

### Intervention 10 – Reallocation of roadspace for buses

#### 1 Description of Package

The Scottish Government committed to over £500 million of long-term investment in bus priority in the Programme for Government 2019. During the COVID-19 pandemic in 2020, Transport Scotland established the Bus Priority Rapid Deployment Fund (BPRDF) to provide support to local authorities in developing interventions targeted at delivering additional priority for buses, particularly within our cities and larger towns. This included measures for reallocating roadspace, introduction of bus gates and other infrastructure measures that would deliver operational enhancements.

The Bus Partnership Fund (BPF) launched in November 2020, provides funding for local authorities to invest in permanent infrastructure. The BPF will support these authorities, in partnership with bus operators, in tackling the negative impact of congestion on bus services, including congestion on the trunk road network, so that bus journeys are quicker, more punctual and more reliable – encouraging more people to travel by bus. The Fund is linked to the Bus Services Improvement Partnership (BSIP) model of the Transport (Scotland) Act 2019 and Transport Scotland expect local authorities to work with bus operators to develop bus priority proposals as part of holistic plans for a sustainable transport future. In certain areas that might mean linking with Park & Ride/Choose and active travel infrastructure so that passengers have a viable end to end journey to where they want to get to, with the Tay Cities proposals for Park & Ride sites and associated bus priority infrastructure on the trunk road network surrounding Dundee a good example.



The evidence gathered in the STPR2 process through engagement with the Regional Transport Working Groups will form an important part of the evidence base for bids to BPF. Though focused on congestion, the Fund is intended to leverage further action and investment from local authorities and bus operators to improve the overall bus offer and provide an alternative to car use.

Based on evidence of existing conditions for bus users, Transport Scotland are also progressing reallocation of roadspace on the motorway network through Glasgow, as committed within the Programme for Government in 2019. A number of measures are being considered in detail on the M8 through Glasgow and the M77 and M80 approaches to Glasgow, with a report on these potential measures expected early in 2021.

It is recommended that Transport Scotland continue with this commitment to incorporate the introduction of bus priority measures at identified locations on the trunk road network, including interventions to improve access from the local road network onto the motorway (e.g. ramp metering or Merge-in-Turn), as well as measures on the mainline to improve conditions for buses (e.g. the use of hard shoulders or variable speed limits). The next Phase of the appraisal would focus on the M8 approach to Edinburgh and the A720 Edinburgh City Bypass, building on existing bus priority for cross Forth travel, the forthcoming CAVForth, the Forth Replacement Crossing Public Transport Strategy and aspirations of City of Edinburgh Council for West Edinburgh. It is also recommended that where local authorities come forward with schemes through the BPF, Transport Scotland supports those with measures on the motorway and trunk road network.

## 2 What we have heard?

The National Transport Strategy highlighted the following key challenges related to this intervention:

**Table 1: Challenges identified in the National Transport Strategy**

### DECLINE IN BUS USE

Bus is the dominant public transport mode in Scotland, accounting for three-quarters of all public transport trips. It is particularly important to areas which are not served by the rail network, including much of rural Scotland. It can be an important element in multi-modal journeys and bus continues to be a sustainable and space-efficient mode of travel. In 2017-18, 388 million journeys were made on local bus services in Scotland. This is down from 487 million (-20.3%) in 2007-08. This trend coincides with an increase of 7.4% in road traffic (vehicle kilometres) in Scotland between 2007-08 and 2017-18. Reducing passenger numbers risks driving down revenues and making some services unviable, resulting in cancellations and, in some cases, communities being isolated.

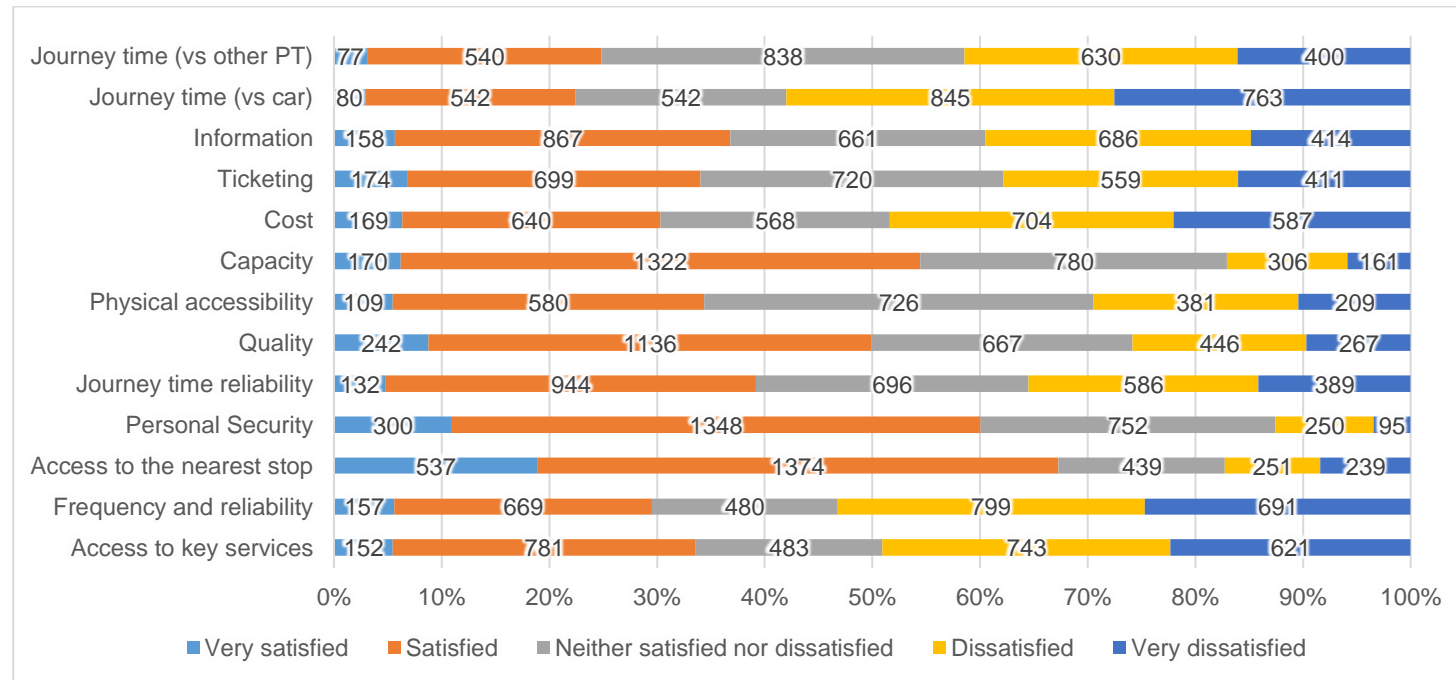
### RELIABILITY

Some of Scotland’s cities experience considerable congestion and associated disruption. Whilst the volume of traffic on Scotland’s road network declined between 2007 and 2011 in line with the economic downturn, there have been increases each year since then. Forecast increases in traffic volumes will impact negatively on reliability through increased congestion and more roadworks as greater pressure is placed on the operational efficiency of the network.

