

ANGUS COUNCIL

PLANNING AND TRANSPORT POLICY COMMITTEE

23 NOVEMBER 1999

SUBJECT: PUBLIC TRANSPORT FUND PROJECT

REPORT BY DIRECTOR OF PLANNING AND TRANSPORT

Abstract: This report informs members of the progress made to date in relation to the Public Transport Partnership project on the Carnoustie to Ninewells Hospital Corridor and seeks authority to fund additional infrastructure in Angus.

1 RECOMMENDATION

It is recommended that the Committee -

1. Note the progress made to date in relation to the Public Transport Partnership project on the Carnoustie to Ninewells Hospital Corridor.
2. Homologate the decision, taken in consultation with the Convener of the Planning and Transport Policy Committee, to commit the transport capital budget allocation for grant assistance for accessible vehicles in 1999/2000 towards this project.

2 INTRODUCTION

- 2.1 Committee were informed at the meeting on 28 January 1999 (Report 92/99 refers) of a Partnership bid submitted to the Scottish Office for Scottish Public Transport Funding on behalf of Angus Council, Dundee City Council, Travel Dundee, Strathtay Scottish Ltd. Scottish Enterprise Tayside and Ninewells Hospital Trust.
- 2.2 A total of £475,000 was awarded to the Partnership to fund a cache of measures to provide benefits to public transport on the Ninewells Hospital to Carnoustie Corridor. This funding was towards an original project which included:-
 - the introduction of transponders to control traffic signals and give priority to buses;
 - an electronic tracking system to give passengers at selected stops up to the minute information on when the next bus is due (this information system will also be extended to the outer circle in Dundee);
 - Kassel type kerbing to be introduced to complement the operation of low-floor vehicles and therefore improve access to buses.
- 2.3 The submitted bid was for £660,000 therefore there was a shortfall in the amount awarded of £185,00. It was recognised that the number of locations for improvement would be dictated by the amount of funding available. (Report 448/99 to the Planning and Transport Policy Committee 20 April 1999 refers).

3 PROGRESS ON IMPLEMENTATION TO DATE

- 3.1 Contracts were tendered and detailed negotiations followed with the manufacturers to finalise the costs involved. Partnership representatives also met to agree locations for the provision of real time information at bus stops.
- 3.2 It was reported to Committee on 14 October 1999 that a contract had been awarded to Bright Tec for the provision of real time information display units, Vehicle Detection Units and transceiver units on vehicles. The contract for the upgrade of the SCOOT traffic management system has also been awarded (Report 1042/99 refers).
- 3.3 Once the full costs were identified it was apparent that there was insufficient funding available to fully meet the original project aspirations, as a result of the shortfall in funding from the Public Transport Fund. It was agreed that the Partnership would write to the Scottish Executive and seek further funding, in the meantime however the following items from the original bid submission were deferred:
- Kassel kerbing.
 - The provision of a large real-time display board at Ninewells Hospital in the entrance area.

4 PROVISION OF REAL-TIME INFORMATION WITHIN ANGUS

- 4.1 From the outset of this project it has been Angus Council's intention to take the opportunity as part of this scheme to upgrade public transport infrastructure in the Monifieth to Carnoustie corridor by providing high quality bus shelters incorporating real-time information at key locations where possible. This cannot be achieved in its entirety within the current project funding, the funding permitting little more than the provision of free standing Real Time Information display units.
- 4.2 The effort to provide quality infrastructure has been pursued in order to present a positive image of public transport to existing bus users and also to potential bus users in order to promote a modal shift. This is in accordance with a major strand of the Council's Interim Transport Strategy (Report 819/99 refers) and directly supports the public transport dimension of the A92 upgrading project. The combination of dated bus shelters with new pole mounted signs adjacent to them is considered to be less attractive and would result in an unnecessary clutter of street furniture at certain locations.
- 4.3 In pursuit of the Council's preference to incorporate real-time information within bus shelters at selected locations, a meeting was held with the contractors on 25 October 1999 and further site testing undertaken. This has revealed that additional equipment will be required at three sites to guarantee that the real-time information signals are relayed between the stops.
- 4.4 Full details of all the proposed sites for shelters, pole mounted signs and transmitters within the Monifieth to Carnoustie corridor are included in Appendix 1 to this report. It should be noted that not all sites could be progressed for the provision of shelter mounted signs as a result of technical, land ownership or commercial issues.

