

ANGUS COUNCIL

PLANNING AND TRANSPORT POLICY COMMITTEE

7 MARCH 2002

SUBJECT: PUBLIC TRANSPORT UPDATE

REPORT BY DIRECTOR OF PLANNING AND TRANSPORT

**Abstract: This report summarises recent changes to local bus services in Angus, updates public transport information provision, and outlines progress on various transport studies and projects.**

## 1 RECOMMENDATION

It is recommended that the Committee -

1. note the recent and proposed changes to local bus service provision in Angus;
2. homologate the additional expenditure of £2340 per annum to extend Service 128 to serve the Brechin Road area of Kirriemuir;
3. agree to the admission of John Petrie Minicoaches to Angus Council's Travel Concession Schemes;
4. note the publication of the 2002 editions of the Angus Public Transport Map and Guide, Days Out by Bus and Train leaflets and Guide to Community and Public Transport in Angus.
5. note the publication by Railtrack of Draft Route Plans for consultation as part of the preparation of the Network Management Statement for 2002;
6. note progress on the Angus Rail Interchange Project, Tay Estuary Rail Study and Investigation of Transport Implications of Changes in Health Service Provision in Angus.

## 2 INTRODUCTION

- 2.1 This report summarises recent changes in local bus services in Angus, and advises of the publication of the annual update of public transport information, including the Angus Public Transport Map and Guide, Days Out by Bus and Train leaflets, and Guide to Community and Public Transport in Angus.
- 2.2 Railtrack have recently published Draft Route Plans for consultation as part of the preparation of the Network Management Statement for 2002. This report comments on Route 14 which covers Scottish Express Routes, including Edinburgh/Glasgow to Aberdeen through Angus.

- 2.3 Various transport studies and projects are currently ongoing. A progress update is given in relation to the Angus Rail Interchange Project, the Tay Estuary Rail Study, and a proposed study of the Transport Implications of Changes in Health Service Provision in Angus.

### **3 SERVICE 127 : ARBROATH - ARBIRLOT - FRIOCKHEIM - FORFAR**

- 3.1 Most Meffan's Coaches Service 127 journeys were re-timed from 3 March 2002 to operate slightly earlier than previously. Due to minimal usage only the morning return journey will serve Arbirlot Kirk, the afternoon journeys will revert back to their original route and will operate via Arbirlot Road End and East Muirlands Road to / from Arbroath.

### **4 SERVICE 117 : FORFAR - TOLL CRESCENT - MCCULLOCH DRIVE SERVICE 124 : FORFAR - GLAMIS - KIRRIEMUIR SERVICE 125 : FORFAR - GLAMIS - BALKEERIE SERVICE 126 : FORFAR - TAYLOR STREET CIRCULAR**

- 4.1 From 29 March 2002, most journeys on Services 124 and 125 will be revised in order to meet the seasonal re-opening of Glamis Castle. In addition these services will also be revised to take into account the forthcoming roadworks at the A90/A94 interchange. These services will be re-routed to operate via Glamis Road, Westfield Loan and Dundee Road in Forfar and via Kinnettles between the A90 and Douglstown.
- 4.2 Services 117 and 126 are interworked with Services 124 and 125 and consequently there are also minor timing changes to these services.

### **5 SERVICE 128 : KIRRIEMUIR - ALYTH**

- 5.1 Requests have been received for the provision of a bus service to the Brechin Road area of Kirriemuir, in particular to serve Lisdén Court. From 1 April 2002 Service 128 will be revised in order to meet this request. This new service will provide a facility for workers at Lisdén Court and residents at Lisdén Gardens sheltered housing complex as well as residents generally in the area. Five return journeys will be provided on Mondays to Fridays and four on Saturdays, with a further journey being provided between Kirriemuir Town Centre and Lisdén Court on request only each day. This service is currently provided under subsidy to Angus Council and an additional £7.50 per day is required to provide these additional journeys.

### **6 SERVICE 130 : DYKEHEAD - KIRRIEMUIR - GLAMIS - DUNDEE**

- 6.1 From 2 April 2002, the Service 130 journey at 19:55 from Dundee to Kirriemuir and Dykehead will operate to Dykehead only on request otherwise it will terminate in Kirriemuir.

