Abstract: This report outlines recent and proposed changes to public transport provision within Angus. Details are given of Bus Route Development bids submitted to the Scottish Executive and of the award of capital funding from the Scottish Executive to Angus Council. Details are also given of two recently published White Papers containing major proposals on transport.

1 RECOMMENDATION

It is recommended that the Committee –

1. note the proposed revisions to bus services on the Tayway corridor between Carnoustie and Dundee from 18 October 2004;

2. note the progress being made in respect of the production of a Public Transport Information Strategy for Angus;

3. note the applications submitted by the Director of Planning and Transport for Bus Route Development Grant funding from the Scottish Executive;

4. note the award of £40,000 funding from the Scottish Executive for the upgrade of the existing real time information provision on the Carnoustie to Dundee corridor and agree that the Director of Planning & Transport in conjunction with the Director of Finance be permitted to pursue the procurement of the upgrade of the existing system within Angus with the company (ACIS) as allowed for under Financial Regulations 16.1.3b(i) and (ii);

5. note and welcome the capital funding grant allocation of £321,000 for local public transport projects in 2004 – 2005 from the Scottish Executive to Angus Council, homologate the decision by the Director of Planning and Transport to accept this grant, and agree to utilise the grant for the extension of real time information within Angus as detailed in this report;

6. agree that, in order to take full advantage of the current opportunities to extend real time information facilities in Angus, additional resources of up to a maximum of £340,000 also be allocated to this project, including monies previously identified during preparation of the 2004-05 transport revenue budget together with a projected saving in the tendered local bus services budget;

7. authorise the Director of Planning & Transport, in conjunction with the Director of Law & Administration and Director of Finance, to proceed with the procurement process for the extension of real time information (as recommended in 5 and 6 above) in accordance with relevant EU Procurement Regulations, having regard
to both quality and price issues, and to report back to this Committee on the outcome of the tendering exercise in due course;

8. note the publication of the Transport White Paper ‘Scotland’s Transport Future’, await further consultation proposals from the Scottish Executive on the geographic coverage, powers and duties of the mandatory Regional Transport Partnerships, and agree to constitute a short life member/officer group to consider and advise on possible partnership areas of potential interest to Angus;

9. note the proposals to amend Virgin Rail services from May 2005 as detailed in this report;

10. note the award of the new Scottish Passenger Rail franchise to First Group from October 2004; and

11. note the publication of the Government’s White Paper on ‘The Future of Rail’ including the increased responsibilities which will be devolved to the Scottish Executive for rail provision within Scotland.

2 INTRODUCTION

2.1 Members are informed of proposed bus and rail service changes affecting Angus. An update is given in respect of progress in preparing a Public Transport Information Strategy for Angus and of bids submitted to the Scottish Executive in respect of Bus Route Development Grant funding. Members are also advised of capital grant allocations to Angus Council towards public transport, and information is given in respect of two recent White Papers on transport.

3 LOCAL BUS SERVICE REVISIONS

3.1 From 18 October 2004, a number of changes will be made to services operating on the Tayway corridor operating between Arbroath and Dundee. These can be summarised as follows:

- Only 1 bus per hour will operate to Broomhill Drive, Monifieth instead of two buses. The other bus (which previously operated at xx58 past the hour) will be re-routed to operate via Grange Road to serve Dobbies providing two buses per hour on that section of route. (Mondays to Fridays).
- Some Ashludie Hospital journeys will be extended to Dobbies.
- The following journeys on Saturdays will be withdrawn:
  06:35 City Centre to Ashludie Hospital
  06:53 Ashludie Hospital to Kingoodie
  17:16 Carnoustie to City Centre.
- On Saturdays between 09:00 and 18:00 the service between Dundee City Centre and Monifieth will operate every 10 minutes with Ashludie Hospital and Broomhill Drive being served every hour instead of every 30 minutes.