These challenges were confirmed through the STPR2 National Bus Workshop and subsequent conversations with Association of Transport Co-ordinating Officers (ATCO) representatives, with increasing congestion raised as a key problem and the following listed as potential solutions that made better use of existing capacity:

- Introduce priority lanes and traffic signal priority, including in urban centres, and ensure lanes are enforced; and
- Car restraint would free up roadspace for more sustainable modes.

As shown in Figure 1 below, responses received through the STPR2 public survey indicated that in relation to satisfaction with travel by bus, dissatisfaction was highest for bus journey times relative to the car (58%) and for frequency & reliability (53%).



**Figure 1: Satisfaction with travel by bus results from STPR2 public survey**

“Frequency and reliability of bus services” was consistently ranked by respondents as their second or third priority intervention, except for those in the Forth Valley who ranked it first and those in Edinburgh & the South East, where it was not in the top 5 rankings. Here, “journey time relative to car” was ranked as the fifth priority intervention. Respondents were also invited to

identify problems and opportunities in each region, and issues relating to bus priority were cited by respondents in the larger urban areas of Edinburgh & the South East, Forth Valley, Glasgow City Region and Tay Cities<sup>1</sup>. Clearly, the introduction of bus priority measures would help to address problems with both journey times and reliability.

Building on this theme of public dissatisfaction with journey times and reliability, a number of comments supporting bus priority were raised through STPR2's online surveys, including the following:

- *'Slowness of bus services in Edinburgh – I would like to use them more, but it just takes far too long to get anywhere'* – respondent from Edinburgh & the South East.
- *'Bus/cycle lanes should [be] continuous and unbroken so that buses/cycles do not have to re-join the congested flow of cars'* – respondent from Glasgow City Region.
- *'Extensive bus service but lack of bus priority means it gets caught in [traffic] and this can put people off'* – respondent from Tay Cities.

Further backing for the implementation of bus priority measures is highlighted by the supporting messages accompanying the launch of the Bus Partnership Fund, with key points raised as follows:

- *'We need to make sure that buses are moving quickly, easily and efficiently through our city'* – Cllr Anna Richardson, Glasgow City Council.
- *'Will have a real and tangible benefit for bus passengers'* – Greig Mackay, Bus Users Scotland.
- *'Presents a wonderful opportunity ... to deliver meaningful improvements [for] bus passengers'* – Robert Samson, Transport Focus.

The support of bus operators for the implementation of priority measures is also evident from their engagement, both through the National Bus Workshop and with Transport Scotland on the managed motorway proposals for Glasgow. The National Workshop was attended by representatives of Stagecoach, First, McGill's, West Coast Motors and the Confederation of Passenger Transport, with subsequent support provided by Stagecoach and First in providing evidence for case studies of successful partnership, bus priority and Park & Ride schemes. The same operators were also represented at a workshop on the Glasgow managed motorways and actively engaged in discussions about potential options for improving the efficiency of bus operations in these locations.

It is also noted that in preparation for the launch of the Bus Partnership Fund, First Bus has commissioned 'Cities' studies that seek to identify locations on their urban networks that are subject to delay and evaluate the extent to which bus priority measures might

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<sup>1</sup> It should be noted that the STPR2 online survey did not include the advanced studies undertaken in the North East, Scottish Borders and South West Scotland regions.

address these delays and provide economic benefits; this demonstrates a clear backing for the delivery of bus priority.

### **3 The evidence base to support a case for change**

In determining the case for implementing bus priority measures, it is important to consider both the impact of congestion on passenger numbers and the impact on bus operator finances.

Work carried out by Professor David Begg for Greener Journeys<sup>2</sup> indicated that a 10% reduction in bus speeds could result in a loss of between 9.6% and 14% of passengers. These figures take into account both the direct loss of patronage due to increased and more unreliable journey times and the secondary loss of patronage due to fare increases and frequency reductions, as operators respond to the increases in operating costs resulting from the reductions in speed. The study reported that Glasgow had seen a reduction in bus speeds of approximately 1.5% a year between 1986 and 2006, which equates to an overall reduction in speed of around 26% over twenty years and could have resulted in patronage decline of between 25% and 37%.

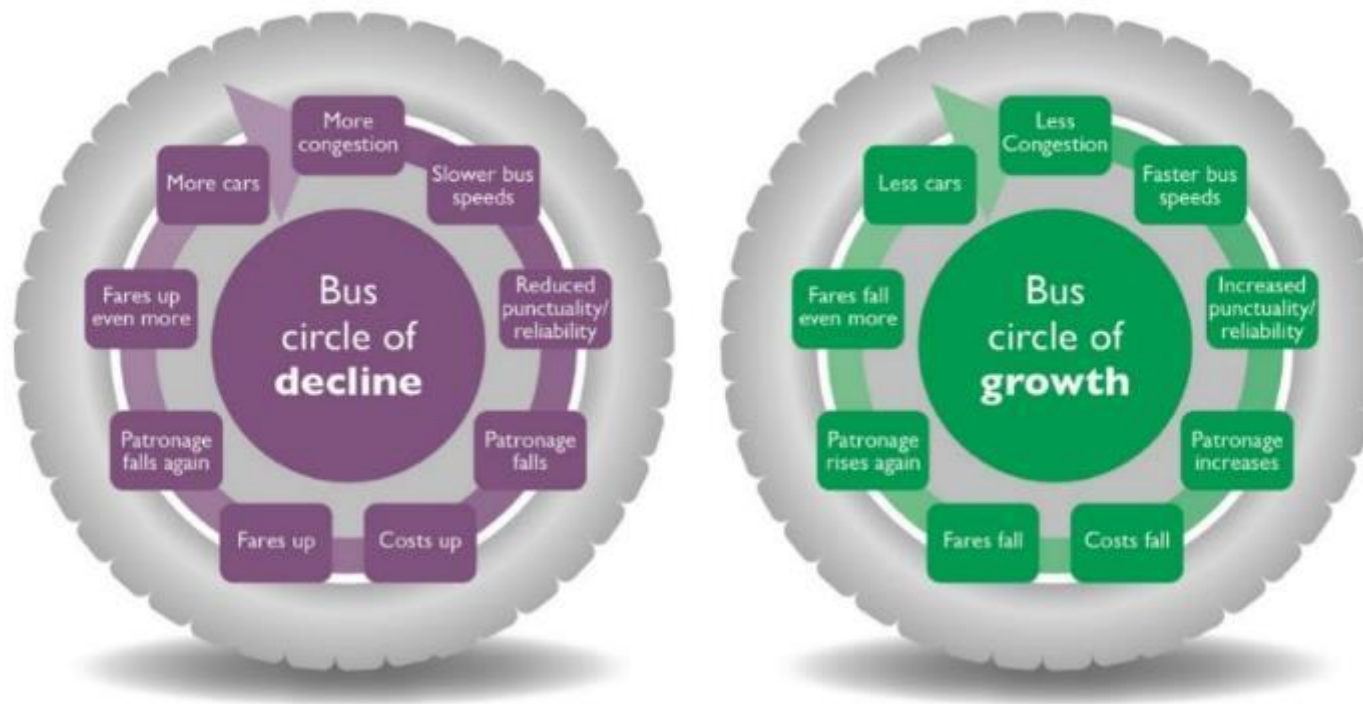
In terms of the impacts on operator finances, work carried out by Passenger Transport Intelligence Services<sup>3</sup> considered operating costs for three congestion scenarios. These suggested that moving from an uncongested network to a medium level of congestion could increase costs by around 23%, as an increased number of vehicles was required to provide the same level of service, with the impact of moving from an uncongested network to a highly congested network an increase in costs of over 50%, highlighting why congestion can require operators to increase fares and reduce frequencies.

