

Highland Rail Partnership

Invernet 1 Rail Evaluation Study

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- **Study Brief**

- Identify numbers of rail trips generated
- Analyse the origins/destinations and purposes of these journeys
- Compare the travel patterns with statistics pre Invernet
- Evaluate the benefits of the service to passengers

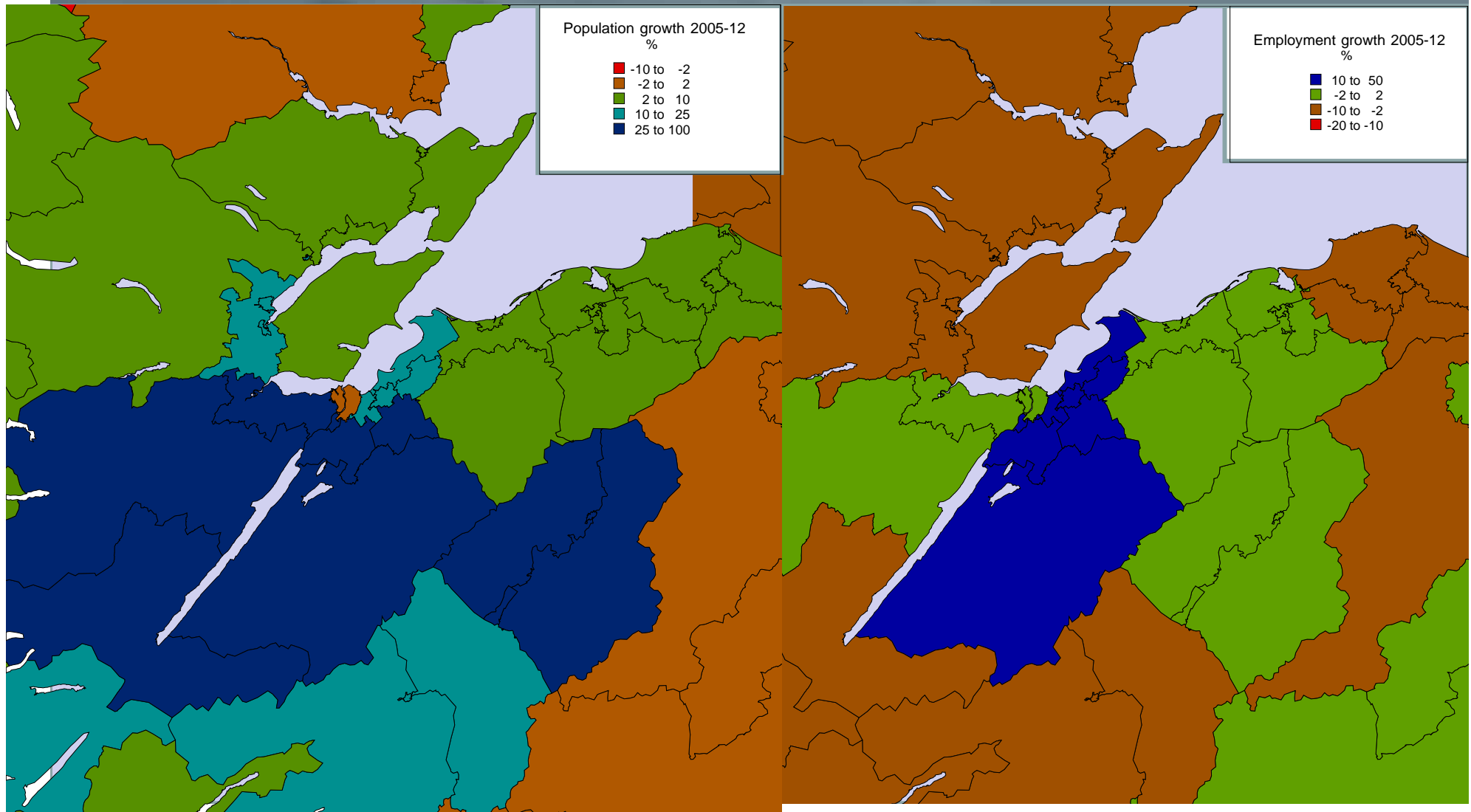
- **Approach**

- Analysis of available data and previous surveys and research
- New passenger surveys.
- Analysis and evaluation

What were the Changes?

- 12 December 2005
- New commuter rail services
 - Up to 10 trains per day from Kingussie, Aviemore, Carrbridge to Inverness
 - Up to 13 trains per day from Dingwall and 7 from Tain (Fearn, Invergordon, Alness) to Inverness
 - Extend early morning service from Tain to run from Lairg
 - Connecting bus service at Fearn

