

# INVERNESS INTERCHANGE FEASIBILITY STUDY

## BUS STATION & MULTI-STOREY CAR PARK

# HELLO!



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Until April 10th

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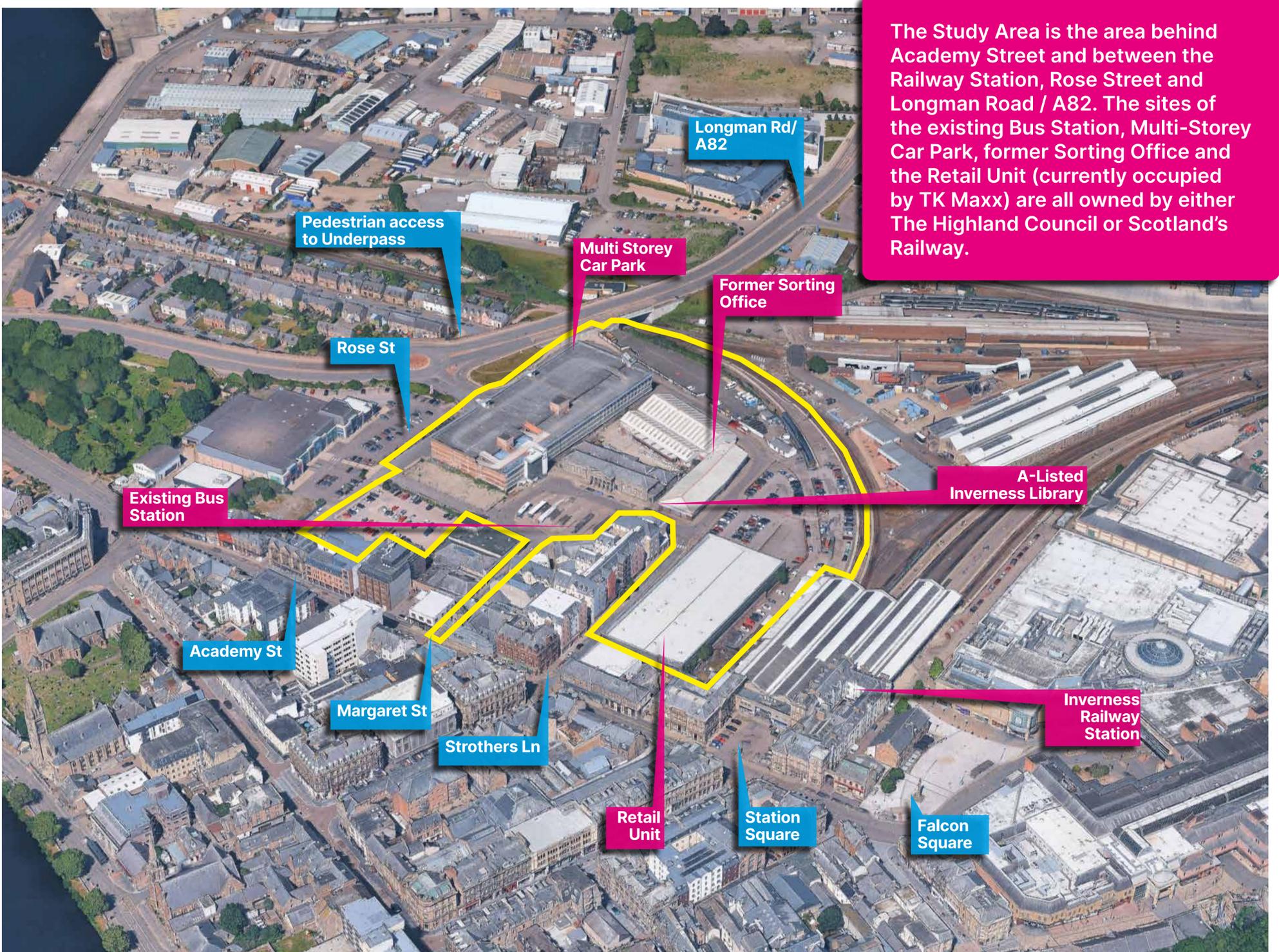
### Project Background

HITRANS (the Highlands and Islands Transport Partnership), in partnership with The Highland Council and Network Rail / Scotland's Railway, has commissioned an Inverness Interchange Feasibility Study.

The Study explores the need and proposed options for a new Bus and Coach Station, Multi-Storey Car Park and Active Travel Hub adjacent to Inverness Railway Station. The Active Travel Hub would provide facilities to support more walking, wheeling and cycling to, in and around the City Centre.

The Feasibility Study has been progressed by **Austin-Smith:Lord** (masterplanners, architects, landscape architects), **SCP** (transport planners) and **Cameron & Ross** (engineers). The Study has been prepared in liaison with **HITRANS**, **The Highland Council** and **Scotland's Railway** as well as initial engagement with **ScotRail** and **Stagecoach** (who operate the existing Bus Station).

This work complements and is part of the Inverness Station Masterplan, being promoted by Scotland's Railway, and is in line with Recommendation 43 in **Transport Scotland's Strategic Transport Projects Review 2 (STPR2)**.



The Study Area is the area behind Academy Street and between the Railway Station, Rose Street and Longman Road / A82. The sites of the existing Bus Station, Multi-Storey Car Park, former Sorting Office and the Retail Unit (currently occupied by TK Maxx) are all owned by either The Highland Council or Scotland's Railway.

Study Area

# Purpose of this Public Engagement & Next Steps

### Purpose of this Engagement

This initial phase of engagement activity seeks to;

- Raise awareness of the Inverness Interchange Feasibility Study and summarise its headline findings
- Invite feedback on initial proposals to;

- relocate / re-provide a new 14-16 stance Bus and Coach Station adjacent to the Railway Station with services connecting to A82 Longman Road and Academy Street,
- relocate / re-provide a circa 850-space Multi-Storey Car Park behind the listed Library building with access from A82 Longman Road via Rose Street,
- create a new civic space / square at Farraline Park
- redevelop the wider 'Station Quarter' as a new mixed-use destination in the City Centre

- Outline three potential options for a new Bus Station (showing different indicative layouts in locations nearer the Railway Station)

The findings of this initial phase of engagement activity will be collated and published and will inform how the project progresses.

