

## **EIR – 413823 – Information Released – Annex A**

**Extract from briefing from Bettina Sizeland, Transport Scotland: Bus, Accessibility and Active Travel, 19 December 2023 to the Minister for Transport regarding the Scottish Budget 2024-25 – Bus allocation stakeholder communications.**

### *Bus Priority funding*

*Bus Partnership Funding (BPF) spend will proceed as planned for 2023-24 to complete bus infrastructure ‘quick wins’ for the benefit of passengers and operators, and conclude appraisal work underway that could inform future investment. As there is no allocation for bus priority within the 2024-25 budget, work on BPF will be paused. This will be sensitive and will need careful comms handling.*

### **Extracts from briefing from Transport Scotland official, 28 July 2023 to the Minister for Transport regarding Bus Priority and Bus Partnership Fund**

*The future capital programme is expected to have pressures across the Portfolio and Scottish Government which could be a risk to the future funding of BPF, especially as it is likely that demand for funding is likely to exceed existing assumptions in the Capital Review.*

*Partnerships are aware that the Fund is likely to be oversubscribed. A stakeholder engagement and communications strategy will be required if funding beyond current on-going business case work is not forthcoming.*

*Options that could be explored to accelerate programme delivery will require to be balanced against likely future funding in order to manage the expectations of Partnerships and stakeholders. Next steps in relation to prioritisation and programme will be provided on completion of the current evaluation of submitted studies.*

### **Extract from briefing from Transport Scotland official, 1 September 2023 to the Minister for Transport regarding Bus Partnership Fund progress**

*While the severely constrained capital funding position across Transport and the wider portfolio is still subject to decisions by Ministers, it is expected that BPF and other funds are likely to be severely cut-back with very limited funding available and certainly nothing in the region of that allocated under the previous CSR publication. On this basis, we would recommend pursuing options that have minimal cost to Scottish Government attached. TS Finance provided additional context at the various budget discussions held on Wednesday 30 August.*

## **Cabinet Secretary for Transport, Infrastructure and Connectivity**

### **BUS PARTNERSHIP FUND LAUNCH PROPOSAL**

#### **Purpose**

1. To seek your approval to launch the Bus Partnership Fund as part of the green economic recovery, and of an extension to the scope of the Fund.

#### **Priority**

2. **Routine.** A response by Thursday 08 October would be appreciated.

#### **Background**

3. PfG 2019 announced unprecedented, long-term investment of over £500 million on bus priority infrastructure to tackle the negative impacts of congestion on bus services. This commitment was reaffirmed in PfG 2020 and in the Draft Infrastructure Investment Plan published on 24 September. Local authorities (in partnership with bus operators) would be able to access funding for bus priority infrastructure on local roads through the Bus Partnership Fund (BPF, “the Fund”). We were planning to launch the Fund in May this year.

4. In March, the BPF was paused, not least because local authorities and bus operators did not have the capacity to engage with putting together expressions of interest during the COVID-19 outbreak.

5. The Bus Priority Rapid Deployment Fund (BPRDF), which you announced on 16 July 2020, was funded from the 2020/21 budget allocation for BPF and Managed Motorways.

6. The BPRDF is currently supporting local authorities – working closely with bus operators - to respond to congestion with interventions such as temporary bus lanes or gates. The Fund is for short-term measures but has presented an opportunity for local authorities to trial interventions as they develop plans for the BPF and to gather evidence on impacts through monitoring and evaluation activities.

7. To date, grant offers have been made to the Highland Council, the Glasgow Region and South East Scotland Transport Transition Planning Groups (representing 16 local authorities across the two region groupings) and Dundee City Council. Around £4.5 million has been awarded so far, with several bids still being developed.

8. A substantial amount of the bids received (around £11 million) related to measures which were out of scope of the BPRDF but would be fundable through the BPF. These were largely permanent traffic management improvements, to give buses priority along key corridors.

9. Through the BPRDF and the transport transition planning process, we identified a gap in funding for park and ride/choose, which a number of local

authorities have identified as key to reducing car use within cities as well as congestion on key corridors and supporting an integrated transport offer.

### **Current Opportunity and Proposal**

10. The COVID-19 crisis has presented a huge challenge to bus services and bus passengers. The sector is struggling from reduced revenue and the threat of increased operating costs from a return to pre-Covid traffic levels and potential of exacerbated congestion as more people opt to travel by car where they have the choice, due to concerns about using public transport during the pandemic. If anything, bus priority is more important now than before the pandemic, given the reported reluctance of the public to use public transport and the pre-existing facts that those who use the bus tend to come from lower-income groups and have fewer alternative options. Bus priority can be seen as a key part of a just, green economic recovery.

11. Through our engagement on the BPRDF, we established that there is an appetite to restart the process to develop longer-term infrastructure. Applications to the BPRDF included significant projects which were out of scope of that fund but would be eligible for BPF and some local authorities appear to be ready to take these opportunities forward.

12. Evolving demand data, along with the monitoring and evaluation of the BPRDF projects, will inform a strategic approach to longer-term bus priority infrastructure, taking account of changes in travel behaviour and trends. The work also complements that of the second Strategic Transport Projects Review (STPR2) which is being taken forward in the context of the NTS2 priorities and outcomes and related sustainable travel and investment hierarchies. Moving forwards the BPF will draw upon relevant evidence from the STPR2 process.

13. The proposal is to launch the BPF in November 2020, allowing local authorities five months to develop proposals, as well as their Bus Service Improvement Partnerships. Applications for the first phase of funding will close in April 2021 and we expect this phase to fund both feasibility studies and quick wins, where sufficient analysis has already been carried out and we are confident that they fit with the longer-term vision.

14. In recognition that there is the possibility of further COVID-related restrictions, we would also propose to retain the option of a second tranche of phase one funding, to close in October 2021. This would only be required if there are partnerships which experience resource pressures and are unable to meet the April deadline.

15. We also propose to include park and ride/choose within the scope of the Fund, but only where there are associated bus priority measures. This broadening of scope will maximise the impact of the Fund and also increase the chances of delivering to the full budget.