Context – Population and Employment Change



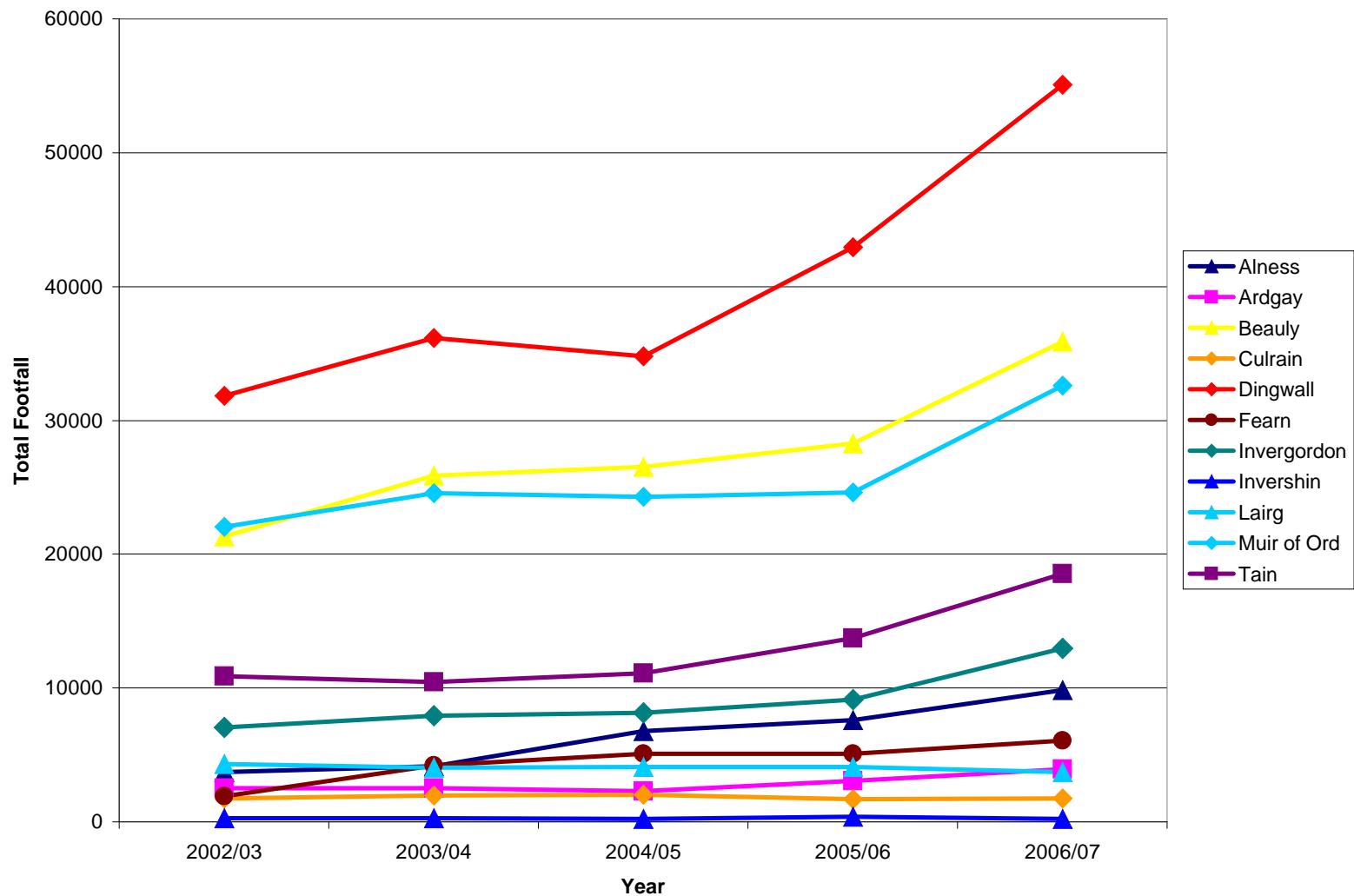
Growth

Year	Tickets Sold (Operating Journeys)		
	<i>to Invernet Stations</i>	<i>to All Stations</i>	<i>% Invernet</i>
2003/2004	118577	411299	29
2004/2005	124729	421350	30
2005/2006	140489	458584	31
2006/2007	181559	516272	35

