

<b>Agenda Item</b>	<b>16</b>
<b>Report No</b>	<b>ECI/13/2023</b>

## HIGHLAND COUNCIL

**Committee:** Economy and Infrastructure

**Date:** 2 February 2023

**Report Title:** Bus Partnership Fund and Bus Service Improvement Partnership Update

**Report By:** Executive Chief Officer Infrastructure, Environment & Economy

### 1 Purpose/Executive Summary

- 1.1 This report presents an update on the progress on the Bus Partnership Fund (BPF) projects to date which include 10 projects, 7 in Inverness/Inner Moray Firth and 3 in Fort William/Lochaber.
- 1.2 The report also provides an update on the progress on the homologation of a Bus Service Improvement Partnership (BSIP). This formation of a formal BSIP is a condition of the BPF.

### 2 Recommendations

- 2.1 Members are asked to:-
- i. **Note** the work carried out to date under the BPF Projects; and
  - ii. **Note** that officers will progress with work on a draft BSIP, in consultation with the Executive Chief Officer Infrastructure, Environment & Economy, in consultation with the Chair and Vice Chair and the Economy and Infrastructure Committee spokesperson for the Opposition Group as agreed at the meeting of the Economy and Infrastructure Committee (E&I) of 5 May 2021 where it was agreed to delegate powers to this group.

### 3 Implications

- 3.1 **Resource** – Staff resources for the delivery of the project are met within the external grant award. Resource required for the next steps during the 2023/2024 financial year are under review, cost for this will be sought from the Transport Scotland Bus Partnership Fund. There are no capital resource implications for this project, since the external funding, if successful, covers full costs to project completion.
- 3.2 **Legal** – There are no legal implications arising directly from this report. It should be noted though that the Bus Service Improvement Partnership requires a statutory process to be followed and the creation of a binding document in the form of a partnership for all participating parties, Highland Council legal team will be consulted at the appropriate stage.
- 3.3 **Community (Equality, Poverty, Rural and Island)** – There is potential for equality and poverty benefits through improving bus services as a result of infrastructure implementation arising from BPF projects.
- 3.4 **Climate Change / Carbon Clever** - A prime aim of the fund is to reduce congestion, which will have significant benefits for carbon reduction by supporting improved bus services as a viable alternative to car use, especially on urban and inter-urban routes. It should also support the financial viability of commercial bus services.
- 3.5 **Risk** – There are no risk implications arising directly from this report.
- 3.6 **Gaelic** – There are no Gaelic implications.

### 4 Introduction

Scottish Government has committed 10% of the annual Transport budget (£320m) to Active Travel by 2024/25; set a national target to reduce car kilometres by 20% by 2030 and has awarded The Highland Council initial funding of £2.7m to unlock up to £50m for public transport; £10.6m for the Inverness City Active Travel Network; £1.6m for Cycling, Walking and Safer Routes for 2022/23 and £109m for transport through the City and Region Deal.

Scottish Government published the National Transport Strategy in 2020, in doing so it places *people* at the top of the priority for travel, and private cars at the bottom (Fig. 1). Scottish Government also published the Strategic Transport Projects Review 2 in 2022, identifying a requirement for widespread local interventions to decarbonise transport, a delivery plan of how this is expected to be implemented is expected in early 2023.