### **Stakeholder Engagement and BPF Governance**

16. We have had regular dialogue through the Transport Transition Planning Groups for the Glasgow Region and South East Scotland. While focused on BPRDF related measures, discussions have also identified longer-term bus priority

opportunities and are also important for establishing demand in the post-COVID context. They are supportive of the proposed timelines.

17. We have spoken with the Association of Transport Coordinating Officers (ATCO), the North East Bus Alliance and the Forth Valley Bus Alliance; all of whom are also supportive of the proposed timelines.

18. We have gained agreement from the Settlement and Distribution Group and COSLA Leaders' Group to the principles around the fund distribution.

19. The BPF Steering Group met on 23<sup>rd</sup> September, involving senior stakeholders from CPT and COSLA, as well as Transport Scotland Directors. The Group agreed in principle to this proposed timeline and scope extension.

### **Budgetary Proposal**

20. As part of the Programme for Government 2019 commitment, and reflecting the outcome of the Capital Spending Review, a CDEL budget provision of £35 million has been allocated for the BPF and Managed Motorways programmes in the financial year 2021/22.

### **Communications**

21. Following your decision, we will finalise the processes and communications materials for the BPF. We are already working on videos and web content with the particular goal of capturing LA's attention at Chief Executive and Councillor level.

22. We propose that you signal the launch of the BPF in your speech at the Scottish Transport Awards Summit on 28<sup>th</sup> October, with further announcements to be made on the proposed launch date of 9<sup>th</sup> November.

### **Recommendation**

23. That you authorise the launch of the Bus Partnership Fund on 9th November 2020.

24. That you permit the inclusion of park and ride/choose facilities, where they are clearly linked to bus priority measures.

<b>Copy List</b>
Roy Brannen, Chief Executive, Transport Scotland Transport Scotland Directors DG Economy Hub Transport Scotland Media Economy Comms [redacted - Regulation 11(2)]

[redacted - Regulation 11(2)] @transport.gov.scot>

**Sent:** Monday, January 15, 2024 10:47 AM

**To:** Minister for Transport <MinisterFT@gov.scot>

**Cc:** Cabinet Secretary for Transport, Net Zero & Just Transition <CabSecTNZJT@gov.scot>; Transport Scotland Ministerial Submissions List <DLEEPSMSL@gov.scot>; Chief Executive Transport Scotland <ceo@transport.gov.scot>; Kerry Twyman <Kerry.Twyman@transport.gov.scot>; Bettina Sizeland <Bettina.Sizeland@transport.gov.scot>; [redacted - Regulation 11(2)]

**Subject:** Urgent - BPF - Ministerial Submission - Comms handling for the pausing of the Bus Partnership Fund - January 2023

Good Morning,

Copy – Cabinet Secretary and officials as above

Please find attached a submission, marked **urgent**, on the pausing of the Bus Partnership Fund (BPF). I invite the Minister to note contentment of the handling set out in this briefing regarding the pausing of the BPF.

I'd be grateful if you could respond by Wednesday 17 January on the attached.

Thanks and regards,

[redacted - Regulation 11(2)] Bus Partnership Fund Project Manager

Bus, Accessibility & Active Travel Directorate



**Extract from briefing attached to the above e-mail from Transport Scotland official dated 11 January 2024 to the Minister for Transport regarding Comms handling following the pausing of the Bus Partnership Fund.**

*Due to significant financial constraints across the Scottish Government, resources have been allocated in accordance with the priorities of the government, and there is currently no direct funding available for the Bus Partnership Fund in 2024-25.*

**Extract from Minister for Transport response dated 15 January 2024 to briefing e-mail from Transport Scotland official dated 11 January 2024 to the Minister for Transport regarding Comms handling following the pausing of the Bus Partnership Fund.**

**From**[redacted - Regulation 11(2)]@gov.scot> **On Behalf Of** Minister for Transport

**Sent:** Monday, January 15, 2024 1:22 PM

**To:** [redacted - Regulation 11(2)]@transport.gov.scot>; Minister for Transport <MinisterFT@gov.scot>

**Cc:** Cabinet Secretary for Transport, Net Zero & Just Transition <CabSecTNZJT@gov.scot>; Transport Scotland Ministerial Submissions List <DLEEPSMSL@gov.scot>; Chief Executive Transport Scotland <ceo@transport.gov.scot>; Kerry Twyman <Kerry.Twyman@transport.gov.scot>; Bettina Sizeland <Bettina.Sizeland@transport.gov.scot>; [redacted - Regulation 11(2)]

**Subject:** RE: Urgent - BPF - Ministerial Submission - Comms handling for the pausing of the Bus Partnership Fund - January 2023

**This email is for the official record and confirms a Ministerial Decision. This email must be placed in the official record (eRDM) by your team [in line with SG records management policy](#).**

Hi [redacted - Regulation 11(2)],

Thanks for this. Ms Hyslop has noted and is content with the recommendation.

Thanks,

[redacted - Regulation 11(2)] | Private Secretary to the Minister for Transport  
The Scottish Government | St Andrew's House, Edinburgh, EH1 3DG

[redacted - Regulation 11(2)]

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**Extract from Cabinet Secretary for Transport And Minister for Agriculture and Connectivity Briefing for Meeting with Confederation of Passenger Transport Scotland (CPT) – 28 February 2024**

**Key Points to Raise**

***Pausing of the BPF in 2024/25***

*The early BPF projects demonstrate the value of bus priority infrastructure locally when delivered in partnership with the operators as was witnessed in my recent visit to Aberdeen to see the city centre bus priority interventions and to hear about the early success of the project.*

*However as you may be aware, restricted capital funding from the UK government has resulted in difficult prioritisation decisions needed to be made with prioritisation of critical maintenance and safety spend to ensure that our transport network remains safe, resilient, and accessible. Investment in public transport remains a priority for the Scottish Government.*

**From:** [redacted - Regulation 11(2)]

**Sent:** Friday, August 25, 2023 1:53 PM

**To:** Cabinet Secretary for Transport, Net Zero & Just Transition <CabSecTNZJT@gov.scot>

**Cc:** [redacted - Regulation 11(2)] Cabinet Secretary for Transport, Net Zero & Just Transition <CabSecTNZJT@gov.scot>; Communications Wellbeing Economy, Fair Work and Energy <CommunicationsWellbeingEconomyFairWorkandenergy@gov.scot>; [redacted - Regulation 11(2)] DG Net Zero <DGNetZero@gov.scot>; Leanne Dobson <Leanne.Dobson@gov.scot>; Minister for Transport <MinisterFT@gov.scot>; Press Transport Scotland <media@transport.gov.scot>; Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; Transport Scotland Media <DLECONPTSM@transport.gov.scot>; [redacted - Regulation 11(2)] **Subject:** RE: Priority bus infrastructure funding

[redacted - Regulation 11(2)]

Please find attached a submission further to your request below. If you need anything further please let me know.