3.2 Usage of the early Saturday morning journeys to/from Ashludie Hospital is currently being assessed to establish if any passengers would be affected by the withdrawal of these journeys and if this is the case alternative provision will be investigated.
4 INFORMATION STRATEGY

4.1 It was reported to the last meeting of this Committee that Atkins Transport Consultants had been appointed to assist Angus Council in the preparation of the Public Transport information Strategy (Report 710/04 refers). The consultants have completed an audit of the public transport information currently available within Angus and have conducted a series of customer surveys in Forfar, Arbroath, Brechin and Montrose to find out what forms of public transport information are most frequently used i.e. maps, roadside displays, timetables, telephone enquiries, web based information etc and how readily available this information is to users. The next stage will be to hold meetings with Operators and with representatives of user groups. It is intended that these meetings will take place later this month. Members will continue to be updated on progress in relation to the formulation of this Public Transport Information Strategy for Angus.

5 BUS ROUTE DEVELOPMENT GRANT

5.1 The announcement of an £18 million Bus Route Development Grant Scheme was reported to the last meeting of this Committee (Report 710/04 refers). The Scheme allows Councils to bid to the Scottish Executive for funding to provide financial support for three years to aid the development of new and existing bus services which can demonstrate the potential for growth with the aim being to improve access to public transport, encourage modal shift and reduce congestion.

5.2 Initial bids had to be submitted to the Scottish Executive by 30 July 2004 and in view of this timescale Members remitted the Director of Planning and Transport to develop and submit any Bus Route Development Grant applications and report this back to Committee.

5.3 Two bids were subsequently prepared and submitted in partnership with Strathtay Scottish Omnibuses Ltd., these were as follows:

Forfar Town

5.4 The current town services within Forfar are generally operated as add-ons to inter-urban bus services and as such there is no dedicated town service. Because of this it has not been possible, due to timing constraints, to amend the current services in order to address the demands for improved transport provision within the town or to ensure connections with inter-urban services.

5.5 The Bus Route Development Grant bid for Forfar seeks to address the requirements for improved services by the provision of two Optare Solo wheelchair accessible vehicles dedicated to the operation of town services. If this bid is successful these vehicles would enable a number of areas within the town to be better served and address issues such as the lack of bus services to the Orchardbank Industrial Estate, supermarkets and Adult Resource Centre. Services to residential areas would be improved and the bus service would operate to Forfar’s new Community Resource Centre at the Whitehills Hospital site. In addition, connections would be made with inter-urban services thereby easing travel opportunities over a wider area including to Ninewells Hospital in Dundee and Railway Stations in Dundee and Arbroath.
Kirriemuir – Forfar – (Arbroath)

5.6 This Bus Route Development Grant bid seeks to enhance the existing hourly off-peak commercial service on the Kirriemuir to Forfar corridor to provide a half-hourly service on Mondays to Saturdays. Additional journeys already operate on this corridor in the peak periods and are therefore not required. If this bid is successful these new journeys would be scheduled to operate through to Arbroath providing the existing commercial services on that route. Currently there is a 30 minute wait in each direction in Forfar for passengers wishing to travel through to/from Arbroath. The additional journeys would in particular benefit those wishing to access part-time courses at Angus College. It is also intended that these journeys would operate in Forfar via Forfar Business Park and Orchardbank Industrial Estate.

5.7 For both bids the Council in Partnership with the Operator has had to establish the costs of operating the services and estimate the revenue likely to be accrued in order to determine the level of support required from the Scottish Executive. Over the three years should revenue levels not meet expectations then the Scottish Executive will only reimburse the Council to the amount specified in the original grant application. Any shortfall will have to be met by the Council and / or Operator. In the case of the bids submitted by Angus Council agreement has been reached that any shortfall will be met on a 50:50 basis by the Operator and the Council. Funding is required as part of the bid for three years, for the fourth year Councils and Operators are required to maintain the service. From year 4 onwards Angus Council has agreed to make up any funding shortfall by means of a Revenue Guarantee to the bus company. Current worst case scenarios would be shortfalls of £21,311 on the Forfar Town Service and £4,539 on the Kirriemuir – Forfar – (Arbroath) corridor in year 4. These costs would be contained within the Planning and Transport Department’s Revenue Budget.

