

ABERDEEN CITY COUNCIL

COMMITTEE	Finance and Resources
DATE	02 November 2022
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Footdee Bus Services
REPORT NUMBER	COM/22/254
DIRECTOR	Gale Beattie
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Chris Cormack
TERMS OF REFERENCE	1.1

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to advise members on the outcome of the meeting between First Aberdeen, the Convener and Vice Convener of the Finance and Resources Committee and the local members for the George Street / Harbour Ward regarding local bus services for Footdee.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Note the discussion at the meeting between the Council and First Aberdeen and the proposed local bus service provision for Footdee, as outlined in this report.

3. CURRENT SITUATION

- 3.1 On 4th July 2022, First Aberdeen made changes to their bus network, which included the service 15 operating at the Beach being replaced by the service 13. As a result of this change, bus services no longer operate via the Beach Esplanade and Footdee, which has left Footdee residents with a walk of up to 1km to the nearest bus stop on Links Road.
- 3.2 At the City Growth and Resources committee on 21st September 2022, the Committee resolved: “.....(ii) to instruct the Director of Commissioning to invite First Bus to meetings including the Convener and Vice Convener of the City Growth and Resources Committee (soon to be renamed the Finance and Resources Committee) and the Councillors for the George Street / Harbour Ward to discuss the impact the changes to the bus services have had on residents of Footdee, and to explore options to include Footdee in the public transport network; and (iii) to instruct the Director of Commissioning to report back to the next meeting of the Finance and Resources Committee (2 November 2022) on the outcome of the meetings agreed in point (ii) and any potential further steps.”

- 3.3 A meeting was held on 20th October 2022. At the meeting Local Members for the George Street / Harbour Ward provided feedback to First Aberdeen, on the negative impact the removal of bus service has had on the residents of Footdee.
- 3.4 First Aberdeen advised that following a couple of meetings with the residents of Footdee, a survey was undertaken to better understand the travelling pattern of residents.
- 3.5 Following the feedback from the community, First Aberdeen have confirmed that they will introduce up to 4 journeys per day on the service 13, in both directions between Footdee and the City Centre. This will be on an initial 6-month trial basis, with services commencing on Sunday 6th November 2022. The following journeys will operate:

Monday to Friday				
Footdee Departure	City Centre Arrival		City Centre Departure	Footdee Arrival
08:04	08:13		11:34	11:41
10:02	10:11		13:38	13:45
12:07	12:16		15:35	15:43
14:02	14:11		17:35	17:44
Saturday				
Footdee Departure	City Centre Arrival		City Centre Departure	Footdee Arrival
10:05	10:16		11:52	12:02
12:07	12:18		13:53	14:03
14:07	14:18		15:33	15:43
			17:12	17:22
Sunday				
Footdee Departure	City Centre Arrival		City Centre Departure	Footdee Arrival
10:31	10:40		12:08	12:19
12:32	12:42		14:38	14:49
14:32	14:42		17:06	17:17

4. FINANCIAL IMPLICATIONS

- 4.1 There are no direct financial implications arising from the recommendations of this report.

5. LEGAL IMPLICATIONS

- 5.1 There are no direct legal implications arising from the recommendations of this report.

6. ENVIRONMENTAL IMPLICATIONS

6.1 There are no direct environmental implications arising from the recommendations of this report. At the same time, in Aberdeen there is an exceptionally high level of car ownership and usage and reducing reliance on private transport is the best way to improve air quality. A high-quality public transport network is critical to this and, for this to be successful, an accessible public transport system is required.

7. RISK

7.1 The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	No significant risks identified	Officers will continue to engage with First Aberdeen and Footdee residents, to ensure the community is suitably served by public transport and will report back to the appropriate Committee should the situation change following the 6-month trial by First Aberdeen.	L	Yes
Compliance	No significant risks identified	N/A	L	Yes
Operational	No significant risks identified	N/A	L	Yes
Financial	No significant risks identified	N/A	L	Yes
Reputational	No significant risks identified	N/A	L	Yes
Environment / Climate	No significant risks identified	N/A	L	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2022-2023</u>	
Impact of Report	
<p>Aberdeen City Council Policy Statement</p> <p><u>Working in Partnership for Aberdeen</u></p>	<p>The proposals within this report support the delivery of the following aspects of the policy statement:-</p> <p><i>Working with the Scottish Government and NESTRANS to improve the city's bus network, including considering options for an Aberdeen Rapid Transit network, with the support of the Scottish Bus Fund, and consider options for council-run services in the city.</i></p> <p><i>Improving the provision of bus services across the city, through investment in new supported services, to enable bus services to be provided to areas and at times which are not economically viable.</i></p> <p>Engagement with the community and First Aberdeen has ensured the area is served by the commercial bus network and Officers will continue to monitor the position during the ongoing trial.</p>
<u>Aberdeen City Local Outcome Improvement Plan 2016-26</u>	
<p>Prosperous Economy Stretch Outcomes</p> <p>1. <i>No one will suffer due to poverty by 2026.</i></p> <p>2. <i>400 unemployed Aberdeen City residents supported into Fair Work by 2026.</i></p> <p>3. <i>500 Aberdeen City residents upskilled/ reskilled to enable them to move into, within and between economic opportunities as they arise by 2026</i></p>	<p>The proposals within this report support the delivery of LOIP Stretch Outcomes 1 to 3 as a good transport network means anyone regardless of their social status/economic means can choose a sustainable mode of travel for commuting.</p>
<p>Prosperous Place Stretch Outcomes</p> <p>13. <i>Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by</i></p>	<p>The proposals within this report support the delivery of Place Stretch Outcomes 13 and 14 in the LOIP.</p> <p>A robust and reliable public transport network will encourage public transport uptake and patronage and subsequently contribute towards reducing transport carbon emissions given the move towards</p>

<p><i>2026 and adapting to the impacts of our changing climate.</i></p> <p>14. <i>Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026.</i></p>	<p>alternative forms of fuel by bus operators in the region.</p>
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<p>Regional and City Strategies</p>	<p>The proposals within this report support Regional and Local Transport Strategies, which all aim to deliver a sustainable transport system as well as enhance the connectivity of the existing transport network.</p>

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Full impact assessment not required
Data Protection Impact Assessment	Not required
Other	N/A

10. BACKGROUND PAPERS

10.1 N/A

11. APPENDICES

11.1 N/A

12. REPORT AUTHOR CONTACT DETAILS

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