	<p>£2 billion of infrastructure investment will be enabled.</p> <p>(£1 billion from the Scottish Government with rest from Local Authorities)</p>	50/50 split between Scottish Government and local authorities	Programme funding available until the end of next parliamentary term in 2026.	<p>The first phase of school projects to benefit from funding through the Learning Estate Investment Programme was announced in September 2009. A second phase was announced in December 2020.</p> <p>Scottish Government officials continue to work with local authorities regarding which priority projects may be suitable for Scottish Government support within future phases of the programme.</p>
EARLY LEARNING AND CHILDCARE	Expand provision of funded Early Learning and Childcare (ELC)	Expand provision of funded ELC entitlement for 3-4 year olds and eligible 2 year olds from 600 to 1,140 hours per year from 2020.	Multi-year funding package agreed with COSLA (Convention of Scottish Local Authorities) of £476 million.	Capital Funded	2017-18 to 2020-21.	<p>Multi-year funding agreement reached with COSLA Leaders in April 2018 to fully fund local authority capital requirements for the expansion of early learning and childcare.</p> <p>Funding is provided as a specific grant, so is protected for spend on ELC.</p> <p>As at January 2021, a total of 588 early learning and childcare capital projects have been completed, delivering an additional 11,560 ELC places.</p>
HOUSING	Affordable Housing	The delivery of 50,000 affordable homes over the	Over £3.5 billion	Capital funding committed from Scottish	Delivery was targeted for the end of the current	Over the period 1 April 2016 to 31 December 2020, a total of 37,964 affordable homes have been delivered

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		<p>five years of the current Parliament (2016-2021).</p> <p>Working with local authorities, housing associations and private developers, we are committed to investment and ensuring best value in order to maximise the number of affordable homes that can be delivered from available resources.</p>		Government for the five years to 2021.	Parliamentary period.	<p>towards the 50,000 affordable homes target. This includes 25,677 for social rent, 4,318 for affordable rent and 7,969 for affordable home ownership.</p> <p>The impact of the lock down in March 2020 meant that there was a necessary pause in the delivery of affordable homes at a critical time in our target period. Although we will not now meet the 50,000 affordable homes commitment by the end of this parliament, we will continue to work closely with partners to deliver the remaining homes during 2021-22.</p> <p>Our investment in housing will on average, leverage economic output in the region of £1.4 billion per year, supporting around 10,000 to 12,000 jobs per year in the construction and related industries in Scotland.</p>
HOUSING	Raising delivery across the housing sector	Plans to help address the development, financing, infrastructure and collaboration issues constraining increased housing supply across all tenures.	Over £800 million of Financial Transactions investment over 5 years to 2021 in shared equity schemes.	Guarantees, loans, grant recycling and new sources of private funding.	Delivery by end of this Parliamentary period for current housing target of 50,000 homes. Future funding options under review.	<p>Key achievements of the Housing Infrastructure Fund (HIF). Since its launch in 2016, £48 million loan and grant has been approved. This funding is estimated to unlock 12,000 houses, of which approximately 3,600 will be affordable over the next 10-15 years.</p> <p>Over £100 million of long-term loan investment by the Scottish</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
			Building Scotland Fund (BSF) - £150 million.			<p>Government into the expansion of affordable, mid-market rent (MMR) housing. This includes:</p> <ul style="list-style-type: none"> - LAR Housing Trust: £55 million Scottish Government loan plus £65 million Institutional Investment secured from Scottish Widows (800-1,000 homes target). - Places for People Capital: MMR Fund - £47.5 million Scottish Government loan plus £135 million in institutional investment including Total fund now at £182.5 million with a revised target of £240 million to deliver 1,500 units in total. <p>Since 2016, the support provided by the shared equity schemes has assisted 16,450 households into homeownership. We estimate that by end March 2021 it will have helped over 27,000 households in total.</p> <p>BSF investments of £74 million aim to support the development of around 4,000 new homes and at the point all projects are on site, around 500 full time jobs.</p> <p>The National Housing Trust initiative has delivered over 1,700 new mid-</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