Thanks.

Regards,

[redacted - Regulation 11(2)] Bus Partnership Fund Manager, Transport Scotland

**From:** [redacted - Regulation 11(2)] > **On Behalf Of** Cabinet Secretary for Transport, Net Zero & Just Transition

**Sent:** Friday, August 25, 2023 11:34 AM

**To:** [redacted - Regulation 11(2)] Bettina Sizeland <[Bettina.Sizeland@transport.gov.scot](mailto:Bettina.Sizeland@transport.gov.scot)>; [redacted - Regulation 11(2)]

**Cc:** Cabinet Secretary for Transport, Net Zero & Just Transition <[CabSecTNZJT@gov.scot](mailto:CabSecTNZJT@gov.scot)>; Chief Executive Transport Scotland <[ceo@transport.gov.scot](mailto:ceo@transport.gov.scot)>

**Subject:** Priority bus infrastructure funding

**Importance:** High

Good Morning,

The Cab Sec has asked for a note on the most up to date position on Priority bus infrastructure funding.

She is looking for this information immediately so I would be grateful if this could be prioritised please.

Thanks

[redacted - Regulation 11(2)]

[redacted - Regulation 11(2)] Private Secretary to Cabinet Secretary for Transport, Net Zero and Just Transition - Màiri McAllan MSP | The Scottish Government | Web: [www.gov.scot](http://www.gov.scot) | Mob: [redacted - Regulation 11(2)] | Email: [CabsecTNZJT@gov.scot](mailto:CabsecTNZJT@gov.scot)

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*Scottish Ministers, Special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See [www.lobbying.scot](http://www.lobbying.scot)*

From: [redacted - Regulation 11(2)], **Bus Partnership Fund Manager**  
**Bus Partnership Fund Team, BAAT**  
25 August 2023

## **Cabinet Secretary for Transport, Net Zero and Just Transition**

### **Bus Priority Infrastructure Funding Position**

#### **Priority and Purpose**

1. Routine – In response to a request from the Cabinet Secretary for the latest bus priority infrastructure funding position.

#### **Recommendation**

2. Recommends that the Cabinet Secretary notes the content of this briefing.

#### **Background on the Bus Partnership Fund**

3. To date £26.6m has been awarded through the Bus Partnership Fund to Bus Partnerships to develop and deliver bus priority measures. The Fund is for capital investment in bus priority to address congestion and improve bus journey times and reliability for passengers.
4. Partnerships comprise of local authorities, bus operators and regional transport partnerships. Annex A highlights the funding awarded to each Partnership to date and what this funding is to be used for.
5. In the areas where BPF funding has been awarded, proposals are being developed for bus priority in the form of bus lanes, bus gates and bus priority at



traffic lights on a number of radial corridors into and out of a large number of Scotland's towns and cities. Park and rides are being considered where these are accompanied by bus priority. Where no bus priority projects were ready to be constructed we provided funding for business case work to identify additional projects.

### **Bute House Agreement Implications**

6. The Bus Partnership Fund is funding business case work for Aberdeen Rapid Transit and bus priority on the A96 corridor to which the Bute House Agreement refers.

### **Verity House Agreement Implications**

7. The Verity House Agreement will impact on how the fund will be delivered in future financial years and we are looking to commence discussions with CoSLA on that shortly, noting the financial considerations below.

### **Financial Considerations**

8. To date we have advised Partnerships that further funding will be provided subject to the completion of business cases. However, given how constrained the capital funding position is across Transport and the wider portfolio, subject to decisions by Ministers, it is expected that the Bus Partnership Fund is likely to be severely cut-back with very limited funding available. Decisions on future Bus Partnership Fund funded projects will require to be taken in this context. TS Finance will be able to provide additional context at the various budget discussions scheduled for Wednesday 30 August.

### **Legal Considerations**

9. No specific legal issues to be aware of at this time.

### **Sensitivities**

10. The key sensitivity in relation to this submission is that outlined in the Financial Considerations section.

### **Quality Assurance**

11. This Submission has been approved by Bettina Sizeland and Kerry Twyman.

### **Conclusions and next Steps**

12. Recommend the Minister to note the content of this submission.

[redacted - Regulation 11(2)] Bus Partnership Fund Manager, BAAT, Transport Scotland  
By Teams

<b>Cabinet Secretaries and Ministers Copy List</b>	<b>For Action</b>	<b>For Information Portfolio interest</b>	<b>For Information Constituency interest</b>	<b>For Information General awareness</b>
Cabinet Secretary for Transport, Net Zero and Just Transition Minister for Transport		X X		X X

<b>Officials Copy List</b>
Communications Finance and Economy DG Net Zero Leanne Dobson CEO Transport Scotland Transport Scotland Directors Transport Scotland Media and Press Leanne Dobson Bettina Sizeland Kerry Twyman Fiona Brown [redacted - Regulation 11(2)]