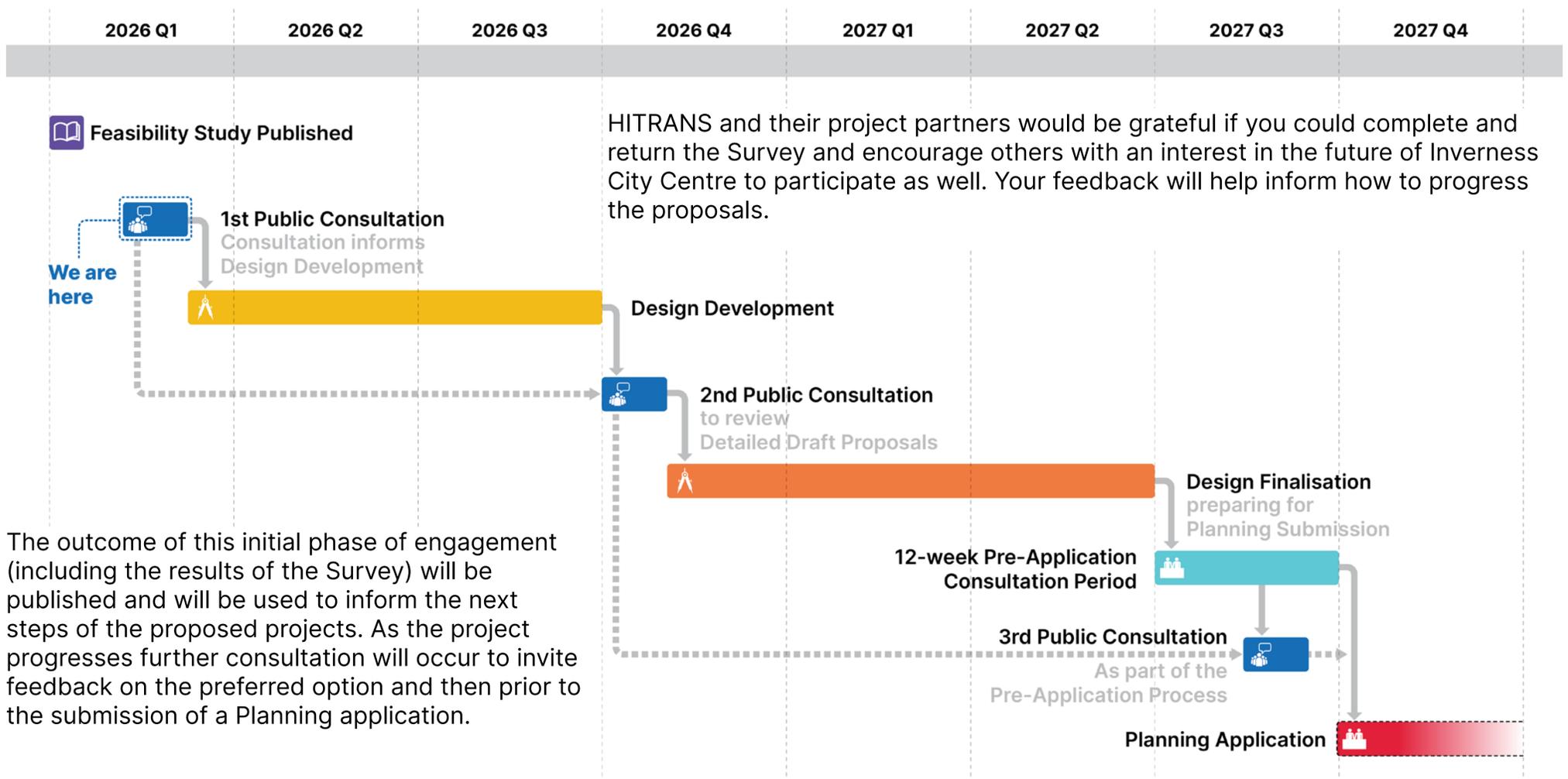
### Please complete the Survey

As part of an initial phase of public consultation you are invited to complete a Survey to provide comments on the proposals.



The Survey is available online <https://consult.highland.gov.uk/kpse> and in hard copy format (at Inverness Library) and runs until 10 April 2026.

### Next Steps - Indicative Timeline



The outcome of this initial phase of engagement (including the results of the Survey) will be published and will be used to inform the next steps of the proposed projects. As the project progresses further consultation will occur to invite feedback on the preferred option and then prior to the submission of a Planning application.



# The Feasibility Study : Recommendations

### Purpose of the Study

The purpose of this Feasibility Study is to support informed decision-making in the development of a strategic, integrated transport interchange in Inverness City Centre.

### The Feasibility Study recommends that;

1. the existing Bus Station and Multi-Storey Car Park need to be replaced.
2. there is sufficient space to accommodate a new Bus and Coach Station, MSCP and Active Travel Mobility Hub
3. that this new Interchange can be a key part of a wider mixed-use regeneration redevelopment of the 'Station Quarter' on land assembled by, and within the ownership of, The Highland Council and Scotland's Railway.

### The Feasibility Study involved;

- analysis of the existing Bus Station and Multi-Storey Car Park (with reference to available information provided by the Project Partners),
- assessment of the recommended size of the Bus Station and Multi-Storey Car Park to meet projected future demand
- preparation of a longlist of a dozen options considering locating the Bus Station and Multi-Storey Car Park in locations south, west, north and east of the listed Library building that must be retained
- design workshops with Project Partners to assess and identify options that best meet the objectives (which are presented here).



Existing Bus Station on Farraline Park



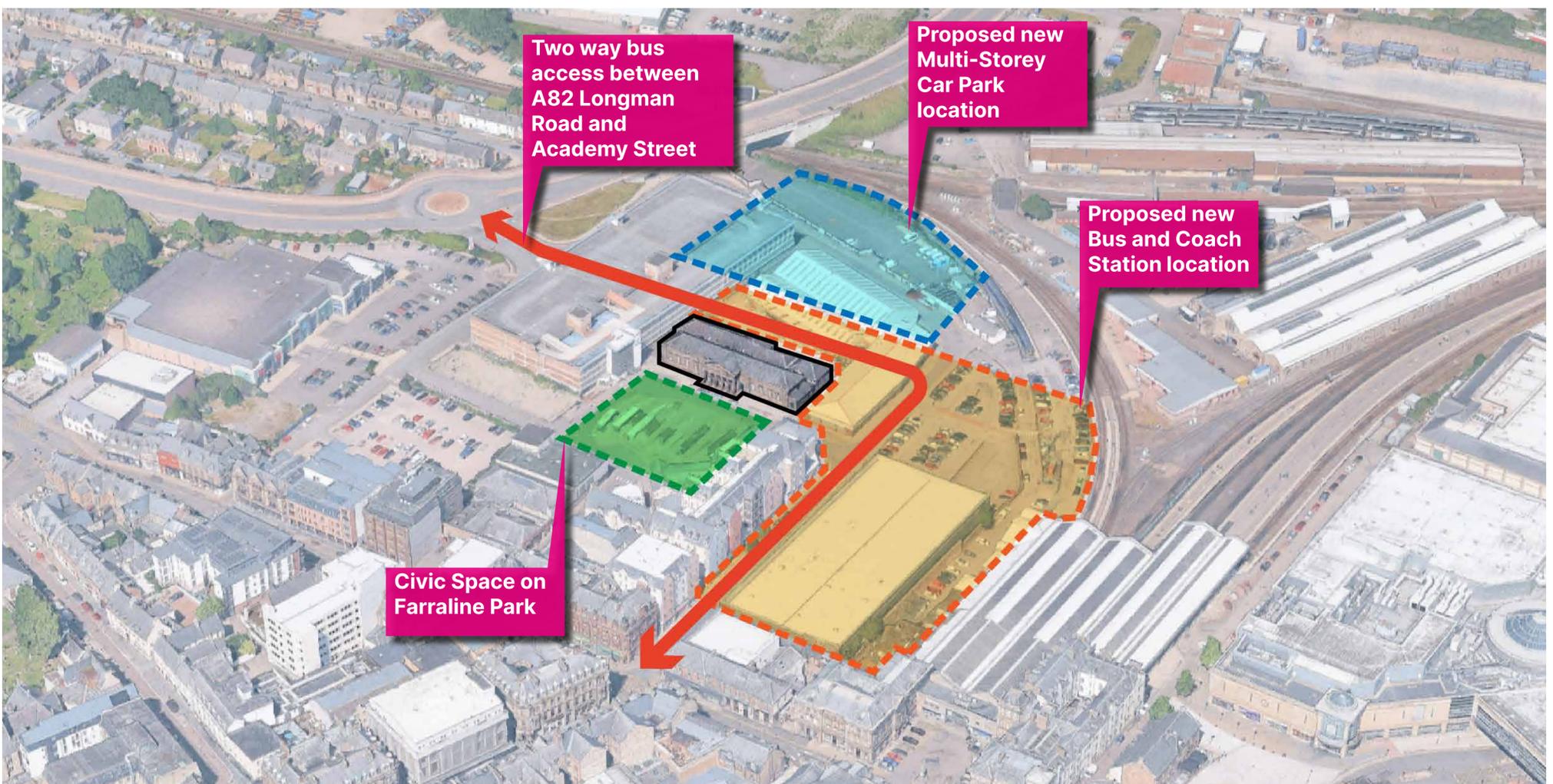
Farraline Park, the Library & Multi-Storey Car Park