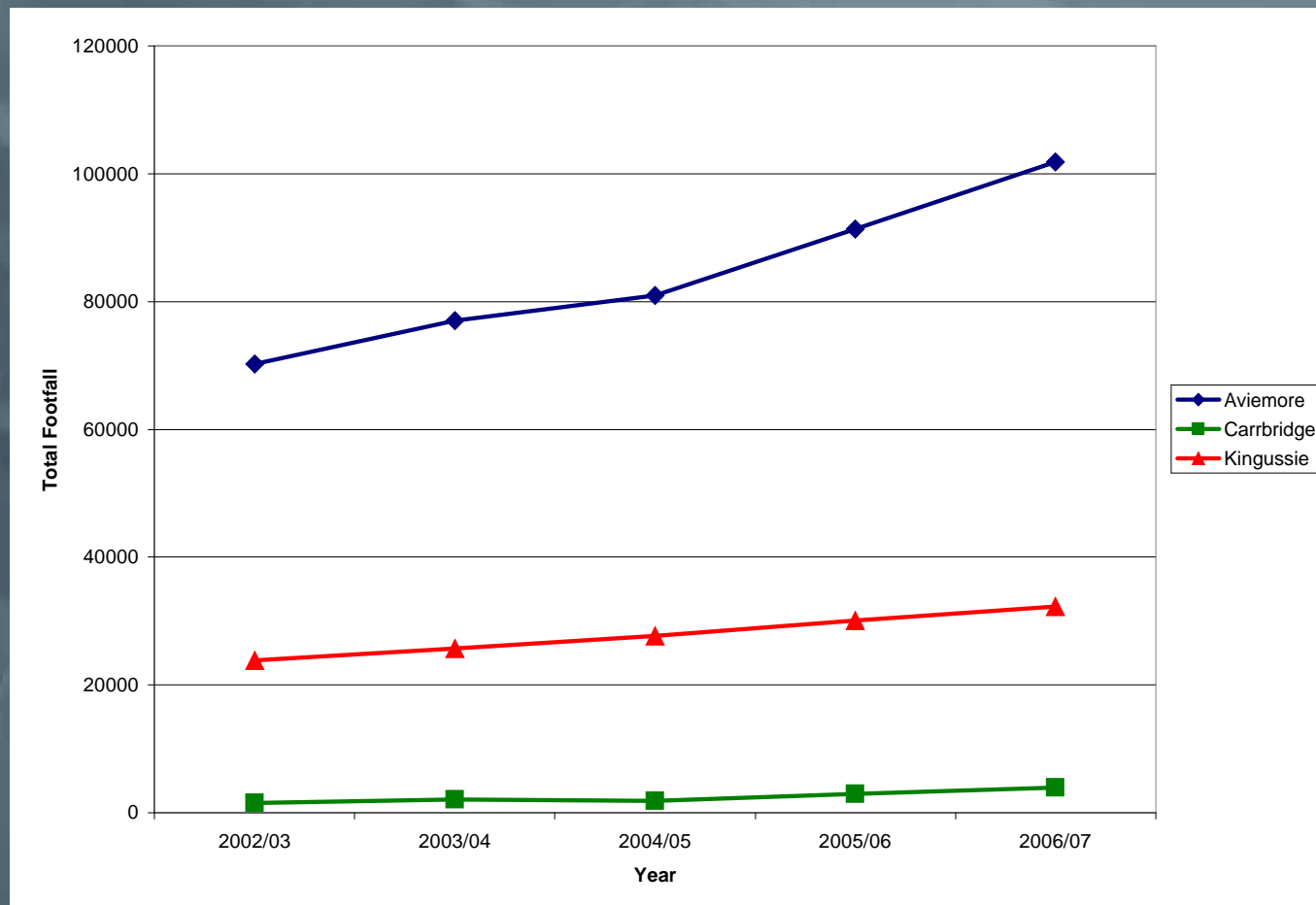
- 30%+ single year growth
- Set against background growth
 - Impact of Invernet South – up to 2% growth
 - Impact of Invernet North - 15-20% growth