## **Annex A – Bus Partnership Fund Awards to date**

Table 1: Bus Partnership Fund awards as at 28 August 2023

Partnership	Awarded up to (£) inclusive of approved change requests	Summary of award
Fife Bus Partnership (Central North East Fife)	1,064,040	Making temporary measures permanent put in during the pandemic through the Bus Priority Rapid Deployment Fund, now complete. Corridor studies to identify and develop bus priority measures from Cupar to Kirkcaldy; Glenrothes to Leven; and St Andrews to Kirkcaldy. Outline business case and project management funding to help the Partnership manage the studies. Strategic business case complete. We are currently working with the Partnerships to determine next steps and funding of those.
Fife Bus Partnership (West Fife)	735,926	Making temporary measures permanent put in during the pandemic through the Bus Priority Rapid Deployment Fund, now complete. Corridor studies to identify and develop bus priority measures from Cowdenbeath to Kincardine; and Dunfermline to Ferrytoll. Outline business case and project management funding to help the Partnership manage

		the studies. Strategic business case complete. We are currently working with the Partnerships to determine next steps and funding of those.
Tayside Bus Alliance	640,160	Study looking at 20 corridors to identify and develop bus priority measures in Fife, Perth and Dundee. Strategic Business Case now complete. We are currently working with the Partnerships to determine next steps and funding of those.
North East Bus Alliance	12,205,596	£200,000 to implement bus priority on key City Centre routes which opened on 22 August. Ministerial visit to be arranged. £10m for construction works on South College Street to facilitate bus priority in Aberdeen City Centre which opened in July with some minor snagging issues on one section to be addressed. Funding of work to take forward Aberdeen Rapid Transit (ART), including strategic and outline business cases. This is supported by a City Centre and four associated corridor studies to identify and develop bus priority measures needed to support ART. Outline business case and project management funding to help the Partnership manage the studies. A number of Strategic Business Cases are complete. We are currently working with the Partnerships to determine next steps.
Glasgow Bus Partnership	3,655,000	Bus priority at signals on Howard Street in Glasgow are complete to help buses get through signals more quickly. Implementation of junction improvements for buses in Paisley Town Centre being progressed with consultation planned in coming weeks. Corridor studies to identify and develop bus priority measures on Paisley Road West; Maryhill Road; Dumbarton Road; Pollockshaws Road and Great Western Road. Glasgow & Strathclyde Strategic Bus Network Plan Strategic Business Case currently being prepared. Outline Business cases for five corridors are now complete and we are currently working with the Partnerships to determine next steps and funding of those, including early delivery of some measures.
Forth Valley Bus Alliance	567,000	Corridor studies to identify and develop bus priority measures from Stirling to Falkirk; Glasgow Road; Grahams Road; A9/A872; and A908/B9096. Project management funding to help the Partnership manage the studies. Study expected at the end of August.
Edinburgh and South East Scotland	3,127,826	Making a number of temporary measures put in during the pandemic through the Bus Priority Rapid Deployment Fund permanent, a number of these have been completed with other measures going through the statutory processes. Implementation of bus priority at traffic signals to help buses get through signals more quickly is underway. Study to identify and

		develop bus priority measures on eight corridors complete. We are currently working with the Partnerships to determine next steps and the funding of those, including early delivery of some measures.
Ayrshire Bus Partnership	385,000	Implementation of two Urban Traffic Control extensions on the Three Towns corridor to prioritise buses. Feasibility study to investigate a bus lane extension at Pennyburn Road. Feasibility study to investigate bus prioritisation at signals on John Finnie Street. Following initial investigation work the Partnership is not looking to take these further as the benefits were not as anticipated.
Highland BSIP (Inverness)	2,698,365	20 bus priority traffic signals were installed earlier this year in Inverness on cross city routes and are helping buses get through signals more quickly. The Rose Street bus link and enforcement camera providing improved access to the bus station is complete. Construction work is underway of a bus gate at Raigmore Hospital due to be completed in the coming months. Ministerial visit to be arranged. Investigation of a bus lane at Barn Church Road and on the B9006 corridor were underway and now on hold by the Partnership for the time being due to other projects in these areas. Corridor studies to identify and develop bus priority measures on the A82 between Shore Street and Rose Street in Inverness; the A9 to North Kessock; and Millburn Road in Inverness. Outline business case and project management funding to help the Partnership manage the work. We are currently working with the Partnerships to determine next steps and the funding of those, including early delivery of some measures.
Highland BSIP (Fort William)	705,000	Implementation of bus only links at Blar Mhor and Upper Achintore planned this year. Strategic Business Case to identify and develop bus priority measures in Fort William is complete. We are currently working with the Partnerships to determine next steps and the funding of those, including early delivery of some measures.
Argyll & Bute	282,000	Implement bus priority at junctions and a bus lane on George Street/Dunolie Road in Oban. Project management funding to help the Partnership manage these. This project is being progressed anticipated completion end of April 2024.
Midlothian	302,000	Corridor studies to identify and develop bus priority measures on the A6094 Whitecraig-A6094 Eskbank; B6392 Eskbank to A772 Gilmerton Junction; A7 Gorebridge to A7 Danderhall and A6094 Eskbank to A701 Straiton. Project management funding to help the Partnership manage the study. We are currently

		working with the Partnerships to determine next steps and the funding of those, including early delivery of some measures.
West Lothian	225,750	Study to identify and develop bus priority at various locations in West Lothian. Project management funding to help the Partnership manage the study. We are currently working with the Partnerships to determine next steps and the funding of those, including early delivery of some measures.
<b>Total</b>	<b>26,593,868</b>	

**From:** [redacted - Regulation 11(2)]>

**Sent:** 26 June 2019 13:45

**To:** Cabinet Secretary for Transport, Infrastructure and Connectivity <[CabSecTIC@gov.scot](mailto:CabSecTIC@gov.scot)>

**Cc:** Chief Executive Transport Scotland <[ceo@transport.gov.scot](mailto:ceo@transport.gov.scot)>; Transport Scotland Directors <[DLECONPTSD@transport.gov.scot](mailto:DLECONPTSD@transport.gov.scot)>; Transport Scotland Secretariat <[TSS@transport.gov.scot](mailto:TSS@transport.gov.scot)>; DG Economy <[DGEconomy@gov.scot](mailto:DGEconomy@gov.scot)>; Press Transport Scotland <[media@transport.gov.scot](mailto:media@transport.gov.scot)>;

Transport Scotland Media <[DLECONPTSM@transport.gov.scot](mailto:DLECONPTSM@transport.gov.scot)>; Communications Economy <[CommunicationsEconomy@gov.scot](mailto:CommunicationsEconomy@gov.scot)>; McFarlane J (John) <[John.McFarlane@gov.scot](mailto:John.McFarlane@gov.scot)>; Murdoch L (Laura) (TRANS) <[Laura.Murdoch@transport.gov.scot](mailto:Laura.Murdoch@transport.gov.scot)>; [redacted - Regulation 11(2)]

**Subject:** Submission - Bus Partnership Fund - Bus Policy

PS / Cabinet Secretary for Transport, Infrastructure and Connectivity

Please find attached a submission on proposals for a Bus Partnership Fund.

