Item:
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HITRANS
THE HIGHLANDS AND ISLANDS TRANSPORT PARTNERSHIP

Report to Partnership Meeting 10 April 2015

REASERCH AND DEVELOPMENT

Inverness Airport (Dalcross) Station

Purpose of Report

This report provides Members with an update on Inverness Airport (Dalcross) Station. Reports and documentation are being assembled for a planning application to be made with 3 months, with the first stage, the Pre-Application Meeting, scheduled for 22 April 2015.

Level Crossing Counts

Network Rail engaged a consultant to carry out a survey of vehicles and pedestrians using Dalcross Level Crossing. An average of 60 vehicle movements and 6 pedestrian movements per day were observed. OGV1 vehicles are 2 and 3 axle rigid, OGV2 >3+ axle articulated/4 axle rigid. For full data please refer to Appendix B.

The British Transport Police have highlighted misuse of the crossing, which can be seen at:
https://www.youtube.com/watch?v=JAMXaLW7aJM

The Transport Assessment (see 6 below) will identify the alternative routes users will have to take when the crossing is closed.

Pre-Application Meeting

A Pre-Application Meeting has been arranged for 22 April 2015. This is the first stage of the planning process and gives an early indication of the planning application to key stakeholders and statutory bodies.

Network Rail Client Requirement Document

Network Rail has been asked to undertake to carry out development work, on HITRANS' behalf, regarding the new station. A draft of a specification document has been created for review. This will generate cost estimate to deliver the development work. A Development Services Agreement will need to be signed.

An extract from the draft summarises the scheme:
The purpose of this Client Requirement Document (CRD) is to define the scope of works for Scotland Route and covers Governance for Railway Investment Projects (GRIP) Stages 1-3 to satisfy the requirements of Route Investment Review Group in order to secure a contribution from the Scottish Station Fund.

Highlands and Islands Transport Partnership (HITRANS) is working closely with Highland Council to promote a new station at Dalcross.

In 2006 and 2008 Scott Wilson carried out reports, on behalf of HITRANS, investigating the feasibility of providing a new station at Dalcross, in the vicinity of Inverness airport. The station would serve Inverness Airport Business Park, the proposed development at Tornagrain and the airport itself.

In 2008, planning permission was granted for a single platform station with a car parking facility. This planning permission has now lapsed and HITRANS will be submitting a new planning application for the station and car parking in 2015. This new application will include a condition that the level crossing at Dalcross is closed.

The Control Period 5 (CP5) High Level Output Specification (HLOS) from the Scottish Government instructed Network Rail to deliver the following outputs by 31st March 2019;

"Aberdeen to Inverness Rail Line Improvements Phase 1, delivering the network capability to enable the operation of enhanced commuting services into both cities, working with station promoters to enable them to deliver Kintore and Dalcross stations, and enhancing the end to end service to support the longer term objective for an hourly interval service between the two cities with an average day journey time, calling at all stations, or around 2 hours."

The station infrastructure will be built on existing Network Rail land. The car parking (and associated road network) will be built on land currently owned by Moray Estates. HITRANS will negotiate the land purchase as part of this project.

Highland Council (funded by HITRANS) will design the car park and road access.

HITRANS has approached Network Rail, with funding, to develop the proposed new station. At this stage it is proposed that HITRANS enter into a Development Services Agreement with Network Rail to progress the development of the design for the new station infrastructure. Development shall be to the extent that engineering Approval in Principle shall be provided by Network Rail.

It is anticipated that once development work is complete, HITRANS will submit a bid to the Scottish Stations fund to secure a contribution for the construction of Dalcross Station.

It is also proposed that HITRANS will construct the car park and road access. It is still to be agreed who will construct the station infrastructure.

Transport Assessment

AECOM have been appointed to carry out a Transport Assessment to support the planning process. For further information see Appendix A below.

Abellio ScotRail franchise and Aberdeen to Inverness Rail Improvements Phase 1

Abellio operates the ScotRail franchise from 01 April 2015 for 10 years, with the option of a break point at Year 5. High Speed Trains will be operating on the Inverness Aberdeen route from December 2018.