As noted in the National Transport Strategy, this can result in a 'circle of decline' (as shown in Figure 2 below), whereby reductions in patronage lead to greater car use and still more congestion, with bus priority identified as a key tool for moving to a 'circle of growth'.

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<sup>2</sup> Greener Journeys, The Impact of Congestion on Bus Passengers, 2016, <https://greenerjourneys.com/publication/impact-congestion-bus-passengers-new-extended-version/>

<sup>3</sup> Passenger Transport Monitor, Understanding Buses, 2019, <https://passtrans.co.uk/content/index.php/understanding-buses>



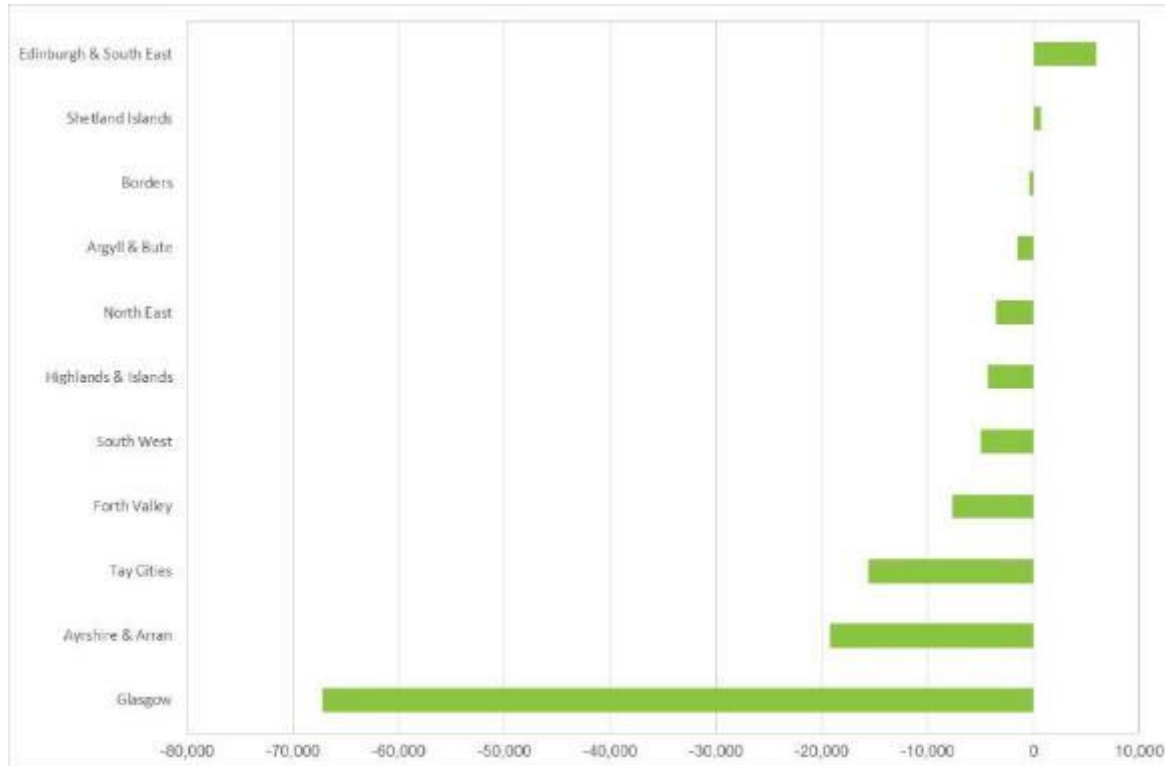
**Figure 2: Circles of decline and growth, taken from the draft National Transport Strategy 2, © Crown copyright 2019**

A Department for Transport Traffic Advisory Leaflet<sup>4</sup> has set out how bus priority measures can reduce the impacts of congestion on buses, with key findings indicating that:

- Fully enforced bus lanes can reduce bus travel times by 7 to 9 minutes along a 10-kilometre highly congested bus route and the implementation of extensive bus lanes can reduce travel by car by up to 6%.
- Traffic signal priorities can reduce bus travel times by 2 to 4 minutes on a 10 kilometre bus route, with the variability of travel time improved by up to 16%.

<sup>4</sup> Department for Transport, Traffic Advisory Leaflet 6/01, April 2001, <https://webarchive.nationalarchives.gov.uk/20120606202809/http://assets.dft.gov.uk/publications/tal-6-01/tal-6-01.pdf>

The information above has set out high-level evidence for why bus priority may be required and the benefits that it could bring, but it is also important to consider the extent to which there is supporting evidence of the need for bus priority at a regional and local level. Analysis of changes in regional patronage between 2007/08 and 2018<sup>5</sup>, measured on the basis of the change in population using the bus four or more days a week, are shown in Figure 3 below.