5 FINANCIAL IMPLICATIONS

- 5.1 The additional cost to the scheme for the provision of quality infrastructure is £10,000 for the provision of four new shelters and approximately £10,000 for the additional equipment required at three sites to relay the real-time signals between sites.
- 5.2 This additional cost cannot be contained within the overall grant award from the Scottish Public Transport Fund, the project already having been tailored to reflect the finance available from this source. However, provision is made within the Council's Transport Capital Budget for 1999/2000 for expenditure of £20,000 on "Grant assistance for accessible vehicles". In the absence of any requests having been received for such grants to date this year, it is recommended that this budget be utilised for expenditure in relation to this project for the provision of quality public transport infrastructure associated with the scheme in Angus.

6 CONSULTATION

- 6.1 The Chief Executive and Directors of Finance and Law & Administration have been consulted in the preparation of this report.

7 CONCLUSION

- 7.1 This project, the main bulk of which is funded from the Scottish Public Transport Fund, seeks to promote a quality image of public transport to the residents of Angus. Augmenting the grant award by utilising part of the Transport Capital Budget for 1999/2000 will allow this project to be implemented in a manner to more fully achieve its potential. It is hoped that at a later date should further Public Transport Funding be available that the real-time information coverage within Angus can be extended.
- 7.2 In the meantime other areas in Angus continue to benefit from expenditure on public transport infrastructure from the Transport capital allocation for bus shelters of £15,000 and in addition from the capital and revenue expenditure in relation to the Rural Public Transport Grant allocation of £124,000.

NOTE

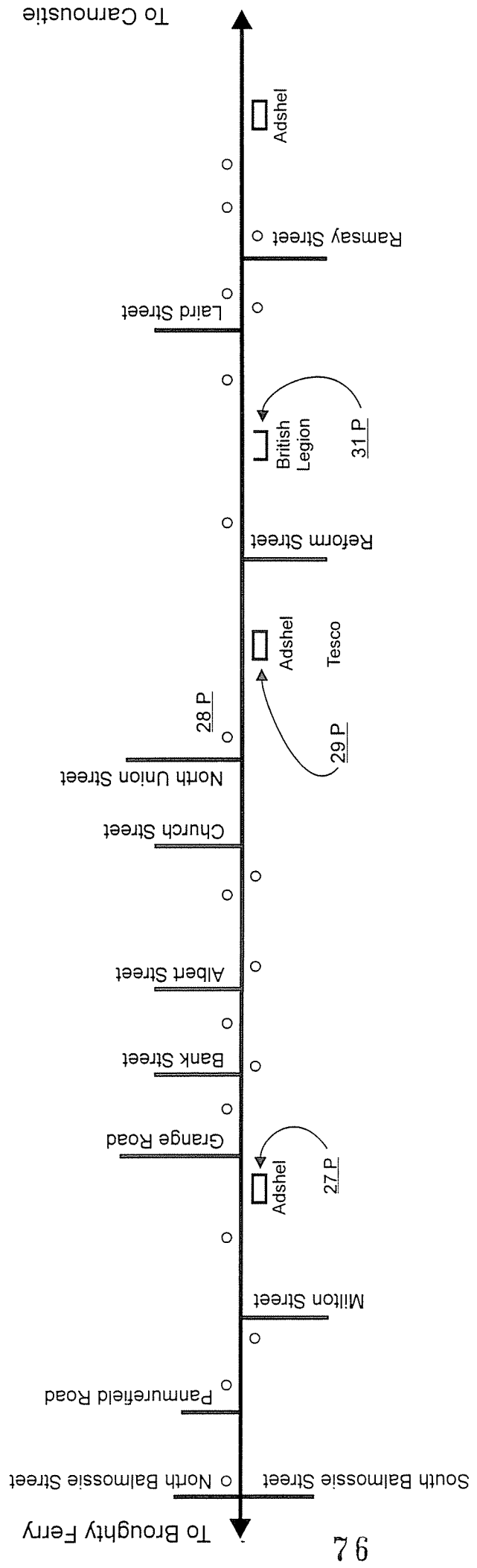
No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973, (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