### In addition the Feasibility Study recommends that;

- the Bus and Coach Station be located to the north and/or east of the listed Library building to enable convenient passenger interchange between Bus, Coach and Railway services and well placed for pedestrian access as a Gateway to the City Centre,
- the Bus and Coach Station should retain two way bus access to / from A82 Longman Road and Academy Street (via Strothers Lane) to enable local and longer distances inter-urban routes. No through-access for other vehicles,
- the Multi-Storey Car Park should be located to the north / rear of the listed Library building with car access off the A82 Longman Road whilst providing good pedestrian access and connections to the Railway Station, Bus Station and the City Centre.

### Options Assessments considered a range of objectives including :

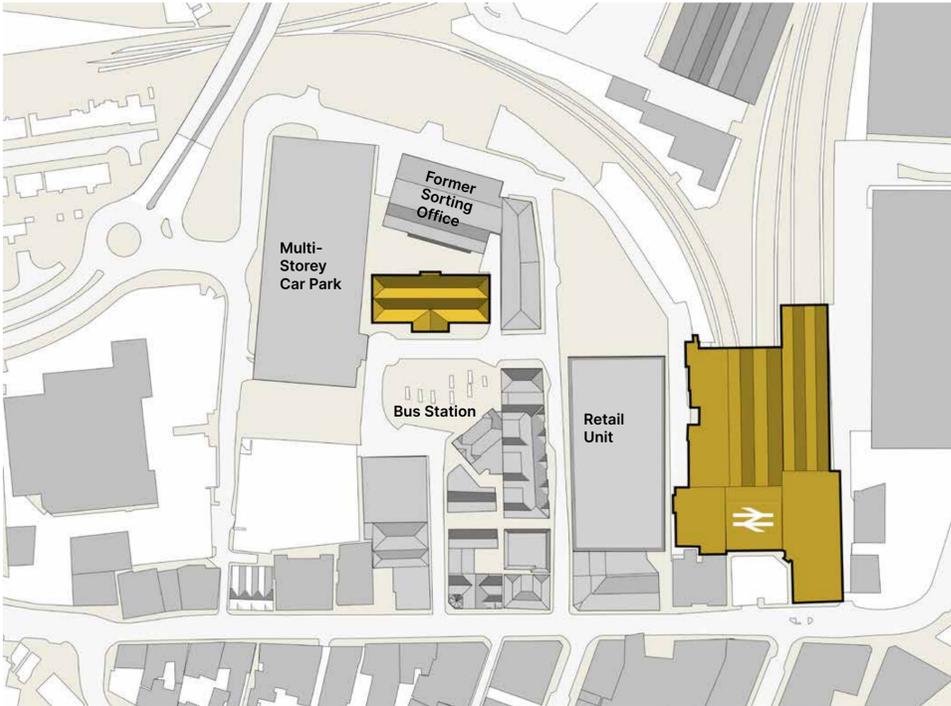
- promoting sustainable travel options (safe, convenient, quality public transport; active travel facilities supporting walking, wheeling and cycling; EV charging)
- improving user experience, safety and accessibility for all including those with sensory and/or mobility impairments
- supporting City Centre regeneration goals



