

Bus Priority Rapid Deployment Fund

Guidance Notes



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1. Introduction to the Bus Priority Rapid Deployment Fund

1.1 Congestion and harmful vehicle emissions are at exceptionally low levels, due to the restrictions necessitated by the COVID-19 pandemic.

1.2 Central and local governments are concerned that car use will be higher than ever once the lockdown is fully lifted, given the potential lack of confidence in using public transport and restricted capacity due to physical distancing requirements.

1.3 The current low levels of traffic present an opportunity for temporary infrastructure development and to capitalise on recent behavioural changes; as evidenced by the take-up of the Spaces for People Fund for active travel.

1.4 In common with other Programme for Government commitments, in the face of the pandemic, the launch of the Bus Partnership Fund was paused; not least because local authorities and bus operators do not have the capacity to engage with developing their partnerships and putting together full expressions of interest for permanent, large scale bus priority infrastructure at this time.

1.5 Local authorities have powers to make and enforce Temporary Traffic Regulation Orders and Notices (TTTROs and TTRNs) over their roads¹. It will be for local authorities to consider what is appropriate for their own circumstances but temporary orders for bus lanes have been used widely across the country.

1.6 Transport Scotland has therefore established the Bus Priority Rapid Deployment Fund (BPRDF), to reduce the impact of congestion on buses and to influence behavioural change in selection of travel modes, as the economy restarts.

2. How the Fund Will Work

2.1 Where local authorities have already identified pinch points for congestion and can provide reasonable supporting evidence, Transport Scotland will make awards without a full competitive process.

¹ <https://www.transport.gov.scot/publication/coronavirus-covid-19-guidance-on-temporary-traffic-regulation-orders-and-notices/>

2.2 The application process is designed to be agile and responsive, whilst ensuring that all relevant parties are consulted and that awards are aligned to the objectives of the National Transport Strategy in the longer-term, as well as meeting immediate priorities. In particular, the aim is to ensure alignment with other modes of public transport and active travel.

2.3 Applications will be evaluated by a panel of Transport Scotland experts as they come in, to expedite the awards and implementation of the bus priority measures.

2.4 The budget for the Fund is £10m.

2.5 Grant offer letters will include full terms and conditions.

3. Fund Principles

3.1 As Accountable Authority for the funding and responsible authority for local roads, the lead local authority will be expected to comply with road design standards and any statutory requirements.

3.2 In particular, local authorities should carry out Equality Impact Assessments on any projects funded by the BPRDF.

3.3 The core principles and criteria against which bids will be assessed are that:

- Proposals must target areas which are likely to suffer congestion, as we go through the COVID-19 recovery phases
- Proposals will outline temporary bus priority measures, to improve bus journey times and make services more reliable
- There must be consideration of active travel, integration with other public transport and place-making
- Proposals should be deliverable quickly and have the support of bus operators.

4. Application Process

4.1 Applications to the BPRDF should be submitted on the BPRDF application form and emailed to buspartnershipfund@transport.gov.scot. Relevant partners (including relevant bus operators) should be copied into the email, to evidence their involvement.

5. Data Protection

5.1 Any personal data provided through the application to the BPRDF will be processed in line with data protection legislation. Transport Scotland is the Data Controller. The Data Protection Officer can be contacted at dpa@transport.gov.scot.

5.2 The Data Protection Act 2018 sets out when we are lawfully allowed to process your data. The lawful basis that applies to this processing is 6(1)(e) of the GDPR: the processing of personal data is necessary for the performance of a task carried out in the public interest or in the exercise of official authority.

5.3 We are processing your data as part of the application process for the Bus Priority Rapid Development Fund. Your personal data will only be shared with Transport Scotland internal evaluators for that purpose. It will be held on a secure Scottish Government system, only for as long as required for application and monitoring and evaluation purposes.

5.4 Some of the data we are collecting is your personal data, and you have rights as to how that is processed. These rights are detailed in Transport Scotland's privacy policy, which you are asked to read before submitting your application. The privacy policy can be found at <https://identity.trafficscotland.org/privacy>.