AA/LEM/IAL
12 November 1999

Alex Anderson
Director of Planning and Transport

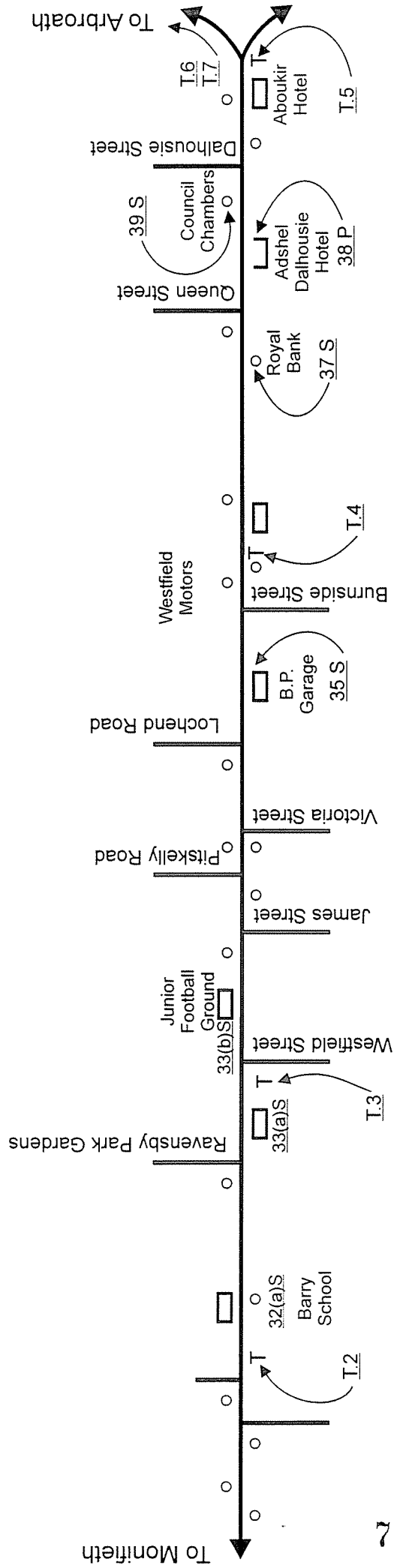
Site No.	Location	Infrastructure
27	Ferry Road, Monifieth	Pole Mounted sign adjacent to Adshel shelter
28	High Street, Monifieth	Pole mounted sign
29	High Street, Monifieth	Pole mounted sign adjacent to Adshel shelter
31	High Street, Monifieth	Pole mounted sign
32a	Barry Road, Carnoustie	Shelter fitted with real-time display
33a	Barry Road, Carnoustie	Shelter fitted with real-time display
33b	Barry Road, Carnoustie	Shelter fitted with real-time display
35	Barry Road, Carnoustie	Shelter fitted with real-time display
37	High Street, Carnoustie	Shelter fitted with real-time display
38	High Street, Carnoustie	Pole mounted sign adjacent to Adshel shelter
39	High Street, Carnoustie	Shelter fitted with real-time display
T1	Arisaig Cottage	Transmitter
T2	Barry Road, Carnoustie	Transmitter
T3	Westfield, Carnoustie	Transmitter
T4	Burnside, Carnoustie	Transmitter
T5	Church Street, Carnoustie	Transmitter
T6	Westhaven Road, Carnoustie	Transmitter
T7	A92 Scryne Road End	Transmitter

MONIFIETH



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|----------------------|----------------------|
| <u>Existing</u> | <u>Proposed</u> |
| ○ Stop | P. Pole Mounted Sign |
| ┌ Cantilever Shelter | T. Transmitter |
| ▭ Full Shelter | |

CARNOUSTIE



Existing

- Stop
- └─ Cantilever Shelter
- ▭ Full Shelter

Proposed

- P. Pole Mounted Sign
- S. Shelter Fitted Sign
- T. Transmitter