## Prioritising Sustainable Transport

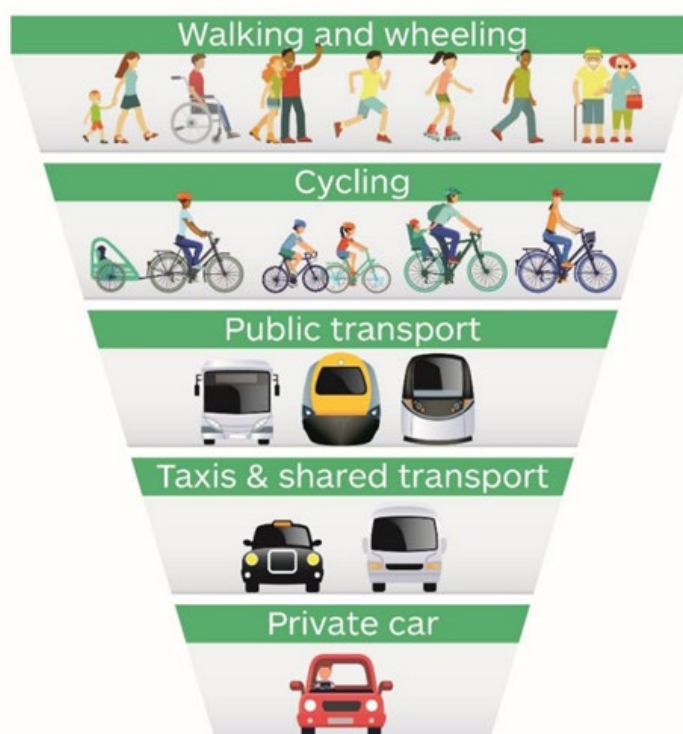


Figure 1: Sustainable Travel Hierarchy

Over three years ago The Highland Council declared a Climate and Ecological Emergency, identifying action to respond remains a priority. Transport contributes 37% of Scotland's greenhouse gas emissions<sup>1</sup> and prioritising ways to reduce this will deliver a strong response to the Emergency.

Public Transport, in particular buses, has the potential to make significant reductions in transport emissions in Highland. This is recognised by Scottish Government's decision to commit £500M to bus priority measures across Scotland. This paper presents The Highland Council's (THC) progress on this nationally funded project, and its associated improvement framework, the Bus Service Improvement Partnership.

### Bus Partnership Fund Projects

A range of projects secured funding, comprising 'quick wins', where infrastructure is fully funded for rapid delivery, and more complex projects which require a full transport appraisal, following the Strategic Transport Appraisal Guidance (STAG) process (see **Appendix 1** detailing the STAG process). It should be noted in accordance with guidance from Transport Scotland in respect of the Bus Partnership Fund STAG Appraisals should take a proportionate approach based on each individual STAG study.

Further detail on STAG Appraisals is available online:

[Transport Scotland Appraisal Guidance](#)

These projects are summarised below and listed in **Appendix 2**.

#### 4.1 **Raigmore Bus Gate**

Officers have worked with partners to secure planning permission for the construction of a bus and emergency service vehicle-only access between Raigmore Hospital and Raigmore Estate, secured December 2022. The project will progress to construction, with the route anticipated to be operational by Summer 2023, full funding is in place for the construction of the route, which will bring bus journey time savings of up to seven minutes as indicated by the current operator.

#### 4.2 **Barn Church Road Bus Priority**

A Transport Assessment is in preparation to consider the potential for priority bus measures on the corridor, this is expected to be complete in early 2023, which will identify the optimum solutions to progress on this corridor. Funding is in place to deliver the improvements anticipated.

#### 4.3 **Inverness Traffic Light Priorities**

A comprehensive project to add bus-priority signals to 20 signal-controlled junctions in Inverness is currently underway. This will enable traffic lights to react to real-time information sent from on-board bus ticket machines to determine if a vehicle requires priority and, if so, traffic lights will react accordingly. By implementing these upgrades, bus services will maintain timings, thus improving reliability and reducing journey times. Contractors are currently implementing these upgrades which are currently anticipated to be completed by early 2023. **Appendix 3** shows the location of the junctions being improved.

#### 4.4 **Rose Street Enforcement Camera**

This project is an addition to the Rose Street Bus Link that was implemented through the Bus Priority Rapid Deployment Fund in 2021. The enforcement camera and signage were installed and completed by 31 December 2021. A Temporary Traffic Regulation Order is in place to enforce this bus lane, with the permanent order in preparation, anticipated to be in force by March 2023.

#### 4.5 **Millburn Corridor STAG Appraisal**

Consultant Stantec was commissioned to carry out a STAG to consider the potential for bus priority and active travel improvements along Millburn Road. The project is at options sifting stage at the time of writing.