						<p>market rent homes across Scotland through the provision of a Scottish Government guarantee. This initiative provided essential economic support during a period of significant downturn.</p> <p>Guarantee support in the form of a standby facility was a key feature that unlocked 3,450 future homes at Winchburgh of which 25% are expected to be affordable.</p>
REGENERATION	Implementation of the Regeneration Strategy	Regeneration Strategy - Achieving a Sustainable Future – published in December 2011 - supporting sustainable economic growth, by tackling area inequality, addressing market failure, and increasing opportunities for areas of need to attract investment and jobs.	Regeneration Investment Fund - Capital Investment Fund - more than £310 million since 2016-17	Capital Funded	2016 to 2022 Capital Investment Fund includes the SPRUCE fund, which is an evergreen / revolving fund with loans, which are repaid being reinvested into new projects over its lifetime.	<p>RCGF: 198 projects have been recommended for funding of more than £200 million from eight rounds of RCGF including a further 26 projects awarded grant support totalling over £37 million for 2020-21.</p> <p>SPRUCE: 17 projects have now received support from SPRUCE to date with more than £123 million of investment agreed supporting development costs of more than £309 million and supporting or creating more than 6,000 employment opportunities.</p> <p>Town Centre Fund: Local authorities and their partners have been able to use their Town Centre Fund allocations to deliver projects that support transformative improvements to town centres right across Scotland</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
						as part of place-based approaches to delivering regeneration and inclusive growth.
DIGITAL	Reaching 100% programme (R100)	The delivery of 100% superfast broadband access across Scotland by the end of 2021.	£600 million has been committed for the procurement phase of R100.	<p>The Scottish Government has committed £600 million to the North, Central and South lots of the R100 programme (£579 million Scottish Government funding; £21 million UKG funding).</p> <p>As the R100 contracts are “gap funded”, the successful bidder will also contribute towards the costs for delivery.</p> <p>In February 2021, the UKG announced</p>	<p>Delivery of 100% superfast broadband access across Scotland by the end of 2021.</p> <p>The central and south lot contracts were signed in December 2019; and work on the ground began in both areas in Summer 2020. We expect the majority of contract build to be completed by the end of 2023.</p> <p>At the time of contract signature, the North contract build completion was expected to be December 2026. BT is currently</p>	<p>Work on the ground is now underway in both the Central and South lot contract areas with first connections now available in Biggar and Auchterarder.</p> <p>The North lot contract was signed on 11 December 2020 following the dismissal of a legal challenge. As was the case with the Central and South lots, BT is now required to remodel their build plans to take account of changes in commercial delivery plans. We expect to have the full picture for the North lot by summer 2021.</p> <p>In September 2020, we launched the Scottish Broadband Voucher Scheme (SBVS). Anyone whose home or business broadband speed is less than 30 Megabits per second (Mbps) and where there are no plans to bring superfast broadband to their address by the end of 2021, will be eligible for the scheme.</p> <p>Further information can be found at www.scotlandsuperfast.com</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
				that it would invest £4.5 million in the R100 Central lot contract to flip over 5,300 from FTTC (fibre to the cabinet) connections to FTTP (fibre to the premises) connections).	remodelling build to account for changes in commercial deployment across the region and we should have the full coverage picture by summer 2021.	