The High Level output statement for Control Period 5 2014-2019 does not refer to additional Inverness-Elgin services (see Network Rail Client Requirement Document above), while the Network Rail CP Enhancements Delivery Plan (Appendix D) includes :
Make progress during CP5 towards a longer term requirement to:
• provide an hourly service between Aberdeen and Inverness;
• provide a half hourly service (other than after the evening peak) between Inverness and Elgin, including infrastructure to facilitate a new station at Dalcross

However, Transport Scotland's Aberdeen to Inverness Rail Improvements Project GRIP 3 Phase 1 Enhancements Summary September 2014 notes under the Objectives of the Aberdeen to Inverness Rail Improvement Project:

> *The Scottish Government's Strategic Project Review (STPR) 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*
> - *to reduce overall end to end journey times to around 2 hours*
>
> *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.*

It is understood that the ScotRail Franchise Agreement between Abellio and Transport Scotland makes no reference to additional Inverness-Elgin services (nor to additional Inverurie-Aberdeen services at the eastern end) and we believe that the December 2018 timetable bid also omits them. We will be seeking assurances on a Contract Variation which will allow these new services to be introduced.

Technical Report

The technical report from Douglas Binns, reviewing previous technical reports, is being finalised.

Business Case

The Business Case is being finalised by Systra.

Funding

It is anticipated that funds will come from HITRANS, HIE, Highland Council and IABP through the land contribution. An application will be made to the Scottish Stations Fund. For further information on this fund see Appendix C below.

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Recommendation

1. Members are asked to note the report.

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: 31 March 2015

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Appendix A

Transport Assessment- AECOM

Description of Task

HITRANS are pursuing a new rail station at Dalcross (Inverness Airport) and intend to submit a planning application imminently. The station will comprise of a single platform with associated access road and park and ride facility. With future improvements to the Inverness to Aberdeen rail line, the intention would be that the station eventually develops to become a twin platform station with a higher frequency of service than would initially be implemented. This would help to support the extensive development which has planning consent at Tornagrain and Inverness Airport Business Park respectively.

In order to help facilitate the new station, it is understood that there will be a requirement for the closure of the Dalcross (Petty) Level Crossing on the C1020, and will be included within the planning application1.

AECOM will provide a Transport Assessment to support the planning application.

Consultations will be undertaken with:

- Stagecoach, in relation to diverting a bus service to the park and ride site;
- the housing developers at Tornagrain to discuss a potential shuttle bus service between the railway station and the housing development;
- the operators of the Inverness Airport to discuss a potential shuttle bus service between the railway station and the airport;
- emergency services in relation to the stopping up of the Dalcross (Petty) level crossing;

- Network Rail in relation to the proposed station and level crossing closure.

Consultations with the local community regarding the closure of the level crossing have previously been undertaken and will be summarised in the report.

Methodology

AECOM will undertake a site visit to gain an appreciation of the road network in the surrounding area, including junctions. The location of private dwellings, farms and commercial properties that may be affected by the proposals will be noted.

AECOM will obtain traffic flow data for the C1020 in proximity to the level crossing to determine the current usage of the level crossing by vehicular traffic.

AECOM will undertake a scoping exercise with Highland Council's Transport Planning Team.

AECOM will provide a Transport Assessment (in line with Transport Scotland's 'Transport Assessment Guidance' documentation) to support the planning application which will include:

1. A review of local and national policy in relation to the railway station, park and ride facility and closure of the level crossing.

2. A review of committed development in the area in order to gain a comprehensive understanding of the likely future influences on the transport network, this will likely include: the mixed use development at Tornagrain; the dualling of the A96(T) between Inverness and Nairn; the grade separation of the A96(T)/airport access road roundabout; the mixed use development east of Inverness; the Inverness Airport Business Park; the road link between the A96(T) and A9(T); and the Whiteness Business Park.

3. An accessibility review for the railway station considering walking, cycling and bus access.

4. A review of vehicular access to the site (including appropriate swept path analysis, a study of accident statistics and a review of the car park layout).

5. A qualitative review of the benefits of a park and ride located at Dalcross.

6. A review of the impacts of the closure of the level crossing, including:

a) a factual overview of the surrounding road network (including junctions); the roads considered will include:

- the C1020 (road that contains the level crossing);
- the C1017 (road between the A96(T) and the B9039 that provides access to Inverness Airport and the proposed railway station);
- the A96(T) from just south of the B9039 to just north of the C1017;
- the B9039 between the A96(T) and the C1017;
- U1283 (road between the C1020 and the B9039); and
- U1008 (road between A96(T) and the B9039).

b) an assessment of alternative routes including journey time analysis and a qualitative assessment of turning movements at junctions;

c) an assessment of the current usage of the level crossing;

d) a high level analysis of potential mitigation measures that could be implemented to offset the effects of the level crossing closure;

e) a review of the benefits and dis-benefits of closing the level crossing.

