

**ANGUS COUNCIL**

**PLANNING AND TRANSPORT POLICY COMMITTEE**

**28 NOVEMBER 2002**

**SUBJECT: PUBLIC TRANSPORT UPDATE**

**REPORT BY DIRECTOR OF PLANNING AND TRANSPORT**

**Abstract: This report informs Members of recent and proposed changes to local bus services within Angus. Proposals are outlined for replacing some wooden bus shelters and updates are given in respect of the Council's Travel Concession Schemes, the provision of a bus turning facility at Craigo and the Angus Rail Interchange Project.**

**1 RECOMMENDATION**

It is recommended that the Committee:-

1. note the changes to the local bus network in Angus;
2. agree to the award of contracts to Strathtay Scottish Ltd. for the continuation of local bus services that would otherwise have been withdrawn, including proposals for virement as outlined in this report;
3. note the level of local bus service provision over the Christmas and New Year period and homologate the decision of the Director of Planning and Transport to provide subsidy towards the Brechin and Montrose Town services in order to retain their provision over the festive period;
4. note the successful introduction of free travel for Senior Citizens and Disabled Persons, the budget predictions for the new scheme and the possible requirement for surveys being commissioned in respect of establishing reimbursement to operators when the scheme is extended to include men aged 60-64;
5. note the position on making provision for a suitable bus turning facility at Craigo, including land ownership difficulties arising at the proposed site and the investigation of possible alternative sites within the village; and
6. agree to the replacement of wooden bus shelters as detailed in this report together with the necessary virement of funding within the Transport Revenue Budget.
7. note progress on the Angus Rail Interchange Project and authorise the Director of Law & Administration to sign the necessary legal agreement with Railtrack on behalf of Angus Council in order to deliver various relevant works.

**2 INTRODUCTION**

- 2.1 This report informs Members of recent and proposed changes to the local bus network in Angus. Members are also informed of expenditure in relation to the Council's Travel Concession Schemes and possible survey requirements in respect of the extension of the scheme to men aged 60 - 64 from April 2003. Proposals are

made for the replacement of some wooden bus shelters, and an update is included in respect of the provision of a turning facility at Craigo and planned improvements at Montrose, Arbroath and Carnoustie Rail Stations.

### **3 SERVICES 8 & 9: MONTROSE – HILLSIDE – CRAIGO – LAURENCEKIRK**

- 3.1 From 9 December 2002, M W Nicoll will amend journeys to and from Mearns Academy in Laurencekirk to take into account scholars revised transport requirements. In addition, a new journey will be introduced between Laurencekirk and Montrose at 07:15 on Mondays to Saturdays. Evening peak time journeys are also subject to minor timing alterations in order to improve reliability.

### **4 SERVICE 39 MONTROSE - ARBROATH - DUNDEE**

- 4.1 Strathtay Scottish Ltd. have informed the Council of their intention, with effect from 13 January 2003, to terminate this service at Dundee City Centre rather than Ninewells Hospital. Through usage of these journeys to Ninewells Hospital has been low, however the main reason for the change is in order to improve reliability. There will be a connecting facility in Dundee and through fares will be offered on Services 73 and 75. As connecting services are maintained, no action is required by the Council in respect of this service change.

### **5 SERVICE 40 MONTROSE - ARBROATH - DUNDEE**

- 5.1 From 13 January 2003, Strathtay Scottish Ltd. intend to withdraw all journeys on Sundays north of Arbroath on the Dundee - Arbroath - Montrose corridor. This two hourly service is currently relatively well used, although only meeting half its operating costs. There is no alternative service provision between Arbroath and Montrose, therefore a quote was sought from Strathtay Scottish Ltd. for continued operation on a de-minimis basis. The contract price of £107.46 per day meets both the subsidy per passenger and subsidy per mile criteria as detailed in the Council's Public Transport Policy Statement approved by this Committee on 25 April 1996 (Report 261/96 refers). A contract has been awarded to Strathtay Scottish Ltd. for the continued provision of this service and Members are asked to homologate this decision by the Director of Planning and Transport.