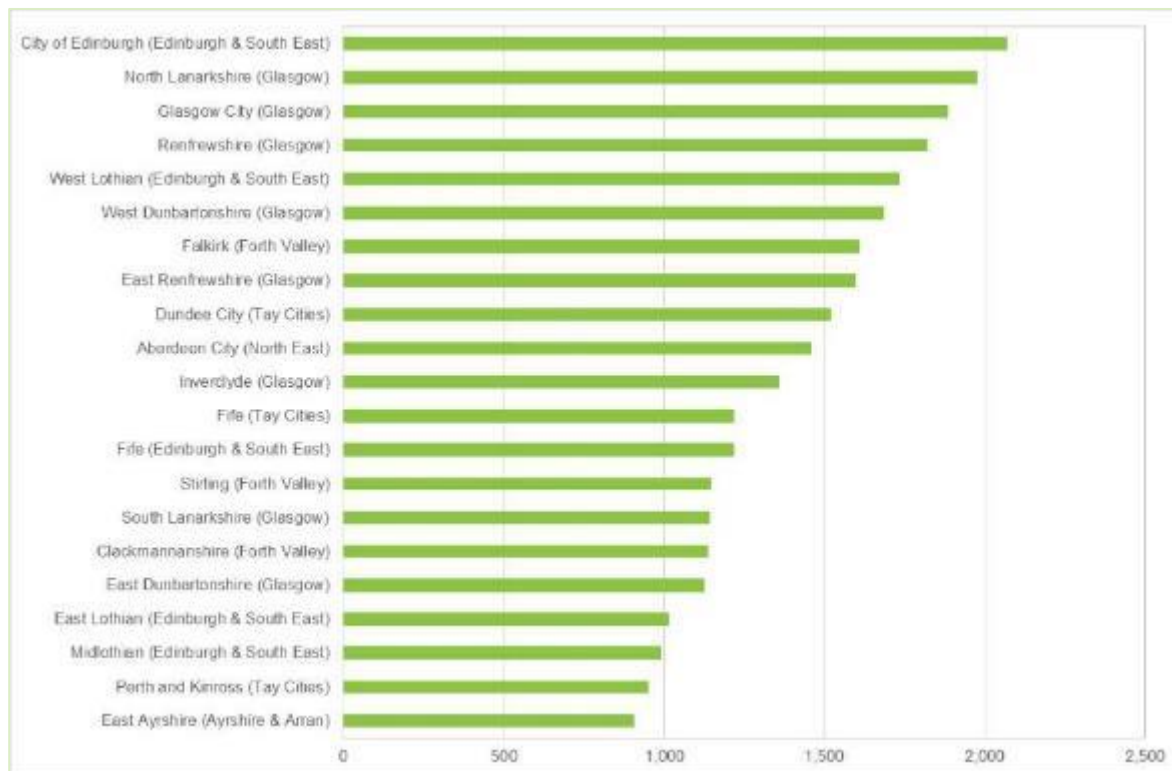


**Figure 3: Changes in regional bus patronage between 2007/08 and 2018**

It is apparent from the figure that by far the largest reduction in patronage has occurred in the Glasgow City Region, with lower reductions seen in the Ayrshire & Arran and Tay Cities regions. The Edinburgh & South East and Shetland Islands regions are the only regions showing growth. However, not all of the loss in patronage will be a result of congestion, so it is also relevant to identify relative levels of congestion by region. In this case, the assessment has been carried out at the local authority level, with

<sup>5</sup> Transport & Travel in Scotland <https://www.transport.gov.scot/our-approach/statistics/#42764>

Figure 4 indicating authorities with higher than average congestion, which has been measured on the basis of vehicle kilometres per kilometre of road in 2017/18<sup>6</sup>.



**Figure 4: 2017/18 levels of congestion by local authority, measured by vehicle kms per km of road**

While the Edinburgh & South East region has seen patronage growth, it also has the authority with the highest level of congestion (City of Edinburgh), and four other authorities with worse than average congestion, although Glasgow City Region has the highest number of authorities with congestion (eight). The Forth Valley and Tay Cities regions also show evidence of congestion, alongside Aberdeen City.

<sup>6</sup> Scottish Transport Statistics 2018 <https://www.transport.gov.scot/publication/scottish-transport-statistics-no-37-2018-edition/>, tables 4.2 and 5.5



These findings are supported by information gathered as part of Transport Scotland’s call for information from bus operators in 2017 which, as shown in Figure 5 below, concluded that areas across Scotland where buses experience significant congestion include within and on the approach to Glasgow City and surrounding areas, and to a lesser extent, within Edinburgh.