Junction assessment will not be undertaken for the A96(T)/ airport access road roundabout as there are plans to upgrade this roundabout as part of the Tornagrain development and plans to provide a grade separated junction as part of the A96(T) investment programme. The proposed development will also offer a sustainable alternative to private car travel, with the intention of reducing traffic along the A96(T) and contributing towards the strategic objectives of both Transport Scotland and The Highland Council.

The park and ride site will be built in a phased approach with Phase 1 allowing for 50 spaces. As further development comes forward in the surrounding area, and patronage figures rise as a result of this and further enhancements to timetable scheduling, the remaining site would be built out.

At this stage, we have not allowed for:

- The operational capacity assessment of any junctions;
- The outline design of any mitigation measures required; or
- Any Road Safety Audits.

Notes

1. Previous studies have shown that a train stopping at the proposed Dalcross railway station will add 3 minutes to the timetable of that train. In order to ensure no net change to the journey time, infrastructure improvements will be required elsewhere on the rail network.

Trains currently have to slow down on approach to the level crossing on the C1020 road where the former Dalcross Station was located. The C1020 travels between the A96(T) and the B9039. The level crossing is approximately 1.1km from the proposed station.

It is undesirable from a rail operational point of view to have trains stopping at the proposed Dalcross Station and also having their speed restricted in proximity to the station as a result of the level crossing. Closure of the level crossing will form part of the refreshed planning application.

DALCROSS LEVEL CROSSING

From South to North

From North to South

AVERAGE DAY

Time	Car	LGV	BUS	OGV1	OGV2	P/C	M/C	Totals
0000-0015	0	0	0	0	0	0	0	0
0015-0030	0	0	0	0	0	0	0	0
0030-0045	0	0	0	0	0	0	0	0
0045-0100	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0
0100-0115	0	0	0	0	0	0	0	0
0115-0130	0	0	0	0	0	0	0	0
0130-0145	0	0	0	0	0	0	0	0
0145-0200	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	1
0200-0215	0	0	0	0	0	0	0	0
0215-0230	0	0	0	0	0	0	0	0
0230-0245	0	0	0	0	0	0	0	0
0245-0300	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0
0300-0315	0	0	0	0	0	0	0	0
0315-0330	0	0	0	0	0	0	0	0
0330-0345	0	0	0	0	0	0	0	0
0345-0400	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0
0400-0415	0	0	0	0	0	0	0	0
0415-0430	0	0	0	0	0	0	0	0
0430-0445	0	0	0	0	0	0	0	0
0445-0500	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0
0500-0515	0	0	0	0	0	0	0	0
0515-0530	0	0	0	0	0	0	0	0

Time	Car	LGV	BUS	OGV1	OGV2	P/C	M/C	Totals
0000-0015	0	0	0	0	0	0	0	0
0015-0030	0	0	0	0	0	0	0	0
0030-0045	0	0	0	0	0	0	0	0
0045-0100	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0
0100-0115	0	0	0	0	0	0	0	0
0115-0130	0	0	0	0	0	0	0	0
0130-0145	0	0	0	0	0	0	0	0
0145-0200	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0
0200-0215	0	0	0	0	0	0	0	0
0215-0230	0	0	0	0	0	0	0	0
0230-0245	0	0	0	0	0	0	0	0
0245-0300	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0
0300-0315	0	0	0	0	0	0	0	0
0315-0330	0	0	0	0	0	0	0	0
0330-0345	0	0	0	0	0	0	0	0
0345-0400	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0
0400-0415	0	0	0	0	0	0	0	0
0415-0430	0	0	0	0	0	0	0	0
0430-0445	0	0	0	0	0	0	0	0
0445-0500	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0
0500-0515	0	0	0	0	0	0	0	0
0515-0530	0	0	0	0	0	0	0	0