### **6 SERVICES 75/76/376 - TAYWAY CORRIDOR**

- 6.1 Strathtay Scottish Ltd. intend to de-register the following journeys on Sundays:-

*	07:00	Ashludie Hospital – Dundee
	07:08	Ashludie Hospital - Technology Park
*	08:08	Ashludie Hospital - Technology Park
	08:41	Ashludie Hospital - Technology Park
	09:43	Ethiebeaton Park - Dundee City Centre
*	06:25	Dundee City Centre - Ashludie Hospital
*	07:30	Dundee City Centre - Ashludie Hospital
	08:03	Technology Park - Broomhill Drive
	09:03	Technology Park - Broomhill Drive

- 6.2 Most of these journeys were introduced experimentally by Strathtay Scottish Ltd. a number of years ago but have failed to gain significant patronage. For some of these journeys there are alternative facilities on Service 40 commencing operation on an hourly basis at 08:19 from Monifieth (Ashludie Terrace not Hospital) to Dundee and 08:45 from Dundee. There are no alternatives available for the early morning journeys (\*) therefore quotes for replacement facilities were sought to operate at 06:30 and 07:30 ex Dundee and 07:05 and 08:05 ex Ashludie Hospital. Dundee City

Council were unable to enter into any agreement for the joint operation of these replacement facilities therefore they will operate directly into Dundee. Operation of these proposed journeys will cost £48.93 per day, this meets Angus Council's subsidy per passenger criteria as detailed in the Council's Public Transport Policy Statement approved by this Committee on 25 April 1996 (Report 261/96 refers).

## **7 SERVICES 113 & 114: MONTROSE – ST CYRUS – INVERBERVIE – STONEHAVEN**

- 7.1 With effect from 9 December 2002, M W Nicoll will make major revisions to services along this corridor following the award of local bus service contracts by Aberdeenshire Council. The operator has taken the opportunity to extend some journeys to and from Montrose beyond Inverbervie to Stonehaven.

## **8 SERVICES 118 & 119: TANNADICE, NORANSIDE & CARESTON SHOPPERS SERVICES**

- 8.1 From 21 November 2002, at the request of Angus Council, JP Mini Coaches amended the route and timetable of these deep rural shoppers services which are operated under contract to the Council. The routes have been revised in Findowrie to reflect actual demand, and, following requests from users, the lunchtime return journeys are now scheduled to terminate at Forfar East High Street. These changes were achieved without any increase in the cost of these contracts.

## **9 SERVICES 124 & 125: FORFAR – GLAMIS – EASSIE/KIRRIEMUIR**

- 9.1 From Monday 28 October 2002, Meffan's Coaches Services 124 & 125 reverted to their winter timetable following the seasonal closure of Glamis Castle. As in previous years six journeys operate in each direction. However, due to the continuing roadworks at the A90/A94 interchange and the diversionary route via Kinnettles, journeys operate slightly earlier/later than in 2001.

## **10 CHRISTMAS AND NEW YEAR SERVICES**

- 10.1 Discussions have been on-going with operators with regard to the operation of services over the Christmas and New Year holiday period. It has been agreed that services will operate as follows:

Monday 23 December	Normal service
Tuesday 24 December	Normal service until 22:00
Wednesday 25 December	No service
Thursday 26 December	No service
Friday 27 December	Normal service
Saturday 28 December	Normal Saturday service
Sunday 29 December	Normal Sunday service
Monday 30 December	Normal service
Tuesday 31 December	Normal service until 22:00
Wednesday 1 January	No service
Thursday 2 January	No service
Friday 3 January	Normal service

- 10.2 In order to maintain this level of service provision a subsidy has been agreed with Strathtay Scottish for £333.60 to cover a shortfall in revenue on the Brechin and Montrose Town services that would otherwise not have been operated.

## **11 ANGUS COUNCIL - FREE TRAVEL CONCESSION SCHEMES FOR ELDERLY AND DISABLED PERSONS**

- 11.1 It was reported to the last meeting of this Committee that free travel for Senior Citizens and Disabled Persons was introduced on 30 September. To date the scheme appears to be working well. Usage is being monitored and only minor changes have been made to the additional capacity provision put in place prior to the commencement of the scheme (Report 1213/02 refers). Full details of the costs associated with the scheme have yet to be fully determined however at this stage total expenditure on concessionary fares for 2002-03 is estimated to be £867,000, compared with a budget of £1,117,000 (which includes £582,000 for the new national concession scheme). Although a reasonably significant underspend is therefore currently projected the Committee is advised that this position may change as the new scheme continues to settle in.
- 11.2 The Scottish Executive is currently putting in place the necessary legislation to permit the free travel concession schemes to be extended to men aged 60 - 64 from 1 April 2003. Mechanisms for reimbursing operators for revenue forgone, thereby applying the principle that they should be "no better and no worse off" through participation in the scheme, are still being pursued. It is possible that on-bus surveys may have to be commissioned in order to establish usage and in view of the timescale involved Members are asked to approve in principle the commissioning of surveys. Should this be deemed to be necessary then any associated expenditure will be reported back to this Committee for homologation and in any event will be contained within the existing resources available.

