

Projects -

4b Dyce Shuttle Bus Update

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- Purpose of Report

The purpose of this report is to update members on progress regarding the service 80 Dyce shuttle bus operating between Dyce railway station, Aberdeen Airport, heliport and Kirkhill industrial estate.

- Background

Members will recall that operation of the service 80 shuttle bus was awarded after a tender process and has been operated by Central Coaches since April 2011. In moving from a two-bus operation to a single vehicle, there have inevitably been some teething problems and congestion in the evening peak has caused some difficulties in ensuring connection to some trains.

A review of service timings was therefore carried out and a revised timetable has been prepared to ensure effective connections. This revised timetable has additional time built in to ensure that even in heavy traffic, the shuttle bus will arrive at the station in time to meet connecting services. Indications from passengers are that it is more important to have a guaranteed connection than reduced waiting time at the station. The revised timetable will be introduced with effect from Monday 13 June and will be supported by publicity and promotion.

Initial indications of passenger numbers are that the move to a single bus operation has not impacted too dramatically on patronage. In the first three weeks of Central Coaches' operation, the service carried an average of 193 passengers per day – fairly similar to the daily average previously carried on two buses. Overcrowding has not been identified as a major problem: although buses do get busy at peak times, the new vehicle has room for standing passengers, which has generally been sufficient to meet demand.

As indicated in the report to the last Board meeting, First Aberdeen have decided to implement a Saturday-only service operating 16 journeys between the station and airport from 11 June 2011. Aberdeen City Council are considering whether it is possible to include it on promotional material prepared for the service 80, but there is limited space on the leaflet and since the First service will operate on a different route, will have a different fare structure and use different vehicles, it may not be possible to do so. Bus stops and other general information will contain full details of both services.

- Recommendation

It is recommended that the Board note this report.

RD/31 May 2011