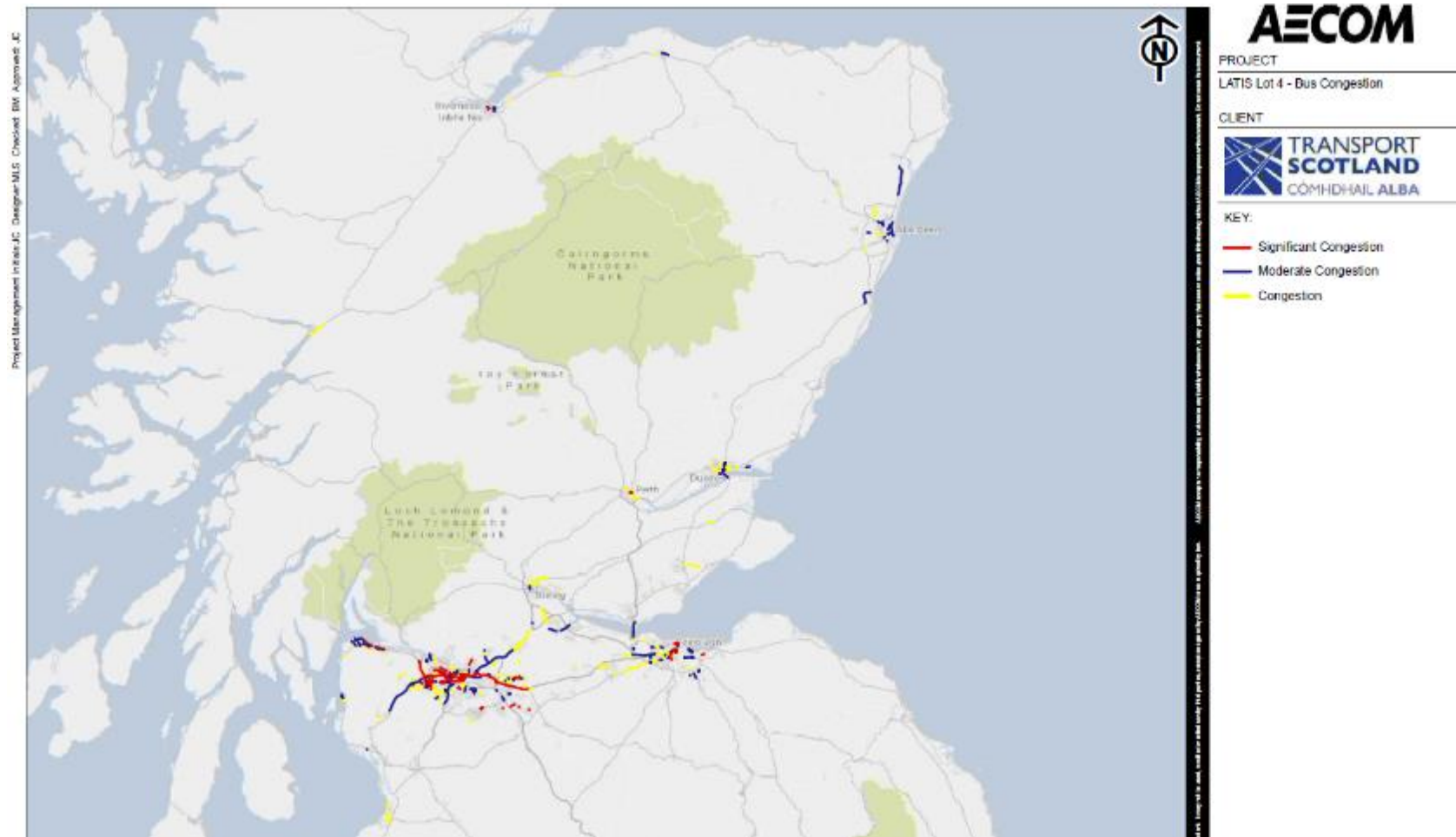


Figure 5: Locations of bus congestion in Scotland, based on 2017 data

Concentrating on Edinburgh, the plot in Figure 6 below provides greater detail of the key areas of congestion in relation to the level of bus provision<sup>7</sup>. It is apparent that many of these delays are occurring on trunk roads and that while this is not always the case, many have bus services associated with them, providing an indication of how action to provide bus priority measures through this intervention can be targeted.

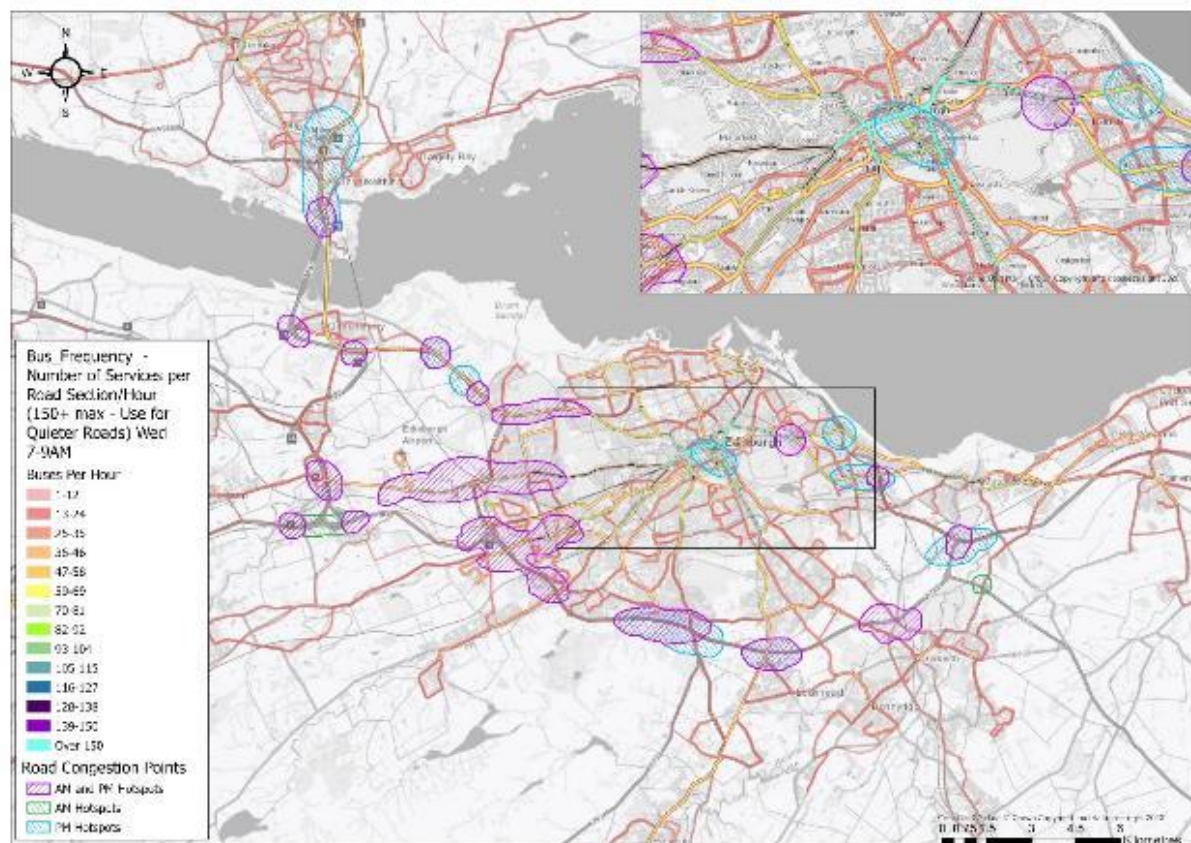
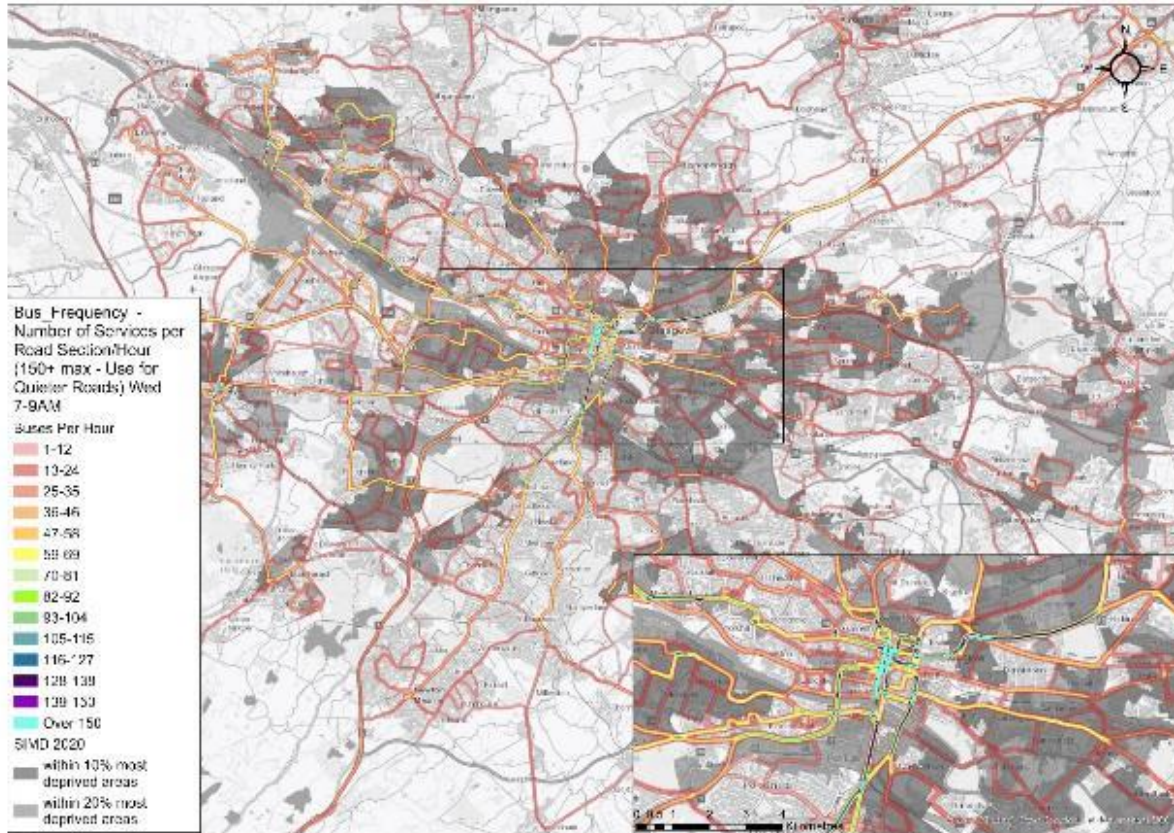