Proposed Zones

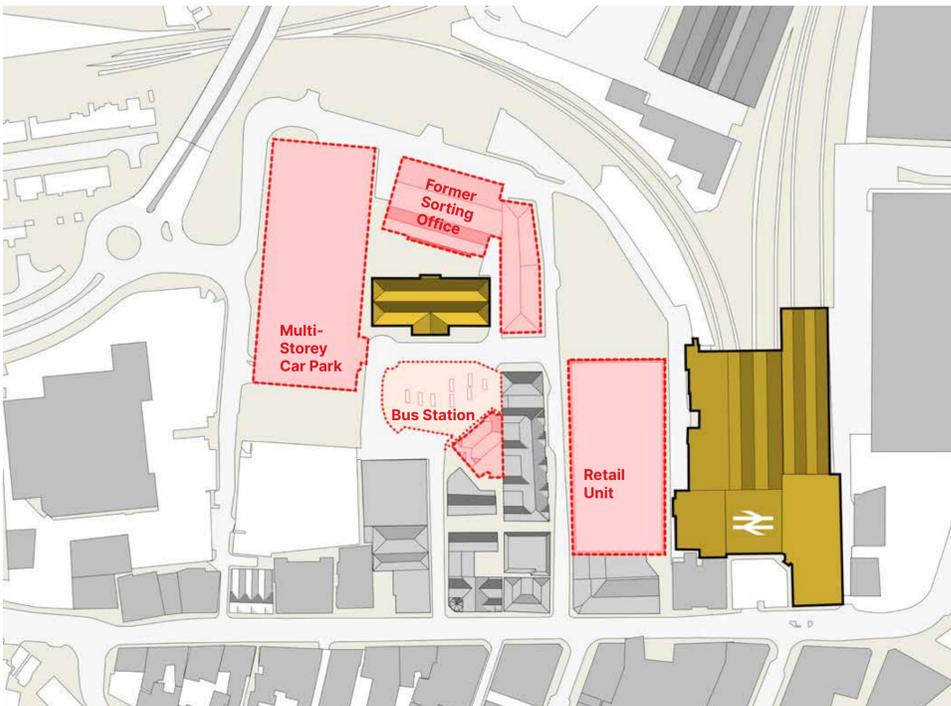


### Proposal Summary



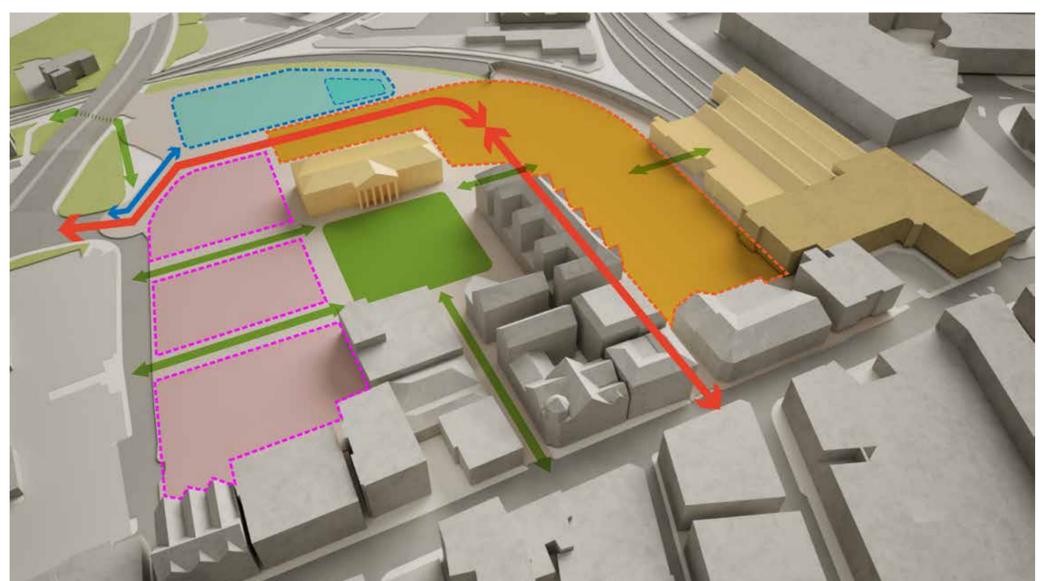
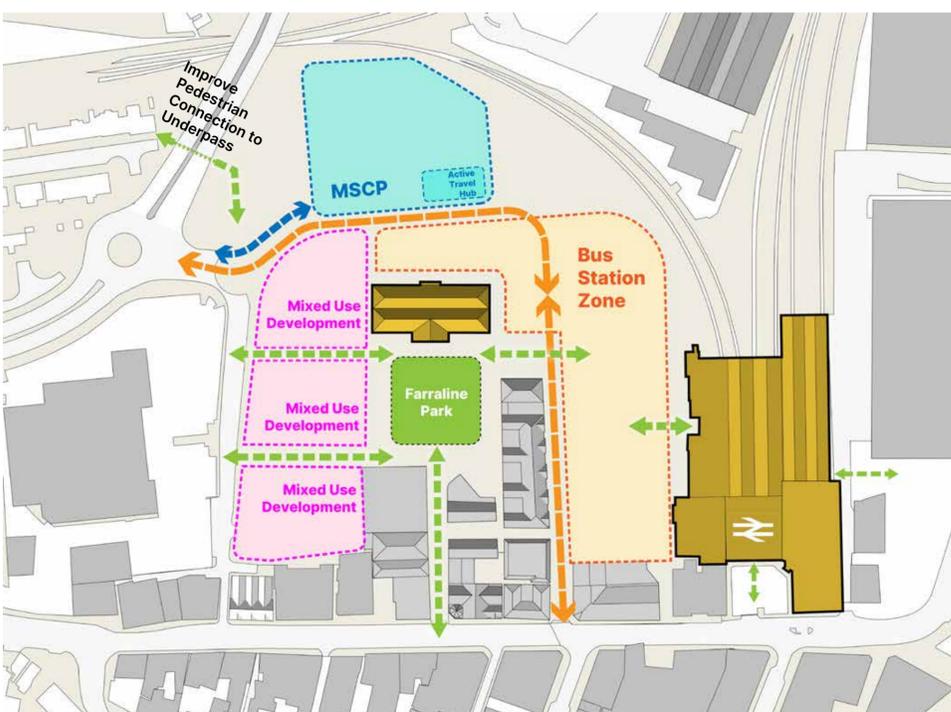
There are several historically important buildings in the area including;

- the A-Listed Library Building
- the Station Building complex comprising two listed buildings, the A-Listed Highland Rail House and the B-Listed Royal Highland Hotel.



The Outline Proposals recommend the demolition of;

- the existing Rose Street Multi-Storey Car Park
- the existing Bus Station on Farraline Park
- the former Sorting Office
- the retail unit on Strothers Lane



The Outline Proposals suggest;

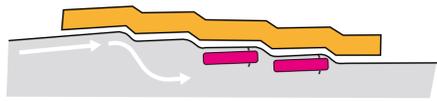
- a new Bus & Coach Station north and/or east of Farraline Park
- a new Multi-Storey Car Park (MSCP) behind the Library building
- a new civic square at Farraline Park
- scope for mixed use redevelopment on available sites around Farraline Park



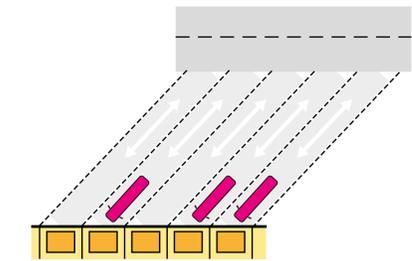
# Indicative Option 1

This Indicative Option proposes;