5.8 There is only £18 million funding available throughout Scotland over 3 years from the Scottish Executive and as such the Bus Route Development Scheme is likely to be over subscribed. The outcome of the bids is not expected for a few months, however, Members will be informed of the outcome at a future meeting of this Committee.

6 CAPITAL FUNDING

Real Time Information in Carnoustie – Dundee Corridor

6.1 In 1999 Angus Council and Dundee City Council were awarded Scottish Executive Public Transport Funding of £660,000 for the provision of real time information on the Carnoustie to Ninewells Hospital corridor. This project included the provision of 11 real time information display units in Carnoustie and Monifieth. The system installed was operated by Bright Tec and while it met the public transport information needs at that time there are now more sophisticated systems on the market giving a wider range of information.

6.2 Dundee City Council have secured Scottish Executive funding to upgrade their existing real time information provision and extend it throughout the City. Bids were sought by Dundee City Council from real time information providers and on the basis of cost and quality the contract was awarded to ACIS. As the real time information system on the Carnoustie to Dundee corridor had been part of a previous joint Public
Transport Fund award by the Scottish Executive, funding has also been provided by the Scottish Executive to Angus Council for the replacement and upgrading of the real time information system in Angus by the new provider ACIS.

6.3 ACIS are leaders in the field of real time information provision and are the largest providers in the UK today. The ACIS BusNet product which will be installed on the Carnoustie to Dundee corridor provides fully automated travel information as follows:

- via displays at bus stops/shelters
- on the web
- on Angus Council’s intranet site
- WAP – users can access real time information via their phone
- SMS – this is where a user uses their mobile phone to key in a unique bus stop reference. They will receive real time information on buses serving that stop. This is being developed so that users can set up alerts where for example a message is pre-programmed to be sent daily after 5:00 p.m. when their bus is 10 minutes away from their local bus stop
- telephone information.

6.4 Further advantages of the system are that operators can monitor the precise location of their vehicles and should they be delayed then action can be taken to slot in duplicate vehicles etc. in order to maintain the published timetable. Messages can also be relayed to the individual stop if for example there are delays because of an accident, road closure etc. thereby giving the public much more information than is currently possible on the current Bright Tec system.

6.5 ACIS already have a presence in this area following their successful tender to upgrade and extend the real time information system within the Dundee boundary. This will allow Angus Council to build on some elements of the existing infrastructure and ensure a compatible system is developed in the Dundee to Carnoustie corridor. Further this will offer up the opportunity for a value for money agreement to be negotiated by the Director of Planning & Transport in conjunction with the Director of Finance. This will require exemption from normal tendering and contract arrangements as permitted by Financial Regulations 16.1.3b(i) and (ii) respectively given the restricted timescales for delivery of this project together with the specialist nature of the system required.

6.6 A formal agreement requires to be signed between Dundee and Angus Councils in respect of this upgraded real time information provision and this matter is being addressed with a view to reaching agreement and contracting ACIS to undertake this work as soon as possible.

Extension of Real Time Information Provision within Angus

6.7 On 5 November 2003 the Scottish Executive announced an additional £15 million funding towards public transport. Angus Council received £320,873 funding for 2003 – 2004 which could be used towards any public transport projects which fit in with the Council’s Local Transport Strategy but which do not equally benefit car users e.g. local road repairs (Report 74/04 refers). This money was used for a wide range of projects including, improvements at Arbroath Bus Station (including the provision of CCTV), new bus shelters were purchased for locations throughout Angus, video cameras have been provided for school buses, new ticket machines were purchased
to enable greater monitoring of service usage and hardstanding provision was made at various bus stops (report 524/04 refers).

