

## **Appendix 1 - Council Duty | Sections 63 – 64 of the Transport Act 1985**

### **1.0 Criteria**

1.1 The Council will seek to provide a minimum level of service taking into account the financial resources at its disposal and value for money as indicated by cost/demand relationships. In determining priorities for subsidised service provision, the Council will have regard to the following:

1.1.1 Maintenance of the existing route network

1.1.2 Minimum levels of service defined by:-

<b>Population</b>	<b>Minimum Service Level</b>
<100	1-3 days/week
100 – 400	Daily
400 – 750	2-3 buses/day
750 – 2500	2 hourly
2500 - 4000	hourly
4000 +	hourly

1.1.3 Application of maximum walking distance standards of:-

- 400 metres in urban areas (population over 4000)
- 1000 metres in rural areas.

1.1.4 Access to alternative facilities.

1.1.5 In assessing cost/demand relationships, subsidies will be allocated on the basis of needs met in order of priority as follows:

- Priority Trip Purpose
  1. Work, higher education and vocational training
  2. Shopping
  3. Health
  4. Leisure and social
  5. Non-statutory education
  6. Seasonal/tourism

1.2 The Council will exercise its powers under sections 63 - 64 of the Transport Act 1985, to secure the provision of passenger transport services to meet needs which are not otherwise met.

1.3 The Council shall monitor the provision of passenger transport services in its area and shall seek to ensure the provision of minimum levels of service in accordance with the standards outlined above.

## **2.0 Assessment**

### **2.1 Kingswells**

2.1.1 The output from the Kingswells assessment is as follows:

- The population is approximately 5,500 and as such there should be at least an hourly service in place. The current interim service meets this need at peak times Monday to Friday, but during the off-peak and weekends this is not met. Given this is a large community within the city, a half hourly service would be recommended daytime.
- Walking distance to bus services, at times, is considerably in excess of the target 400m.
- Access to facilities is generally maintained with the interim services but without these there would be no access to key facilities such as, GP/medical, pharmacy, shopping, community facilities and dental and priority trips are generally catered for with the interim services but at the weekends these are not as there are no services for access to education/work, shopping, health and leisure/social.

### **2.2 Airyhall/Craigiebuckler**

2.2.1 The output from the Airyhall/Craigiebuckler assessment for evenings is as follows:

- The population is in excess of 5,000 and as such at least an hourly daytime service should be in place, the current supported evening service is hourly.
- The target maximum walking distance to bus services, with the supported service is met, however without the council supported service it would be in excess of the target 400m.
- Access to facilities and priority trips are generally maintained with the current supported services but without these there would be no access to key facilities access for evening education/work, shopping, health and leisure/social.

### **2.3 Dubford/Denmore**

2.3.1 The output from the Dubford/Denmore assessment for Sundays is as follows:

- The population is approximately 3,500 and as such at least an hourly daytime service should be in place, although given it is a Sunday infrequent services would be deemed reasonable.
- The walking distance to bus services is considerably in excess of the target 400m.
- There is no access to key facilities on a Sunday such as, medical, shopping and community facilities and priority trips are generally not catered for with restricted access for Sunday work, shopping, health and leisure/social.

## 2.4 Footdee/Sea Beach

2.4.1 The output from the Footdee/Beach assessment for evenings is as follows:

- The population is under 1000 and the area is largely entertainment, leisure and retail and as such we would expect a bus up to every 2 hours during the day.
- The walking distance to bus services for housing at the beach is up to 500m; for the beach retail and leisure offering it is up to a 1km walk and for Footdee it is up to a 1.65km walk, all of which are in excess of the target 400m, although the housing at the beach would be within a tolerable distance given the majority of properties would be within the 400m and the consideration is focussed on residential access primarily as opposed to access for the retail and leisure facilities when considering supported services.
- There is no access to key facilities in the evening for Footdee residents such as, medical, shopping and community facilities and priority trips are generally not catered for Footdee residents with restricted access in evenings for work, shopping, health and leisure/social.

## 2.5 Lower Deeside

2.5.1 The output from the Lower Deeside (residential streets) assessment is as follows:

- The population is approximately 15,500 and as such we would expect a bus at least every hour, but the area would require a higher frequency. There are currently services in excess of every 15 minutes on the main corridor.
- Walking distance to bus services can be up to a 1km walk for some residents, but the majority of properties are within the 400m walk and no more than 600m walk, which would be tolerable.
- Access to facilities is generally maintained and priority trips catered for with the current services but those with mobility problems will have difficulty in accessing services.

## 2.6 Leggart

2.6.1 The output from the Leggart assessment is as follows:

- The population is under 1000 and as such would expect a bus service up to 3 times a day would be expected and there are currently services at least every 30 minutes on the main corridor and 3 buses per day on Leggart Terrace.
- The walking distance to bus services can be up to a 600m walk for some residents, but the majority of properties are within the 400m walk and no more than 600m walk, which would be tolerable.
- Access to facilities is generally maintained and priority trips catered for with the current services but those with mobility problems will have difficulty in accessing services.

## 2.7 Airport / Dyce Station

2.7.1 The output from the Airport / Dyce Station link assessment is as follows:

- Population is not considered as the population of Dyce have access to a number of bus services. The link between the station and airport/industrial estates while potentially used by hundreds of people other services do exist.
- The walking distance to bus services for the key locations are under the required 400m.
- Access to facilities is generally maintained and priority trips catered for with alternative services but there is an increase in journey time compared with previously when the Airlink service operated.