

PUBLIC TRANSPORT POLICY STATEMENT



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ANGUS COUNCIL PUBLIC TRANSPORT POLICY STATEMENT

1 INTRODUCTION

- 1.1 Section 63 of the Transport Act 1985 places a duty on Councils to formulate general policies from time to time for public transport services which they propose to secure to meet the travel needs within their Council area. This Public Transport Policy Statement must also be made available to the public.
- 1.2 In formulating these policies, Councils are required under Section 64 of the Act to consult with neighbouring Councils whose area may be affected by these policies and with persons operating public passenger transport services within their area or with organisations appearing to the Council to be representative of such persons.
- 1.3 The Transport (Scotland) Act 2005 created Regional Transport Partnerships, the Tayside and Central Scotland Transport Partnership (Tactran) covering Angus, Dundee, Perth & Kinross and Stirling Council areas. The Council will have regard to the aims and objectives of the Regional Transport Strategy in determining its public transport policies and priorities and as such Tactran was consulted.

2 DUTIES AND POWERS OF COUNCILS UNDER THE TRANSPORT ACT 1985

- 2.1 The Transport Act 1985 gives Councils the following main duties with regard to public passenger transport services, these being defined as all services including school transport on which the public rely when not using private facilities of their own. (Section 63)
- 2.2 The main **duties** of the Council are:
 - (a) to secure the provision of such public passenger transport services as the Council consider it appropriate to secure in order to meet any public transport requirement within their area which would not in their view otherwise be met. (Section 63)
 - (b) to formulate from time to time general policies as to the descriptions of services they propose to secure having regard to transport requirements relating to education and social work. (Section 63)
 - (c) to conduct themselves, in the course of exercising their powers so as not to inhibit competition between persons providing or seeking to provide public passenger transport services in their area. (Section 63)
 - (d) to have regard to the transport needs of the elderly and disabled. (Section 63)
 - (e) to secure the best value for money from their expenditure on public transport, taking into account the full range of the Council's responsibilities. (Section 88)

2.3 The main powers of the Council are :

- (a) to enter into service subsidy agreements to provide services, normally by competitive tendering arrangements. (Section 63)
- (b) to take any measures which appear appropriate for the purpose of promoting the availability of public passenger transport services, whether commercial or subsidised and the convenience of such services, particularly bearing in mind the needs of the elderly and disabled. (Section 63)
- (c) to request that the Traffic Commissioner in relation to a particular traffic problem, applies a traffic order in order to :
 - (i) prevent danger to road users;
 - (ii) reduce severe traffic congestion;by means of traffic regulation of
 - (i) the routes of services;
 - (ii) the stopping places for services;
 - (ii) when vehicles used in providing services may stop at stopping places and how long they may stop for; and
 - (iv) such other matters as may be prescribed. (Section 7)

3 STRATEGIC AIMS AND OBJECTIVES OF THE COUNCIL

3.1 Angus Council aims to: Provide public passenger transport services to meet the needs of local residents and visitors to the area, providing access to those without a car and an attractive and sustainable alternative for those with access to a car.

3.2 The main objectives are:

- To seek to halt the decline and accentuate the role of public transport services, particularly as a means of stemming rural depopulation and supporting the provision of other services and employment opportunities.
- To maximise the economic, environmental and social benefits from expenditure on public transport within the limits of the available resources.
- To develop the role of public transport within the community, providing mobility for those without access to cars, as an attractive alternative to those with access to cars and contributing to addressing issues of sustainability.

- To seek the provision of socially necessary public transport services not provided commercially, commensurate with the demand for such services and the cost of provision.
- To have particular regard to the needs of the elderly and disabled in the provision of transport services.
- To ensure that the public are kept informed of the public transport services available.
- To ensure the best value for money from the total expenditure on passenger transport, taking into account the full range of the Council's responsibilities.
- To work in partnership with public passenger transport service providers and other relevant bodies to ensure, within the resources available, the delivery of high quality, reliable and efficient public passenger transport services.

4 CONTRACTED SERVICE PROVISION

- 4.1 The Council will exercise its powers under Sections 63 – 64 of the Transport Act 1985 to secure the provision of such public passenger transport services as the Council consider it appropriate to secure in order to meet any public transport requirement within their area which would not in their view otherwise be met.
- 4.2 The Council will determine the public passenger transport requirements over and above the commercial network, on the basis of an on-going review of transport needs and a continuous monitoring of existing facilities.
- 4.3 The following methodology will be used to:
- assess the effectiveness of public passenger transport services contracted by the Council;
 - assess new transport demands; and
 - identify the poorest performing services which should be considered for withdrawal should costs exceed the budget available.