Kind regards

[redacted - Regulation 11(2)] | Bus Funding Policy Manager | Bus Policy | Transport Policy Directorate | Transport Scotland

Victoria Quay  
2F North  
Commercial Street  
Edinburgh EH6 6QQ

T: [redacted - Regulation 11(2)]

Travel

From: [redacted - Regulation 11(2)]  
Bus, Accessibility and Active

Policy

Bus and Concessionary Travel

26 June 2019

Cabinet Secretary for Transport, Infrastructure and Connectivity

## **BUS PARTNERSHIP FUND**

### **Purpose**

1. To seek your approval to finalise arrangements and introduce a new £11.9 million Bus Partnership Fund for launch in Autumn 2019.
2. To provide you with early evidence of capital investment on bus prioritisation measures following your meeting with bus and active travel officials on 8 May 2019.

### **Priority**

3. Routine.

### **Background**

4. At our recent discussion with you on bus and active travel policy we focused in on the potential for capital spend on bus. We committed to coming back with detail on the Bus Partnership Fund and from our early work on the evidence base for bus priority UK-wide.
5. The Bus Partnership Fund will pool allocations from the bus programme and funding identified for bus priority in Low Emission Zones. The Bus Partnership Fund is being informed by the former Bus Investment Fund and the early outputs from the work to build the evidence base for investment in bus prioritisation measures.
6. An internal working group, comprising relevant Transport Scotland officials, and engagement with the bus industry primary through CPT, is reviewing bus funding, including building the evidence base for capital investment. Bus delivers against most of the National Performance Framework outcomes, as well as the Scottish Government's central challenges of the Climate Emergency, Inclusive Growth, Wellbeing, Child Poverty and the draft National Transport Strategy.
7. The Bus Partnership Fund would be able to accommodate relatively modest infrastructure projects and feasibility studies for more transformational proposals. We are proposing this year's Programme for Government includes a commitment for a more significant bus priority funding offer. This would be introduced in two phases. The first would utilise some of the £11.9 million over the next two years for feasibility and design work for larger bus infrastructure projects. From 2021-22, funding would be made available for a programme of infrastructure investments informed by the first phase.

8. There has been a lack of capital investment in bus priority interventions. Between 2013 and 2016, the Bus Investment Fund delivered £8 million of capital and revenue investment, and encouraged transport authorities to take up partnership to improve the standard of bus services, increase bus occupancy, and achieve modal shift. Latest figures published by DfT last week show passengers journeys fell 2.8% in Scotland during 2018-19. In comparison, England (outside of London) journeys fell by just 0.75%, and passenger numbers in Wales increased by 3.2%.

### **Bus Partnership Fund**

9. The Bus Partnership Fund will target capital funding to enable local authorities and bus operators to deliver measures to positively impact on bus patronage levels, with a focus on reducing journey times and increasing reliability in our cities, and measures that improve the standard of bus services in more rural settings. We are including the option for funding to also support feasibility and design work for larger capital infrastructure projects. This allows for the purpose of the initial funding round to furnish the more significant investment offer should it materialise.

10. The Bus Partnership Fund emphasises partnership working. Parties to the bid must demonstrate commitment to working together to deliver the project(s) in line with the powers in the Transport Bill to introduce Bus Service Improvement Partnerships (BSIPs).

11. The Bus Partnership Fund will align with other Transport Scotland funding streams and investments, especially those supporting projects on active travel and on the trunk road network. This will be managed through the bid criteria and assessment process, including the assessment panel membership.

12. Projects must avoid any duplication of works already being undertaken and to minimise risk of unintended adverse impacts on bus networks and encourage co-ordination with wider public transport needs. They must also provide evidence on the issue to be addressed by the measure. Further details on the proposed application criteria and assessment process is set out in Annex A.

13. The Bus Partnership Fund will target funding to our four largest cities. Half of the fund will be awarded to bus priority measures that support the introduction of Low Emission Zones. These bids must evidence how the projects will address congestion and reduce journey times.

14. The initial round of the Bus Partnership Fund will be over two years. As noted above, we will respond to our proposal for the Programme for Government should it be taken forward. Alternatively, we will later review whether further rounds should be held. In these determinations we will be working closely with the STRP2 team to ensure proposals fit with that broader approach.

### **Financial**

15. The Bus Partnership Fund will be capital funding only, amounting to £8.9 million in 2019-20, comprising budget allocations of £3.0 million from the bus programme, and £5.9 million for bus priority measures within Low Emission Zones. In 2020-21, a

further £3.0 million is committed from the bus programme. There is no Low Emission Zone bus prioritisation funding budgeted beyond 2019-20.

16. Bids will be required to identify whether they support a Low Emission Zone or not. Those supporting a Low Emission Zone will be eligible for a share of the £5.9 million pot in 2019-20. Bids not supporting a Low Emission Zone will be eligible for a share of the £3.0 million bus programme allocation in each year. There is no facility to carry capital funding over financial years.

17. Once scoring of bids is complete, should either pot not be fully allocated, any remaining highest scoring bid(s) will be allocated the residual funds irrespective of their connection to a Low Emission Zone.

18. Match funding will not be a requirement for this round of the Bus Partnership Fund in light of the pressures on the bus industry and local authority budgets, but this may be introduced in any future rounds. However, bids committing to match funding will be rewarded through the assessment criteria. Bids that evidence leveraging of investment by bus operators will be more likely to succeed.