### **7 SERVICE 820 : FORFAR - LETHAM - FORFAR**

- 7.1 From 19 February 2002, John Petrie Minicoaches registered a school contract operating between Mains of Balmadies, Craichie, Idves, and Letham School to operate as a local bus service. This service is registered to operate at 07:50 from Forfar to Letham via Kingsmuir, Crachie and Bowriefauld then undertakes the school service which has been re-routed via Bowriefauld to cater for a request for transport

for children who are within the statutory walking distance and are attending Letham School. After undertaking the school run the service operates at 09:05 from Letham via Bowriefauld, Craichie and Kingsmuir to Forfar. In the afternoon a journey operates from Forfar to Letham at 15:00 prior to undertaking the school run which again will be re-routed via Bowriefauld. A return journey is also provided at 16:14 from Letham to Forfar.

## **8 ADMISSION OF NEW CONTRACTOR TO ANGUS COUNCIL'S TRAVEL CONCESSION SCHEMES**

8.1 John Petrie Minicoaches has registered a local bus service and has applied to the Council for admission to the Travel Concession Schemes. Under the terms of the Travel Concession Regulations 1986 (Section 96) John Petrie Minicoaches can request to be admitted to the Scheme. The Council is obliged to financially reimburse the Company for travel on their services by concessionary passholders so that the Operator is "no better and no worse off" as a result of their participation in the Scheme. The Council must admit the Operator to the Scheme on the day the service starts or on the next standard admission date to the Scheme. In view of the small number of Operators providing local bus services within Angus it was agreed by this Committee on 6 December 1995 (Report 166/95 refers) that standard admission dates would not be set and that Operators should give the Council 28 days notice of their intention to participate, the Council would then grant entry either :

- a) on the expiry date of the 28 days notice; or
- b) on the date on which the service begins.

In this case entry has been granted from Monday 25 February 2002.

## **9 PUBLIC TRANSPORT PUBLICITY**

9.1 The 2002 editions of the Public Transport Map and Guide and Days out by Bus and Train leaflets for the Angus Towns have been published. These leaflets also include information designed to attract tourists from Dundee to Angus and for visitors to Glamis and the Castle.

9.2 The Guide to Community and Public Transport in Angus has also been updated and re-published.

9.3 These publications will all shortly be available from Libraries, Tourist Offices, Council Offices and other outlets throughout Angus.

## **10 RAILTRACK DRAFT NETWORK MANAGEMENT STATEMENT 2002**

10.1 At its meeting on 24 January 2002, the Committee noted the publication of the Strategic Plan by the Strategic Rail Authority in advance of the Draft Network Management Statement for 2002 to be published by Railtrack in February 2002 (Report No. 139/02 refers).

10.2 A Consultation Draft of Volume 2 of the Draft Network Management Statement has been received from Railtrack. This sets out Draft Route Plans containing details of key renewal and committed enhancement projects. Railtrack is also working with Train Operators to develop Local Output Statements to provide detailed operational level information about planned work.

- 10.3 Route 14 of the Draft NMS covers Scottish Express routes, including the Edinburgh/Glasgow to Aberdeen route through Angus. Among the key issues identified on this route by Railtrack are:-
- the single line section between Montrose and Usan does not currently constrain projected demand, although the section can cause performance problems in the peak and thus undermine Network Resilience;
  - the need to improve access for the mobility impaired customer at stations and also to improve customer facilities has led to detailed survey works being undertaken in partnership with the Strategic Rail Authority (SRA) and other stakeholders to identify a range of facility enhancements under the Modern Facilities at Stations (MFAS) project. The output of this work is currently with the Strategic Rail Authority (SRA) and awaits a decision on the implementation of these enhancements.
- 10.4 The Modern Facilities at Stations project is directly relevant to future works in Angus alongside the Angus Rail Interchange Project (discussed below). In particular funding from the MFAS project is expected to be available for the provision of CCTV and Realtime Information at Montrose Rail Station and Arbroath Rail Station
- 10.5 An extract from the Railtrack Consultation Document covering Route 14 has been placed in the Members' Lounge.

## **11 ANGUS RAIL INTERCHANGE PROJECT**

- 11.1 At its meeting on 22 November 2001, the Committee noted the award of £1.754m from the Public Transport Fund toward access, interchange and car parking improvements at Montrose, Arbroath and Carnoustie Rail Stations. The Committee authorised the Director of Planning & Transport to prepare an action plan, in consultation with rail industry partners and Scottish Executive officials to take forward relevant components of this project (Report No. 1337/01 refers).
- 11.2 Close working relations have been established with representatives of both ScotRail and Railtrack in order to oversee and secure the delivery of the various elements of the project. In advance of agreeing formal partnership working arrangements, current consideration is being given to an approach making full use of Railtrack and ScotRail expertise by:-
- engaging Railtrack to directly project manage the more complex aspects, including the footbridge at Montrose and lift at Arbroath Stations;
  - engaging Scotrail to directly project manage various engineering works in and around stations, including car parking provision and forecourt alterations, using approved contractors where appropriate;
  - utilising Angus Council resources to facilitate various works where appropriate, including the acquisition of some land for car parking requirements at Arbroath.