Figure 6: Bus service frequency plot for Edinburgh, including AM and PM congestion hotspots

<sup>7</sup> Transport Model for Scotland, 2014 (TMfS 14) <https://www.transport.gov.scot/our-approach/industry-guidance/land-use-and-transport-integrations-in-scotland-latis/#42984> and TRACC, a multimodal accessibility and journey time analysis tool

As well as targeting bus priority measures at the locations with highest levels of congestion and bus provision, a further consideration is the extent to which there is a social need. Figure 7 below demonstrates that many areas of high bus provision in Glasgow are focused on some of the most deprived areas in the country<sup>8</sup>, where car ownership is also likely to be low. If the targeting of bus priority measures can also take into account levels of social need, this would help to deliver the National Transport Strategy’s vision of how transport improvements can be used to promote equality.



**Figure 7: Bus service frequency plot for Glasgow, including AM and PM congestion hotspots and SIMD locations**

<sup>8</sup> Scottish Index of Multiple Deprivation 2020, <https://www.gov.scot/publications/scottish-index-multiple-deprivation-2020/> and TRACC, a multimodal accessibility and journey time analysis tool

It is also worth highlighting the impact that COVID-19 has had on bus travel, as shown in Figure 8 below<sup>9</sup>. From this figure, it is apparent that concessionary bus use reached a level of around 50% of expected demand in August 2020, although more recent information suggests that this has now started to fall. While bus is outperforming rail travel, it is still significantly below car use, which was approaching 100% in August. Therefore, it is likely that further action will need to be taken to improve the image of bus travel if the financial sustainability of the bus industry is to be improved. This is clearly an area where bus priority could assist.

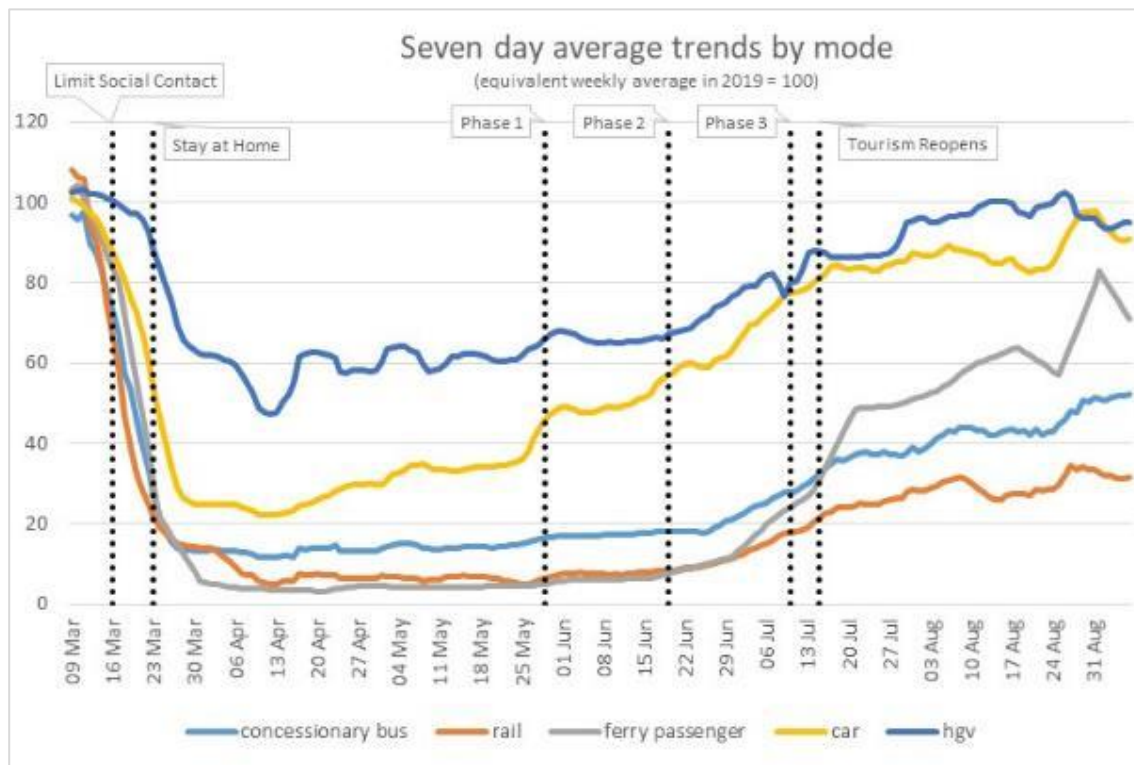


Figure 8: Seven day average travel trends by mode, from March through August 2020 during COVID-19 pandemic

Indeed, action has already been taken through the BPRDF to deliver bus priority measures that seek to assist with the recovery in bus patronage post-COVID-19. While delivery of these schemes is still underway, the case study below provides a good example of what can be achieved when priority measures are provided alongside a partnership with bus operators.