A range of engagement and consultation has been delivered to date, including:-

- a stakeholder event on 4 October 2022 at the Rugby Club, Inverness;
- a City of Inverness Area Committee Member briefing and interactive workshop on 4 November 2022;
- a joint Public Consultation for all STAG processes in Inverness was held on 14 December 2022 at the Spectrum Centre, Inverness;

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<sup>1</sup> National Transport Strategy, Scottish Government (2020)

- an online survey for this corridor was available from 1 December 2022 to 22 January 2023; and
- a range of ongoing promotion of the project has been delivered by THC Corporate Communications Team on various social media platforms, newspapers and radio

It is anticipated that the completed STAG process will be submitted to Transport Scotland for gateway review by mid-February 2023. Transport Scotland's review will conclude what options identified by the STAG will be eligible to progress to the next stage, Outline Business Case and Design.

Further detail on this project is available online: [Millburn Corridor Transport Study](#)

#### 4.6 **Connecting Inverness STAG Appraisal**

Consultant WSP was commissioned to undertake a STAG Appraisal to appraise potential for bus priority measures from Inverness Bus Station to Rose Street and Shore Street for onward connection to the A82 & A9, and potential for strategic inter-modal connectivity to, within and from Inverness, including Park & Choose and Bus Priority measures.

The project is currently at the option generation stage and a range of engagement and consultation has been delivered to date, including:-

- a City of Inverness Area Committee Member briefing and interactive workshop on 4 November 2022;
- an online public consultation ran from 25 October 2022 to 5 December 2022 which received a total of 831 completed surveys;
- focused one-to-one stakeholder engagement has been undertaken; and
- a joint Public Consultation for all STAG processes in Inverness was held on 14 December 2022 at the Spectrum Centre, Inverness

It is anticipated that the completed STAG process will be submitted to Transport Scotland for gateway review by the end of February 2023. Transport Scotland's review will conclude which options identified by the STAG will be eligible to progress to the next stage, Outline Business Case and Design.

Highland Council will need to carry out procurement to appoint a consultant to carry out the OBC/Design phase. Once a consultant is appointed it is likely the OBC/Design phase will be carried out, which will then be subject to further gateway review from Transport Scotland to agree funding for the construction phase of the option that emerges.

It is also of note that a quick win potential option to develop a pilot Park & Ride facility at the temporary Council car park at Torvean has been identified through this process. Officers have submitted a bid to Transport Scotland seeking additional funding to deliver this proposal, with an anticipated decision in early 2023.

#### 4.7 **B9006 STAG Appraisal**

The Highland Council has commissioned AECOM to carry out this STAG Appraisal which will consider bus priority measures on the B9006 corridor from the junction at Birchwood Road to the Raigmore Hospital junction on Old Perth Road.

- baseline evidence gathering has concluded;
- this BPF project will work alongside and align with the Councils capital project for Inshes Junction and cross liaison between the two projects is already in place;
- feedback from the online public consultation from Inshes Junction in 2021 is being fed into this project.
- one to one engagement has also been carried out with various stakeholders as part of the STAG Appraisal process;
- the project is currently at the option generation stage at the time of writing the report;
- a Public Consultation event was held on 14 December 2022 at the Spectrum Centre, Inverness 16:30-19:30 along with the other 2 STAG Appraisals where all three consultants were present on the work carried out to date on each of the three studies and the public had the opportunity to comment and ask any questions; and
- an in person public consultation is planned for early March 2023

It is anticipated that sifted options will be presented to Transport Scotland gateway review at the end of March 2023. The gateway review will determine what option(s) can be taken forward to OBC/Design stage. Highland Council will need to carry out procurement to appoint a consultant to carry out the OBC/Design phase. Once a consultant is appointed the OBC/Design phase will take place, which will then be subject to further gateway review from Transport Scotland to agree funding for the construction phase of the option that emerges.

#### 4.8 **Blar Mhor Bus Link**

In person and Teams meetings have been carried out to consult on draft drawings for this project with the landowners, NHS Highland, medical centre clinicians and community councils. NHS Highland have also been integral to the discussions with clinical representatives of 3 of the medical practices who are current tenants in addition to NHS Highland being the fourth tenant.

