

The skeleton of EGIP

Paul Tetlaw

Transform Scotland

Capital Rail Action Group public meeting,
Edinburgh, Tuesday 6 November 2012

Devolution and railway investment

- ❑ London
- ❑ Wales
- ❑ Scotland

Rail re-openings in Scotland

- ❑ Larkhall
- ❑ Stirling-Alloa-Kincardine
- ❑ Laurencekirk
- ❑ Kilmarnock line re-doubling
- ❑ Airdrie-Bathgate
- ❑ Borders Railway

More recent developments in Scotland


- ❑ GARL scrapped


- ❑ EARL scrapped





- ❑ EGIP — new flagship project

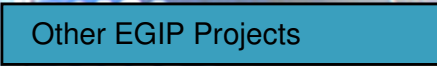
EGIP Programme Scope

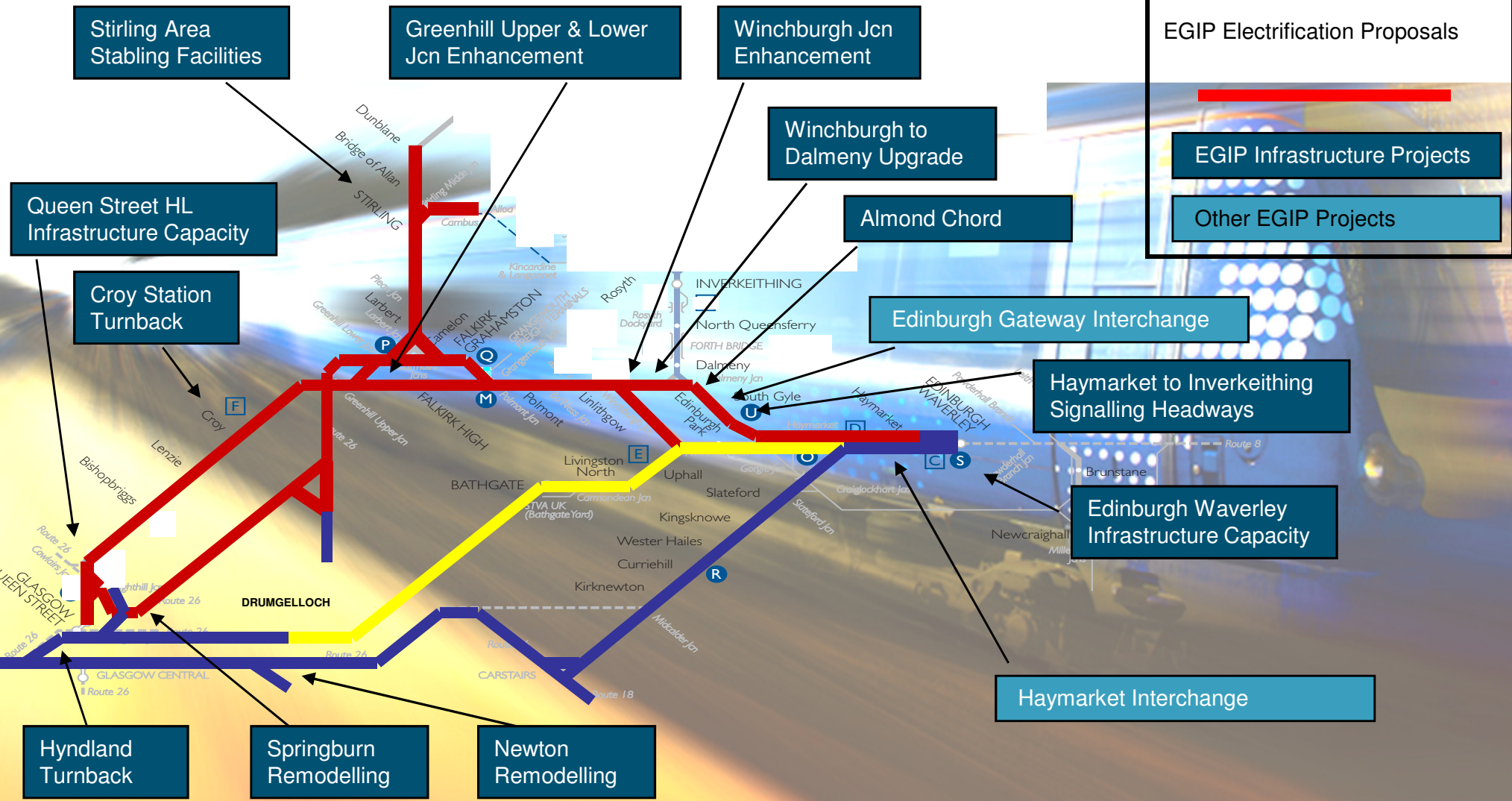
Existing Electrified Routes


Route Electrified by the Airdrie to Bathgate project


EGIP Electrification Proposals


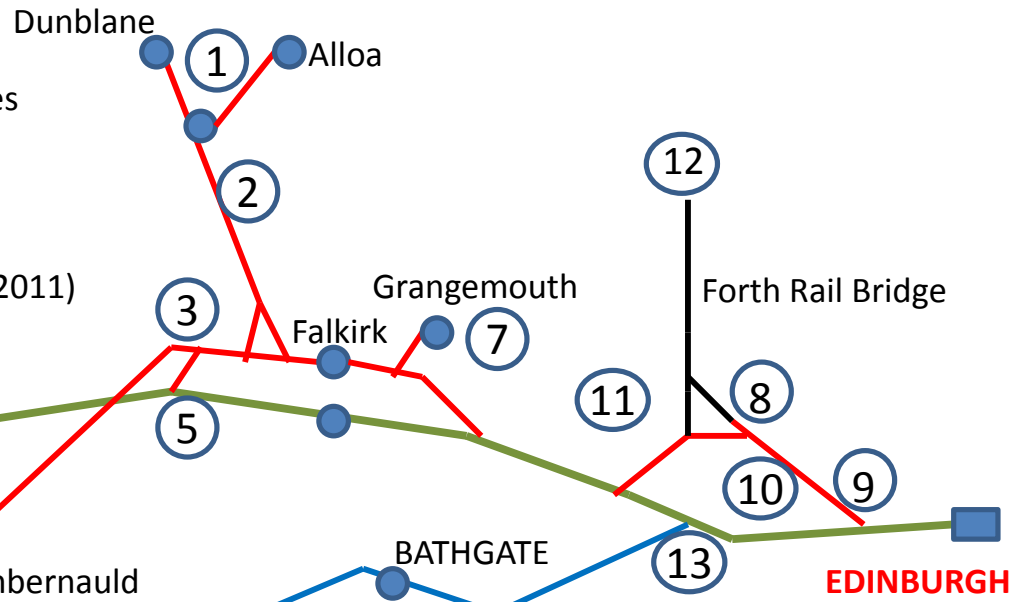
EGIP Infrastructure Projects


Other EGIP Projects




Summary of what appears to have been **lost** from EGIP with £350M+ cut.

- 1 Electrification to Stirling/Dunblane/Alloa
- 2 Journey time improvements on Dunblane/Alloa routes to Glasgow/Edinburgh
- 3 Electrification Polmont - Greenhill route via Falkirk Grahamston loop line
- 4 Garngad Chord (already axed from EGIP plans during 2011)
- 5 Greenhill grade separated junction
- 6 Planned half-hourly local service for Bishopbriggs, Lenzie and Croy
- 7 Electrification to Grangemouth



- 8 Cancelled Dalmeny Chord
- 9 Electrification of Edinburgh - Winchburgh via Dalmeny
- 10 Signalling improvements Haymarket- Dalmeny
- 11 Glasgow services to Edinburgh Airport via Gogar interchange.
- 12 Fife connectivity to West of Scotland via Gogar interchange.
- 13 Winchburgh grade separated junction
- 14 Planned six trains per hour will now be four 4 electric trains

Cancelled electrification	—
Reduced EGIP electrification	—
Existing electrification	—
Other Lines	—



BRIEFING FOR MSPs:

Scottish Government Urged to Commit to Rail Electrification and Enhancements:

18 September 2012

Joint briefing from Scottish Chambers of Commerce & Transform Scotland

1. The Right Programme

The Strategic Transport Projects Review (STPR) proposals for rail enhancement and the priority previously given to Edinburgh - Glasgow Improvement Programme (EGIP) and Highland Main Line and Aberdeen - Inverness enhancements were widely supported. The EGIP scheme offered an imaginative approach to enhancing the Central Belt's rail infrastructure and services. It provided faster speeds, more services, a more robust railway, the opportunity for new stations and future-proofed the network by electrifying the key Edinburgh to Glasgow routes and those to Alloa and Dunblane, as a building block for further extension of electrification northwards.



for sustainable transport