ENERGY	National infrastructure priority on energy efficiency – through Energy Efficient Scotland	Integration of domestic fuel poverty and energy efficiency programmes with heat generation and non-domestic energy efficiency activity to tackle fuel poverty and contribute to energy efficiency and climate change commitments.	In excess of £10 billion	Programme for Government committed £500 million for energy efficiency over four years to 2021.	From 2017 through to 2021. The programme is a 20-year programme and we anticipate that it will be operational until 2040 – at this point all buildings in Scotland will have reached the proposed long-term standard.	The Scottish Government published the draft Heat in Buildings Strategy for consultation in February 2021. The Strategy provides an update to the 2018 Energy Efficient Scotland Route Map and brings together our ambitions on energy efficiency and heat decarbonisation into a single framework. We are on track to exceed our commitment to provide £500 million over the four years to 2021 to tackle fuel poverty and improve energy efficiency
ENERGY	Low Carbon Infrastructure Transition	Programme supports the acceleration of	Phase 1 (2015-2018) £76 million.	The programme is funded by the	Phase 1 – delivery of 11 low carbon infrastructure	LCITP has supported the co-development of over 30 proof of concept and development proposals

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
	Programme (LCITP)	projects to develop investment grade business cases and the delivery of low carbon infrastructure projects.	Phase 2 (2018-2021) £60 million	Scottish Government to September 2021 with support for 40% activity through the European Structural Funds.	demonstrator projects by December 2018 Phase 2 – the delivery of 10 low carbon infrastructure demonstrator projects by September 2021.	<p>for low carbon projects. LCITP has run a number of open funding invitations, including the Social Housing Net Zero Heat Fund, Green Recovery: Low Carbon Energy Project Development Funding, Scottish Low Carbon Heat Funding Invitation, Transformational Low Carbon Demonstrator Invitation and the Innovative Local Energy Systems Invitation.</p> <p>LCITP has offered over £52 million of capital funding to 26 low carbon projects.</p> <p>In September 2020, it launched the Green Recovery: Low Carbon Energy Project Capital Funding. This invitation targeted a minimum of £50 million of support for projects that demonstrate innovative low carbon heat solutions for buildings, as well as proposals for integrated energy systems that support the ambitions for Scotland to achieve net zero emissions by 2045 and further catalyse economic recovery from the challenges imposed by the COVID-19 Pandemic.</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
CITIES / REGIONS	Glasgow City Region Deal	<p>The deal empowers Glasgow and its City Region partners to identify, manage and deliver a programme of investment to stimulate economic growth and create jobs in their area, spreading the benefits of economic growth across Glasgow and Clyde Valley, and ensuring deprived areas benefit from this growth.</p>	<p>£1.13 billion</p> <p>Scottish Government is a full partner and investing £500 million over 20 years.</p> <p>UK Government investing £500 million over same period and the regional partners £130 million.</p> <p>Scottish Government is also investing £20 million in the Imaging Centre of Excellence.</p>	Capital Funded	20 years from 2015-16 until 2034-35.	<p>The deal, which was signed August 2014, is now well underway and the Glasgow City Region Cabinet has approved a number of projects. Project selection and approval is a matter for the Glasgow City Region Cabinet (and not Scottish Ministers).</p> <p>The land owned by Exxon Mobil at Bowling was transferred to West Dunbartonshire Council on June 24 2020.</p> <p>The outline business plan for the Pan-Lanarkshire Orbital Transport Corridor project was approved in October 2020. Construction has been completed for all three of the Innovation and Business Growth Projects (Medi City, Image Centre of Excellence (ICE) and Tontine)</p> <p>The Sauchiehall Street pilot for the Avenues project has now been completed, with widened pavements, new cycle routes and features such as trees and rain gardens encouraging more cycling and walking. Further Avenue sites are in development.</p> <p>Construction has now started in Sighthill, in the biggest regeneration project in the UK outside of London.</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