### **Monitoring & Evaluation**

19. Applications must set out the aims and intended outcomes of the project against the assessment criteria, and include Key Performance Indicators for monitoring and evaluation purposes.

20. The evaluation of projects will help to inform the development of any future capital investment by Transport Scotland in bus prioritisation measures. As such, a robust programme of monitoring and evaluating projects funded by the Bus Partnership Fund is being established. We are working with colleagues from TS Analytical Services Division on the delivery of this.

### **Evidence of Bus Prioritisation Investment**

21. An initial review of investment in bus prioritisation investment across the UK is presented in Annex B. DfT Value for Money analysis of projects supported through three funding schemes show that on average, every £1 investment delivers £4.20 of benefits. This represents 'very high' value for money under their Departmental guidelines.

22. Analysis of the DfT projects, such as the £230 million investment to date of the Bristol Metrobus network (further details contained in Annex B), provides an indication of the level of quantum over time to deliver transformative change Scotland wide. Delivery of larger projects can be 10+ years from point of planning. For example, funding of £150 million per year over 10 years would deliver around 6 projects of the scale of the Bristol Metrobus scheme over time. Alternatively, that level of quantum could deliver, depending on scale of the individual project, 30 or more significant bus lanes (segregated or line demarcated) through cities, such as the Belfast Glider service, or off-road busways connecting urban areas, such as in Cambridge.



23. An initial round of the Bus Partnership Fund of £11.9 million funding projects on the ground will not deliver transformation for bus services across Scotland. However, this capital is available and can make a positive impact. It also begins the process of re-engaging with local transport authorities and their partners on capital investment in bus priority measures. Furthermore, there is the potential for the initial round of funding to go on feasibility and design works to inform more significant future spend.

**Timeline**

24. The fund requires to be launched in September 2019 to give time to receive and assess bids so that 2019-20 budget can be allocated by end of this financial year. We will tailor the final scope of this round of the Bus Partnership Fund in light of any expanded commitment in the Programme for Government.

25. Work will continue over July and August to set up the application, assessment, and monitoring and evaluation for the scheme. Engagement will also begin with potential bidders to support them in making applications, including the potential for bids focused on feasibility and design work for projects requiring more significant investment.

**Recommendations**

26. The Cabinet Secretary is asked to:

- Agree that we should introduce the Bus Partnership Fund to reintroduce a mechanism for capital investment in bus priority
- Note the early evidence of capital investment spend on bus priority measures in the UK

[redacted - Regulation 11(2)]Bus, Accessibility and Active Travel  
 Bus and Concessionary Travel Policy  
 [redacted - Regulation 11(2)] 26 June 2019

Copy List:	For Action	For Comments	For Information		
			Portfolio Interest	Constit Interest	General Awareness

Chief Executive Transport Scotland  
 Transport Scotland Directors  
 Transport Scotland Secretariat  
 DG Economy  
 Press Transport Scotland  
 Transport Scotland Media

Communications Economy  
John McFarlane  
Laura Murdoch  
[redacted - Regulation 11(2)]  
Stuart Greig

## **ANNEX A - Further Bus Partnership Fund Details**

### **Bus Partnership Fund**

The Bus Partnership Fund is for capital projects which make bus more attractive and positively impact bus patronage.

### **Application Process**

#### **Stages**

Notify Local Authorities and Regional Transport Partnerships  
Engagement with interested parties on proposed bids  
Applications – received and processed  
Assessment Panel convened  
Results announced / Draft grants issued  
Grants finalised (for year one of projects)

#### **Timeline**

Sept 2019  
Sept / Oct 2019  
Nov 2019  
Dec 2019  
Dec 2019  
No later than 31  
Mar 2020

July / August – early engagement with COSLA, Local Authorities, Regional Transport Partnerships and bus operators about Partnership Fund.

### **Assessment of Bids**

- Applicants are required to evidence the problem and set out intended impact and benefits of the project and how this will positively impact on patronage levels.
- Applications must include Key Performance Indicators and evidence of holding baseline data.
- Applications must identify whether they relate to a Low Emission Zone area.

### **Application Criteria**

Applications highlighting how they contribute to the following areas will receive higher scores:

- The evidence for how measures will positively impact patronage levels
- Supports the sustainable travel hierarchy, including integration with other public and active travel modes.
- For bids within a Low Emission Zone, evidence for addressing congestion and reducing journey times

- Encourages modal shift from car and evidence of impact on carbon emissions and improvements to air quality.
- Involves other partners, and maximises opportunities for a shared service approach
- Match funding commitments (including any measures as part of a wider package of investment beyond the intervention seeking support from the bid, extending to any in kind match funding from bus operators)
- Includes funding from third party and/or European funding sources
- Located in, or links to, rural areas or in an area within the 15% 'most deprived' according to the Scottish Index of Multiple Deprivation (SIMD)
- Innovation
- Contributes to the delivery of partnership working

#### Assessment Panel

- The panel will be drawn primarily from across Transport Scotland, including Analytical Services Division, Finance, Bus Policy, Active Travel Policy, Low Emission Zone Policy, Roads Engineering, Transport Planning and Transport Strategy. Sustrans will be invited as an external panel member, to ensure the join up of active travel and bus agendas.

#### Scoring - criteria and weighting

Bids will be assessed against the following areas out of 5, with weighting as indicated in the brackets.

- **Addressing an identified need:** evidence the 'gap' in provision identified, the rationale for proposed intervention and what impact is expected (35)
- **Quality of bid:** How well does the bid integrate with other transport modes to encourage modal shift from cars to buses and thus reduce emissions? Is there an innovative approach to the issue? (35)
- **Partnership working:** How well does the bid contribute to the delivery of a partnership and maximise the benefit from tie-ins with other organisations to improve provision across organisations? (10)
- **Finance:** Is the bid fully funded and explained? Is funding from third parties committed? Has a sustainable post-funding process been set out and explained in full? Have other sources of funding beyond Government been explored? (10)
- **Deliverability:** The ability of the local authority and partners to the bid to deliver including local political buy-in (10).