- 11.3 This proposed approach recognises:-
- the need for close involvement of Railtrack and ScotRail in all works related to operational rail land;
  - project management expertise in Railtrack and ScotRail;
  - the diverse nature of elements of the project including specialist requirements.
- 11.4 Various procedural, legal and financial matters will, however, require to be clarified and resolved in taking this approach forward, including:-
- the legal status of Railtrack Plc. in Railway Administration;
  - funding arrangements and agreements;
  - confirmation of capacity to undertake appropriate elements of project management and delivery.
- 11.5 The Scottish Executive have confirmed that one of the conditions of any PTF award is an action plan from the Council for the project. This should provide a benchmark to allow progress to be measured in relation to forecast expenditure. The Executive have requested details of the action plan by 26 March 2002.
- 11.6 Liaison to date with Railtrack and ScotRail has been most useful and will assist in preparing an action plan taking account of the Draft Expenditure Profile set out in Table 1.
- 11.7 The Committee will continue to be kept informed of progress at relevant stages on this project.

**TABLE 1 : ANGUS RAIL STATIONS INTERCHANGE PROJECT**  
**DRAFT EXPENDITURE PROFILE**

Measure	Cost	Annual Expenditure		
	Total	02/03	03/04	04/05
	£	£	£	£
<b>Montrose</b>				
New footbridge	555,000	49,000	263,000	243,000
Formalisation of turning circle/covered walkway	12,000	12,000	-	-
90 car parking spaces	172,500	10,000	10,000	152,500
10 cycle parking spaces	500	500	-	-
Information displays	2,000	2,000	-	-
<b>Arbroath</b>				
Freight lift refurbishment	210,000	130,000	80,000	-
Formalisation of forecourt	1,200	1,200	-	-
30 car spaces	90,000	3,000	5,000	82,000
10 cycle spaces	500	500	-	-
Signage	500	500	-	-
<b>Carnoustie</b>				
Improved waiting on southbound platform	70,000	70,000	-	-
Toilet	80,000	-	80,000	-
CCTV	70,000	-	20,000	50,000
50 car spaces	250,000	5,000	10,000	235,000
10 cycle spaces	500	500	-	-
Signage and access	1,400	1,400	-	-
Supervision (all sites)	237,900	79,300	79,300	79,300
<b>TOTAL – SUM AWARDED</b>	<b>1,754,000</b>	<b>364,900</b>	<b>547,300</b>	<b>841,800</b>
<b>Contributions from others*</b>				
<b>CCTV/RTI Montrose (SRA)</b>	<b>70,000</b>			
<b>CCTV/RTI Arbroath (SRA)</b>	<b>70,000</b>			

\*Excludes land for parking to be made available by Railtrack and ongoing maintenance costs to be covered by ScotRail.

## 12 TAY ESTUARY RAIL STUDY

- 12.1 At its meeting on 22 November 2001, the Committee noted the award of £60,000 from the Public Transport Fund to progress preparatory work on the Tay Estuary Rail Study, and authorised the Director of Planning and Transport to participate in the Steering Group to manage this study (Report 1337/01 refers).
- 12.2 Angus Council, Dundee City Council, Perth & Kinross Council and Fife Council are partners in this study, with Dundee City Council taking lead responsibility for managing the work. Initial officer discussions have commenced and a draft study brief has been prepared. It is intended to appoint consultants in March 2002 with work commencing at the start of April.
- 12.3 The study is expected to result in recommendations on the potential for and priorities for investment in new local services, existing stations, possible new stations interchange proposals and rolling stock. Key tasks for the study consultants will be to:-
- review existing rail operations in the Tay Estuary area and any constraints that these inter-regional services and national services may have on the development of improved local and sub-regional services;
  - review existing infrastructure in order to identify significant constraints to the development of new services and facilities;
  - review existing demand for rail services both with regard to trips generated within the area, travelling to the area and those passing through the area;
  - assess the opportunities for new station provision e.g. to the west of Dundee;
  - develop service options to enhance rail provision;
  - produce demand and revenue forecasts for each of the option tests;
  - assess the outline operational feasibility for each of the options and identify any significant operational barriers to implementation;
  - provide indicative costs for each of the elements including those aspects of infrastructure enhancement that might be required to facilitate service development;
  - combine the most suitable options into a strategy for rail development in the Tay Estuary area;
  - identify potential funding sources including the PTF, ITF and RPP and prepare outline assessments of the performance of the recommended strategy against the requirements of these funding sources.