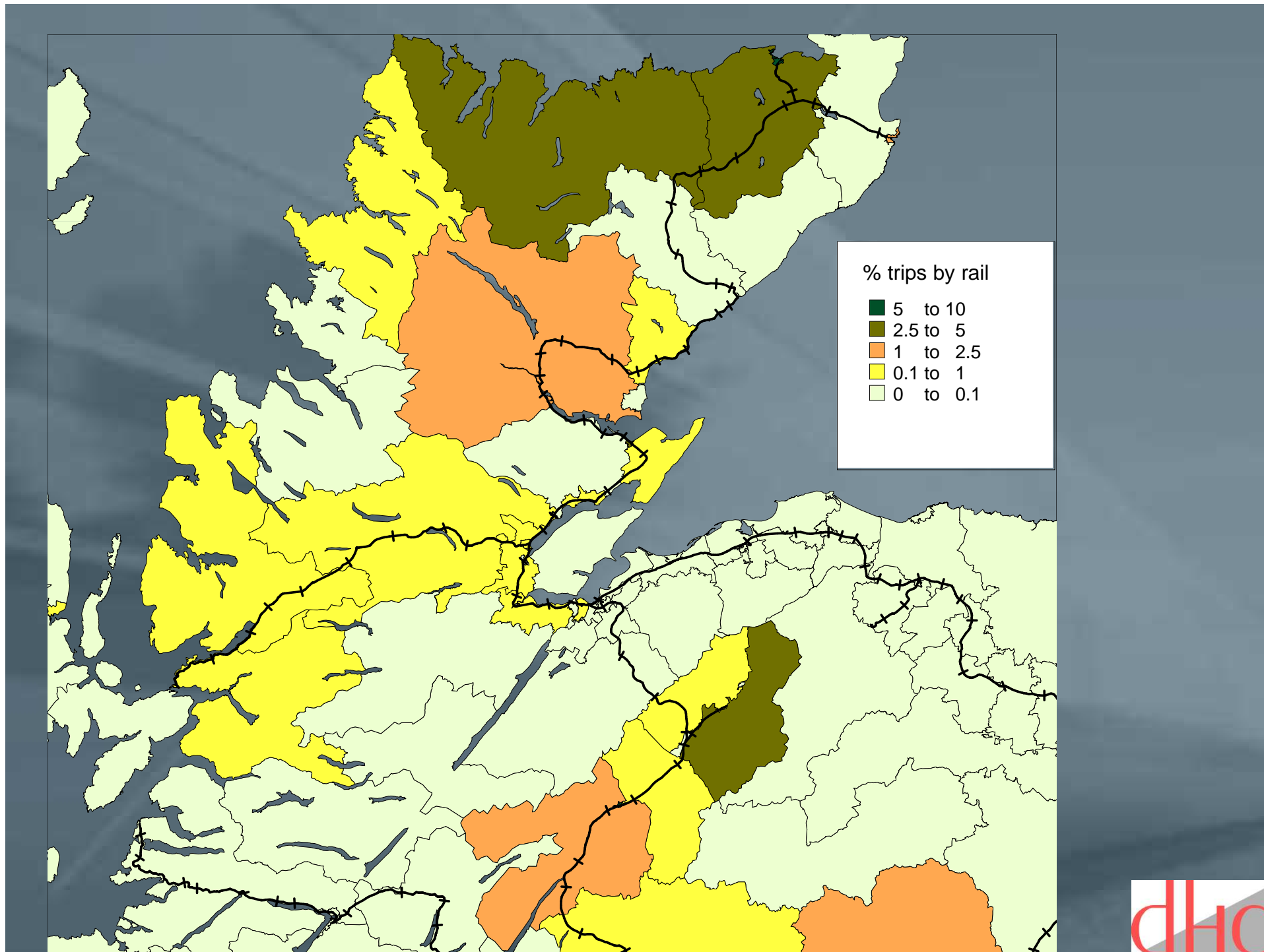
Growth by Station - North

- 05/06 to 06/07
 - Invergordon (42%), Tain (32%) and Muir of Ord (32%)

