

CHAPELTON PUBLIC TRANSPORT STRATEGY

REVISION JULY 2016

- 1.1 The delivery of a successful Public Transport Strategy (PTS) is an important factor in cementing Chapelton as a sustainable and well-connected new town in Aberdeenshire.
 - 1.2 Elsick Development Company (EDC) remains fully committed to ensuring Chapelton is sustainable and accessible and that its residents are well served by public transport. In support of this commitment, the viability of the initial public transport provision is key to establishing a long-term, successful public transport service.
 - 1.3 The Chapelton PTS was approved by Aberdeenshire Council in May 2014 and set out a transport provision proposing a shuttle bus service connecting the initial phase of Chapelton to bus links serving the Newtonhill Park & Choose. The shuttle bus service being intended as an interim solution prior to the provision of through bus services to Aberdeen, either by the extension of existing Portlethen services or by direct services from Cairnhill to Aberdeen. This service was calibrated on the basis of a rapid buildout rate and on the basis that the settlement would be self-sustaining within three years.
 - 1.4 Following the approval received in 2014 and in response to demand and occupations on site, a review of the PTS has been undertaken. The purpose of this review is to ensure that the PTS is proportionate in terms of likely patronage and balances demand with the need to encourage early usage, whilst providing direct links to public transport services serving the Park and Choose.
- Public Transport Triggers**
- 1.5 The provision of public transport at Chapelton is based on a revised forecast delivery rate of development and seeks to align the method of public transport provision with the number of occupations on site. By utilising forecast delivery figures, the strategy sets out an indicative six-year commitment. If development and occupations increase, the PTS will accelerate in line with demand.
 - 1.6 The occupation figures in the table below set out the maximum thresholds for each phase of public transport provision. The means of provision will commence prior to or at the point the occupation figure is reached. The next level of provision will then be triggered when the next occupation figure is reached.

Maximum Occupations	Est. Population (2.2 per dwelling)	Year	Public Transport Service
0	0	2014	No Service
62	136	2015	Dial-a-ride
120	264	2016	Dial-a-ride
200	440	2017	Standing Taxi Bus (Peak Service)
300	660	2018	Standing Taxi Bus (Peak Service)
420	924	2019	Bus Service (Peak Service)
570	1254	2020	Inter-peak & peak Bus Service

Table 1: Chapelton PTS – Delivery triggers

Means of Public Transport Provision

- 1.7 Table 1 sets out the trigger points for the PTS provision based on maximum occupancy figures.
- 1.8 The level of provision is explained below, all of which provide direct links from the early stages of development at Chapelton to buses serving the Park and Choose prior to through services to Aberdeen serving the new community:

- **Dial-a-Ride:** is a dedicated taxi service provided weekdays between 09:00-17:00. The service will operate between Hume Square and the Park & Choose, however Blue Card Holders can be picked up from their homes. Residents must book the service a minimum of 12 hours ahead of the desired travel time, within the hours of operation.

- **Standing Taxi Service:** is a dedicated standing taxi service provided weekdays between 06:00-09:00 and 16:00-19:00. The service will operate between Hume Square and the Park & Choose and will also be bookable up to one hour in advance of the desired travel time, within the hours of operation.

- **Shuttle Bus Service (peak service):** the schedule for this service has been developed to provide connections to/from bus services 7, 7A, X7 and X6 services as well as to one AM peak northbound rail service from Portlethen. This service will be available weekdays from 06:00-09:00 and 16:00-19:00.

The AM shuttle would provide seven roundtrips to the Park & Choose, including two to bus X6, which takes 40 mins direct into Aberdeen Union Square, and five to bus 7/7A which stops more frequently into Aberdeen, taking approx. 1 hour. The bus would continue onto Portlethen station once a morning for the 07:59 train, which takes 15mins into Aberdeen. The PM shuttle would also provide eight return trips to/ from the Park & Choose.

The shuttle service between Hume Square and the Park & Choose is expected to take two minutes, and the onward journey to the Portlethen Train Station a further six minutes.

Based on current bus schedules, the first AM peak service would leave Hume Square at 06:24, arriving at the Park and Choose at 06:26 in time for the 06:30 bus 7 service into Aberdeen. The last AM peak service would leave Hume Square at 08:44. The first PM service would leave the Park and Choose at 17:05 and the last at 18:46.

- **Inter-peak & peak Bus Service:** the schedule for this service has been developed to provide connections to/from bus services 7, 7A, X6 and X7 services where achievable. This service will be available from 06:00-19:00 Mondays-Fridays and 08.00 – 18.00 on Saturdays. The first and last services correspond to the first and last peak services as above. The first Saturday service would leave Hume Square at 08:23 and the last would depart from the Park & Choose at 17:46.

In addition to the fifteen AM and PM peak roundtrip services highlighted above, the interpeak services will provide two return trips over seven hours, equating to twenty nine round trip services on the week days.

Cost

- 1.9 The Dial-a-Ride and standing taxi provision will be courtesy service, with no charge to passengers. As EDC is only obligated to support a service for three years, passenger fares will be reviewed after this, nearer the time of bus provision implementation.

Summary

- 1.10 The Chapelton Public Transport Strategy has been designed to align with delivery forecasts, providing a public transport service which is proportionate in terms of occupations, whilst also ensuring early stages of Chapelton are connected to services serving the Park & Choose.
- 1.11 Based on delivery forecasts, the PTS sets out a six-year strategy, which will accelerate in line with occupations on site.