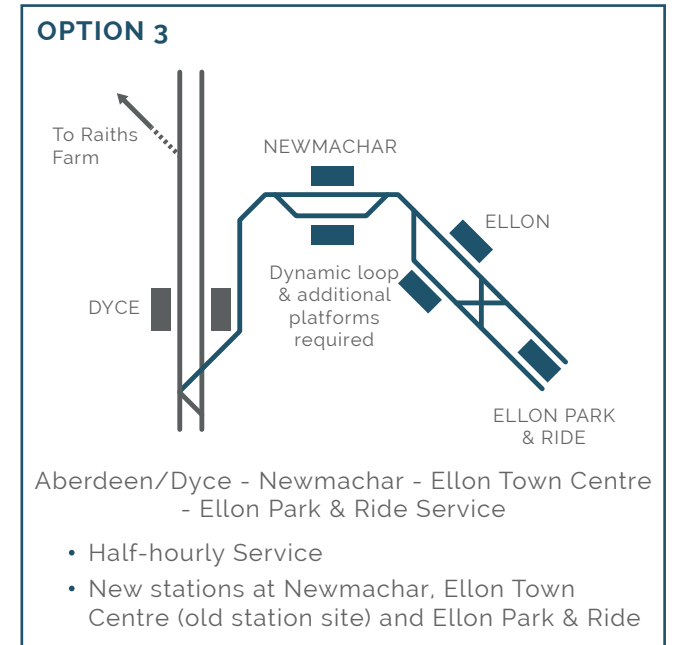
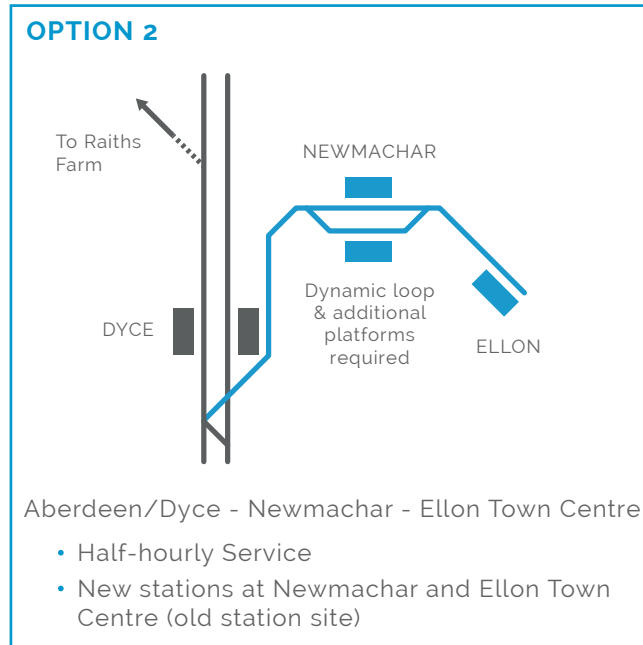
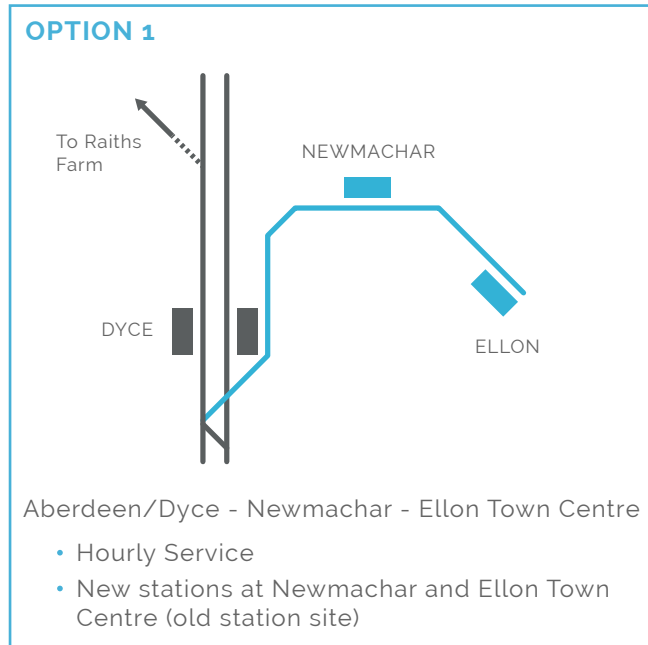