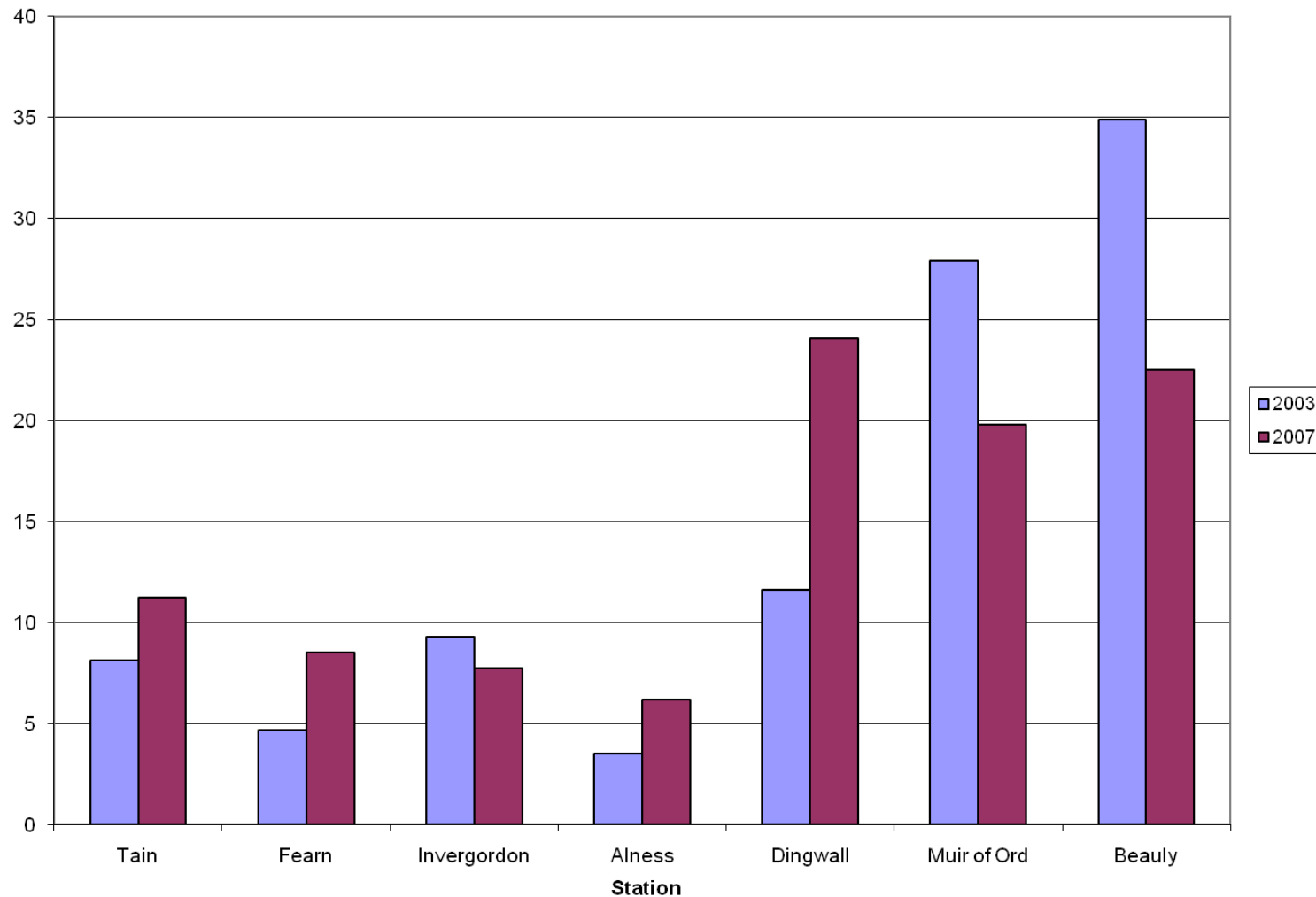


Growth by Station - South

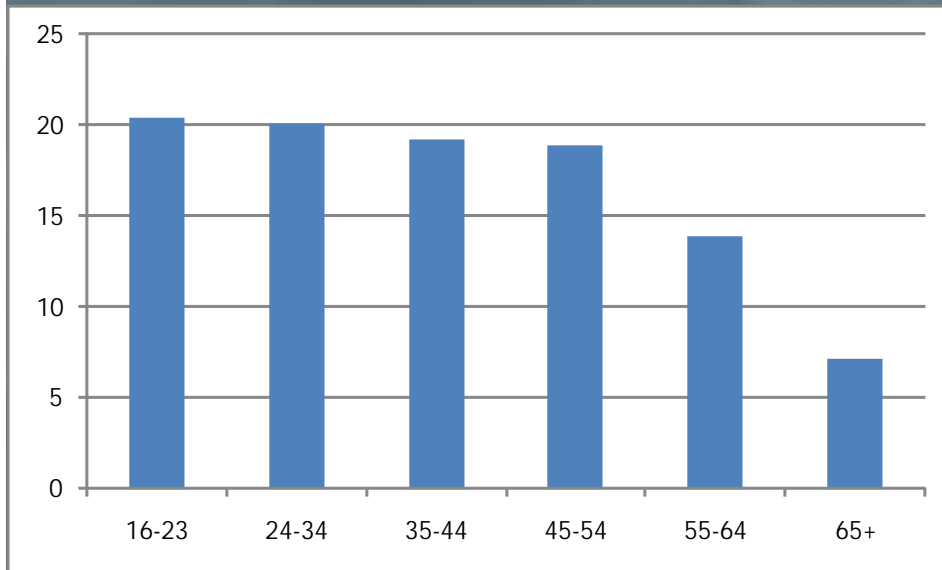




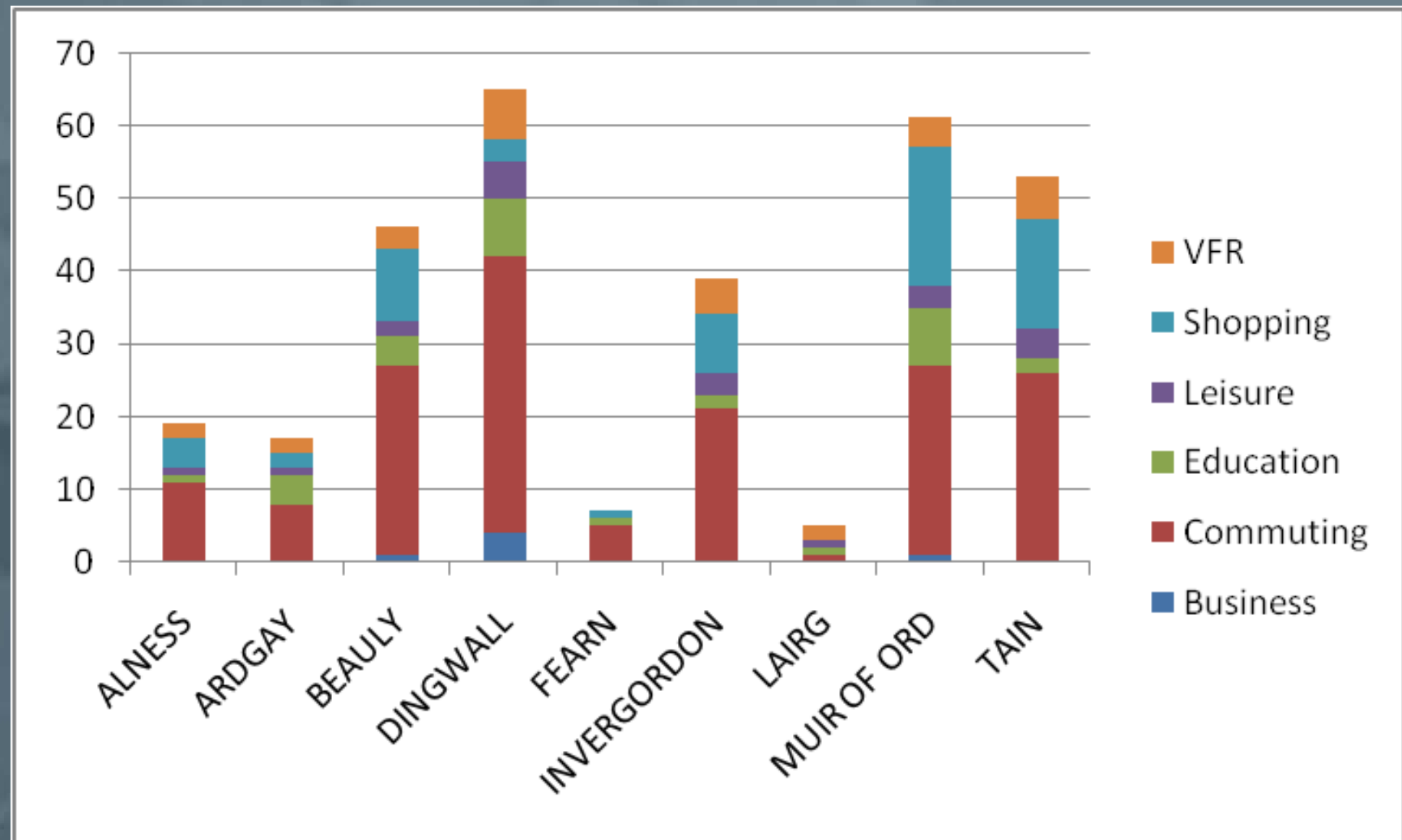
% of Passengers Boarding by Station



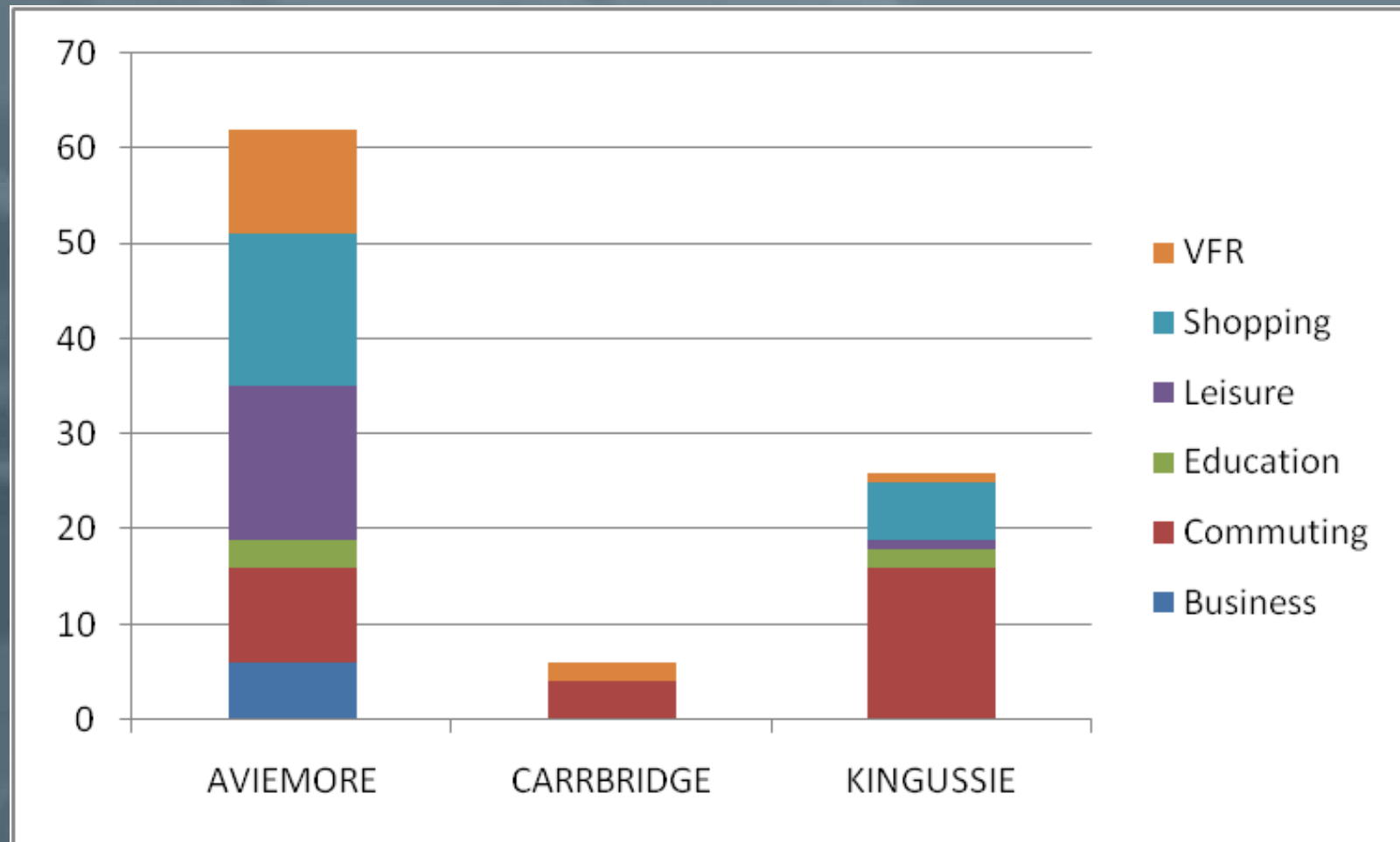
Users are Young Car Owners



Trip Purpose North



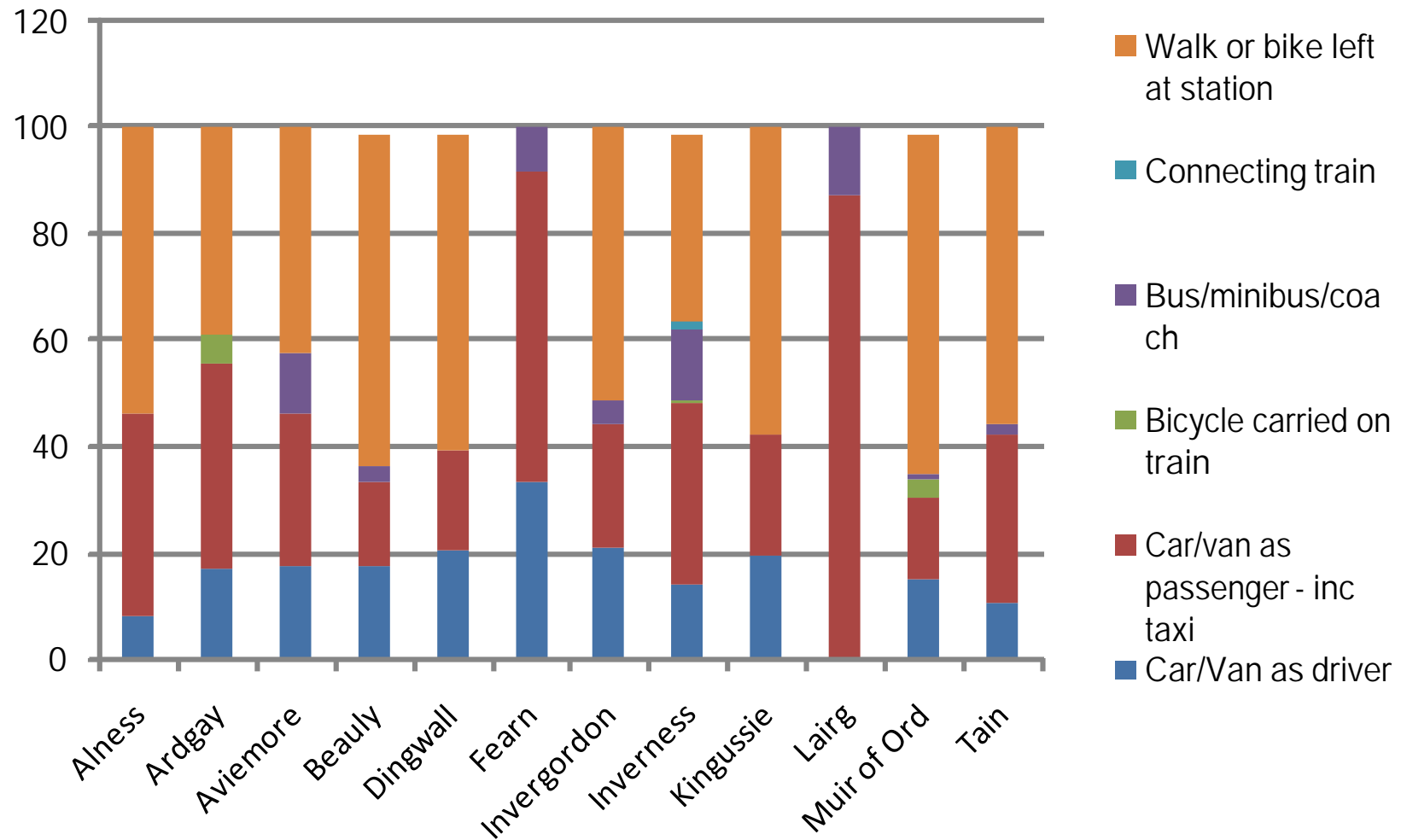
Trip Purpose South



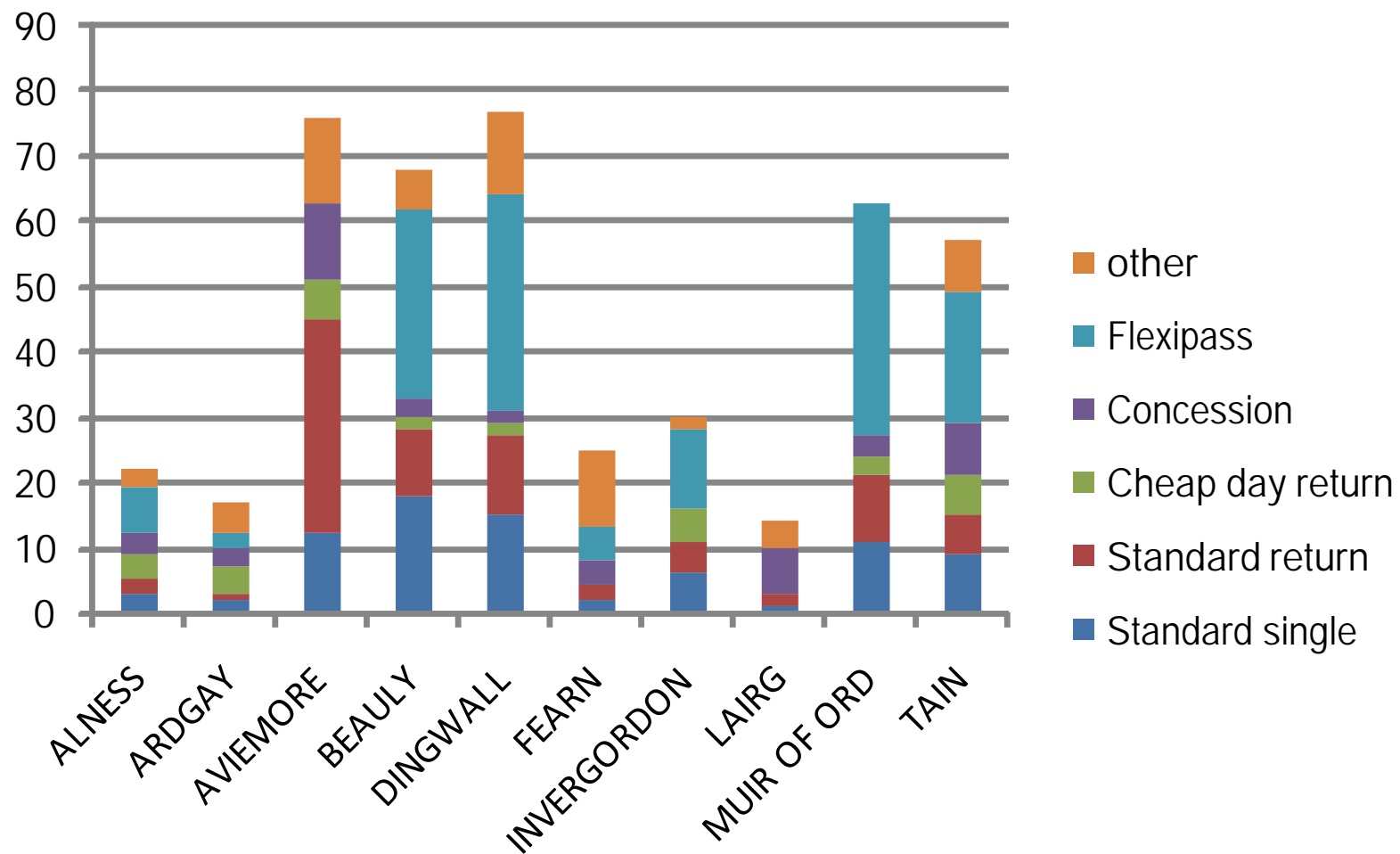
Choice of Mode

Journey Purpose	Main Reason for Choosing Train Travel (%)						Total
	Fastest	Cheapest	Comfort	Safety	Reliable	Other	
Business	30	13	38	3	5	12	100
Commuting	27	21	23	5	6	18	100