Discussions are ongoing with the landowners of the medical centre to address concerns raised by medical centre clinicians. If permission is granted from the landowners, the next stage is to submit a small planning application to proceed with the project. See **Appendix 4** for the current draft drawings.

#### 4.9 **Upper Achintore Bus Link**

This project is awaiting level details from the existing housing contractor who will also construct the bus link, once finished floor levels and funding is concluded for the phase of the housing development that the bus link will be constructed on the bus link can be progressed.

The ongoing construction and timings of the housing project has resulted in delays to the progressing of the bus link, until specific technical details are confirmed with the housing site development and funding is concluded this project has been deemed too high risk to implement. See **Appendix 5** for draft drawings.

#### 4.10 Fort William/Lochaber STAG Appraisal

The Highland Council has commissioned Jacobs to carry out this STAG Appraisal which will consider a range of bus priority measures as well as considering park and ride infrastructure.

- baseline evidence gathering is ongoing;
- five different in-person public events were held on 1 and 2 November 2022 in Lochaber including a stakeholder workshop, elected members briefing with Lochaber wide Councillors and three public consultation events. One in Fort William and two in Caol as part of the Fort William 2040 event;
- a follow up stakeholder engagement workshop was held on the 07/12/22 to generate initial options; and
- an online public consultation was launched 19 December 2022 to facilitate further public consultation.

It is anticipated that sifted options will be presented to Transport Scotland for gateway review in May 2023. The gateway review will determine what option(s) can be taken forward to OBC/Design stage. Highland Council will need to carry out procurement to appoint a consultant to carry out the OBC/Design phase. Once a consultant is appointed the OBC/Design phase will take place, which will then be subject to further gateway review from Transport Scotland to agree funding for the construction phase of the option(s) that emerge.

#### 4.11 Estimated Timelines for STAG Appraisals

Project	Stage	TS Gateway target date	Gateway feedback date	Procurement required	Stage (subject to +ve gateway review)	TS Gateway	Gateway outcome	Construction start (subject to +ve Gateway)
Millburn Corridor	STAG	Feb-23	Apr-23	No	OBC & Detailed Design	Jun-23	Aug-23	Nov-23
Connecting Inverness	STAG	Feb-23	Apr-23	Yes	OBC & Detailed Design	Aug-23	Oct-23	Jan-24
B9006	STAG	Mar-23	May-23	Yes	OBC & Detailed Design	Sep-23	Nov-23	Feb-24
Lochaber	STAG	May-23	Jul-23	Yes	OBC & Detailed Design	October	Dec-23	Mar-24

### 5 Bus Service Improvement Partnership (BSIP)

- 5.1 Members will recall the decision made at Economy and Infrastructure Committee on 5 May to initiate a Bus Service Improvement Partnership (BSIP), including the outline content of the partnership, and the 'Notice of Intention' to initiate the BSIP. Extensive work has been carried to progress this work. Officers have worked with the other parties in this partnership to develop and homologate a BSIP and work on it is ongoing.

It should be noted that there is growing interest from smaller bus operators not currently part of the BSIP. **Appendix 6** lists the Members of the BSIP, and officers will ensure any opportunities are secured to gain benefit from this interest. Information is provided below summarising the work carried out to date.

See **Appendix 7** for Transport Scotland's Guidance relating to Bus Service Improvement Partnerships.

## 5.2 **Current Progress**

A draft BSIP Plan document is in preparation, which includes a breakdown of the Plan & schemes for each respective area. The extent of BSIP areas is currently being defined and will include schemes within the Inverness/Inner Moray Firth and Lochaber areas, in the first instance. A BSIP Steering Group meets fortnightly to direct the process.

## 5.3 **Smart Objectives**

The BSIP steering group is currently developing draft SMART Objectives for the BSIP Plan, where baseline data will be collected, and specific objectives agreed, some may be transferable between each area and others will be area specific. The following points summarise the type of objectives currently in preparation:-

- increased patronage on bus services;
- reduction of bus journey times;
- improved reliability on bus services;
- introduction of more direct services on specific routes;
- promotion of connectivity between different modes of transport;
- encourage use of low-emission vehicles and alternative fuels;
- encourage improvements in accessibility to vehicles; and
- improve Public Transport Information

## 5.4 **Facilities**

A specific list of infrastructure improvements required across the network are being developed, and centre on the recent actions identified through the Bus Rapid Deployment Fund, as well as the Quick Win and STAG projects being delivered through the Bus Partnership Fund. Further information on these facilities is set out in **Appendix 2**.