6.8 The Scottish Executive announced a further grant offer of £320,873 to Angus Council on 9 June 2004 for the 2004 – 2005 financial year. The Council was required to inform the Executive within 28 days of acceptance of the grant and by 30 July of how it intended spending the allocation. Written confirmation of acceptance of the grant offer has been duly submitted to the Scottish Executive with the extension of real time information provision within Angus identified for the use of this additional funding.

6.9 As the real time information system on the Carnoustie – Dundee corridor and throughout Dundee is being provided by ACIS following competitive tendering, that Company has also been approached to establish the costs of expanding the information provision within Angus. Work is on-going to assess the costs as radio signal surveys are required to establish coverage from the Dundee transmitter and the requirement for aerial provision within Angus.

6.10 Once the costs of the base stations and GPS systems required are established then the geographical extent of real time information provision within Angus can be determined having regard to the available budget. Preliminary estimates suggest that a budget of around £661,000 would enable provision of the necessary GPS infrastructure, including base station, control centre and system configuration, together with the installation of around 35 real time information display units and associated equipment on 40 buses. At this stage the extension of real time provision from Carnoustie to Arbroath is the next logical step. The major on-street interchange of services in Forfar also highlight this as a priority area for consideration. In order to maximise coverage Members are asked to authorise that a projected saving in relation to the Transport Revenue Budget for 2004 – 2005 also be allocated towards this project.

6.11 The projected saving in the local bus service budget has arisen primarily for two reasons, these being that contract renewals have been deferred until January 2005 thereby lessening any impacts of price increases on the 2004 – 2005 budget and that work on additional local bus service provision has been reprogrammed to the next financial year having regard to work commitments in relation to information provision for the National Transport Timetable, developing a public transport information strategy, bus route development grant applications and capital projects. It is anticipated that the budget saving currently identified will be committed for local bus service contract provision for the next financial year and that a similar saving position will not be repeated next year.

6.12 Members will continue to be updated on progress in relation to this project, including more detailed information on costs for various extensions to Real Time Information coverage in Angus in future reports to this Committee.

7 TRANSPORT WHITE PAPER : SCOTLAND’S TRANSPORT FUTURE

7.1 Report 1348/03, to the Infrastructure Services Committee meeting on 27 November 2003, outlined and responded to consultation proposals by the Scottish Executive for a new approach to transport in Scotland. Following on from that consultation document, the Scottish Executive published a white paper in June 2004 entitled “Scotland’s Transport Future”. The white paper forms the basis for legislative
proposals in a Transport Bill later this year. A copy of the White paper has been placed in the Members' Lounge and some of the main points are summarised below.

7.2 Objectives identified in the White paper are to:-

- promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency;
- promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network;
- protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy;
- improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff;
- improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport.

7.3 The most controversial aspects of the earlier consultation document concerned proposals for delivery structures, including the establishment of a new National Transport Agency together with a range of possible options concerning the development of Regional Transport Partnerships. The White Paper confirms the Scottish Executive’s intention to take forward proposals for a new Scottish Transport Agency along with a new regional transport partnership network.

National Transport Agency

7.4 The agency will be responsible for devising a new national long-term transport strategy. It will cover all transport modes in a balanced way and provide the framework within which Councils and the proposed regional transport partnerships develop their own plans. Drawing up the national strategy, through a process of analysis and consultation, will be one of the first priorities of the agency.

7.5 The national agency will be an executive agency directly accountable to Scottish Ministers building on the work of the existing Transport Group within the Scottish Executive. It will:-

- aim to be a centre of excellence, take responsibility for the delivery of the Executive’s programme of major projects and promote integration and quality;
- contribute to the Executive’s promotion of economic growth, social justice, regeneration and sustainable development;
- work in partnership with local government including the regional transport partnerships, private sector operators, transport users and the wider community;
- be outward-focused, delivery-minded and dedicated to continuous improvement, with internal structures and business processes that support this;
• take strategic responsibility for the Scottish passenger rail franchise across all parts of Scotland;

• take a key role in the development and implementation of Executive policies such as concessionary travel.