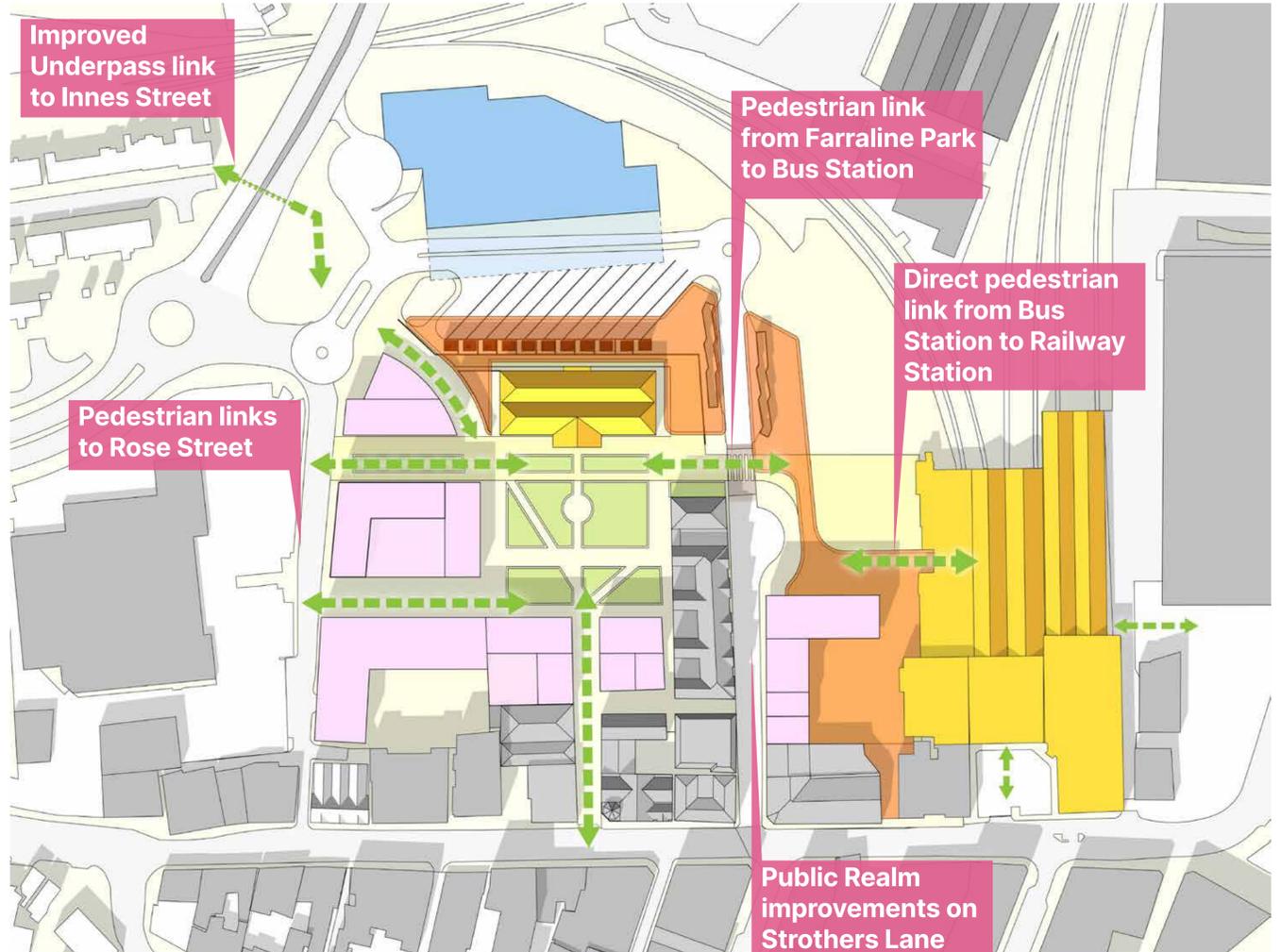
- a 16-stance Bus & Coach Station with 10 stances behind the Library and 6 stances on Strothers Lane (two-way linking to A82 Longman Road and Academy Street)
- a Multi-Storey Car Park behind the Library accessed from A82 Longman Road



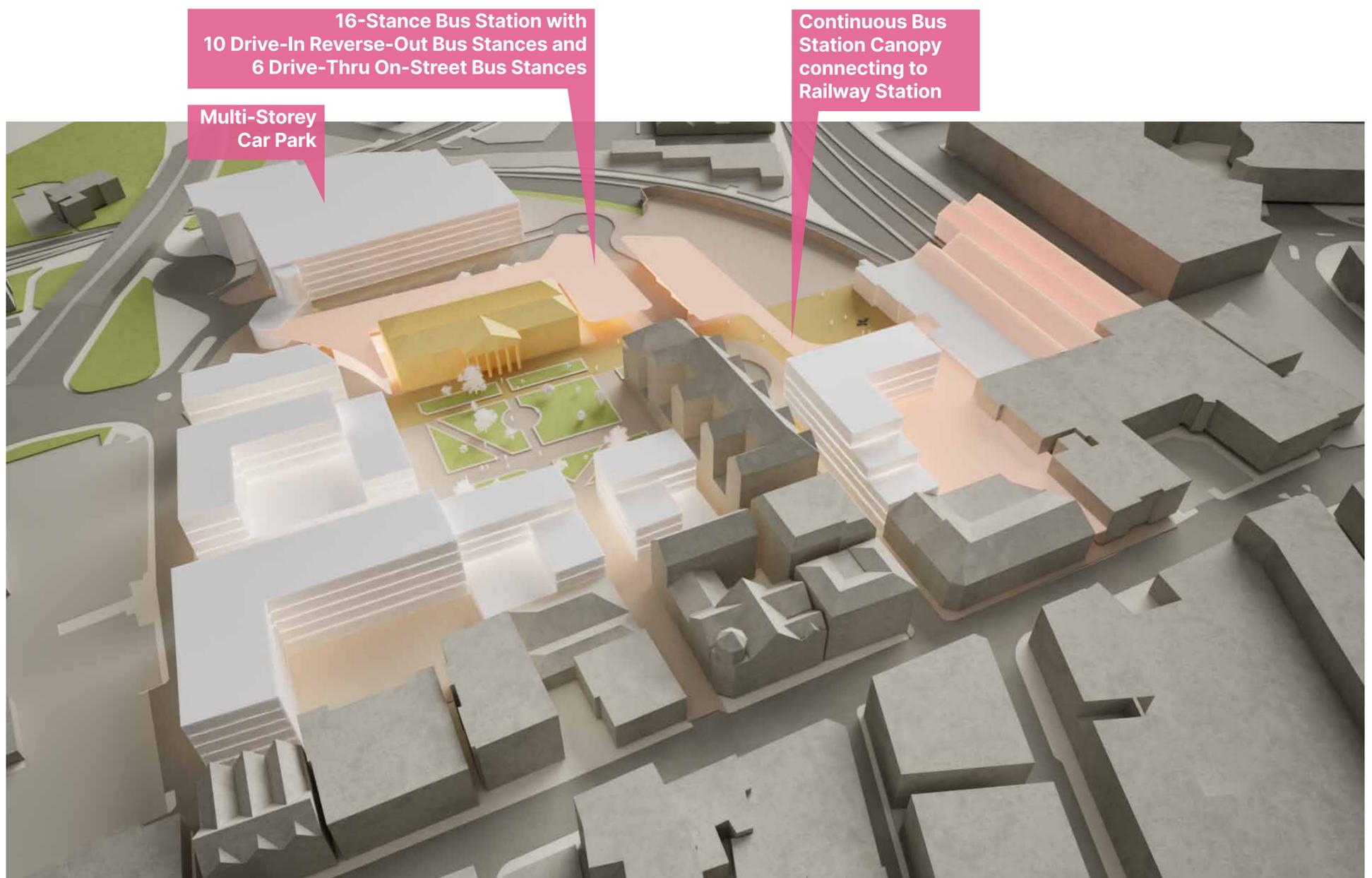
**Drive-Thru Bus Stance Configuration :**  
Buses drive up and stop parallel to the stance and drive straight out.