## 5.5 **Measures**

*Parking Policy* - Parking Policy is to be reviewed as part of the emerging Transport Strategy and is intended to complement the delivery of the objectives of the projects within the Bus Partnership Fund and to deliver a more sustainable transport network to the areas within the BSIP.

*Low Emission Zones* – Low Emission Zones within the defined Scheme areas are being developed and will be built into the emerging Transport Strategy.



*Community Transport/DRT* - Consideration is being given to analysing the gaps within the BSIP scope where this type of transport can be used as a feed into the main public transport network. Other funding sources would need to be secured for officers to develop this measure.

Further measures may develop as the work progresses.

## 5.6 **Route Service Standards**

Specific route service standards are being developed which will define the frequency and timing of specific routes.

## 5.7 **Operational Service Standards**

Vehicle Quality:-

- the fleet operated must be, wherever possible, be of a maximum age of 10 years old (with a caveat of vehicles under 16 years if already in the established fleet);
- a minimum of Euro 5 emissions rating for existing fleet and thereafter a minimum of Euro 6 or alternative fuel such as Electric or Hydrogen for newly purchased fleet;
- USB charging or power outlets to be included on newly purchased fleet;
- clean presentation of fleet;
- standard uniform provision for drivers;
- destination equipment will be clearly visible front, back and side of the vehicle, display destinations in lower case and must be in good working order;
- newly purchased fleet will include “Next Stop” announcements; and
- fleet livery: as a minimum the operator logo or name should be present on the bus

Minimum frequency of services:-

This is proposed to be based on the current frequency levels of Public Transport provision and then specific year on year targets need developed.

Maximum fares:-

- need to define area covered;
- collate baseline data; and
- set year on year on year targets

Ticketing requirements:-

Multi Operator Tickets: proposed to sit above the established operators current fare due to this ticket being premium product. This could either be in the form of a smart ticket option or there would be a percentage split on a mileage basis within a zone it relates to. These zones should where possible match any established boundaries that an existing operator already offers.

Provision of information for the public:-

- on street information will comply as a minimum with the emerging Transport Information Strategy (to include real time and paper);
- all new housing developments will meet minimum requirement to include RTPi screens and bus stop infrastructure; and
- repair and maintenance and turnaround times for resolving issues

Bus Stop Infrastructure provision:-

- audit carried out on existing infrastructure to provide baseline; and
- provision of quality control to be set up with auditing provision

Dates of registrations changes:-

It is proposed that there will be a maximum of two changes per annum that coincide with summer and winter seasonal timetable changes, exceptions to this standard will include changes that result from aligning with other modes of transport and/or any government interventions, road closures and competitive situations that may arise.

## 5.8 Reporting & Monitoring

This element is under development and is very much being interpreted from the current guidance document.

## 5.9 Public Consultation

This area is currently being developed but consideration to an online survey and an in-person event to allow the public to feed into the BSIP Plan or alternatively forming some type of working group that has specific representatives of various stakeholders and representatives of bus users.

## 5.10 BSIP Estimated Timelines

Following the BSIP Outline Process the following estimated timelines have been developed:-

- the LTA has held informal discussions with operators between February 2021 – May 2021;
- the LTA gave formal notice of intention to prepare a partnership proposal as detailed in the E & I committee paper in May 2021;
- the preparation by the LTA of the partnership proposal started in January 2022 and is ongoing with an estimated completion by February/March 2023;
- the BSIP draft should be agreed with the ECO, Chair & Vice Chair and Opposition spokesperson E&I Committee to approve the BSIP Plan Draft before public consultation and discuss proposal of the public consultation;
- Public consultation is estimated to take place in April and May 2023;
- June 2023 the BSIP plan doc will be amended in accordance to public consultation;

- July 2023 operators to review revised BSIP plan and formal approval is sought
- BSIP Plan is then presented to the E & I Committee on 17 August 2023 which will indicate formal adoption of the BSIP Plan document.

