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**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE  
25 JUNE 2001**

**REPORT ON: PUBLIC TRANSPORT FUND BID 2001-2003**

**REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION**

**REPORT NO: 384-2001**

## **1 PURPOSE OF REPORT**

1.1 The purpose of the report is

- to seek Committee approval of the content of the 2001 bid for funding;
- to seek Committee approval of the strategy for the next three year's bids; and
- to advise Committee of the Public Transport Fund Bid procedure.

## **2 RECOMMENDATIONS**

2.1 It is recommended that the Committee notes the content of this report and approves the 2001 bid and the overall strategy for the next three year's bids.

## **3 FINANCIAL IMPLICATIONS**

3.1 A bid to the Public Transport Fund pool not expected to exceed £2,350,000 is to be submitted for year 2001, with a two year duration for the programme of works. It should be recognised that this bid does not include finance for associated design costs as the Scottish Executive expects Councils to bear these costs through existing revenue and capital budgets.

3.2 A bid to the preparation pool not expected to exceed £150,000 is to be submitted in partnership with neighbouring Councils for year 2001 to develop a regional transport strategy in preparation for future PTF bid.

3.3 Financial implications of future year bids will be reported prior to such bids being submitted to the Scottish Executive.

## **4 LOCAL AGENDA 21 IMPLICATIONS**

4.1 The schemes promoted within this report are aimed at encouraging modes of transport other than the car and as such will contribute to the protection of Dundee environment.

## **5 EQUAL OPPORTUNITIES IMPLICATIONS**

5.1 The schemes promoted within this report are aimed at improving public transport for the benefit of all Dundee's citizens, whether or not they have access to a car or are able bodied or have a disability, thus ensuring Dundee's transport network caters for all.

## **6 BACKGROUND**

### **6.1 The Public Transport Fund**

6.1.1 The Scottish Executive has announced that the Public Transport Fund (PTF) is to continue to operate, with additional resources being made available. £150 million has been allocated over the next three years, targeted at value for money enhancements to public transport networks.

6.1.2 Guidance for PTF bids is broadly similar to previous years but with a few significant changes. The primary aim of the PTF remains that of encouraging the use of public transport, reducing road traffic, improving local environments, promoting social inclusion and accessibility and meeting air quality targets. This clearly allows for a wide range of potential bids.

6.1.3 A significant change in the guidance this year is the launch of a new category of bid for preparatory work, designed to allow work to be funded to develop major projects to the stage that they can then go forward as PTF bids. Authorities can bid to this preparatory fund as well as making one bid to the main fund. In addition, partnerships of authorities can also make a joint bid without the previous need for one of the authorities to sacrifice their right to make an individual bid.

6.1.4 In addition to the PTF, a new Integrated Transport Fund for strategic projects is to be introduced, which will not be operated on a bidding basis.

6.1.5 The timetable for PTF bids this year is submission by 6 August with a maximum of a three year spread of funding. A bid can, as was the case with Dundee City Council's previous bids, consist of more than one element, but the final bid proposal should have an overall common coherence.

6.1.6 These more generous rules raise the possibility of the Council taking forward more than one bid this year.

6.1.7 The guidance on PTF bids puts considerable emphasis on the role of partnership with other key stakeholders including public transport operators, neighbouring authorities, other statutory agencies such as health boards and other private sector interests including developers. Dundee City Council has a very strong record in working closely with such stakeholders in submitting previous bids and there is clearly an enthusiasm to build on this for this year's bid/s.

### **6.2 PTF Links with LTS**

6.2.1 Since the submission of the last PTF bid, the final version of the Local Transport Strategy (LTS) has been produced. The PTF guidance produced by the Scottish Executive puts considerable emphasis on the linkage between the bid scheme/s and problems, objectives and policies identified within the LTS. The LTS sets out objectives for transportation policy in the City within the context of both national transportation policy and other local policy, including the Structure Plan, Corporate Plan and Local Plan. These are summarised below.

6.2.2 The higher level objectives set in the LTS are as follows:

- promote integration of transport and land use
- promote accessibility, particularly for non-car owners
- support sustainable economic growth
- protect and enhance built and natural environment
- improve safety for all travellers

6.2.3 As well as setting overall objectives, the LTS sets out different sub strategies for delivery these objectives through actions and targets. The Scottish Executive will be keen to examine the linkage between any PTF bid and the strategies and targets set in the LTS.