#### **Monitoring and Evaluation of Projects**

Final approach to be agreed with Transport Scotland Analytical Services Division based on the evaluation of the Low Carbon Travel & Transport Challenge Fund.

#### **ANNEX B – Analysis of Bus Infrastructure Investment**

##### **Evidence on value-for-money of UK bus-related infrastructure investments**

Key findings:

- There is strong evidence to show that bus infrastructure investments represent good value for money with an average Benefits-Cost Ratio (BCR) of around 4.2.
- Schemes which provide segregated bus corridors, such as Bus Rapid Transit schemes, and those which improve links to other transport networks such as train stations, have been shown to deliver particularly large returns.
- value-for-money of a given project depends upon a variety of local factors and is specific to the intervention being made, and these factors would determine the value for money of any potential intervention.

The following evidence provides an indication of value-for-money from a variety of bus-related schemes in England, covering:

1. Average value-for-money of major bus-related investments using Department for Transport (DfT) funding
2. Evaluation of specific bus infrastructure projects in England, and evidence from Fastlink in Glasgow.

Overview of schemes and investments			Average headline Value-for-Money indicators			
Fund	Purpose	Bus-related investments	Number of bus-related schemes	Average PVB (£m)	Average PVC (£m)	Average Benefit-Cost Ratio
<i>Local Majors Fund</i>	Improve transport infrastructure via large-scale projects that promote economic growth	<ul style="list-style-type: none"> <li>• Bus Rapid Transit systems</li> <li>• Park &amp; Ride sites</li> <li>• Priority lanes</li> </ul>	12	146.5	36.2	<b>4.0</b>
<i>Local Sustainable Transport Fund</i>	Enable Local Authorities to fund schemes that promote local economic growth while reducing emissions.	<ul style="list-style-type: none"> <li>• Park &amp; Ride improvements</li> <li>• Real time information at bus stops</li> <li>• Bus corridor improvements</li> </ul>	12	180.6	35.6	<b>5.1</b>
<i>Better Bus Areas Fund</i>	Deliver better bus services, with the aim of increasing bus patronage and reducing emissions and congestion in urban areas.	<ul style="list-style-type: none"> <li>• Bus shelter improvements</li> <li>• Smart ticketing systems</li> <li>• Signal priority</li> </ul>	9	25.5	14.3	<b>1.8</b>
<b>TOTAL</b>			<b>33</b>	<b>125.9</b>	<b>30.0</b>	<b>4.2</b>

1. Average Value-for-Money of major bus-related investments in England

In 2016, the DfT brought together the value-for-money assessments of various major<sup>1</sup> bus-related schemes approved between 2011-2016, using investments delivered through three DfT funds. The evaluation<sup>2</sup> found that the 33 major bus-related schemes that qualified for funding have a combined Benefit-Cost Ratio (BCR) of 4.2. I.e. every £1 invested in these schemes will yield roughly £4.20 in benefits. This represents 'very high' value for money under Departmental guidelines.

The tables below outline the schemes and types of investments, and provides an average value-for-money assessment of the qualifying schemes.

<sup>1</sup> Involving a departmental contribution of £5m or more

<sup>2</sup> <https://www.gov.uk/government/publications/value-for-money-of-major-bus-related-schemes>

Crawley Fastway	
<b>What?</b>	11km Bus Rapid Transit scheme linking Horley, Gatwick Airport and Crawley. Initial capital cost of £38 million, constructed 2002-2005.
<b>Expected impact</b>	Projected business case estimated a <b>Benefit-Cost Ratio of 4.67</b> , representing 'very high' value for money. Most benefits were expected to accrue to bus and car users due to reduced congestion and journey times.
<b>Ex-post impact</b>	Ex-post appraisal <sup>3</sup> , including wider impacts, estimates a <b>Benefit-Cost Ratio of 6.1</b> over 30 years. Of the £159m total benefits: <ul style="list-style-type: none"> <li>- £119m are time saving benefits for bus users</li> <li>- £35m are from improved labour market accessibility</li> <li>- £15m are from improved service quality/journey ambience</li> </ul>
<b>Performance against Quality Partnership Targets<sup>4</sup></b>	<p><b>Patronage:</b> grew by <b>160%</b> over 10 years in the intervention area, compared to a target of 10% growth (influenced in part by the growth of Gatwick airport over the period).</p> <p><b>Traffic levels:</b> fell by 19% between 2006-2013, against a target to reduce traffic growth by 2.5%.</p> <p><b>Journey times:</b> fell by 9.5 min on average, against a target of 1 min (reflecting high demand and increased service frequency as a result).</p>
South East Hampshire Bus Rapid Transit (Eclipse)	
<b>What?</b>	4.5km Off-road Bus Rapid Transit scheme to avoid queues approaching Fareham railway station, including a modern bus fleet. Initial capital cost of around £25m.
<b>Expected impact</b>	Ex-ante business case estimated a <b>Benefit-Cost Ratio of between 1.9 – 6.9</b> over 60 years, representing 'medium to high' value for money. Most benefits were expected to accrue to private sector operators from additional revenue.
<b>Ex-post impact</b>	Ex-post appraisal, including wider impacts, estimates a <b>Benefit-Cost Ratio of 8.1</b> over 60 years. Of the £450m total benefits: <ul style="list-style-type: none"> <li>- £280m accrue to operators from increased revenue and cost savings</li> <li>- £96m accrue to passengers from journey time savings</li> <li>- £49m are from improved labour market accessibility</li> <li>- Non-user benefits such as fewer road accidents account for around £23m</li> </ul>
<b>Performance against Business Case forecasts<sup>5</sup></b>	<p><b>Patronage:</b> Service demand grew by 48% after 2 years, above the 5-year forecast of 26% growth.</p> <p><b>Journey times:</b> fell by 15 min for at peak AM travel times, outperforming the forecast 13.7 min reduction.</p>

<sup>3</sup> <https://greenerjourneys.com/wp-content/uploads/2017/07/Greener-Journeys-Value-for-Money-Update-FINAL.pdf>

<sup>4</sup> <https://transportknowledgehub.org.uk/case-studies/crawley-fastway/>

<sup>5</sup> <https://transportknowledgehub.org.uk/case-studies/south-east-hampshire-brt/>

## 2. Evaluation of specific bus-related investments

### Bristol MetroBus (opened 2018)

- The Bristol MetroBus scheme is a large-scale, 31-mile segregated bus network in a city with a population relatively close to the size of Glasgow and Edinburgh . Initial capital costs are estimated at £230m.
- The scheme links key employment sites with residential areas in the north and south of the city, and aims to improve access to employment, reduce journey times and congestion, and support economic growth.
- The scheme is expected to deliver 'high' value-for-money, with a BCR of 2.34 over a 60-year period. This does not include non-monetised impacts, such as a better environment for active travel as a result of segregated traffic and journey quality benefits.<sup>6</sup>
- The majority of benefits accrue to commuters and other users from improved journey times, and business users are also expected to accrue significant benefits from time savings.

