Item:
9

HI TRANS
THE HIGHLANDS AND ISLANDS TRANSPORT PARTNERSHIP

Report to Partnership Meeting 28 November 2014

RESEARCH AND STRATEGY DEVELOPMENT

Inverness Airport (Dalcross)

Purpose of Report

To update Members on Inverness Airport (Dalcross) Station re-opening.

Summary

1. Aberdeen-Inverness GRIP 3 summary from Network Rail has been published
2. Car Park arrangements are being finalised
3. Systra's Business Case Analysis for the station is being updated
4. Douglas Binns' report on the technical aspects of the station is being finalised

GRIP 3 Study

This report produced by Transport Scotland provides a summary of Network Rail's Options Selection (GRIP 3) Report which details the timetable modelling work undertaken to develop proposals for delivery of Phase One of the Aberdeen –Inverness Route Improvements project during Control Period 5 (2014 – 2019).

Objectives of the Aberdeen to Inverness Rail Improvement Project

1.7 The Scottish Government's Strategic Project Review (STPR)[1] which was initially published in 2008, identified three priority rail projects, including the Aberdeen to Inverness Rail Improvements Project.

The project has three distinct output requirements:

- to improve the provision of commuting opportunities between Inverurie and Aberdeen and between Elgin and Inverness through the provision of a half hourly frequency and new stations at Kintore (near Inverurie) and Dalcross (near Inverness),
- to achieve an hourly service pattern between Aberdeen and Inverness, and
- to reduce overall end to end journey times to around 2 hours

1.8 Phase One of the project seeks to deliver enhanced commuter services and the infrastructure to support the provision of two new stations before 2019. Demand for additional commuter services has been an issue at both ends of the line, though demand is strongest between Aberdeen and Inverurie where the road network is least able to cope with existing commuter levels and where housing growth is continuing apace.

2.2 The remit for this study was to identify opportunities to overlay additional services onto the existing timetable and assess what extra infrastructure is required for the route. The study considered the following enhancements that would be necessary:

- A new dynamic passing loop[2] at Dalcross
- A new dynamic passing loop at Kintore
- A new dynamic passing loop at Kittybrewster
- Partial signalling and/or additional signalling at Elgin sidings
- Enhanced signalling at Elgin
- Signalling alterations between Dyce and Inverurie to improve capacity
- Extensions of Forres loop westwards through a relocated station onto the straight alignment and removal of current token exchange arrangements
- Signalling re-control, where significant signalling works are required, to achieve optimal whole life costs.

The report can be found at:
www.transportscotland.gov.uk/system/files/documents/projects/GRIP3%20Phase%20one%20enhancements%20-%20Summary%20-%20Final%20version%20-%2013%20August%202014.pdfBusiness Case

Meanwhile, we are awaiting information that we require to precisely locate the first platform, in order to be able to submit the planning application.

Car Parking

The station car park will be built on ground to the north of the railway between the two road bridges, with road access created near to the junction with new Bristows development and the Control Tower. The section of road from the airport emergency access gate is currently unadopted.

The land is owned by Inverness Airport Business Park, and will represent that organisation's contribution to the project. It is shortly to be valued by commercial valuers.

The car park is proposed to have up to 150 spaces, and will include a bus turning space, taxi drop off, electric vehicle charging point and cycle parking. A free shuttle bus, possibly electric, will link the station with the airport and the airport business park. The taxis at the station will operate under the airport's concession scheme. A key element will be information provision for rail, air and bus, and communications links to the airport, in addition to standard railway communications such as help point, customer information screens and ticket vending machine/platform validator.

At a recent meeting between HITRANS HIAL HIE, and IABP, HIAL confirmed that they are prepared to operate the station car park, although they may require financial support in the early years. An operating agreement will be put in place between IABP and HIAL.

HIAL will manage the car parking, including revenue collection designed to ensure compatibility with other car parks on the HIAL estate, and THC car parking in Inverness. There will not be free parking for rail users.

HITRANS will now work with the design unit at THC on the car park layout, and road access arrangements for the planning application.

Business case

Systra's Business Case work is continuing, with the car park information above necessitating some adjustments.

Technical Feasibility

Douglas Binns Ltd's technical work is continuing, as above.

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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: 18 November 2014