**DIRO (drive-in, reverse-out) Bus Stance Configuration :**  
Buses drive in to the stance and reverse out.



Indicative Plan View



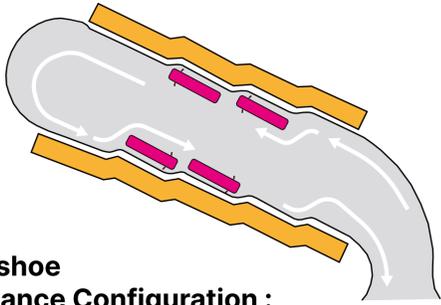
View from south-west



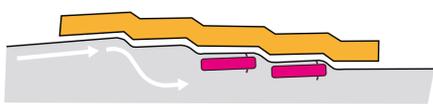
# Indicative Option 2

This Indicative Option proposes;

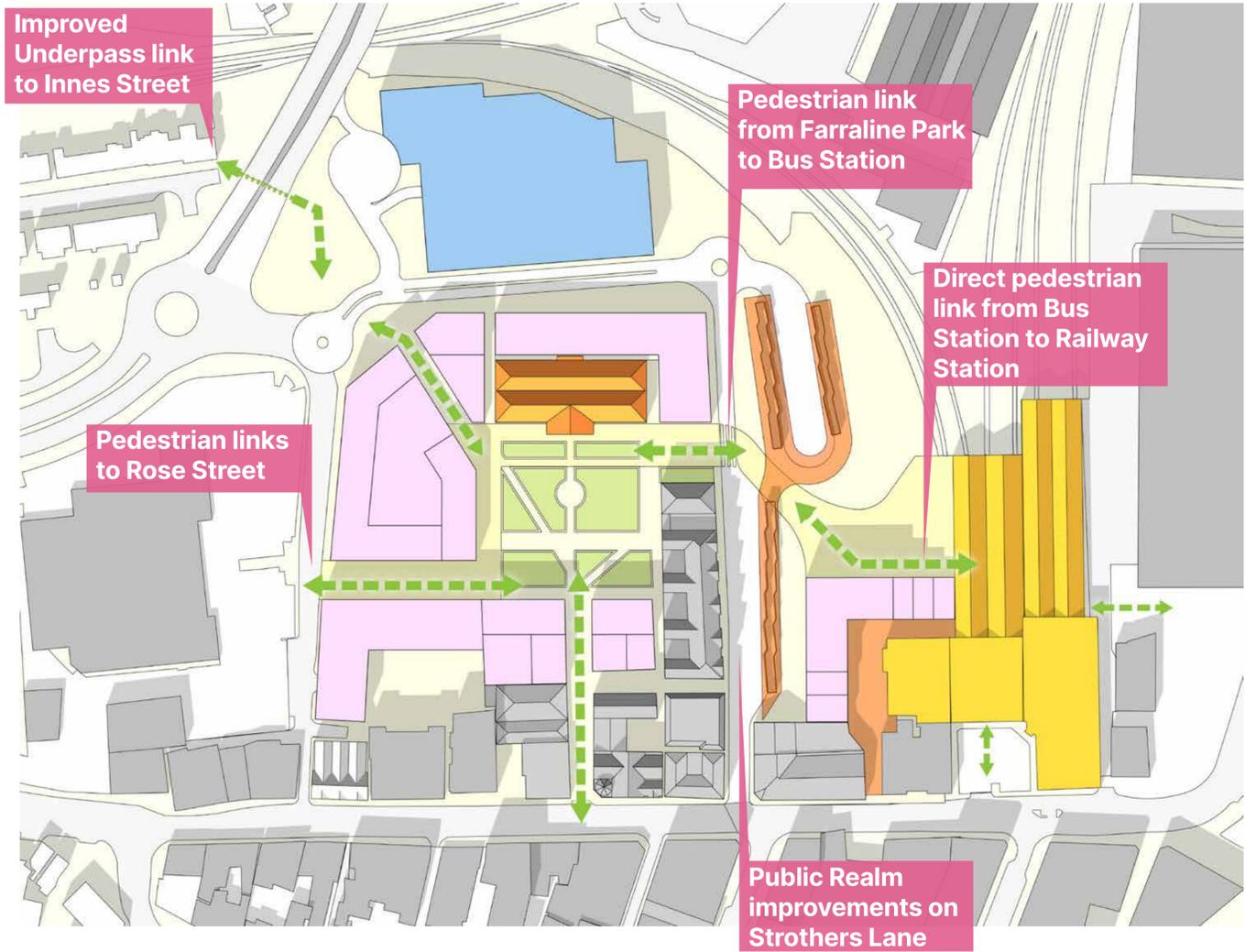
- a 15-stance Bus & Coach Station with 8 stances off-street and 7 stances on Strothers Lane (two-way linking to A82 Longman Road and Academy Street)
- a Multi-Storey Car Park behind the Library accessed from A82 Longman Road



**Horseshoe Bus Stance Configuration :**  
Buses drive around in a horseshoe configuration, stop parallel to the stance and drive straight out.



