

ANGUS COUNCIL

INFRASTRUCTURE SERVICES COMMITTEE

21 APRIL 2009

**SUBJECT: PUBLIC TRANSPORT PROJECTS CAPITAL EXPENDITURE
ARBROATH BUS STATION**

REPORT BY DIRECTOR OF INFRASTRUCTURE SERVICES

Abstract: This report seeks approval for capital expenditure for Public Transport Projects, in particular the re-development of Arbroath Bus Station.

1 RECOMMENDATION

It is recommended that the Committee –

1. agree that the proposed works for the re-development of Arbroath Bus Station are taken forward and that a report be brought back to a future meeting of this Committee updating Members on progress; and
2. agree that the residual capital funding available for Public Transport Projects in 2009/10 be used to provide bus boarders at key stops across Angus to ease access to/from buses for mobility impaired passengers.

2 INTRODUCTION

- 2.1 The Strategic Policy Committee on 18 March 2008 agreed the utilisation of part of the Angus Council's transport projects capital budget (2008/09) for design and consultation for the re-development of Arbroath Bus Station (Report 336/08 refers).
- 2.2 The design work is now complete and this report seeks approval to progress with the re-development of Arbroath Bus Station in the 2009/10 and 2010/11 financial years.
- 2.3 Approval is also sought for the utilisation of the remaining Public Transport Projects capital budget for 2009/10 for the provision of bus boarders to ease access to/from buses for mobility impaired passengers.
- 2.4 Both of these projects contribute to delivering the corporate priority to 'provide high quality customer centred services'.

3 CURRENT SITUATION AT ARBROATH BUS STATION

- 3.1 Arbroath Bus Station is the major public transport interchange in Arbroath. The bus station comprises, in addition to the main passenger concourse and bus stances, of:
 - toilets;
 - passenger waiting room;
 - offices leased to Stagecoach Strathtay comprising of a Drivers Room and local management office;
 - premises leased as a café; and
 - premises leased as a taxi office.

this current layout is shown in [Appendix 1](#) to this report.

3.2 Funding for transport projects in the 2008/09 capital plan allowed improvements to be made in respect of Health and Safety at Arbroath Bus Station to address risks of bus/passenger and bus/car conflict. Works undertaken included:

- new stance barriers to withstand a bus failing to stop;
- barriers to prevent passengers walking across the concourse; and
- new signage and the re-marking of car parking spaces for visitors and setting-down/picking-up passengers.

3.3 To address issues raised regarding the buildings and main passenger concourse at the bus station Property were engaged in the 2008/09 financial year to undertake design work for the re-development of the property. This design work took forward issues raised by the Crime Reduction Officer at Tayside Police to significantly improve passenger safety and that of tenants at the bus station.

4 PROPOSALS FOR THE RE-DEVELOPMENT OF ARBROATH BUS STATION

Property Services were asked to draw up plans for the re-development of the bus station which included:

- Improving the waiting environment for passengers through providing greater protection from the elements.
- Provision of anti-graffiti coating on the building.
- The closing off of some walkways to improve passenger security.
- The provision of a waiting room with better visibility of bus arrivals/departures.
- Provision of more secure toilet facilities.
- Improved security facilities at the offices leased at the bus station.
- Improved staff facilities and toilets at the café leased premises.

5 OPTIONS IDENTIFIED

5.1 There are two options:

Option 1 – Do nothing

This option will not address passenger or tenant security issues. It will not bring the building up to a standard to meet the functions being undertaken or provide passengers with a drier and more secure waiting environment.

Option 2 – Undertake Re-development of Arbroath Bus Station

5.2 The plans drawn up by Property for the re-development of Arbroath Bus Station have closely involved discussions with Tayside Police's Crime Reduction Officer and the current tenants of the bus station. The clear aim of the proposals, as well as improving the waiting environment for passengers, was to improve the bus station security and passenger safety.

5.3 The proposed re-development of the bus station uses the same building footprint but re-locates some of the functions within the building and closes off some of the walkways. The main changes/issues addressed are as follows:

- The walkway through between the main bus station buildings and the existing toilets will be closed off with the area of the previous walk-way being absorbed into the main building.
- The café will be re-located to the position of the existing toilets and adjacent walkway and will have it's own toilet for customers and small staff area including staff toilet and changing area.
- The waiting room will be relocated to the position of the existing café and will have improved visibility of buses arriving/departing. A Unisex disabled accessible toilet will be located in the waiting room.
- The taxi office will have a secure area for passengers to wait in.
- The Stagecoach offices will have a new entrance for their sole use leaving the previous shared entrance to the taxi offices solely for the taxi office improving security for the Stagecoach offices particularly at night.
- The roof will be extended over the passenger concourse to give greater protection to passengers in inclement weather.