6.2.4 The LTS sets out three overall strategies that can play their part in delivering the objectives set. These are to:

- reduce the need to travel
- promote alternatives to the car
- control car use

6.2.5 Bids to the PTF are particularly aimed at promoting alternatives to the car. Past bids by the Council have targeted bus priority measures on key corridors that have developed in parallel with improvements to bus services and the quality of buses themselves, through initiatives by the operators. Progress has also been made in developing measures to encourage cycling and walking. Information initiatives have also taken place, most notably the fitting of real time information systems on certain key routes.

6.2.6 Whilst any PTF bid is likely to particularly target promoting alternatives to the car, it is vital that there is a very strong linkage to the other strategies if the forward-looking targets set by the Council are to be achieved. There is the potential for considerable synergy between the strategies. Therefore, it is important that any PTF bid explores such linkages to full effect.

### 6.3 PTF Bid Elements

6.3.1 To assist in developing priorities for future PTF bids the Council hosted a workshop in May with key stakeholders in the field of public transport in Dundee, with representatives from: Travel Dundee; Strathtay Buses; Fife Scottish Buses, representatives, Friends of the Earth and, of course, various officers from Dundee City Council.

6.3.2 The aim of the workshop was to examine public transport problems in the Dundee area, discuss the objectives and targets within the LTS, examine current developments and initiatives being undertaken by stakeholders and possible solutions to identified problems and objectives. This assisted in defining a potential PTF bid for the current year and also for future years, including any opportunities for joint bids with other authorities and bids to the new preparatory fund to help develop more major strategic projects.

6.3.3 Local and Strategic/Regional issues relating to accessibility, integration, information and traffic management have been identified and utilising the outcomes of the May workshop a PTF bidding strategy has been developed.

6.3.4 Three elements to further the quality and availability of public transport have emerged from this process, two of which can be considered local and one considered regional:

1 Interchange and Information Improvements

The current poor standard of passenger waiting facilities at key interchanges and destinations, such as the City Centre, the Rail Station and Ninewells Hospital, have been identified as a significant barrier to public transport user in Dundee as has the lack of good, accurate and widely available public transport information. It is proposed to significantly upgrade the standard of interchange facilities and provide a 'step change' in information provision.

2 Bus Priority Measures

Although bus priority has been a prime factor in the previous North East and North West Corridor PTF schemes, there are still locations that would significantly benefit from bus priority measures. In particular, as Dundee has expanded over the years the Kingsway, originally built as a route around Dundee, has been subsumed resulting in a large percentage of Dundee residents living north of the Kingsway. As such, it acts as a barrier to public transport and it is proposed to develop a scheme to provide bus priorities on roads approaching the Kingsway, thereby reducing journey times and improving reliability. Also, a further failing in the bus network, identified by the bus operators is the lack of a link between the Medi Park and Technology Park and a scheme will be developed for this together with other isolated junctions which cause delay to buses.

3 Regional Partnership Strategy

There is a real need to examine strategic issues as part of a regional transport strategy. This will include the development of rail services to provide services for Dundee's travel to work area, scope for a new station in the west of Dundee (possibly close to the airport) and the identification of potential interchange sites (including Park and Ride where appropriate).

6.4 PTF Bid Strategy

6.4.1 There is a limited timescale to prepare bids to the PTF in the current year. It is therefore considered that this year's bid should be based on elements that can easily be worked up and those that have widespread stakeholder and public support. Of the three elements identified above the first – Interchange and Information Improvements – falls into this category. The second element – Bus Priority Measures – requires close working with the Scottish Executive as the Kingsway is a trunk road and as such would be better suited to a bid next year to allow time for proper investigation and design.

6.4.2 The third element – Regional Partnership Strategy – has a clear strategic dimension, such as rail strategy, wider interchange possibilities and any potential for park and ride, and lends itself well to a wider bid from Dundee and neighbouring authorities in future years, possibly 2003. In addition, it is ideally suited for a bid to the new preparation pool within the PTF to cover the study costs.

6.4.3 The Bid Strategy is therefore as follows:

PTF Bids

2001 – Interchange and Information Improvements

2002 – Bus Priority Measures

2003 – Regional Partnership Strategy

Preparation Pool Bid

2001 – Regional Partnership Strategy (Study)

6.5 The 2001 PTF Bid Details

City Centre Interchange

6.5.1 The current public transport interchange facilities in the City Centre are poor. Inter-urban services are well catered for by the re-developed bus station that now provides a good quality facility for passengers with good waiting facilities, toilets and refreshments, and basic ticketing and information services. For those bus passengers waiting for or changing a bus in the city centre the facilities at Whitehall Street/ Union Street, Littlewoods and St Andrews Street are far from ideal. Whilst there is basic shelter provision clearly there is not the facilities or image of a major interchange for the city.