- 12.4 The Scottish Executive has recently announced that work previously commissioned on the Central Scotland Rail Strategy is to be extended as part of the Scottish Strategic Rail Study. It will therefore be important to ensure that work on the Tay Estuary Rail Study and on the Scottish Strategic Rail Study are complementary in addressing both national and local considerations.
- 12.5 The Committee will continue to be kept informed of progress at relevant stages on this project.

### **13 TRANSPORT IMPLICATIONS OF CHANGES IN HEALTH SERVICE PROVISION IN ANGUS**

- 13.1 Members will be well aware that changes in the provision and delivery of acute and other health services by NHS Tayside have transport and accessibility implications across different parts of Angus. Officer discussions are therefore ongoing with a view to assisting NHS Tayside commission a transport impact study.
- 13.2 The purpose of such a study would be to provide a clear picture of non-emergency health related travel patterns and transport requirements both across Angus and for particular areas such as the Brechin/Montrose area. This would include information and forecasts on transport needs and usage for patients, visitors and staff. It would reflect the changing profile of types of trip from various parts of Angus particularly to Stracathro Hospital and to Ninewells Hospital.
- 13.3 This type of study could be conducted in two main stages:-
- Stage 1 could consider current transport and accessibility issues focusing on services delivered from existing facilities;
  - Stage 2 could include consideration of the transport implications arising from implementing the strategy to strengthen services on existing sites including an ambulatory diagnostic and treatment centre at Stracathro and development of services at Arbroath.
- 13.4 Outputs from this type of study could include:-
- (a) an audit of all forms of existing private, public, community and voluntary transport provision from all parts of Angus to Stracathro Hospital, Ninewells Hospital and local infirmaries.
  - (b) a survey and analysis of travel patterns and transport modes used by patients, visitors and staff accessing the above hospitals and infirmaries;
  - (c) an assessment of current and likely future transport and accessibility issues arising including difficulties, gaps, demands and opportunities across different parts of Angus;
  - (d) recommendations on any changes or additions to transport services having regard to:-



- the existing commercial and subsidised local bus network in Angus;
- the links between Health Service and Social Work transport requirements including the development of Community Resource Centres at Forfar and Montrose;
- existing and planned community and voluntary transport initiatives and projects;
- the phasing and timescale for implementation of an ambulatory diagnostic and treatment centre at Stracathro and development of services in Arbroath over the next three years;
- the preparation and implementation of green transport plans for the larger hospitals.

13.5 The Committee will be kept informed of progress on this study which is likely to be commissioned by NHS Tayside as part of the work of the Tayside Acute Services Strategy Angus Transport Working Group on which the Council is represented.

#### **14 FINANCIAL IMPLICATIONS**

14.1 The additional costs of £2340 for the provision of a local bus service to the Brechin Road area of Kirriemuir (Service 128) can be accommodated within the 2002/3 Planning and Transport Department's Revenue Budget. Provision is made within the Planning and Transport Department's Revenue Budget for printing and publishing Public Transport Information and publicity material.

#### **15 HUMAN RIGHTS**

15.1 There are no human rights implications arising from this report.

#### **16 CONSULTATION**

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

#### **17 CONCLUSION**

17.1 The local bus network continues to be kept under review, including the admission of new operators to Angus Council's Travel Concession Schemes.

17.2 The provision of accurate and up-to-date Public Transport Information and Publicity helps to promote the use of public transport in Angus by both local residents and visitors. Publication of the 2002 update of a range of information maintains the Council's commitment to keep the public informed of all public transport services within Angus.

17.3 Railtrack's publication of Draft Route Plans for consultation recognises the importance of working in close partnership with local authorities. This should also be considered alongside progress on local projects and studies. In Angus this includes the Angus Rail Interchange Project where Angus Council is working closely with

Railtrack and ScotRail to deliver a range of improvements at Montrose, Arbroath and Carnoustie Rail Stations.

- 17.4 Angus Council continues to actively promote and participate in the development of joint transport studies which currently include the Tay Estuary Rail Study and a proposed study of the Transport Implications of Changes in Health Service Provision in Angus.

#### **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/CGR/LEM/SC  
26 February 2002

Alex Anderson  
Director of Planning and Transport