

ANGUS COUNCIL

PLANNING AND TRANSPORT POLICY COMMITTEE

13 JUNE 2002

SUBJECT: PUBLIC TRANSPORT UPDATE

REPORT BY DIRECTOR OF PLANNING AND TRANSPORT

Abstract: This report updates Members of recent changes to local bus services in Angus. The results of the recent local bus service tendering exercise are also presented for homologation.

1 RECOMMENDATION

It is recommended that the Committee -

- 1 note the local bus service revisions introduced by Strathtay Scottish Ltd. from 27 May 2002;
- 2 homologate the award of local bus service contracts by the Director of Planning and Transport as outlined in this report.

2 INTRODUCTION

- 2.1 This report informs Members of the recent changes to local bus services in Angus. In addition, the results of the recent local bus service tendering exercise are presented for homologation.

3 SERVICE 39 - MONTROSE - ARBROATH - DUNDEE - NINEWELLS HOSPITAL

- 3.1 From 27 May 2002, Strathtay Scottish Ltd re-numbered all 40X journeys to operate as Service 39. These journeys were extended to operate beyond Dundee City Centre to Ninewells Hospital. This alteration has benefited Montrose residents by providing them with a through bus between Ninewells Hospital and Montrose. In addition, Arbroath residents now have a more direct and speedier service to Ninewells Hospital.
- 3.2 Most of the daytime Service 39 journeys are now scheduled to continue beyond Montrose to Brechin and Stracathro Hospital thereby providing alternative direct facilities to both Stracathro and Ninewells Hospitals.
- 3.3 As a consequence of these service revisions the early morning Service 43 journey from Kirkton at 0717 has been re-timed to operate 5 minutes earlier in order to connect with the Service 39 journey towards Dundee.

4 TAYWAY SERVICES

- 4.1 From 27 May 2002, Strathtay Scottish Ltd. introduced minor timetable changes on the Tayway corridor operating between Arbroath and Dundee including:

- timing changes between Arbroath, Carnoustie and Monifieth to more accurately reflect running times on evenings and Sundays;
 - Mon to Sat evening journeys from Dundee to Arbroath and Montrose being diverted to operate via Strathern Road in Dundee; and
 - minor timing changes to some connecting services to the Technology Park in Dundee.
- 4.2 New timetable leaflets have been prepared in order to inform the public of these service alterations and 82 timetable boards have been updated to take into account the changes to Service 39 and the Tayway corridors.

5 RESULTS OF LOCAL BUS SERVICE TENDERING

5.1 At the previous meeting of this Committee on 2 May 2002, Members were informed of the local bus service tendering exercise that was underway (Report 506/02 refers). Because of the timescales involved in registering the replacement services with the Traffic Commissioner it was agreed that the Director of Planning and Transport would award these contracts under his delegated powers and report the results back to this meeting for homologation.

5.2 The contracts due for replacement were as follows:

- Service 138 : Downfield – Auchterhouse
- Service 370 : Murroes - Inveraldie
- Service 115 / 116 : Friockheim - Montrose (Tuesday, Thursday and Friday)
- Service 118 : Forfar - Tannadice (Wednesday and Friday)
- Service 119 : Forfar - Tannadice - Brechin (Tuesday and Thursday)

these contracts are all due to commence in August 2002.

5.3 As a result of on-bus surveys and consultation, a demand was identified for a Wednesday and Friday afternoon journey and a Saturday service to operate on Service 118 Forfar - Nornside - Tannadice - Forfar. These additional transport requirements were therefore included in the tendering exercise.

5.4 The only significant change from previous tenders was on the Downfield - Auchterhouse / Murroes - Inveraldie services where there was a slight reduction in service provision to/from Auchterhouse as a result of the imminent closure of Strathmartine Hospital and subsequent decline in patronage. However, there was a commensurate improvement in the service provision on the Murroes/Inveraldie corridor where patronage had increased and there was demand for additional journeys.

- 5.5 The results of the tendering exercise are detailed in Appendix 1 to this report. The Downfield - Auchterhouse service operates cross-boundary and Dundee City Council have agreed to meet their contribution towards the mileage operated in Dundee namely 11.72% (£4,386.21 per annum).
- 5.6 All the contracts meet the subsidy per mile or subsidy per passenger criteria as agreed by this Committee on 25 April 1996 (Report 261/96 refers).

6 FINANCIAL IMPLICATIONS

- 6.1 The total cost of these contracts amounts to £77,580 per annum (excluding Dundee City Council's contribution to the Downfield – Auchterhouse service of £4,386). The net cost to Angus council is £73,194. For the replacement contracts the costs have increased 46.6% from the previous prices (August 1998/99). This increase is above the National average of 20.9%, however most of the increase is accounted for by the Downfield - Auchterhouse service for which a lower than expected price was submitted at the previous contract renewal (£32,469 in 1998 compared to £56,940 in 2002).
- 6.2 With the award of these contracts the total expenditure for tendered services for 2002 - 2003 is £426,455 against a budget of £434,000. The expenditure for the services tendered to commence in August 2002 can therefore be contained within the Planning and Transport tendered services budget for 2002 – 2003, however it should be noted that this budget is now nearly fully committed.

7 CONSULTATION

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

8 HUMAN RIGHTS

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

9 CONCLUSION

- 9.1 This report outlines the recent revisions to commercial local bus services in Angus. In addition, the recent re-tendering exercise is submitted for homologation by this Committee.

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
31 May 2002

Alex Anderson
Director of Planning and Transport

APPENDIX 1

CONTRACT NO	SUBSIDY PER MILE	SUBSIDY PER PASSENGER
A92	£0.68	£2.81
A93	£0.83	New service
A94	£0.90	New Service
A95	£1.22	£4.22
A96	£1.09	£2.99
A97	£1.89	£2.24*

* workers double counted

SUBSIDY CRITERIA

SUBSIDY PER MILE £1.25

SUBSIDY PER PASSENGER £2.50

CONTRACT NO	ROUTE	SUCCESSFUL TENDERER	AMOUNT OF TENDER £	NO OF TENDERS RECEIVED	HIGHEST TENDER £	LOWEST TENDER £
A92	Forfar/Noranside/Tannadice/Forfar (WFO)	John Petre Minicoaches	4388.00	2	5460.00	4388.00
A93	Forfar/Noranside/Tannadice/Forfar (SO)	James Meffan Ltd. T/A Meffans Coaches	2314.00	2	2574.00	2314.00
A94	Forfar/Noranside/Tannadice/Forfar (WFO p.m.)	James Meffan Ltd. T/A Meffans Coaches	2548.00	2	2828.00	2548.00
A95	Forfar/Finavon/Little Brechin/Brechin (TuThO)	John Petre Minicoaches	4388.00	3	7794.80	4388.00
A96	Friockheim/Montrose (TuThFO)	John Petre Minicoaches	7002.00	3	12292.80	7002.00
A97	Downfield/Auchterhouse (M-Sat)	Strathtay Scottish Ltd.	56940.00	2	67340.00	56940.00