6.5.2 Traffic management measures, in conjunction with the North East Corridor improvements, are being taken forward in the City Centre that will result in bus services being concentrated in the Whitehall Street area. This should be used as an opportunity to develop high quality on-street facilities at this location. Similarly, St Andrews Street has and will continue to have high concentrations of bus services and should be developed as an interchange close to the Bus Station, which caters for rural and inter-urban bus services.

6.5.3 At these locations the concept emerging is for high quality waiting facilities provided under linked canopies that will be purpose designed to fit in with the historical streetscape whilst providing a new, high quality image for bus services. The waiting areas may be heated and lit, being of a standard more associated with small to medium sized rail stations. Information screens and ideally, a staffed ticket/information office will be provided at least one of these locations. The design will also incorporate the latest thinking in terms of assisting people with visual and mobility impairments including raised boarding kerbs and tactile and colour contrasting surfaces.

6.5.4 It will be important for the bid to street the partnership with operators and it could be that revenue costs for staffing such a facility could be one of their contributions, combined with their continued investment in high quality low-floor buses.

- 6.5.5 The need to develop smaller 'super bus stops' at other locations in the City Centre with high bus usage will also be examined.

#### Ninewells Hospital Bus Facilities

- 6.5.6 To compliment the improvements in the City Centre, Ninewells Hospital has been identified as the other key destination that requires a significant upgrade in facilities and image for bus services if bus is to be seen as a realistic alternative to the car for visiting, out-patient treatment and for the large numbers of people working on the site.
- 6.5.7 A new bus facility will be designed for the hospital incorporating many of the features described above for the City Centre hub, subject to agreement by the Health Board. It will be important to seek the active involvement of the health board in developing the bid and to identify a resource input from them.
- 6.5.8 There is also a possibility that sites for other higher quality "super stops" will also be identified within the expanding employment area close to the hospital.

#### Public Transport Information

- 6.5.9 The third element of this year's bid, is a major information initiative designed to make a 'step change' in information available to users and potential users. Providing information through a range of mediums into homes, on-street, at key destinations and on the internet. Component of this will include:
- A major map design exercise to produce a hierarchy of maps ranging from a London Underground style network map, through corridor maps, down to local area maps (eg residential schemes and employment areas) and individual interchange layouts (eg rail station, Whitehall Street and St Andrews Street)
  - The ability to call up such maps on screen at interactive 'flash mapping' displays at major interchanges eg rail station, city centre, existing bus station and Ninewells and over the internet, at libraries, council information offices, bus operator offices and from home/work
  - New on street timetables and location plans at bus stops throughout Dundee including new display cases etc when required
  - Information screens at key interchanges showing times of bus services, linked to the real time information system and to the timetable database
  - Further development of real time information where appropriate.

#### Financial Implications

- 6.5.10 The implementation of the above measures is estimated at over £2 million and a bid to the Public Transport Fund pool not expected to exceed £2,350,000 is to be submitted for year 2001, with a two year duration for the programme of works.

#### Preparation Pool

6.5.11 As indicated in paragraph 6.4.2 a bid is to be made to the preparation pool for study costs for the Regional Partnership Strategy. A bid not expected to exceed £150,000 will be made in partnership with neighbouring Councils for year 2001.

## **7 CONSULTATIONS**

7.1 The Chief Executive, Director of Finance, Director of Support Services, Director of Corporate Planning, Director of Personnel and Management Services, Director of Education, Director of Economic Development, Director of Environmental and Consumer Protection, Director of Neighbourhood Resources and Development, Director of Public Relations, Legal Manager and the Chief Constable have been consulted and are in agreement with the contents of this report.

## **8 BACKGROUND PAPERS**

8.1 Dundee City Council Local Transport Strategy (October 2000)  
Circular No 3/2001 Capital Allocations: Public Transport Fund Projects Commencing in 2002-2003

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Mike Galloway  
Director of Planning and Transportation

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Iain Sherriff  
Roads and Transportation Manager

5 June 2001

**IFS/EN**

Dundee City Council  
Tayside House  
Dundee