0530-0545	0	0	0	0	0	0	0	0
0545-0600	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0
0600-0615	0	0	0	0	0	0	0	0
0615-0630	0	0	0	0	0	0	0	0
0630-0645	0	0	0	0	0	0	0	0
0645-0700	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	1
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	1
0830-0845	0	0	0	0	0	0	0	1
0845-0900	0	0	0	0	0	0	0	0
Totals	1	0	0	1	0	0	0	2
0900-0915	0	1	0	0	0	0	0	1
0915-0930	0	0	0	0	0	0	0	1
0930-0945	0	0	0	0	0	0	0	1
0945-1000	0	0	0	0	0	0	0	0
Totals	1	1	0	0	0	0	0	3
1000-1015	0	0	0	0	0	0	0	1
1015-1030	0	0	0	0	0	0	0	0
1030-1045	1	0	0	0	0	0	0	1
1045-1100	0	0	0	0	0	0	0	1
Totals	1	1	0	0	0	0	0	3
1100-1115	1	0	0	0	0	0	0	1
1115-1130	1	0	0	0	0	0	0	1
1130-1145	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	1
Totals	2	1	0	0	0	0	0	2
1200-1215	1	0	0	0	0	0	0	1
1215-1230	0	0	0	0	0	0	0	0

0530-0545	0	0	0	0	0	0	0	0
0545-0600	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0
0600-0615	0	0	0	0	0	0	0	0
0615-0630	0	0	0	0	0	0	0	0
0630-0645	0	0	0	0	0	0	0	0
0645-0700	0	0	0	0	0	0	0	1
Totals	1	0	0	0	0	0	0	1
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	1
0730-0745	0	0	0	0	0	0	0	0
0745-0800	1	0	0	0	0	0	0	1
Totals	1	0	0	0	0	0	0	2
0800-0815	0	0	0	0	0	0	0	0
0815-0830	1	1	0	0	0	0	0	2
0830-0845	0	0	0	0	0	0	0	1
0845-0900	1	0	0	0	0	0	0	1
Totals	2	1	0	1	0	0	0	4
0900-0915	0	0	0	0	0	0	0	1
0915-0930	0	0	0	0	0	0	0	0
0930-0945	1	0	0	0	0	0	0	1
0945-1000	1	0	0	0	0	0	0	1
Totals	2	1	0	0	0	0	0	3
1000-1015	0	0	0	0	0	0	0	1
1015-1030	0	0	0	0	0	0	0	1
1030-1045	1	0	0	0	0	0	0	1
1045-1100	1	0	0	0	0	0	0	1
Totals	2	1	0	1	0	0	0	3
1100-1115	0	0	0	0	0	0	0	1
1115-1130	1	0	0	0	0	0	0	1
1130-1145	1	0	0	0	0	0	0	1
1145-1200	0	0	0	0	0	0	0	0
Totals	2	0	0	0	0	0	0	2
1200-1215	0	0	0	0	0	0	0	1
1215-1230	0	0	0	0	0	0	0	1

1230-1245	0	0	0	0	0	0	0	0
1245-1300	0	0	0	0	0	0	0	1
Totals	1	1	0	0	0	0	0	2
1300-1315	1	0	0	0	0	0	0	1
1315-1330	0	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0
Totals	1	0	0	0	0	0	0	1
1400-1415	0	0	0	0	0	0	0	1
1415-1430	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0
Totals	1	0	0	0	0	0	0	2
1500-1515	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
Totals	1	0	0	0	0	0	0	1
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	1
1630-1645	0	0	0	0	0	0	0	1
1645-1700	1	0	0	0	0	0	0	2
Totals	2	1	0	0	0	0	0	3
1700-1715	1	0	0	0	0	0	0	1
1715-1730	1	0	0	0	0	0	0	1
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Totals	2	0	0	0	0	0	0	2
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
Totals	1	0	0	0	0	0	0	1
1900-1915	0	0	0	0	0	0	0	0
1915-1930	0	0	0	0	0	0	0	0

