

Minister for Transport and Veterans  
Keith Brown MSP

T: 0845 774 1741  
E: scottish.ministers@scotland.gsi.gov.uk

Maureen Watt MSP  
Convener, ICI Committee  
Scottish Parliament  
Edinburgh  
EH99 1SP



27 January 2014

Dear Maureen

## **EDINBURGH GLASGOW IMPROVEMENT PROGRAMME**

I am delighted to advise the Infrastructure and Capital Investment Committee of the latest major milestone in the Edinburgh – Glasgow rail Improvement Programme (EGIP) and also the funding plans to allow for a complete transformation of Queen Street Station, one of Scotland's busiest transport hubs.

Network Rail has today announced construction and engineering firms Morgan Sindall and Costain will work with them on electrifying the Falkirk line between the two cities as part of the flagship infrastructure programme. This is the largest single element of EGIP, which has already unveiled a new £25 million station at Haymarket in Edinburgh and is making good progress on electrification of the Cumbernauld Line in advance of the Commonwealth Games.

The programme will also now see even bigger plans for Queen Street station in Glasgow, to integrate it fully with Buchanan Galleries, improve the passenger experience create a world-class integrated transport hub and transform a key landmark building in Glasgow. Outline plans for this will be revealed by Network Rail next month.

Coinciding with this announcement we are publishing the Final Business Case for EGIP. I attach a copy of the press release and also enclose a copy of the Final Business Case for the Committee's information.

In summary the Final Business Case sets out the investment case for EGIP and the benefits it will deliver for Scotland and its rail users, including:

- the transformation of Queen Street station estimated at around £120 million,
- shorter journey times and more reliable services between our two biggest cities,

Victoria Quay, Edinburgh EH6 6QQ  
[www.scotland.gov.uk](http://www.scotland.gov.uk)



- a cleaner, greener, quieter railway with lower carbon emissions,
- improved capacity and more seats with less crowding at peak journey times.

In line with established guidance, underlined by Audit Scotland's report on Major Capital Projects last year, Transport Scotland has followed best practice and calculated the optimism bias and contingency costs on the project as £126 million. This will be further reviewed as the project develops and contracts are awarded.

This development marks another major milestone in the delivery of EGIP and evidences this Government's continued commitment to electrification of the network.

The Infrastructure Projects Database, which is updated every quarter, will continue to provide reports to the Infrastructure Investment Board (IIB), the Public Audit Committee (PAC) and, since February 2013, more widely to the public via the project pipeline that is updated on a six monthly basis. The Edinburgh Glasgow Improvement Programme (EGIP) is included within that regular update.

I hope that you find this update helpful.

Kind Regards



**KEITH BROWN**