**Drive-Thru Bus Stance Configuration :**  
Buses drive up and stop parallel to the stance and drive straight out.



Indicative Plan View



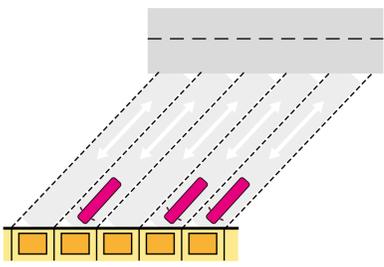
View from south-west



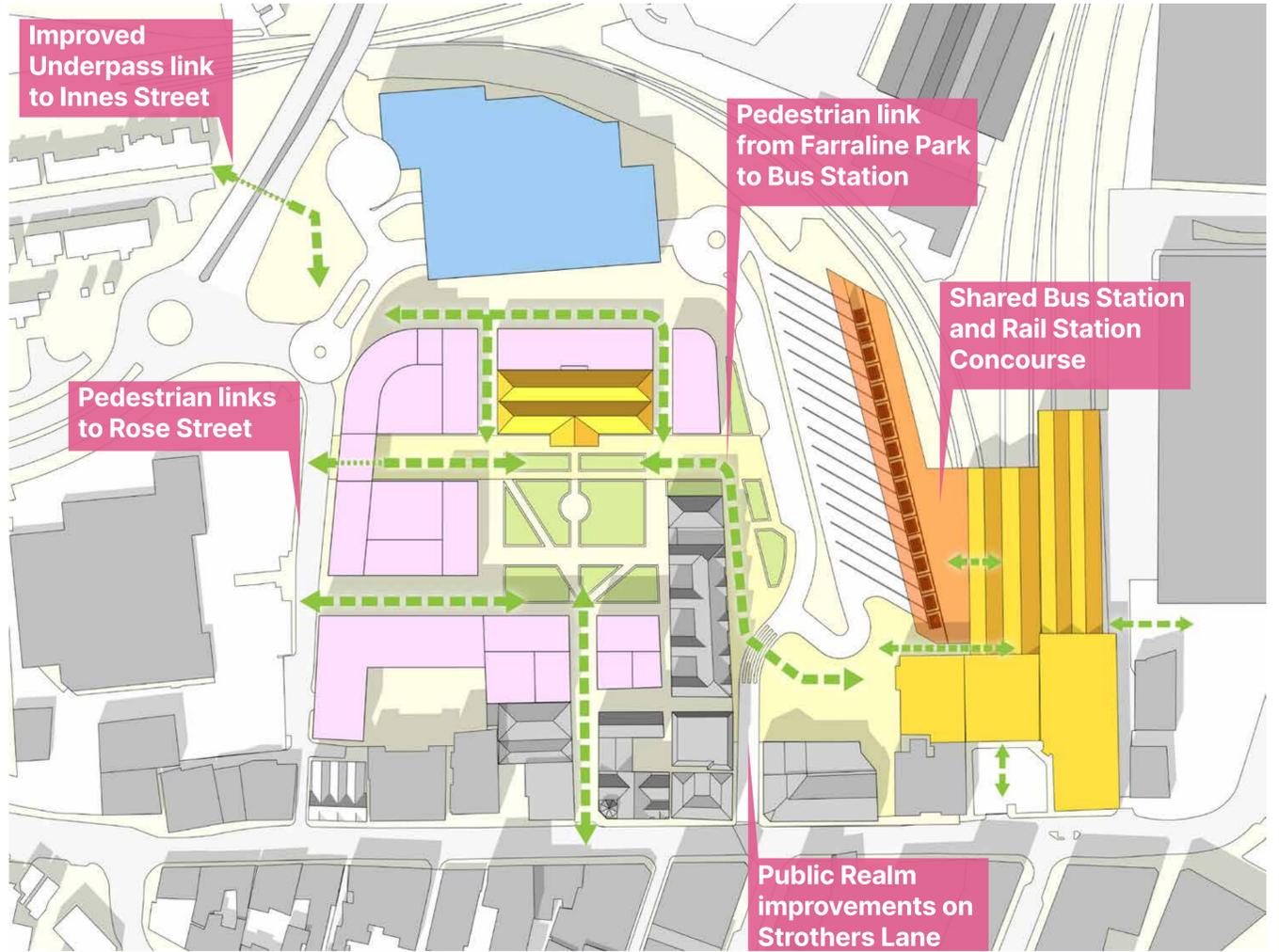
### Indicative Option 3

This Indicative Option proposes;

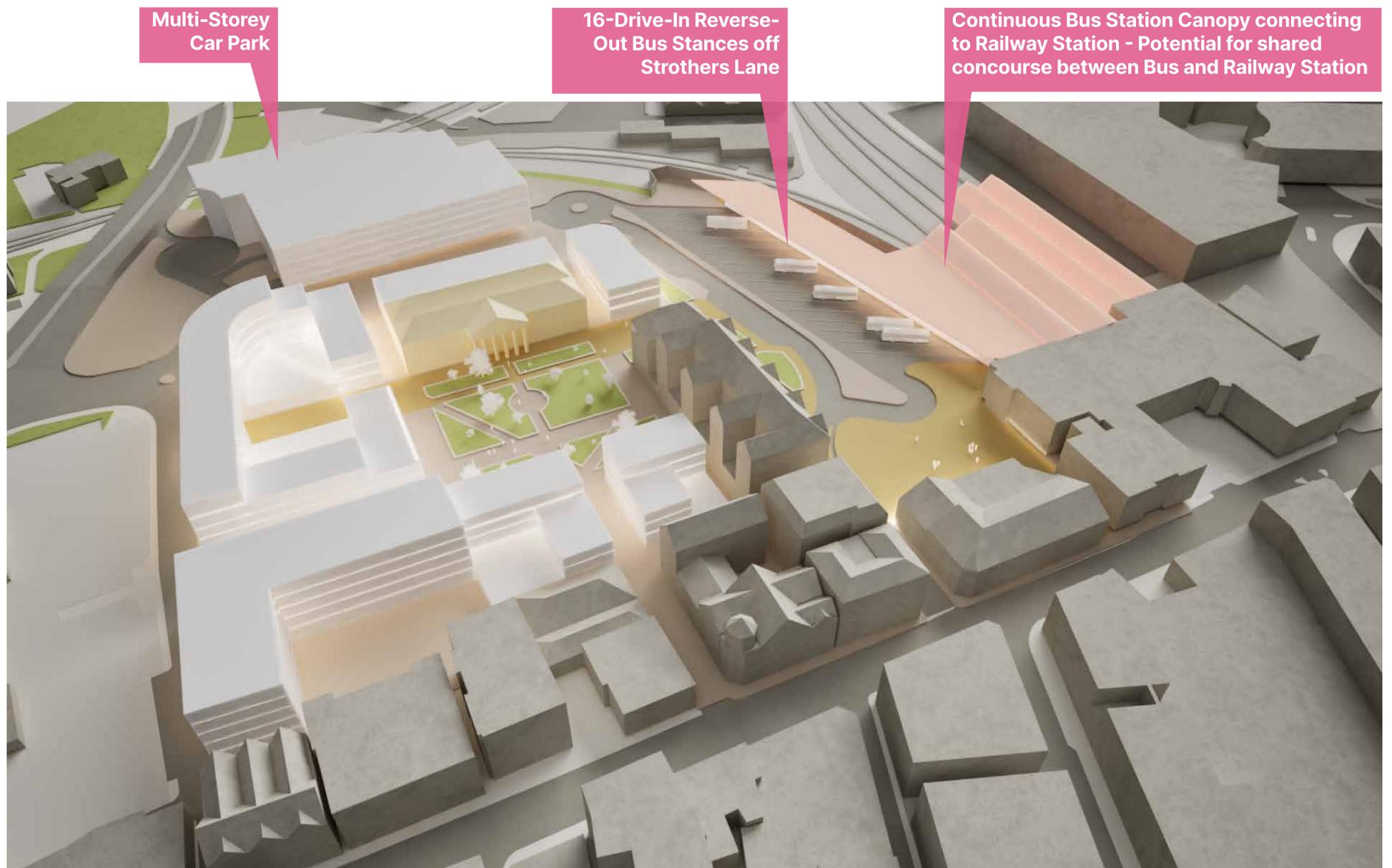
- a 16-stance Bus & Coach Station accessed off Strothers Lane (two-way linking to A82 Longman Road and Academy Street)
- a Multi-Storey Car Park behind the Library accessed from A82 Longman Road



**DIRO (drive-in, reverse-out) Bus Stance Configuration :**  
Buses drive in to the stance and reverse out.



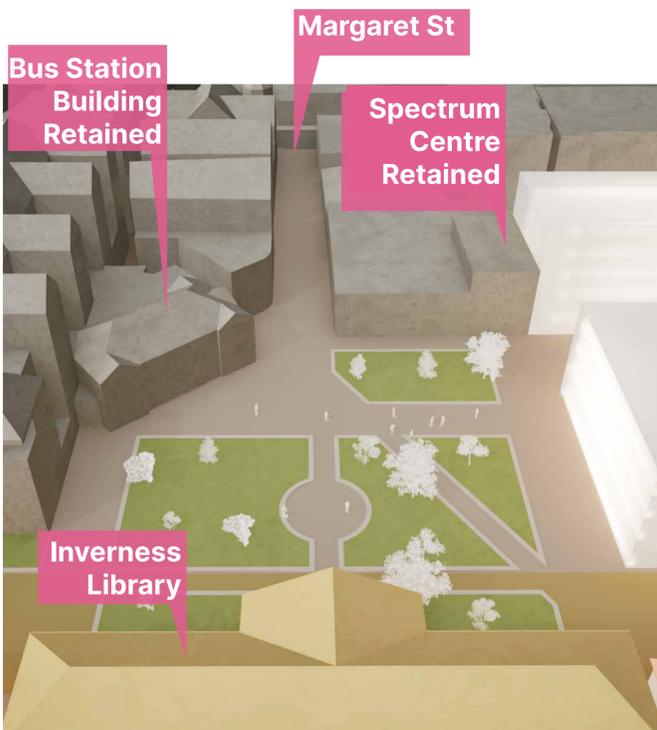
Indicative Plan View



View from south-west



# Farraline Park



**Option A** : Spectrum building retained. Existing Bus Station building refurbished for a new use.



**Option B** : existing Bus Station Building and Spectrum Building replaced with new development.



**Option C** : existing Bus Station Building and Spectrum Building replaced with new development - with splayed corners at Margaret Street.