Education	24	19	26	4	12	15	100
Leisure	24	24	28	5	8	11	100
Shopping	32	19	27	2	6	14	100
VFR	26	18	33	6	6	11	100
Not Known	27	19	33	6	7	9	100

Mode of Access to Rail



Choice of Ticket



What Travellers Like Best

Category	% of Responses
Comfortable	41
Stressless	40
Convenience	28
Ability to Do Other Things	12
Enjoyable	3
No Answer	2

Time Spent Travelling

Category	% of Responses
Reading, playing games or another leisure activity	70
Admiring the View	18
Relaxing or sleeping	16
Communicating with others in person or on the phone	15
Working or studying	14

Problems

Category	% of Responses
None	63
Service availability, reliability and punctuality	17
Other	15
Overcrowding - Lack of seats/Lack of luggage space/Reserved Seats either occupied or unavailable	7

Suggested Improvements

Category	% of Responses
Service Issues - More services/Faster services/Improved reliability and punctuality/More direct services/Later services	40
Rolling Stock Issues - More legroom/More luggage space/Cleanliness/Refurbishments/Improved toilets/Heating/ Catering/ Power points/Missing reservation notices	39
Fares Issues - Cheaper tickets/Greater availability of season tickets/Confusion over the range of ticket types available/Awareness of special promotions.	14
Station Issues – Accessibility/Opening hours/Train versus platform heights/Information provision/Better facilities/New or reopened stations	7

Conclusions

- Rail is now seen as a comfortable and relatively stress free mode of travel to Inverness
- Significant growth

Scenario	Time (minutes)	Rail Fares (£)
Without Invernet 1	4331178	528224
With Invernet 1	5621451	690298
Difference	1290272	162073

- Proportion and length of commuting trips increasing
- Relatively young, high income, high car owning users