

## Report to Partnership Meeting 26 September 2014

### RESEARCH AND STRATEGY DELIVERY

#### Dalcross

#### Purpose of Report

To update Members on Dalcross Station re-opening.

#### Summary

1. Systra have produced a draft Business Case Analysis for the station
2. Douglas Binns' report on the technical aspects of the station is being finalised
3. Aberdeen-Inverness GRIP 3 is awaited from Network Rail
4. Car park design is being progressed

#### Business Case

Systra have produced headline facts and figures for the Strategic Business Case for the new station.

All results are for Phase 1 only' – ie reduced (ie not all call) stopping pattern and single track station costs only.

- 31 boardings and alightings per day (258 per week) from airport passengers and staff, rising to 53 per day (178 per week) with full build-out of the IABP.
- 631 return journeys per week (90 per day) by Tornagrain residents by 2046 (full build-out of Tornagrain) of which 134 per week (approx 20 per day) are Park and Ride.
- This Phase 1 scheme would produce a reduction in 60-year car kms of 266M veh kms (=approx 4.4M veh kms per year or 12,000 Kms per day (ie approx. 35 car kms saved per additional return rail journey)
- In the full build-out the 60-year benefits to users of the station (£9.7M) outweigh the disbenefits to existing rail passengers from the extra stop (£7.3M and the level crossing users (£0.5M)). These net traveller benefits plus the £12.4m of additional rail revenue gives a PVB of £11.9M
- The present value of cost (station plus car park + shuttle bus (capital and operating cost) is £4.1M, giving a BCR of 2.9
- This rises to a BCR of 10.1 if we take account of the £2.8M PVC saving from not having to pay £3M to upgrade the level crossing and a £100K developer contribution

- If we assume only 50% build-out of Tornagrain and IABP, the corresponding BCRs are 1.5 and 5.1

### Technical Feasibility

Inverness Aberdeen GRIP 3 work being carried out by Network Rail for Transport Scotland, will assist in determining the location of double tracking and therefore the exact location of the first, single platform. This can then be fed into the planning application.

### Recommendation

1. Members are asked to note the report and to approve HITRANS' involvement in leading the project.

Risk	Impact	Comment
RTS delivery	√	This project fits well with a number of RTS Horizontal themes.
Policy	√	This project has integration and environmental benefits.
Financial	√	This project is fully funded
Equality	-	No impact on equalities issues.

Report by: Frank Roach  
 Designation: Partnership Manager  
 Date: 12 September 2014

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### Previous report from March 14

#### Planning

Highland Council PDU are progressing the refresh of planning application for the station plus car parking. On Network Rail advice the original intention to seek planning permission for both platforms has been changed to the single platform. The second platform will be listed as an aspiration for 2019-2024 as it will require the approval of funding through Scottish Ministers' HLOS for Phase 2 improvements to the Aberdeen – Inverness route in Control Period 6 including the double track section at Dalcross. The car park is likely to be within the control of Inverness Airport Business Park, and will begin with a modest number of formal spaces, with an option to develop as demand increases. The station reopening will be conditional on the closure of the level crossing.

#### Technical Feasibility

HITRANS has appointed Douglas Binns Ltd to refresh the Scott Wilson engineering design work for the station carried out in 2006-2009, ensuring compliance comply with 2014 standards and to take account of the level crossing closure. The estimated costs for the construction of the station will be used to support the Business Case Analysis and timetabling work being carried out by Systra.

#### Business Case

Systra (formerly MVA) have been appointed through the Highland Council Framework Agreement to analyse the business case. The consultant is studying the land use planning and development policies and trends for the area in order to produce a business case for the station, based on both Phase 1 and Phase 2 below. The consultant has been asked to develop a limited frequency non-disruptive timetable for Phase 1, and a broader Phase 2 timetable once infrastructure enhancements have taken place to negate

the journey time extension for the station call, and to increase capacity to the Aberdeen-Inverness hourly and Elgin-Inverness locals (half hourly peak and infill off-peak). Forres realignment, removing the curve and putting the two platform station on the through line, could be carried out in CP5 which will reduce end to end journey time by 3 minutes at least, and more for trains crossing at Forres.

The station will potentially serve several markets:

- Travel to employment at Inverness Airport Business Park (IABP) inc airport
- Travel to work/education/leisure by the new residents of Tornagrain
- Business travel between IABP and Aberdeen / Dyce
- Park and Ride off the A96 into Inverness and potentially Aberdeen
- Interchange for pax using Inverness Airport

Given the proposed station will not be serving an existing local population, and initially is likely to have a limited service frequency, use of traditional demand modelling methodologies to estimate demand and related economic benefits will be problematic. The focus is on the potential development scenarios for Inverness Airport, IABP and Tornagrain, and the role of the station not just in terms of facilitating travel, but also encouraging businesses to locate and expand at IABP. It is expected that the overall business case will not therefore be determined principally by predicted passenger numbers (at least for Phase 1), but the wider role of station in promoting economic development and job creation at IABP, and Dalcross / Tornagrain more generally.

Moray Estates/Inverness Airport Business Park are providing information on the Business Park and Tornagrain, HIAL is advising on information on airport activity, while HIE is assisting with inward investment plans and economic strategy.

#### **Other points to note**

- Transport Scotland are funding the Inverness Aberdeen upgrade value £191m 2014-19 for which Network Rail have prepared a GRIP 3 report.
- Transport Scotland are developing route options for A96 Dualling.
- All bidders for the ScotRail franchise (Abellio Arriva First MTR National Express) are aware of the project.