Services will be evaluated using the following criteria:

- **subsidy per mile**
- **subsidy per passenger**
- **% of workers using the service**

Subsidy per mile

Services with a low subsidy per mile represent good value for money – these services are therefore given a higher score.

Subsidy per passenger

For the purposes of assessing subsidy per passenger a 'passenger journey' is defined as follows:

- (a) a passenger journey is a single journey by one passenger.
- (b) a passenger journey will only count for the purposes of subsidy if no reasonable alternative service exists.
- (c) a reasonable alternative does not exist if there is no service between stopping points within reasonable distance of the origin and destination of the trip, such distance being taken as 400m for able bodied travellers but subject to adjustment for special circumstances such as steep hills for mobility impaired passengers.
- (d) on urban services a reasonable alternative does not exist if there is no service timed less than the following time periods away from the service concerned :
 - (i) For journeys to work 16 minutes (i.e. where service frequencies are reduced from every 15 minutes to every 30 minutes no replacement subsidised services will be sought).
 - (ii) For journeys for other purposes, 31 minutes (i.e. where service frequencies are reduced from every 30 minutes to every 60 minutes no replacement subsidised services will be sought).

Work start/finishing times will be taken into account when the reasonableness of alternative services are taken into consideration.

- (e) a reasonable alternative may involve a change of vehicle or change of mode of transport. Consideration will be given to the interchange, waiting time and total journey time in determining whether such an alternative is reasonable.

The number of passengers travelling will be determined from on-vehicle passenger surveys and / or information from ticket machines.

Contracts with a low subsidy per passenger represent good value for money – these services are therefore given a higher score.

% Workers Using the Service

The more workers using the service the more important it is considered that the journey should continue to be provided, therefore the higher score awarded. Journeys for other purposes including shopping, leisure, social etc. are less time sensitive or indeed in some cases non-destination specific and therefore often have alternative options.

The number of passengers travelling will be determined from on-vehicle passenger surveys / questionnaires.

- 4.4 A scoring system will be applied to each service or route which gives a value between ½ and 5 for each of the criteria listed in 4.3 above:

<u>Subsidy per mile</u>		<u>Subsidy per passenger</u>	
>£4.50	score ½	>£17.50	score ½
£4.00 - <£4.50	score 1	£15 - <£17.50	score 1
£3.50 - <£4.00	score 1½	£12.50 - <£15	score 1½
£3.00 - <£3.50	score 2	£10 - <£12.50	score 2
£2.50 - <£3.00	score 2½	£7.50 - <£10	score 2½
£2.00 - <£2.50	score 3	£5 - <£7.50	score 3
£1.50 - <£2.00	score 3½	£2.50 - <£5.00	score 3½
£1.00 - <£1.50	score 4	£1 - <£2.50	score 4
£0.50 - <£1.00	score 4½	£0.50 - <£1.00	score 4½
<£0.50	score 5	<£0.50	score 5

% of passengers using the service for work purposes

<1%	score ½
1% - < 5%	score 1
5% - <10%	score 1½
10% - <15%	score 2
15% - <20%	score 2½
20% - <25%	score 3
25% - <30%	score 3½
30% - <35%	score 4
35% - <40%	score 4½
>40%	score 5

- 4.5 All the criteria used are considered equally important and therefore no weighting is applied. By adding together the scores attained for each of the criteria it is possible to rank the contracted / potential contracted services - this clearly identifies services which represent the highest and lowest value for money. In this way service provision can be aligned with the budget available; whether for the award of a contract or if it should be necessary to consider contracts for withdrawal. In implementing these criteria no service withdrawals will be made without careful consideration by Members of any potential hardships they would cause.
- 4.6 Where the Council considers that public transport strategic aims and objectives justify service provision over and above what is provided commercially then such services will be secured on a contracted basis.
- 4.7 In securing the provision of tendered public passenger transport services the Council shall enter into contractual arrangements with suitably qualified operators. These contracted arrangements will normally be secured as conventional local bus services, however taxi bus, demand responsive transport or other type of service may be utilised in order to meet specific service requirements.
- 4.8 Contracted services will normally be procured through open competitive tendering arrangements. Such contracts will be advertised on the Public Contracts Scotland website. The Council may also enter into 'Best Value' contracts with operators in line with the provisions outlined in Angus Council's Financial Regulations. Such contracts may be entered into to:

- Modify an existing commercial service (e.g. enhancing frequencies, diverting to serve a community/area rather than providing a separate contracted service, providing off-peak journeys on a route that otherwise operates commercially - this can avoid ticketing issues for passengers).
- To procure small amounts of work where it may not be cost effective to go through the procurement process.
- To procure emergency replacements for withdrawn services.
- To protect overall service provision within the corridor and maintain /improve links with other corridors.