<sup>9</sup> Transport Scotland Travel Trends Reporting

### Case Study: Leeds City Council

Leeds City Council developed a £174m bus-focussed business case, utilising funding from the Department for Transport. The main problems with the bus network were deteriorating and unpredictable speeds on many key corridors. Leeds also has a number of suburban housing schemes with adequate road widths but traffic funnels into the inner-city suburbs, where road configurations are not generally conducive to bus operation. In response to these problems, a package of improvements was developed, comprising three main categories of intervention, including Park & Ride (P&R) to target mode shift from car traffic originating outside Leeds:



Figure 9 Connecting Leeds<sup>10</sup>

- Interventions on six key corridors, including junction improvements, new bus lanes, extensions to bus lanes and changing the configuration of pavements.
- Works that support bus movements in the core city centre area, designed to improve the reliability of bus circulation and improve the quality of on-street interchange facilities.
- Expanding the capacity of the Elland Road and Temple Green P&R sites and changing the bus routeing to make it more effective, as well as introducing a new P&R site at Alwoodley in North Leeds.

A total of £145m is to be invested, including £50m on corridor improvements, £29m on city centre bus circulation, £40m on P&R and £26m on other improvements, including Real Time Passenger Information (RTPI) provision and demand responsive transport.

As part of a four year deal with Leeds City Council, First has committed to 284 new vehicles, combined with a series of other interventions, such as contactless ticketing, including a 'Tap & Cap' scheme with daily and weekly fare capping, as well as a programme to improve driver interactions with passengers. This deal reinforces previous initiatives, which involved the area's operators working together to improve bus services, including greater legibility of the network and increased route management.

The partnership has been in place for two of the proposed four years. RTPI improvements were made in 2018, with P&R and city centre circulation work commencing in 2019. 180 new buses were scheduled for 2019, with a further 100 to arrive during 2020. While delivery of the interventions is ongoing, passenger volumes are reported to have grown on the targeted routes.<sup>11</sup>

<sup>10</sup> Connecting Leeds, © Leeds City Council

<sup>11</sup> Sourced from a telephone interview with First on 5 September 2019

## 4 The Strategic Rationale

As set out in the 2019 Programme for Government, transport is Scotland's largest greenhouse gas emitting sector, with the Scottish Government aiming to 'bring forward a step change in investment to make bus services greener and more punctual and reliable, so that more people make the choice to take the bus'. To assist this process, a commitment has been made to invest over £500m in bus priority infrastructure to tackle the impacts of congestion on bus services and raise bus usage. This aligns with the National Transport Strategy's vision on how transport can help the economy prosper ('reliable, efficient and high quality' and 'get us where we need to get to') and can take climate action ('promote greener, cleaner choices' and 'help deliver our net-zero target'). Indeed, the role that bus can play in contributing to the net-zero target will be particularly important given the 'Just Transition' principles, which seek to ensure that the transition is managed in a manner that 'helps to address inequality and poverty', whilst prioritising a 'sustainable and inclusive labour market' by making 'all possible efforts to create decent, fair and high value work'.

It is in this context that the Enhancing Public Transport Provision theme has been selected for inclusion in Phase 1 of STPR2. Indeed, the need for action has been exacerbated by the COVID-19 pandemic, as travel by bus – and confidence in the safety of travel by bus – have declined, materially impacting on the ability of the mode to contribute to the net-zero target. Bus priority measures would increase the attractiveness of bus as a mode of transport, assisting with the recovery in bus patronage post-COVID-19, and could also help to lock-in the benefits of lower levels of car use witnessed during the COVID-19 pandemic by presenting travel by bus as a viable alternative to travel by car.

### Why now?






- As set out in the National Transport Strategy, bus use declined by over 20% between 2007/08 and 2017/18. This decline has been particularly apparent in Glasgow City Region.
- Analysis carried out by KPMG indicated that of the c27m reduction in bus patronage between 2011/12 and 2015/16, c18m was likely to be a result of increasing car ownership and increasing bus journey times. This indicates a need to rebalance the attractiveness of travel by bus relative to travel by car if the net-zero target is to be met.
- Congestion has been worst in the larger urban areas, with worse than average congestion (measured on the basis of vehicle kilometres per kilometre of road) experienced in eight of Glasgow City Region's authorities (particularly North Lanarkshire, Glasgow City, Renfrewshire, West Dunbartonshire, East Renfrewshire and Inverclyde), five of Edinburgh & the South East's authorities (particularly City of Edinburgh and West Lothian), three each of Forth Valley's and Tay Cities' authorities (particularly Falkirk and Dundee City respectively), and in Aberdeen City.
- As noted in the National Transport Strategy, congestion can cause a 'circle of decline', whereby slower bus speeds and reduced punctuality result in patronage reductions, followed by consequent fare increases, which in turn cause further reductions in patronage, leading to greater car use and even more congestion. Slower bus speeds can also result in operators needing to increase vehicle requirement, reducing the financial viability of services, or to reduce frequency, reducing attractiveness to

passengers.

- The need for action to support the viability of bus as a mode of transport has been exacerbated by the COVID-19 pandemic, with Transport Scotland statistics showing that bus use by concessionary passengers fell to a low of around 12% of the previous year's level in the middle of the first lockdown, and while patronage had recovered to around 50% by the first week of September 2020, it remained at this level throughout the rest of September, before starting to fall in October.
- As well as playing an essential role in tackling climate change, bus has a key role to play in reducing travel poverty. The 2019 Scottish Household Survey indicated that 48% of the most deprived households (SIMD quintile 1) do not have access to a car and are twice as likely to use the bus to travel to work as households in the least deprived three quintiles. Therefore, action taken to improve bus journey times could improve accessibility to employment, education, healthcare and leisure activities for those most in need.

Through the STPR2 engagement process, regional stakeholders have identified locations of potential bus priority schemes, and early analysis has been undertaken to assess those measures to address congestion. This evidence can contribute to bids made to the Bus Partnership Fund.