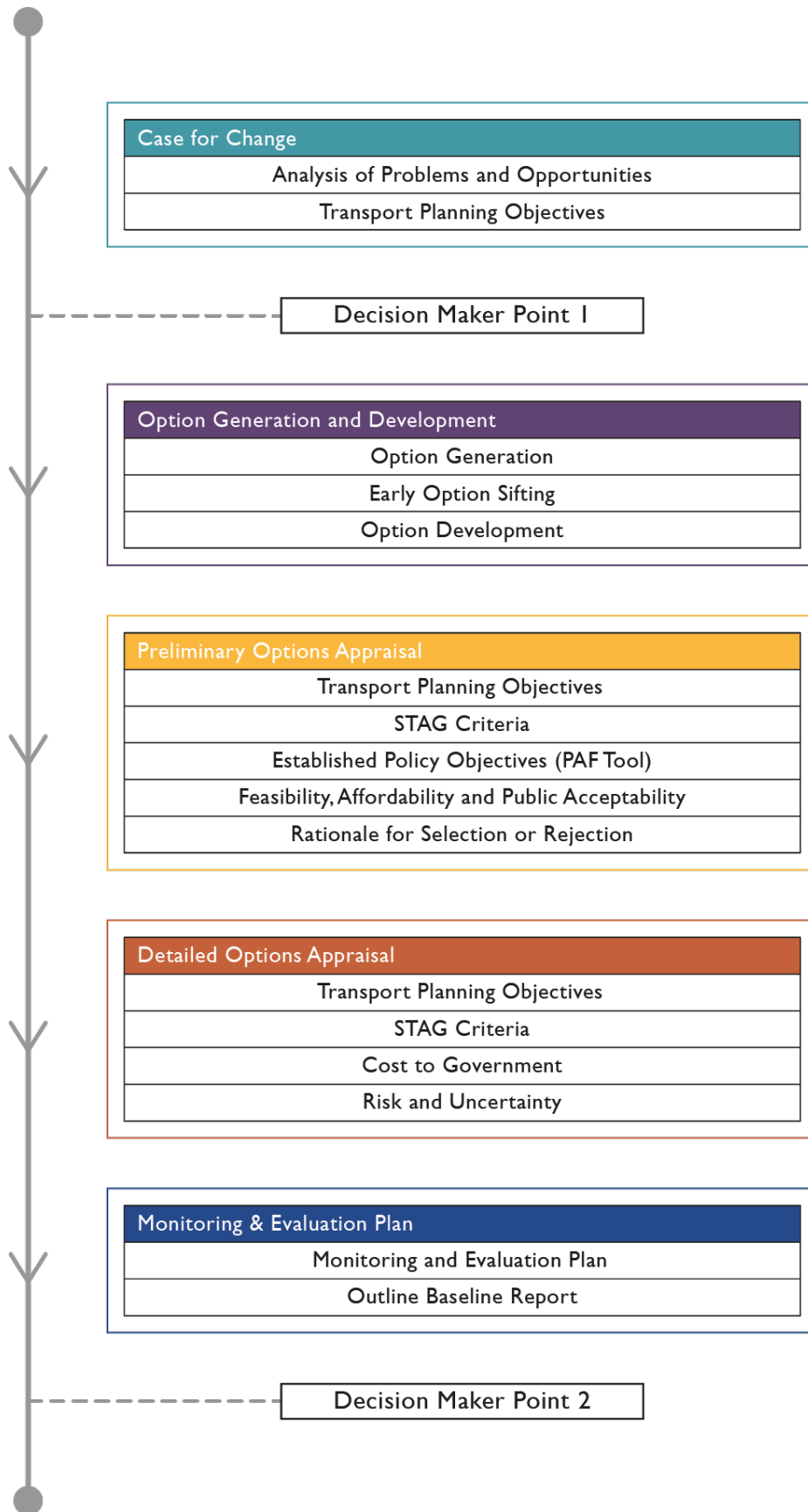
Designation: Executive Chief Officer Infrastructure, Environment & Economy