### **Net-present benefits and costs of Bristol MetroBus (2015 estimates)**

Item	£m, 60-year discounted value
<b>Benefits</b>	
<i>Greenhouse Gases</i>	£2.09
<i>Accidents</i>	£2.49
<i>Economic Efficiency: Consumer Users (Commuting and Other)</i>	£185.84
<i>Economic Efficiency: Business Users and Providers</i>	£26.08
<i>Wider Public Finances (Indirect Taxation Revenues)</i>	(£8.31)
<i>Reliability Impact</i>	£6.04
<i>Wider Impacts</i>	£7.10
Net Present Value of Benefits (PVB)	£216.35
<b>Costs</b>	
Net Present Value of Costs (PVC)	(£92.49)
<b>Overall Impacts</b>	
Net Present Value	£123.86
<b>Benefit to Cost Ratio</b>	<b>2.34</b>

### Glasgow Fastlink

- Faslink is a £40m bus rapid transit system to serve key sites along the River Clyde
- The projected business case<sup>7</sup> estimated a Benefit-Cost-Ratio of 1.82 for the Core Fastlink Scheme, and an increase in patronage of 9% along parts of the Fastlink corridor.
- A performance report published in 2015<sup>8</sup> indicated that journey-time improvements resulting from Fastlink were on track to be delivered, however no assessment was made of growth in patronage.
- The Core Fastlink Scheme has not undergone a further Value-for-Money appraisal using actual demand data.

<sup>6</sup> <https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2016/10/annex-1-nfhp-value-for-money-website.pdf>

<sup>7</sup> [http://www.spt.co.uk/documents/sp160911\\_agenda7.pdf](http://www.spt.co.uk/documents/sp160911_agenda7.pdf)

<sup>8</sup> [http://www.spt.co.uk/documents/op061115\\_agenda11.pdf](http://www.spt.co.uk/documents/op061115_agenda11.pdf)

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**From:** [redacted - Regulation 11(2)]

@gov.scot> **On Behalf Of** Cabinet Secretary for Transport, Infrastructure and Connectivity

**Sent:** Friday, June 28, 2019 2:25 PM

**To:** [redacted - Regulation 11(2)]

@gov.scot>; Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>

**Cc:** Chief Executive Transport Scotland <ceo@transport.gov.scot>; Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; Transport Scotland Secretariat <TSS@transport.gov.scot>; DG Economy <DGEconomy@gov.scot>; Press Transport Scotland <media@transport.gov.scot>;

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Greig S (Stuart) <Stuart.Greig@transport.gov.scot>

**Subject:** RE: Submission - Bus Partnership Fund - Bus Policy

[redacted - Regulation 11(2)]

Mr Matheson has noted and is content.

Regards

[redacted - Regulation 11(2)]

Assistant Private Secretary to Michael Matheson MSP, Cabinet Secretary for Transport, Infrastructure & Connectivity

The Scottish Government | Web: [www.gov.scot](http://www.gov.scot)

Tel: [redacted - Regulation 11(2)]

| Email: [CabSecTIC@gov.scot](mailto:CabSecTIC@gov.scot)

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**From:** [redacted - Regulation 11(2)]@gov.scot>

**Sent:** 26 June 2019 13:45

**To:** Cabinet Secretary for Transport, Infrastructure and Connectivity <[CabSecTIC@gov.scot](mailto:CabSecTIC@gov.scot)>

**Cc:** Chief Executive Transport Scotland <[ceo@transport.gov.scot](mailto:ceo@transport.gov.scot)>; Transport Scotland Directors <[DLECONPTSD@transport.gov.scot](mailto:DLECONPTSD@transport.gov.scot)>; Transport Scotland Secretariat <[TSS@transport.gov.scot](mailto:TSS@transport.gov.scot)>; DG Economy <[DGEconomy@gov.scot](mailto:DGEconomy@gov.scot)>; Press Transport Scotland <[media@transport.gov.scot](mailto:media@transport.gov.scot)>;

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**Subject:** Submission - Bus Partnership Fund - Bus Policy

**Subject:** Submission - Bus Partnership Fund - Bus Policy

PS / Cabinet Secretary for Transport, Infrastructure and Connectivity

Please find attached a submission on proposals for a Bus Partnership Fund.

Kind regards

[redacted - Regulation 11(2)]

| Bus Funding Policy Manager | Bus Policy | Transport Policy Directorate | Transport Scotland

Victoria Quay

2F North

Commercial Street

Edinburgh EH6 6QQ

T: [redacted - Regulation 11(2)]

**Extract from Cabinet Secretary for Transport, Net Zero and Just Transition Briefing Pack for the Net Zero, Energy and Transport Committee on 30 January 2024, sent by Officials to Cabinet Secretary on 24 January 2024**

*The 2024-25 budget allocation for FTF [**Future Transport Fund - added for EIR to aid understanding**] provides £35.95m, a reduction of 63.8% compared to 2023-24 (£99.4m). No funding has been allocated to the Bus Partnership Fund/Managed Motorways [...]. Given the financial constraints facing the Scottish Government, available funding had to be prioritised in line with contractually committed programmes and government priorities. This has resulted in previously funded activities such as the Bus Partnership Fund [...] no longer being funded.*