## 5 Meeting the STPR2 Transport Planning Objectives

TRANSPORT PLANNING OBJECTIVE	CONTRIBUTION	SCALE OF IMPACT (-3 TO +3)
 A sustainable strategic transport system that contributes significantly to the Scottish Government’s net zero emissions target.	If bus priority measures increase the attractiveness of bus as a mode of transport and consequently result in transfer from car, this would reduce pollution. Bus priority measures would also reduce pressures on operating costs, which could support greater levels of investment in new, lower emission vehicles.	✓✓
 An inclusive strategic transport system that improves the affordability and accessibility of public transport.	Bus priority measures should reduce both journey times and journey time variability, which would reduce pressures on operating costs. This should reduce the extent to which operators need to increase vehicle requirement or reduce frequency. These efficiencies may be passed onto passengers through increased levels of service, improved quality of service and/or reduced fares.	✓✓
 A cohesive strategic transport system that enhances communities as places, supporting health and wellbeing.	If bus priority measures increase the attractiveness of bus as a mode of transport and consequently result in transfer from car, this would reduce pollution. Given that bus travel requires walking to and from stops, this will also increase active travel.	✓
 An integrated strategic transport system that contributes towards sustainable inclusive growth in Scotland.	Actions taken to improve bus journey times should improve accessibility to employment, education, healthcare and leisure activities, especially for passengers from the most deprived households, who are less likely to own a car and are therefore more reliant on travel by bus.	✓✓
 A reliable and resilient strategic transport system that is safe and secure for users.	Bus priority measures should improve the resilience and reliability of the bus network by reducing journey times and reducing journey time variability. Schemes could increase the likelihood of buses being able to pull in level with the kerb at stops, allowing safer access for those passengers with reduced mobility.	✓✓



## 6 Addressing the Post Covid-19 Priorities

POST-C19 PRIORITIES <sup>12</sup>	CONTRIBUTION
Employment	Bus provides a key mode of transport to urban centres, both for those employed there and those travelling for retail or leisure purposes. Bus priority will improve the financial viability of bus services post COVID-19, which could otherwise be withdrawn, impacting on the viability of employment in urban centres.
The Environment	Bus priority will increase the attractiveness of bus as a mode of transport, assisting the recovery of patronage post-C19 and reducing the extent to which passengers will transfer to car use. Given that a well-used bus will emit less pollutant per passenger than a car, this will help improve local air quality and reduce greenhouse gas emissions.
Education	16% of children travel to school by bus (Sustrans Hands Up Scotland Survey 2019). Actions taken to improve the financial viability of bus post-COVID-19 could reduce the extent to which bus services to schools would be withdrawn without subsidy, or increased subsidy, from local authorities. Therefore, bus priority could both help to retain accessibility to education and assist with local authority revenue budgets.
Equalities	The most deprived households are less likely to own a car and are therefore more reliant on travel by bus. Actions taken to improve the attractiveness of bus post-COVID-19 and to reduce pressures on operating costs would increase the financial viability of services, which could otherwise be withdrawn, impacting disproportionately on more deprived households.

<sup>12</sup> Criteria taken from The Scottish Government’s response to the Advisory Group on Economic Recovery, August 2020

## 7 SEA, EqIA and Other Impact Assessments<sup>13</sup>

ASSESSMENT	COMMENTARY
SEA (Strategic Environmental Assessment)	There could be a slight beneficial impact on local air quality and reductions in greenhouse gas emissions and accidents, if bus priority measures increase the attractiveness of bus as a mode of transport and hence reduce car use. This intervention will therefore complement the SEA and help progress the SEA objectives.
EqIA (Equality Impact Assessment)	There could be a slight beneficial impact of reduced barriers to bus use for those with reduced mobility, where schemes increase the likelihood of buses being able to pull in level with the kerb at stops, allowing easier access.
ICIA (Island Communities Impact Assessment)	Bus priority is unlikely to have a material impact on Island Communities.
CRWIA (Children’s Rights and Wellbeing Impact Assessment)	Improved bus connectivity could have a beneficial impact on children and young people, given that 16% of children travel to school by bus (Sustrans Hands Up Scotland Survey 2019) and children and young people may be more likely to use buses for leisure travel, given that those under 17 will not be able to drive.
FSDIA (Fairer Scotland Duty Impact Assessment)	There could be a beneficial impact on tackling inequality. The 2019 Scottish Household Survey indicated that 48% of the most deprived households (SIMD quintile 1) do not have access to a car and are twice as likely to use the bus to travel to work as households in the least deprived three quintiles. Therefore, actions taken to improve bus journey times could improve accessibility to employment, education, healthcare and leisure activities for those most in need.

<sup>13</sup> All of these impact assessments are currently underway but no formal assessments have yet been undertaken. Please note SEA and EqIA scoping reports have been produced and consulted upon.

## 8 Implementability and Interdependencies

IMPLEMENTABILITY CRITERIA	COMMENTARY
Feasibility	Largely feasible, subject to assessment of specific sites. The targeting of bus priority measures, evaluation of the business case and subsequent construction are in common practice, so raise no concerns regarding feasibility.
Affordability	Generally low-cost measures. The Scottish Government has committed over £500m to the Bus Partnership Fund and reallocation of roadspace on the Glasgow motorway network, with other motorway and trunk road schemes also being considered. Appraisal and design of future schemes elsewhere can begin in the short term, in order to inform future budget decisions.
Public Acceptability	Acceptability may be limited, particularly amongst non-bus users, and especially if bus use remains low, so it will be essential for scheme promoters to take this into account when developing their schemes.

### Key Interdependencies

Funding for local authorities is being provided through the Bus Partnership Fund, so delivery on the local road network in the next 3 years is dependent on the extent of demand for that Fund. Given that partnership with bus operators will be a requirement of the BPF, the funding should be able to leverage further action and investment from local authorities and operators.

The need to enhance public transport provision by driving a step change in bus journey time reliability and operational efficiency will be critical in mitigating the decline in bus use, with a reduction of 10% in bus speeds estimated to result in a loss of between 9.6% and 14% in patronage. This can result in a 'circle of decline', with operators needing to increase fares and reduce mileage, which could increase congestion further. The need for action to support the viability of bus as a mode of transport has also been exacerbated by the COVID-19 pandemic. Evidence has shown that a fully enforced bus lane on a 10km highly congested bus route can reduce travel times by 7 to 9 minutes, and that action taken to provide bus priority can also result in consequent partnership investment by bus operators. Therefore, the BPF has the potential to support the delivery of a step change in journey time improvement whilst also leveraging investment from operators through the use of BSIPs. It is in this context that the Enhancing Public Transport Provision theme has been selected for inclusion in Phase 1 of STPR2.