						<p>The area will welcome over 800 new homes, a new school campus and an iconic pedestrian bridge.</p> <p>Preparation work has commenced for construction of the landmark bridge, which will re-connect the north and south of the city and form a key part of the active travel network.</p> <p>Councillors have approved an award of up to £10 million City Deal funding to Transport Scotland for the planned refurbishment of High Street train station, creating a fully accessible, modern station that will to improve connectivity and promote inclusive economic growth in the surrounding area.</p>
CITIES / REGIONS	Aberdeen City Region Deal	The 10-year deal paves the way for investment in innovation, internationalisation, digital connectivity and infrastructure across the region.	£826 million Scottish and UK Governments have committed to investing up to £125 million each and the regional partners £576 million.	Capital Funded	10 years from 2016 until 2026.	<p>The deal was signed in November 2016. The Scottish Government is working together with the UK Government and regional partners during the implementation phase to make the proposals within this deal a reality.</p> <p>The Oil and Gas Technology Centre celebrated its fourth anniversary in February 2021 and continues to operate with a successful profile, either meeting or exceeding stretched</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
			<p>The Scottish Government has also committed to invest a further £254 million over the same 10-year period as the City Region Deal to deliver further economic benefits.</p>			<p>targets, building an excellent reputation in the industry for advancing the adoption of new technologies.</p> <p>The Food Hub for Innovation, rebranded SeedPod – is to be located in the Sunnybrae area, collocated with the Scottish Rural College with a planning application submitted in February 2021.</p> <p>Work continues on the Transportation Links to the Bay of Nigg STAG Part 2 appraisal, which will inform what supporting infrastructure is necessary for the Aberdeen Harbour Expansion.</p> <p>The Bio Therapeutic Hub for Innovation will be based in the Foresterhill Health Campus in Aberdeen and enabling construction has commenced.</p> <p>All the other elements of the deal are continuing to progress with either the development of business cases or the undertaking of further engagement to help understand the issues and identify options to enable delivery.</p>
CITIES / REGIONS	Inverness City Deal	The deal will support a step change in digital	£315 million	Capital Funded	10 years from 2016 until 2026.	The deal was signed in January 2017 and is now underway.

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		connectivity, digital healthcare, skills, innovation and infrastructure in the region.	Scottish Government has committed to investing up to £135 million in the deal, the UK Government up to £53 million, and the Council and regional partners a further £127 million over 10 years.			<p>- Innovative Assisted living – Fit Homes (Scottish Government) - this pan-Highland project aims to construct 48 technology-enabled homes to provide independent living for elderly residents and military veterans who might otherwise have to remain in hospital or enter care homes. The pilot Fit Homes development in Dalmore, Alness equipped with this technology was completed in April 2018. Four further sites are being developed at Nairn, Tongue, Lairg and Dingwall.</p> <p>- Affordable Housing (Scottish Government) – The first projects have been completed, delivering a total of 78 new Mid-Market Rent (MMR) opportunities within Alness, Ardgay, Dornoch, Drumnadrochit, Fort William, Inverness, Munloch and Ullapool with a further 43 under construction. The Raining’s Stairs Development in Inverness has been announced by the Royal Incorporation of Architects in Scotland (RIAS) as one of the 10 winners of its 2019 award of top ten buildings in Scotland.</p> <p>- Inverness Castle Grounds (UKG) – Environmental works around the castle and towards repairs to the fabric of the North Tower were completed and the</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
						tower then opened as a viewpoint in April 2017. City Deal funds were also used to purchase the nearby Bridge St. buildings, with a view to creating a more extensive and aesthetically valuable visitor attraction and creating jobs and further investment opportunities for the region. The purchase of the South Tower was finalised on 17 July 2020, placing all of the buildings and land on the Castle Hill site into the ownership of the Highland Council. The next phase of the work is currently under development and progressing well.