1230-1245	0	0	0	0	0	0	0	0
1245-1300	0	0	0	0	0	0	0	0
Totals	1	0	0	0	0	0	0	2
1300-1315	0	0	0	0	0	0	0	1
1315-1330	1	0	0	0	0	0	0	1
1330-1345	0	0	0	0	0	0	0	1
1345-1400	1	0	0	0	0	0	0	1
Totals	2	0	0	0	0	0	0	3
1400-1415	0	0	0	0	0	0	0	0
1415-1430	0	0	0	0	0	0	0	1
1430-1445	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	1
Totals	1	0	0	0	0	0	0	2
1500-1515	1	0	0	0	0	0	0	1
1515-1530	1	0	1	0	0	0	0	2
1530-1545	1	0	0	0	0	0	0	1
1545-1600	0	0	0	0	0	0	0	0
Totals	3	1	1	0	0	0	0	4
1600-1615	0	0	0	0	0	0	0	1
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
Totals	1	0	0	0	0	0	0	2
1700-1715	1	0	0	0	0	0	0	1
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Totals	2	1	0	0	0	0	0	2
1800-1815	1	0	0	0	0	0	0	1
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	1	0	0	0	0	0	0	1
Totals	2	0	0	0	0	0	0	2
1900-1915	0	0	0	0	0	0	0	0
1915-1930	0	0	0	0	0	0	0	0

1930-1945	0	0	0	0	0	0	0	0
1945-2000	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	1
2000-2015	0	0	0	0	0	0	0	0
2015-2030	0	0	0	0	0	0	0	0
2030-2045	0	0	0	0	0	0	0	0
2045-2100	0	0	0	0	0	0	0	0
Totals	1	0	0	0	0	0	0	1
2100-2115	0	0	0	0	0	0	0	0
2115-2130	0	0	0	0	0	0	0	0
2130-2145	0	0	0	0	0	0	0	0
2145-2200	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0
2200-2215	0	0	0	0	0	0	0	0
2215-2230	0	0	0	0	0	0	0	0
2230-2245	0	0	0	0	0	0	0	0
2245-2300	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0
2300-2315	0	0	0	0	0	0	0	0
2315-2330	0	0	0	0	0	0	0	0
2330-2345	0	0	0	0	0	0	0	0
2345-2400	0	0	0	0	0	0	0	1
Totals	0	0	0	0	0	0	0	1

1930-1945	0	0	0	0	0	0	0	0
1945-2000	0	0	0	0	0	0	0	0
Totals	1	0	0	0	0	0	0	1
2000-2015	0	0	0	0	0	0	0	0
2015-2030	0	0	0	0	0	0	0	0
2030-2045	0	0	0	0	0	0	0	0
2045-2100	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0
2100-2115	0	0	0	0	0	0	0	0
2115-2130	0	0	0	0	0	0	0	0
2130-2145	0	0	0	0	0	0	0	0
2145-2200	0	0	0	0	0	0	0	0
Totals	1	0	0	0	0	0	0	1
2200-2215	0	0	0	0	0	0	0	0
2215-2230	0	0	0	0	0	0	0	0
2230-2245	0	0	0	0	0	0	0	0
2245-2300	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0
2300-2315	0	0	0	0	0	0	0	0
2315-2330	0	0	0	0	0	0	0	0
2330-2345	0	0	0	0	0	0	0	0
2345-2400	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0

	Car	LGV	BUS	OGV1	OGV2	P/C	M/C	Totals
TOTALS	**18**	**7**	**0**	**2**	**0**	**0**	**0**	**27**

	Car	LGV	BUS	OGV1	OGV2	P/C	M/C	Totals
TOTALS	**23**	**6**	**1**	**2**	**0**	**0**	**0**	**33**