### Improving public realm across the station quarter :

Establishing a new City Centre Urban Park at Farraline Park

The relocation of the Bus Station presents an opportunity for Farraline Park to become a traffic-free civic square in front of the Listed Library building.



**Farraline Park Looking towards Inverness Library**

The proposed new urban square on Farraline Park would directly link to the proposed Bus Station and to Inverness Railway Station.



**View from Strothers Lane towards Farraline Park**



# Frequently Asked Questions

## How much will this cost?

The construction of a new Bus & Coach Station and Multi-Storey Car Park will be a significant multi-million pound investment. A priority task in the next phase of design work will be to establish a budget cost estimate for the design, development, construction and running costs for these facilities. This would inform a business case, alongside an assessment of the revenue income and wider benefits to the City and Region (socio-economic, environmental etc.)

## How will it be funded?

A key part of the business case will be to establish how to fund the proposed redevelopment. The Initial feasibility work was funded by HITRANS, with the current work being funded by The Highland Council through the Bus Infrastructure Fund which is administered by Transport Scotland. A new funding application has been submitted by The Highland Council to Transport Scotland. A funding application has been made by the Highland Council to Transport Scotland to secure funding to progress the next stage of project and design development (including preparing budget costs).

Delivering the construction of the new facilities will require a robust funding and investment case to be made. At this stage it could be anticipated that these proposals will probably be delivered over several phases and will require very close partnership working between public sector organisations. This could involve funding from national and local public sector organisations potentially including Transport Scotland, Scotland's Railway, HITRANS, The Highland Council and others. It may also involve realising land value from the sites within the 'Station Quarter' to cross fund the Bus & Coach Station and Multi-Storey Car Park.

A range of funding and investment models would be considered – drawing upon successful best practice from elsewhere in the UK – and this may also include identifying private sector investment and development partnerships to ensure effective delivery.

## How long will it take?

Another priority task for the next phase of work is developing a project programme / timeline and assessing the best way to phase and deliver the project. This may require enabling works to provide temporary facilities, allow for periods for demolition and phased construction of new facilities. Equivalent projects take several years from start to finish and it will be essential to establish what the priorities are to ensure the first phases are progressed accordingly.

## Who owns the land?

The Highland Council and Scotland's Railway own most of the land identified within the 'Station Quarter' being considered in this Feasibility Study. The sites being considered for a new Bus & Coach Station and Multi-Storey Car Park are all within the ownership of the Council or Scotland's Railway.

## How does this work relate to the Railway Station and the Masterplan for it?

The proposed redevelopment and reconfiguration of the Bus & Coach Station and Multi-Storey Car Park have been developed to improve integration with, and access to, the Railway Station. These proposals are compatible with the Railway Station as it is today, but also would fit with the future ambitions for the Railway Station Masterplan.

Access to the Railway Station from Strothers Lane would be retained and significantly enhanced by the proposals outlined here. The proposals look to improve accessibility and interchange with the Railway Station via convenient connections with the Bus & Coach Station and the Multi-Storey Car Park.

The redevelopment of the Bus & Coach Station and Multi-Storey Car Park is not reliant on the redevelopment of the Railway Station, and vice versa. However, through careful coordination, there is the possibility and intention to maximise the benefits for a very well-integrated passenger experience connecting all modes of public transport, which could include a shared concourse (subject to further design development).

## What happens with the A-listed Library building?

The listed building currently used for the Library is one of the finest buildings in Inverness, but the existing bus station and the vacant sorting sheds blight its setting. The proposals outlined here seek to significantly improve the setting of the listed building to ensure that it fulfils its role as a landmark building at the gateway to the City Centre.

The proposals outlined here anticipate that the listed building continues as a significant publicly accessible building.

## What happens with the Spectrum Centre?

The proposals outlined here would enable the Spectrum Centre to remain in its current location and be refurbished, subject to funding. Equally there would be the opportunity to reprovide and relocate the Spectrum Centre activities within a purpose-designed facility on or near Farraline Park as part of the wider illustrative 'Station Quarter' Masterplan outlined here.

## What's happening with the existing Multi-Storey Car Park on Rose Street?

The existing Multi-Storey Car Park does not meet current standards compatible with the size and weight of contemporary vehicles. It is near to the end of its lifespan and, despite remedial repair works and ongoing maintenance, has restrictions imposed which have incrementally reduced parking capacity. These repairs and restrictions have been imposed to ensure health and safety of users and extend the operational lifespan of the concrete structure of the existing Multi-Storey Car Park.

## What size would a new Multi-Storey Car Park need to be?

Initial analysis by SCP, transport planning consultants for this Study, recommends at this stage the re-provision of circa 850 spaces in a new, purpose-built replacement Multi-Storey Car Park. This recommendation is based upon available and historic Council parking surveys (which show surplus spaces and over-provision over a prolonged period), traffic count trends, the impact of incrementally reduced capacity due to increasing restrictions and a tally of nearby surface car parks.

The recommended circa 850 spaces includes consolidating the surface car parks of the retail unit on Strothers Lane and the Railway Station into a new Multi-Storey Car Park, designed to contemporary standards and allowing for future demand projections, including best-practice provision of EV charging points, motorcycles and disabled parking bays. These initial findings and demand projections would need to be refined through further survey, analysis and design work in the next phase.

## Why does the Bus Station need replacement or upgrading?

The existing Bus Station does not meet current standard or future demands in terms of capacity or layout. Nor does it meet the quality of passenger experience expected in modern facilities serving a City Centre. Whilst there are ongoing improvements to the Bus Station to improve the passenger experience further, more extensive upgrades are required.

The existing 7 island stances operate 'double-stacked' providing an equivalent to 14 stances. However, initial assessment suggests that up to 16 stances are required in a layout that accommodates the modern Bus and Coach dimensions, reduces passenger / vehicular conflict and has the passenger and staff facilities expected of a City Centre Interchange.

## Is there taxi and drop-off provision serving the Bus and Railway Stations in the proposals?

Yes. In the options outlined here there is scope for a taxi rank and drop-off on Strothers Lane serving the public transport interchange.

## Would the proposed Bus and Coach Station accommodate tourist coaches?

The Feasibility Study indicates that it is not advisable to provide tourist coach drop-off and pick-up within the proposed Bus and Coach Station and these should continue to be provided 'off site' (at Ardross Street, as currently). This avoids compromising the timetabled public transport services serving the Interchange.

## Would rail replacement bus services be accommodated in the proposed new Bus and Coach Station?

Yes. This would provide a better option than the current arrangements provided at the rear of the Eastgate Shopping Centre.