7.6 There is no intention to transfer to the national agency any transport powers currently exercised by local authorities, with the exception of relevant rail powers of Strathclyde Passenger Transport. This will allow the agency to manage Scotland’s railway as a single franchise (see also separate White Paper on The Future of Rail). Discretionary powers will also be taken to enable the agency to run concessionary travel schemes and it is intended that the agency will provide advice, guidance and information on quality contracts (and other quality bus measures) within the current legislative framework.

Regional Transport Partnerships

7.7 The Scottish Executive have decided to create statutory regional transport partnerships across the whole of Scotland. The geographic coverage and the powers and duties of each of these new regional partnerships will be the subject of further consultation with local government. Each partnership will be required, however, to prepare a statutory regional transport strategy for their area. Each strategy will make the case for investment and infrastructure in that region and guide and co-ordinate the activities of the individual Councils in the delivery of that strategy.

7.8 The regional transport partnerships will be local government bodies with a representative from each of the Councils in the geographic region covered by the partnership. While each local authority would have only one Councillor on the partnership board, the population of that Council would determine whether its Councillor was entitled to exercise one, two, three or four votes within the partnership. In addition to the Council representatives, it is anticipated that the regional partnerships would have around a third of their voting membership from the business sector and other organisations in the region. Observer members could also be appointed where appropriate.

7.9 The Scottish Executive will consult further on the number of partnerships and the geographic coverage of each. While the Executive expect in the main that each partnership would be made up of a number of complete local authorities, it would be possible for a Council to be split geographically between two or more partnerships, provided there was a clear rationale and broad consensus amongst the relevant partners. Nevertheless, every part of Scotland would be a member of just one regional transport partnership.

7.10 The Executive intend that it should be possible for Councils within a partnership to agree to transfer specific transport powers and duties to the partnership. It is envisaged there will be two or three partnership models with varying degrees of power and responsibility, and the Executive will consult further on these models before publishing guidance. Each partnership, once formed, will be expected to agree which of these models they wish to follow. If there is agreement between the partnership members then that model will be implemented. If there are differing views within the partnership, Scottish Ministers will be the ultimate arbiters and decide on the transfer.
7.11 The minimum statutory duty on each partnership will be the creation of a regional transport strategy. To reinforce the primacy of the regional strategy, Councils will be required to co-operate with the partnership and direct their statutory powers to deliver the strategy that they have agreed within the partnership. Regional transport partnerships will have a statutory duty to participate in community planning.

7.12 Partnerships will have a range of financial powers. They will be able to requisition their core funding from the unhypothecated revenue support grant paid to constituent Councils by the Scottish Executive. This will cover their running costs, as well as the costs of any transport services that might have been transferred from the Councils to the Regional Partnership. They will also be able to undertake prudential borrowing to finance capital infrastructure investment. Finally the regional transport strategy will make the case for specific projects which would be candidates for funding from the Scottish Executive through specific grant.

Other proposals

7.13 Other proposals contained in the White Paper include:-

- intention to issue new guidance on achieving road traffic reduction;
- tightened legislation to improve the co-ordination and quality of road works across the country with an independent watch dog able to impose tougher penalties;
- financial support to pilot innovative solutions such as demand-responsive transport to fill gaps in existing service provision;
- a review of tolled bridges to be conducted in two phases including consultation with bridge authorities, local authorities and other interested parties;
- powers to enable Scottish Ministers to deliver improved national concessionary travel schemes for older and disabled people and a scheme of concessionary travel for young people;
- amendments to the Harbours Act 1964 to simplify procedures and allow for quicker decisions on Harbour Orders;
- amendments to the Road Traffic Regulation Act 1984 to remove the requirement for local authorities to inform Scottish Ministers prior to establishing, altering or removing a pedestrian crossing.