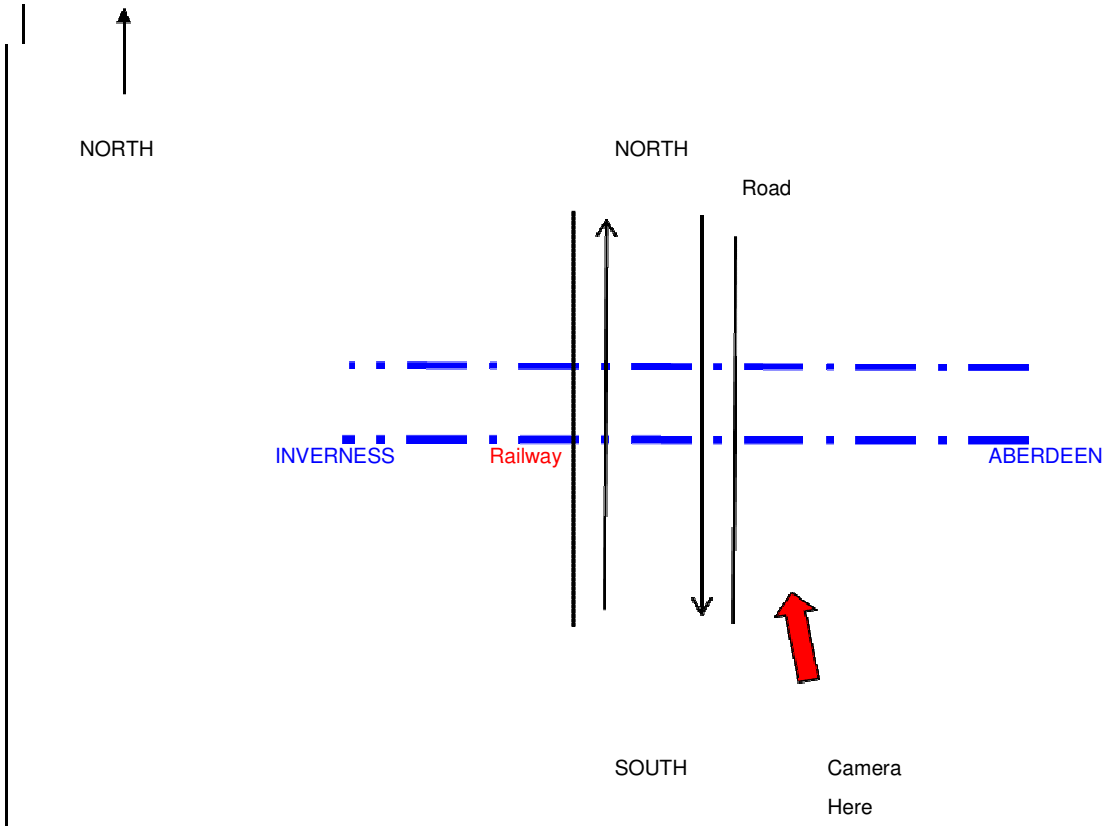
	Car	LGV	BUS	OGV1	OGV2	P/C	M/C	Totals
GRAND Total - Average Day	**41**	**13**	**1**	**4**	**0**	**1**	**0**	**60**

DALCROSS LEVEL CROSSING								
AVERAGE DAY	From South to North				From North to South			
TIME	ADULT	Accompanied CHILD	UN-Accompanied CHILD	Diasbled / Elderly	ADULT	Accompanied CHILD	UN-Accompanied CHILD	Diasbled / Elderly
00:00	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
15:00	1	0	0	0	1	0	0	0
16:00	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0
TOTALS	3	0	0	0	2	0	0	0

Total usage	5	0	0	0

Grand Total	6

DALCROSS LEVEL CROSSING - SKETCH LAYOUT



Appendix C

Scottish Stations Fund

Purpose

The purpose of the fund is to improve the public's access to railway services. To support this objective, Scottish Ministers would expect that this will fund, or will support the funding of:

• improvements to station buildings and facilities;

• improvements to passenger facilities at stations supporting long-distance services;

• up to £6 million towards improving the Caledonian Sleeper station facilities as specified as part of the franchise objectives;

• the development of new and improved car and cycle parking facilities;

• new stations; and

• accessibility works.

There is £32.6m available for this purpose.

Fund management

The fund is administered by the Head of Strategy and Planning (Scotland) and the Route Commercial Manager (Scotland). Authorisation of draw down and spend is as set out in Network Rail's internal regulations but schemes are also required to have been supported by the Scotland Route Strategy Planning Group or as promoted by Scottish Ministers, and endorsed by Scotland Route Investment Review Group involving all relevant train operators and Transport Scotland.

Decisions on funding

The net cost of major works (i.e. the amount that will be drawn down from the Scottish Station Fund) must not exceed the following without prior approval from Transport Scotland:

• £100,000 if the benefit-cost ratio is less than 2 or not yet determined; and

• £1 million if the benefit-cost ratio can be demonstrated to be 2 or greater.

A benefit-cost ratio must therefore be determined at the earliest opportunity.

An outline (qualitative) appraisal of the likely value to be delivered by the scheme should be carried out as early as possible in the development of the scheme. A more detailed (usually quantitative) appraisal should be completed prior to the commitment of detailed design. The appraisal must be clear, evidence based and in line with the fund principles, including the Scottish Ministers' priorities, and consider the financial impact on each affected industry partner. The appraisal is in accordance with the principles of the Scottish Transport Appraisal Guidance (STAG).