FPASTS ELLON RAIL STUDY

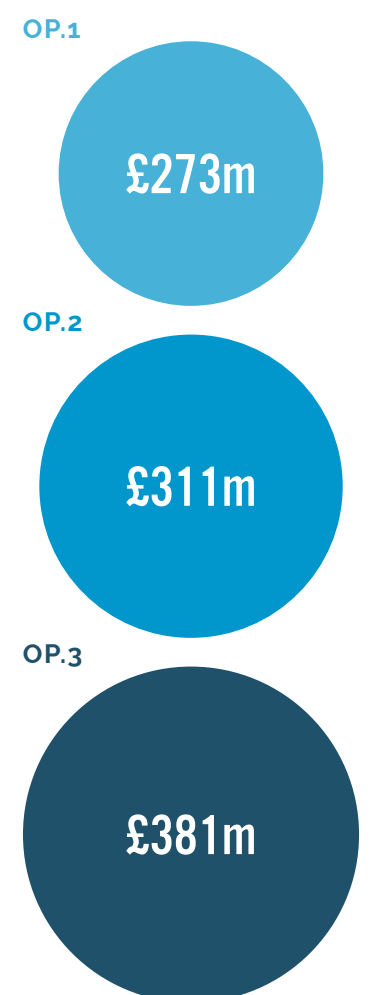
OPTIONS ASSESSED



INFRASTRUCTURE ELEMENTS

DISTINGUISHING INFRASTRUCTURE ELEMENTS	OPTION 1	OPTION 2	OPTION 3
Doubling of track north of Aberdeen Station		●	●
Re-modelling of Dyce station to provide new junction	●	●	●
Single platform station at Newmachar	●		
Twin platform station at Newmachar		●	●
Revised alignment to remove s-curves at Newmachar	●	●	●
Dynamic loop at Newmachar		●	●
Single platform station at Ellon	●	●	
Twin platform station at Ellon with double track approach			●
Double track extension on new alignment between Ellon and new Ellon P&R station (island platform)			●

COSTS



DEMAND & REVENUE FORECASTS

OPTIONS	YEAR	AV. WEEKLY DEMAND	ANNUAL DEMAND	REVENUE (£M)*	RAIL MODE SHARE
1	2021	743	229,100	0.85	2.4%
	2036	1,308	403,200	1.73	4.3%
2	2021	973	299,800	1.16	3.2%
	2036	1,712	527,900	2.35	5.6%
3	2021	1,011	311,800	1.27	3.3%
	2036	1,770	545,700	2.55	5.8%

*2017 Prices

APPRAISAL FINDINGS

- Strong performance against transport planning objectives
- Key issues around value for money and affordability
- All options deliver 'poor value for money' with costs outweighing benefits



BENCHMARKING

Demand Forecasts benchmark well against stations which share geographical and demographic characteristics

STATION	STATUS	POPULATION (CENSUS 2011)	DISTANCE TO ABERDEEN (MILES)	TRAINS PER HOUR (APPROX.)	PATRONAGE NUMBERS (ACTUAL & FORECAST)
Stonehaven	Existing	11,431	16	1-2 (3 during peaks)	535,698 (ORR, 2015/16)
Inverurie	Existing	12,654	17	1 (2 during peaks)	533,972 (ORR, 2015/16)
Laurencekirk	Existing	2,925	30	circa 1 (more during peaks)	104,488 (ORR, 2015/16)
Ellon	Appraisal	10,268	17	1 to 2	320,000-440,000 (2021)
Newmachar	Appraisal	2,460	11	1 to 2	80,000-110,000 (2021)