## **12 CRAIGO - BUS TURNING FACILITY**

- 12.1 The Policy & Resources Committee on 25 June 2002 agreed in principle to the provision of a bus turning facility at Craigo, subject to detailed costs, to be funded from the Roads and Transport Renewal and Repair Fund and subject to further detailed consideration of the practical issues and costs involved (Report No. 698/02 refers).
- 12.2 Designs were subsequently prepared for works at the preferred location at the junction of Mill Place in Craigo. Negotiations were also undertaken for the purchase of the small amount of land required with the relevant owners. Unfortunately both landowners involved have responded in writing confirming that they do not wish to dispose of the land in question for the purpose of providing a bus turning facility.
- 12.3 While it would be possible to seek to acquire the land at this site via compulsory purchase this is not suggested as an appropriate course of action. Initial investigations have therefore been undertaken of possible alternative sites within the village for a bus turning facility. Mid sized buses already turn within the village but a facility is required to enable full sized double decked buses used for school transport to turn and manoeuvre safely.
- 12.4 Report No. 698/02 indicated that the timing of provision of a suitable bus turning facility would be dependent on the results of the more detailed investigations to be undertaken. The difficulties of implementing a satisfactory scheme have subsequently increased as a result of land ownership issues. However, efforts are continuing to be made to identify an alternative site at which a satisfactory facility can be provided.

### **13 REPLACEMENT OF BUS SHELTERS**

- 13.1 There are 40 wooden bus shelters in Angus located in rural areas. Some are relatively well used in particular by elderly passengers. Concerns regarding these shelters from a personal safety perspective have been raised by Tayside Police, modern perspex shelters giving much better visibility of those waiting and also to the intending passengers of their surroundings. It is proposed to replace 28 of the most well used wooden shelters with new perspex shelters, these would have bench seats and this would be of great benefit in particular to elderly and disabled passengers.
- 13.2 The cost for replacing these shelters, as detailed in Appendix 1 to this report, would be approximately £2500 per shelter plus additional groundwork required for erection giving a total of approximately £75,000.

### **14 ANGUS RAIL INTERCHANGE PROJECT**

- 14.1 At its meeting on 7 March 2002, the Committee noted the close working relations which had been established with Railtrack (now part of Network Rail) and ScotRail in order to secure the delivery of the various elements of the Angus Rail Interchange Project (Report 318/02 refers). This included making full use of Railtrack and ScotRail expertise to deliver the major works at Montrose, Arbroath and Carnoustie Rail Stations with an estimated cost of £1,674,000 and funded from part of the Angus Public Transport Fund Award by:-
- engaging Railtrack to directly project manage and deliver the more complex aspects, including the footbridge at Montrose and lift at Arbroath Stations;
  - engaging ScotRail to directly project manage and deliver various engineering works around stations, including car parking provision and forecourt alterations;
  - utilising Angus Council resources to facilitate various works where appropriate including the acquisition of some land for car parking requirements at Arbroath rail station.
- 14.2 An essential part of the initial preparatory work for this project has focussed on drafting and finalising a legal agreement between Angus Council and Railtrack detailing arrangements for works to be undertaken by Railtrack and ScotRail. It is anticipated that the drafting of this legal agreement will shortly be concluded and the Committee is requested to authorise the Director of Law & Administration to sign the agreement on behalf of Angus Council.
- 14.3 Alongside preparation of the legal agreement progress is continuing on design work for the significant number of individual elements which make up this project at Montrose, Arbroath and Carnoustie Rail Stations, including the provision of toilets at Carnoustie which are separate to the legal agreement. The finalised legal agreement will, in particular, provide for the following works:-
- provision of mobility impaired access/footbridge at Montrose Station;
  - refurbishment of freight lift at Arbroath Station to mobility impaired access standard for passenger usage;
  - formalisation of turning circle and associated works at Montrose Station;
  - provision of car parking spaces at Montrose Station;
  - provision of cycle parking spaces at Montrose Station;
  - provision of information displays at Montrose Station;
  - provision of car parking spaces at Arbroath Station;

- provision of cycle parking spaces at Arbroath Station;
- formalisation of forecourt at Arbroath Station
- provision of signage at Arbroath Station;
- improvements of waiting facilities on southbound platform at Carnoustie Station;
- provision of CCTV at Carnoustie Station;
- provision of signage and improved access at Carnoustie Station;
- provision of car parking spaces at Carnoustie Station;
- provision of cycle parking spaces at Carnoustie Station.