8 VIRGIN RAIL TIMETABLES – MAY 2005

8.1 Consultation has taken place in respect of proposed amendments to Virgin Rail timetables from May 2005. The existing and proposed provision is detailed below:

Present
08:45 Dundee – Edinburgh 10:06 (continues to Bournemouth)
08:55 Aberdeen – Edinburgh 11:54 (continues to Penzance)
Proposed
06:40 Dundee – Edinburgh 08:07 (continues to Plymouth)
07:33 Dundee – Edinburgh 09:10 (continues to Bournemouth)
08:25 Aberdeen – Edinburgh 10:48 (continues to Birmingham)

Present
16:54 Edinburgh – Aberdeen 19:27 (from Bournemouth)
18:56 Edinburgh – Dundee 20:23 (from Penzance)

Proposed
06:00 Edinburgh – Dundee 07:18
06:34 Dundee – Aberdeen 07:49
18:49 Edinburgh – Aberdeen 21:16 (from Bournemouth)
19:05 Edinburgh – Dundee 20:23 (from Penzance)

8.2 The proposals show additional provision on the Aberdeen – Edinburgh corridor which will complement the Scottish rail services operating on this corridor.

9 SCOTRAIL FRANCHISE

9.1 First Group has been selected as the preferred bidder for the new Scottish passenger rail franchise which will begin in October this year. As well as safeguarding all of the existing rail services the new franchise will bring in a number of improvements. These include:

- improved punctuality and reliability of services;
- improved passenger safety and comfort, including higher standards of cleanliness, security and travel information;
- plans to reduce overcrowding so that no-one should have to wait more than 10 minutes for a seat; and
- tougher penalties for poor performance.

9.2 This new franchise will begin in October 2004 and will run for seven years with a possible extension for a further three.

10 RAIL WHITE PAPER

10.1 The Government’s White Paper on The Future of Rail was published on 15 July 2004. A key aspect of the White Paper is that legislation will be introduced to transfer the powers and functions of the Strategic Rail Authority (SRA) to the Department for Transport, Scottish Executive and Network Rail. A copy of the Executive Summary has been placed in the Members’ Lounge and the following extract from the White Paper details the changes proposed to decision making responsibilities in relation to railways in Scotland.

10.2 In agreement with the Scottish Executive, the Government intends to devolve greater responsibility for rail within Scotland to the Scottish Executive, including an extended role with regard to infrastructure.

10.3 The Transport Act 2000 provided the Scottish Executive with a role in determining rail services provided by the Scotrail franchise. The Scottish Executive specifies and funds the Scotrail franchise, but rather than having powers to let and sign the
franchise, it provides the SRA with Directions and Guidance in respect of rail provision in Scotland. The SRA prepares the specification in the light of these Directions and Guidance and then lets and manages the contract. In addition, the Strathclyde Passenger Transport Executive has a role in specifying services in the West of Scotland, and is a co-signatory to the Scotrail contract, though the Scottish Executive has recently published proposals to alter this.

10.4 The Government intends that the tasks of planning, specifying, letting (including signing), managing and financing the contract for services operating under the existing Scottish passenger rail franchise and any other Scotland-specific franchise will in future fall to the Scottish Executive. The level of service specified will have an impact on the infrastructure, and therefore, it is logical that the Scottish Executive should also specify network outputs and finance Scottish infrastructure costs. The Scottish Executive will continue to be able to offer advice to the UK Government on the specification of cross-border passenger rail services. The infrastructure will continue to be owned and managed by Network Rail.

10.5 It will be for Scottish Ministers to decide how best to carry out these responsibilities. This will provide the flexibility to develop their own relationships with the private sector rail industry, and in particular with Network Rail. It is likely that they will pass much of the task to the proposed Scottish Transport Agency, which would ensure that Scottish decisions on the railway are taken as part of a wider Scottish transport approach (see Scotland’s Transport Future White paper).