4.9 In order to provide as efficient and effective public passenger transport service as possible with the financial resources the Council has at its disposal the Council will :

- award cross-boundary contracts in consultation with neighbouring Councils. Where jointly funded contracts are put in place arrangements for allocating the contact costs between authorities will be negotiated, based either on mileage within each Council area or usage by the residents in each area, whichever is deemed to be the most appropriate. In these circumstances the respective policies, priorities and methodologies adopted to assess funding by each Council will apply.
- maximise its local bus service network through the requirement for all school contract services operated by vehicles of 16 passenger seats or greater to be registered as local bus services where capacity allows.
- where appropriate purchase season tickets for the use of scholars for home to school transport on any registered local bus service or rail service which meets the Council's requirements. The Council will generally only consider the purchase of season tickets where they are offered at a discount, and in the event of two or more operators registering such services on a route, the Council will purchase season tickets, providing capacity is available, on the service offering the best value for price.
- have regard to Social Work transport requirements in the provision of public transport services where possible tailoring local bus services to meet the needs of Social Work users where this represents the most efficient application of funding at the Council's disposal.

4.10 Invitations to tender shall specify the terms and conditions under which the contract will be provided.

4.11 In determining the award of contracts for the provision of public passenger transport services the Council will seek to achieve the best value for money within the resources it has at its disposal.

5 TRAFFIC REGULATION

- 5.1 In specific circumstances of traffic congestion, or where the safety of the public may appear to be at risk, the Council will give consideration to requesting that the Traffic Commissioner places traffic regulation conditions on the Operators' licences so as to exercise control as necessary over bus stops, routes, or the duration of stopping times.
- 5.2 The Council will, where appropriate, exercise its powers under the Road Transport Acts to regulate and manage the operation of public transport services where it considers that such operation may represent a danger to the public or cause significant traffic congestion.

6 CONCESSIONARY TRAVEL

- 6.1 Transport Scotland administer the Scotland-wide free bus travel scheme for older and disabled persons and the Scotland-wide concessionary travel scheme for young people. All operators providing contracted local bus services on behalf of the Council are required to participate in these schemes.

7 FARES

- 7.1 In subsidy based contracts the Council will specify the maximum farescale that must not be exceeded, this will be reviewed from time to time in line with inflation. Within this maximum farescale Operators will be free to alter their fares subject to a specified period of notice to the Council as detailed in the conditions of contract.
- 7.2 On cost based contracts the Council will specify the level of fares to be charged, these will be generally in line with the previous fares on the service, fares on other services on common sections of route or commercial fares in the area.

8 INFRASTRUCTURE

- 8.1 The Council will seek to improve the standard of passenger waiting facilities by the provision of infrastructure such as bus stops, bus boarders, shelters and bus stations where appropriate.
- 8.2 The Council will subject to the availability of resources give consideration to highway improvements such as the construction of bus turning areas, build-outs or lay-bys, bus priority measures and park and ride facilities to facilitate the operation of bus services and improve road safety.
- 8.3 The Council will in identifying land for development within Local Development Plans take due regard of the capacity of the road network and opportunities for both existing and future public transport provision.

9 PUBLICITY AND PROMOTION

- 9.1 The Council's policies in respect of publicity and promotion of public passenger transport services are detailed in its Public Transport Information Strategy. This

Strategy sets out the duties and responsibilities for all parties involved in the delivery of the public transport information service with an aim of:

- Ensuring that accurate, comprehensive public transport information is available to existing and potential passengers;
- Defining the 'required' levels of information and how this should be provided;
- Identifying who is responsible (local authority/operator) for each element of transport information provision; and
- Setting in place a improvement programme for the delivery of this information.

10 PARTNERSHIP WORKING

- 10.1 The Council will seek to work in partnership with operators, public, private sector and voluntary organisations, RTP's, public transport users and those representing them to improve public passenger transport service provision and operation in Angus and ensure that user needs are met as far as possible within the financial resources available.

11 CONSULTATION IN RESPECT OF SERVICE REVISIONS

- 11.1 Subject to the limitations imposed by the timescales of the registration procedures as laid down in the Transport Act 1985 (as amended) and revised by the Transport (Scotland) Act 2001, the Council will seek to consult local communities when significant changes are proposed to bus services and when subsidy contracts are due to be retendered.
- 11.2 The Council will liaise with local communities, the voluntary sector and transport operators in examining and developing either conventional or innovative approaches to solve transport problems.
- 11.3 The Council welcomes and encourages comments and suggestions on all transport matters.