## **15 FINANCIAL IMPLICATIONS**

- 15.1 This report outlines a projected underspend in the travel concession scheme budget for 2002/03 and it is proposed to utilise a total of £87,000 from part of this underspend to fund other priority issues. It is proposed that £75,000 of the projected underspend be utilised to fund the one-off replacement cost of 28 wooden shelters with modern Perspex bus shelters. These are located in areas where they would be of particular benefit to elderly and disabled bus passengers, as well of course as other members of the travelling public.
- 15.2 The contracts awarded to Strathtay Scottish Ltd for replacement bus services amount to £1,900 for 2002/2003 and £8,132 in a full financial year. The 2002/03 revenue budget provision for Transport Tendered Services and Rural Transport are however both fully committed and it is therefore proposed to use a further £12,000 of the projected underspend on concessionary fares to increase these budgets. This will allow the new costs arising from this report to be accommodated. This virement is however a one-off for 2002/03 and it will be necessary to find a more permanent solution to the Transport Tendered Services and Rural Transport budget issues as part of the 2003/04 budget process currently underway.
- 15.3 Subject to the identification of a suitable scheme a turning facility at Craigo will be funded from part of the Renewal and Repairs Fund as agreed by the Policy and Resources Committee on 25 June 2002 (Report 698/02 refers).
- 15.4 Works to be undertaken on the Angus Rail Interchange Project are funded from the Angus Public Transport Fund award of £1,754,000 phased over three years 2002/03 to 2004/05.

## **16 CONSULTATION**

- 16.1 The Chief Executive, Director of Finance, Director of Law and Administration, Director of Roads and Director of Education have been consulted in the preparation of this report.

## **17 HUMAN RIGHTS IMPLICATIONS**

- 17.1 There are no human rights implications arising from this report.

## **18 CONCLUSION**

- 18.1 The local bus service network continues to be revised to reflect the changing transport requirements. The withdrawal of through journeys between Montrose, Arbroath and Ninewells Hospital is disappointing, but is a reflection of the very low usage. For other services where there are no alternative facilities then the Council has entered into de-minimis contracts in order to maintain service provision.

- 18.2 Public transport infrastructure improvements continue to be pursued and proposals for the provision of new bus shelters to replace wooden shelters in some rural parts of Angus are outlined in this report together with progress on improvements planned for Montrose, Arbroath and Carnoustie Rail Stations.

**NOTE**

No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973, (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

AA/LEM/KW  
18 November 2002

Alex Anderson  
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## APPENDIX 1

<b>WOODEN BUS SHELTERS TO BE REPLACED</b>
<b>LOCATION</b>
Kellas Road End ( Northbound )
Kellas Road End ( Southbound )
Farmers Garage ( Northbound )
Todhills opp Tinkletap ( Southbound )
Todhills at Tinkletap ( Northbound )
Douglastown Road End ( Southbound )
Douglastown Road End ( Northbound )
Bogindollo Road End ( Southbound )
Nether Careston ( Nortbound )
Aberlemno ( Brechin Bound )
Airlie Primary School A926
Auchterhouse Village at Tealing Road
Burnside of Duntrune
Carmyllie at Guynd Crossroads
Charleston Road End at A928
Checkiefield on A926
Craigo Village ( Southbound )
Douglastown on A94 ( Northbound )
Eassie Crossroads
Friockheim: Station Road
Inchbare on B966
A933 at Leysmill Road End
A923 at Lundie Road End
A923 at Lundie Castle Road End
Monikie opposite Broomwell Gardens
Newbigging on B961 at Drumsturdy Road End
Wellbank at Ethiebeaton/Broughty Ferry junction
A92 Gilchorn Road End
<b>Total : 28 shelters</b>