CITIES / REGIONS	Edinburgh and South East Scotland City Region Deal	The deal will address inclusion issues, create new economic opportunities, and is expected to provide up to 21,000 jobs.	£1.3 billion Scottish Government and UK Government have committed to investing up to £300 million each in the deal. Regional partners, including the six local authorities and the	Capital Funded	15 years from 2018 until 2032.	The deal was signed in August 2018 and is now underway. The business cases related to the following projects are sufficiently developed to a level to begin the formal sign off process between both governments: - Bayes Centre; - National Robotarium; - IMPACT Centre; and - Integrated Regional Employability and Skills Programme (IRES). Site works have started for the Central Borders Innovation Park, Edinburgh

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
			region's universities and private sector will contribute £730 million.			<p>Futures Institute and Edinburgh International Data Facility.</p> <p>Progress is ongoing with the design and construction of a new grade separated junction on the A720 Edinburgh City Bypass at Sheriffhall. Consultation on draft orders closed on 31 January 2020.</p>
CITIES / REGIONS	Stirling and Clackmannanshire City Region Deal	The deal will enable the city region to thrive in new and emerging sectors with a highly skilled, flexible workforce, supported by outstanding infrastructure.	<p>£214 million</p> <p>Scottish Government and UK Government each invest £45.1 million.</p> <p>Regional Partners have committed investment of £123.8 million</p> <p>Scottish Government also making an investment of £5 million in addition to the deal.</p>	Capital Funded	10 years	<p>The deal was signed on 26 February 2020.</p> <p>The Scottish Government is working together with the UK Government and the regional partners towards implementation of the deal focusing on Business Case development for those projects that are expected to be first to begin delivery.</p> <p>An early project for delivery is Scotland's International Environment Centre, which comprises a research and policy centre on the University of Stirling Campus and a new innovation campus located in Alloa.</p> <p>Through the Regional Active Travel improvements programme, investment will be made in projects to provide strategic linkages in key population and education centres across the</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
						region, linking the more rural communities whilst reducing carbon.
CITIES / REGIONS	Tay Cities Region Deal	The Deal's themes reflect the Tay Cities Regional Economic Strategy and focus on inclusion, industry, innovation, internationalisation, and empowerment.	<p>£700 million</p> <p>Scottish Government and UK Government will each invest £150 million (£127.4 million of Scottish Government investment is capital expenditure).</p> <p>A potential £400 million is being leveraged as a result of deal funding. Scottish Government are also making an investment of £50 million in addition to the deal.</p>	Capital Funded	10 years	<p>The Deal was signed on 17 December 2020.</p> <p>Business cases for all projects scheduled to drawdown in year 1 (2020-21) have been approved by governments. Working with regional partners to develop business cases for remaining projects.</p> <p>Worked with projects with approved business cases to highlight contributions to inclusive growth and continuing to work with regional partners maximise inclusive growth opportunities in all projects.</p>

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
CITIES / REGIONS	Ayrshire Growth Deal	The Deal's vision is to enable Ayrshire to be vibrant, outward looking, confident, attractive to investors and visitors, and for it to make a major contribution to Scotland and the wider UK's growth.	£251.5 million Scottish Government & UK Government will invest £103 million each. Regional partners will invest £45.5 million.	Capital Funded (£91.5m) Revenue Funded (£11.5m)	Scottish Government investment will be over the next 10 years. UK Government investment will be over the next 15 years.	Full Deal was signed in November 2020 by Scottish Government, UKG, and regional partners. Two revenue project have been approved and are sets to go into delivery April 2021, joining one project (HALO) which has been in delivery since summer 2019. HALO is set to open and be operational in spring 2021. The Scottish Government will continue to work with the partners to further develop the detail of the projects supported through the deal and to maximise inclusive growth opportunities.
CITIES / REGIONS	Borderlands Growth Deal	The Deal's ambition is to unlock the South of Scotland and North of England's potential as an economic hub to encourage new business and job opportunities.	£191 million Scottish Government will invest £85 million and UK Government will invest £65 million in the Scottish deal. Regional partners will invest £41.2 million.	Capital Funded	Scottish Government and UK Government investment will be made over 10 years,	Priority themes and areas have been identified for Scottish Government and UKG investment. They are Enabling Infrastructure, Improving Places, Supporting Business, Innovation and Skills, and Encouraging Green Growth. Full deal signed in March 2021. Officials continue to work with partners on the development of business cases that will deliver economic inclusive growth across the south.

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
CITIES / REGIONS	Moray Growth Deal	The Deal will help drive inclusive economic growth. It will help both retain and attract young people to live and work in the area; address gender inequality in employment; and create new high quality jobs and opportunities across Moray.	£65 million Scottish Government and the UK Government will both invest £32.5 million each.	Capital Funded	10 years.	The Heads of Terms agreement was signed on 24 August 2020. Officials continue to work with regional partners to further develop the detail of the projects to be supported through the deal and to maximise inclusive growth opportunities.