5.4 The proposed new lay-out of the bus station is shown in [Appendix 2](#) to this report.

5.5 This option will allow Angus Council to address security issues at the bus station and to provide passengers with a much improved major interchange facility. The estimated capital cost of this option is £420,000.

6 PREFERRED OPTION

6.1 Option 2 is the preferred option. It is affordable, funding is in place and improvement in line with a corporate priority can be delivered.

7 PLANNING IMPLICATIONS

7.1 The re-development of Arbroath Bus Station will require planning consent as the external appearance of the building is being changed and because the value of the works is in excess of £100,000. A planning application will be submitted as soon as possible by the Property Division in this regard.

8 RISK ISSUES

8.1 The progression of the project to re-develop Arbroath Bus Station is subject to risks associated with the planning consent process and the availability of adequate resources within the Property Division.

8.2 It is intended to keep the bus station operational during the works with the exception of only a few days – in practice this may pose some operational difficulties which may slow down the work.

9 LEAD DEPARTMENT

9.1 The re-development of Arbroath Bus Station is funded by resources managed by the Head of Planning and Transport. Infrastructure Services is the lead department and the Transport Manager is the Designated Accountable Manager for this project.

10 FINANCIAL IMPLICATIONS

Capital Expenditure

- 10.1 The total cost of the works is estimated to be £420,000 (inclusive of fees), split over financial years 2009/10, 2010/11 and 2011/12 and comprising:

	2009/10	2010/11	2011/12	Total
Refurbishment expenditure	£180,000	£227,000	£13,000	£420,000

As the value of the works for Arbroath Bus Station are below £500,000, in line with Section 16.7 of the Council's Financial Regulations, the Head of Property will have delegated authority to invite tenders from the Council's standing list which in this instance will be Constructionline (Personnel and Property Services Report 129/02 refers).

- 10.2 The 2008/2012 Financial Plan (Report 122/09 refers) sets aside the following budget provision over the years 2009/10 to 2011/12 for Public Transport Projects:

2009/10	£234,000
2010/11	£334,000
2011/12	£334,000

It is proposed that the costs associated with the redevelopment of the bus station will be met from these provisions.

Calculated in line with the assumptions upon which the Council's long term affordability strategy is based, the capital financing costs associated with this level of expenditure will range from £27,000 up to £ 39,000 when written off over a 25 year period. This can be contained within the resources available through the long term affordability strategy.

Revenue Expenditure

- 10.3 Some income may be lost to the Council with some of the facilities having to close for short periods when building work is on-going however as far as possible alternative arrangements will be made within the premises. This loss of revenue is expected to be minimal and will be contained within the Planning & Transport 2009/10 Revenue Budget.

11 UTILISATION OF THE REMAINING 2009/10 PUBLIC TRANSPORT PROJECTS CAPITAL EXPENDITURE

- 11.1 Members are asked to agree that the residual capital funding available for Public Transport Projects in 2009/10 (£54,000) be used to provide bus boarders at key stops across Angus.
- 11.2 In recent years capital funding for transport projects has been used to provide bus boarders on key routes. To date just under 40% of fixed bus stops have bus boarders to ease access to/from buses for mobility impaired passengers. Further expenditure

will be directed to routes across Angus where services are operated by low-floor vehicles.

12 SINGLE OUTCOME AGREEMENT

12.1 This report contributes to the following local outcome contained within the Single Outcome Agreement for Angus:

- Our public services are high quality, continually improving, efficient and responsive to local people's needs.

13 CONSULTATION

13.1 The Chief Executive, Director of Corporate Services, Head of Finance, Head of Law & Administration and Head of Property have been consulted in the preparation of this report.

14 HUMAN RIGHTS IMPLICATIONS

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

15 EQUALITIES IMPLICATIONS

15.1 The issues dealt with in this Report have been the subject of consideration from an equalities perspective (as required by legislation). An equalities impact assessment is not required.

16 CONCLUSION

16.1 Finance is available for both the redevelopment of Arbroath Bus Station and the provision of bus boarders. Both of these projects will improve the quality of public transport infrastructure provision in Angus.

ERIC S LOWSON
DIRECTOR OF INFRASTRUCTURE SERVICES

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.

P&T/LEM/IAL
9 April 2009