The proposal associated with the Caledonian Sleeper franchise objectives will be assessed as part of the evaluation process of the franchise bids. Transport Scotland will advise the works to be funded to support the Caledonian Sleeper franchise up to a maximum value of £6 million.

Role of the Office of Rail Regulation

The Office of Rail Regulation (ORR) does not intend to scrutinise all individual proposals for investment. However, they will review efficiency at a high level over the whole fund and in detail for a sample of schemes. As the ORR's acceptance criteria include efficient delivery, the efficiency rigour that is applied to the activity to which these funds relate should be consistent with the ORR's final determination for CP5.

Fund proposals

It is expected that the schemes will involve enhancements linked to renewals, improvements to existing stations and proposals for new stations. The promoter should identify funding partners, as proposals that are part-funded by third parties are likely to result in the greatest return. Stand-alone enhancement schemes are also possible.

For new stations it is expected that promoters will follow the Scottish Transport Appraisal Guidance (STAG) process. In addition promoters should consult Network Rail's Investment in Stations document prior to requesting investment from this fund.

There are a number of schemes which may be delivered with the assistance of this fund and are listed below. They include, amongst others:

• Kintore new station;

• Dalcross new station;

• Robroyston new station;

• Greenock Central car park extension; and

• North Berwick platform extension.

These schemes are indicative and this list will be updated as we confirm the schemes that will draw down on the fund.

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Appendix D

Network Rail Enhancements Delivery Plan

Aberdeen to Inverness Improvements Phase 1

Key outputs

This project will provide infrastructure to permit trains to call at potential new stations at Kintore and Dalcross without extending average journey times and permit more frequent commuter services to Aberdeen and Inverness while contributing towards the Scottish Government's longer tem aspirations for the route.

Make progress during CP5 towards a longer term requirement to:

• provide an hourly service between Aberdeen and Inverness;

• provide a half hourly service (other than after the evening peak) between Inverness and Elgin, including infrastructure to facilitate a new station at Dalcross;

• provide a half hourly service (other than after the evening peak) between Inverurie and Aberdeen, including infrastructure to facilitate a new station at Kintore;

• enable journey time improvements to provide average end to end journey time of around 2 hours, calling at all stations; and

• retain freight capacity.

During CP5, the HLOS requires that the infrastructure is provided to facilitate construction of and provision of services at new stations at Dalcross and Kintore (subject to station promoter funding contributions), as well as introduction of more frequent commuter services on the Inverness - Elgin and Aberdeen – Inverurie sections of the route and progress towards the longer term journey time aim.

CP5 output driver

The principal driver for the project is the Scottish Government's Strategic Transport Projects Review (STPR). The STPR defines the most appropriate strategic investments in Scotland's national transport network from 2012 to support the Scottish Government's purpose of promoting sustainable economic growth through planning the next 20 years of transport investment for Scotland's rail and trunk road networks.

This project is specified in the STPR (Project 19) with the stated aim of reducing journey times and increasing service frequency on the route.

Scope of works

The extent of scope to be delivered in CP5 has now been agreed and this will be as follows:

• Infrastructure to provide a new single platform station at Dalcross

• New station at Forres on straight alignment

• Extending existing Forres loop westwards to include new station location on the straight alignment

• Removal of signalling token exchange arrangements at Forres

• Signalling enhancements at Elgin to provide bi di on Platform 2 plus signalled access to/from the goods sidings

• Reinstatement of double track between Inverurie and Aberdeen (subject to extent of redoubling practicable through tunnels between Kittybrewster and Aberdeen station)

• Infrastructure to provide a new twin platform station at Kintore

• Line speed improvements between Inverurie and Aberdeen

• Platform extensions at Elgin and Insch to accommodate 6 car trains.

The scope to deliver later (i.e. subsequent to CP5) stages of the project is yet to be determined.

Significant interfaces

The project does not interface with any other planned enhancement projects other than potential linkage to timetable changes in the Central Belt arising from EGIP and on the Highland Main Line. In both cases, these may affect connection timings onto the Aberdeen – Inverness line, on which the timetable is relatively inflexible due to its single line and passing loop configuration. Interfaces with planned renewals will be explored as each of the projects develops.

The project had significant interface with the ScotRail refranchise process which concluded in October 2014, presenting a change in rolling stock for the route to High Speed Trains. Further timetable development work was then required to assure that the existing scope was sufficient for the revised rolling stock.