CITIES / REGIONS	Argyll and Bute Growth Deal	The Deal will focus on strengthening communities and on connecting Argyll and Bute's high value business sectors to national and international business markets.	£50 million Scottish Government and the UK Government will invest £25 million each.	Capital Funded	10 years	The Heads of Terms agreement was signed on 11 February 2021. The Scottish Government will continue to work with the partners to further develop the detail of the projects to be supported through the deal and to maximise inclusive growth opportunities
CITIES / REGIONS	Islands Growth Deal	The Deal will invest in the priority themes identified by the Islands Growth Deal partners; leading the way to a low	£100 million Scottish Government and the UK Government	Capital Funded	10 years	The Heads of Terms agreement was signed on 17 March 2021. The Scottish Government will continue to work with the partners to further develop the detail of the projects to be supported through the deal and to

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		carbon future, supporting growth and future industries. and creating thriving, sustainable communities.	will invest £50 million each.			maximise inclusive growth opportunities
WATER	Scottish Water Investment Programme	For each regulatory period, Scottish Water is directed by Ministers to deliver improvements to customer service, drinking water, the environment.	£3.9 billion	Scottish Water's investment programme is financed from charges from customers and borrowing from the Scottish Government.	Scottish Water will invest £3.9 billion during the period 2015-21 which contributes significantly to economic growth and supports an estimated 5,000 jobs directly in the civil engineering, construction and design sectors - roughly 20 per cent of the market in these sectors in Scotland.	<p>Progress is reported on by the Delivery Assurance Group. It produces quarterly reports which are published at https://beta.gov.scot/groups/output-monitoring-group/</p> <p>Progress as shown in report for Quarter 3 2020-21, shows that delivery has been significantly impacted by COVID-19. Despite these challenges, the vast majority of projects have been delivered on or ahead of target.</p> <p>Scottish Water continues to review the impact of the COVID -19 pandemic on its investment programme.</p>
JUSTICE	Emergency Services Mobile Communications Programme (ESMCP)	Home Office led Programme that provides a new critical communications platform that also	£9 billion approximately. (UK-wide)	The Programme is co-funded between the Home Office, Scottish Government,	Started in 2016, with transition to be completed to the emergency services by 2025*.	The Scottish Government continue to work collaboratively with the three emergency services (Police, Fire & Ambulance) in Scotland to assess and assure ESMCP's technical capability, affordability and the wider community benefits it will offer.

Sector	Programme Name	Programme Description	Estimated Total Investment	How is Programme being Funded	Programme Delivery Timetable	Latest Programme Progress
		provides mobile data.		Welsh Government and Department of Health.	*ESMCP Programme Plan being reset so this timeline may be adjusted.	The new Full Business Case is to be put forward for recommendations and approved by the Boards by July 2021.
JUSTICE	Transforming Scotland's care of women in custody.	Programme of work to create a new model of custody to transform the care of women in custody. Programme involves building facilities in the form of a new National Facility and initially two Community Custody Units (CCU) with the development a gender specific trauma informed approach to managing women in custody.	National Facility for Women Offenders £74 million Dundee CCU £11.6 million Glasgow CCU £12.6 million	Capital Funded	The construction of the Women's National Facility will be complete in spring 2022 with an estimated operational date of May 2022. The construction of the two CCUs anticipated to be complete by spring/summer 2022	Work to build a new 80 place national facility for women in custody and 24-place assessment centre at the existing site of HMP Cornton Vale is progressing. A contract was signed in December 2019 with construction commencing on site in February 2020. Work was suspended in March 2020 in line with COVID-19 restrictions and recommenced in June. Contracts for the construction of both the Community Custody Units in Dundee and Glasgow were signed in January 2020. Due to the COVID-19 lockdown, construction was delayed to October and November 2020. The operational date for the CCUs is now projected to be spring/summer 2022.