10.6 The Office of Rail Regulation (ORR) will have the same range of responsibilities in Scotland as in England and Wales. Like the Secretary of State for Transport, Scottish Ministers will be required to provide guidance to the ORR on desired outputs. The ORR will continue to adjudicate on issues of access and cost.

10.7 These proposals are subject to agreement regarding the transfer of appropriate resources from the UK Government to the Scottish Executive.

11 FINANCIAL IMPLICATIONS

11.1 The applications for Bus Route Development Grant funding submitted to the Scottish Executive will, if successful, present some shared financial risk for the Council and its partner bus company should revenue streams not reach predicted levels. Any costs from this may not arise until the 2006 – 2007 or 2007 – 2008 financial years. These are considered to be acceptable risks for the Council set against the significant benefits of the improved transport provision on the corridors identified. Without Bus Route Development Grant funding these service improvements would only take place if they were fully funded directly by the Council. Projected worst case scenarios are revenue shortfalls of £21,311 on the Forfar Town Service and £4,539 on the Kirriemuir – Forfar – (Arbroath) corridor in year 4. Any costs arising will be contained within the Planning and Transport Department’s Revenue Budget.
Estimated Bus Route Development 4 Year Costs (£)

<table>
<thead>
<tr>
<th></th>
<th>Forfar Town</th>
<th>Kirriemuir - Forfar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Project Cost</td>
<td>668,306</td>
<td>131,851</td>
</tr>
<tr>
<td>Projected Passenger Revenue</td>
<td>340,836</td>
<td>50,123</td>
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<tr>
<td>Funding Bid to Scottish Executive</td>
<td>306,159</td>
<td>77,189</td>
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<tr>
<td>Anticipated Shortfall Year 4</td>
<td>21,311</td>
<td>4,539</td>
</tr>
</tbody>
</table>

11.2 The Scottish Executive have awarded Angus Council grant of £40,000 in 2004-05 to allow the necessary complementary upgrade of the present Real Time Information System on the Angus section of the Carnoustie to Ninewells Hospital corridor. As indicated in paragraph 6.5, it is proposed that exemption from normal tendering as permitted by Financial Regulations 16.1.3b(i) and (ii) is to apply.

11.3 The capital grant allocation offer of £320,873 for local public transport projects in 2004-05 from the Scottish Executive to Angus Council has been accepted and will be utilised to help extend the geographical provision of real time public transport information in Angus. In order to maximise real time information coverage within Angus it is also proposed to utilise £50,000 identified as Transport Third Party Payments together with the projected saving of up to £290,000 in relation to the Transport Revenue Budget for 2004 – 2005 towards this project.

Provisional Real Time Information Extension Budget 2004-05 (£)

Scottish Executive Section 70 Grant 320,873
Transport Third Party Payments 50,000
Tendered Local Bus Services Saving 290,000 (max)

660,873 (max)

11.4 The need to re-classify the Transport Third Party Payments (£50,000) and Tendered Local Bus Services saving (£290,000) revenue budget allowances as Capital Financed from Current Revenue (CFCR) or contributions to the Local Capital Fund will be reviewed as part of the ongoing budget monitoring process.

12 CONSULTATION

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

13 HUMAN RIGHTS IMPLICATIONS

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

14 CONCLUSION

14.1 Public transport provision in Angus continues to be kept under review. Opportunities for funding towards further improvements is actively sought and bids have been submitted to the Scottish Executive for Bus Route Development Grant funding
towards two projects in Angus. Capital grants have also been taken up which will improve and extend real time information provision within Angus.

14.2 White Papers have been published which announce proposed changes to the current arrangements for the delivery of transport infrastructure and services in Scotland which could have significant implications for the delivery of road, bus, and rail transport services 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/LEM/KW
24 August 2004

Alex Anderson
Director of Planning and Transport