Date: 19 December 2022

Authors: Julie Cromarty, Project Manager (Bus Partnership Fund)  
Jon Farr, Project Officer (Bus Partnership Fund)

Background Papers: E&I Committee [Report](#) 5 May 2021  
E & I Committee Bulletin Item 2 December 2021

## Appendix 1 – STAG Process Flow Diagram

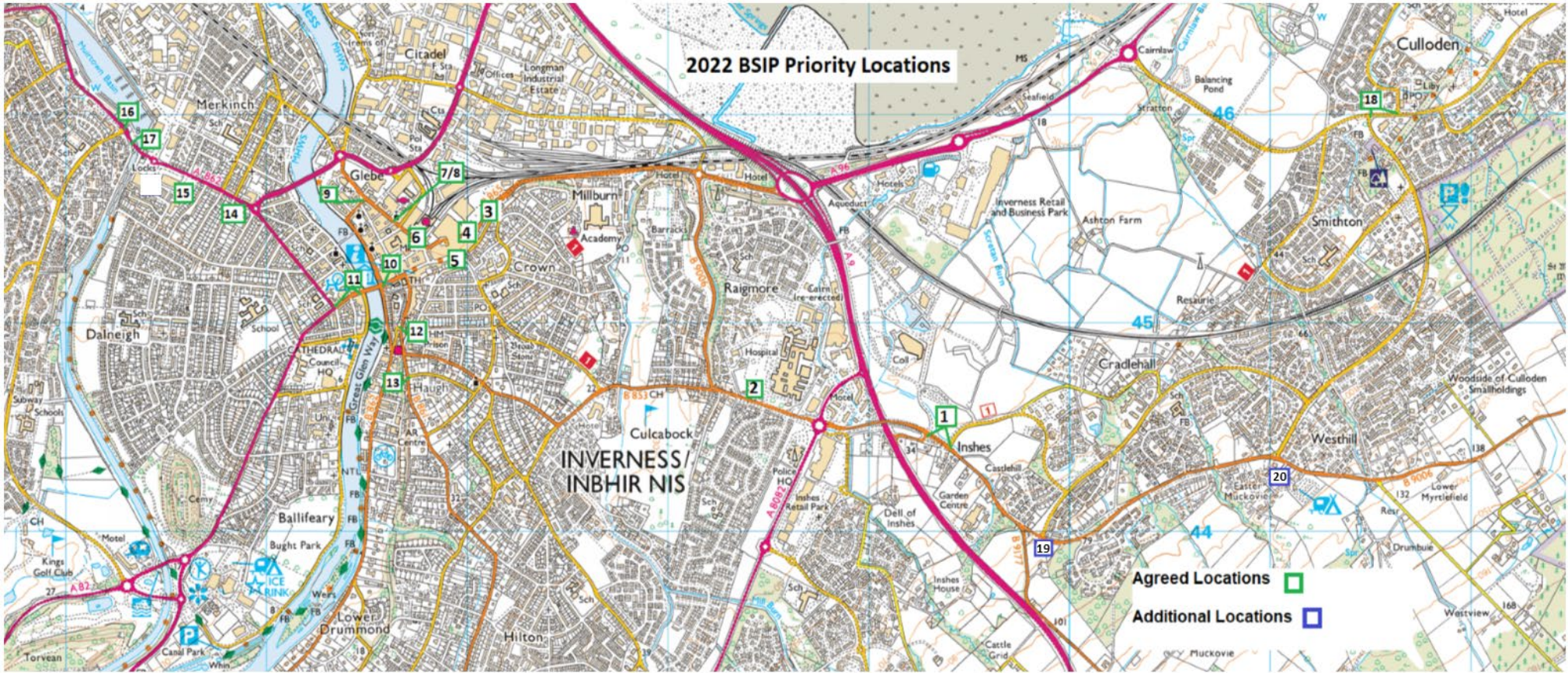


## Appendix 2 – List of Facilities

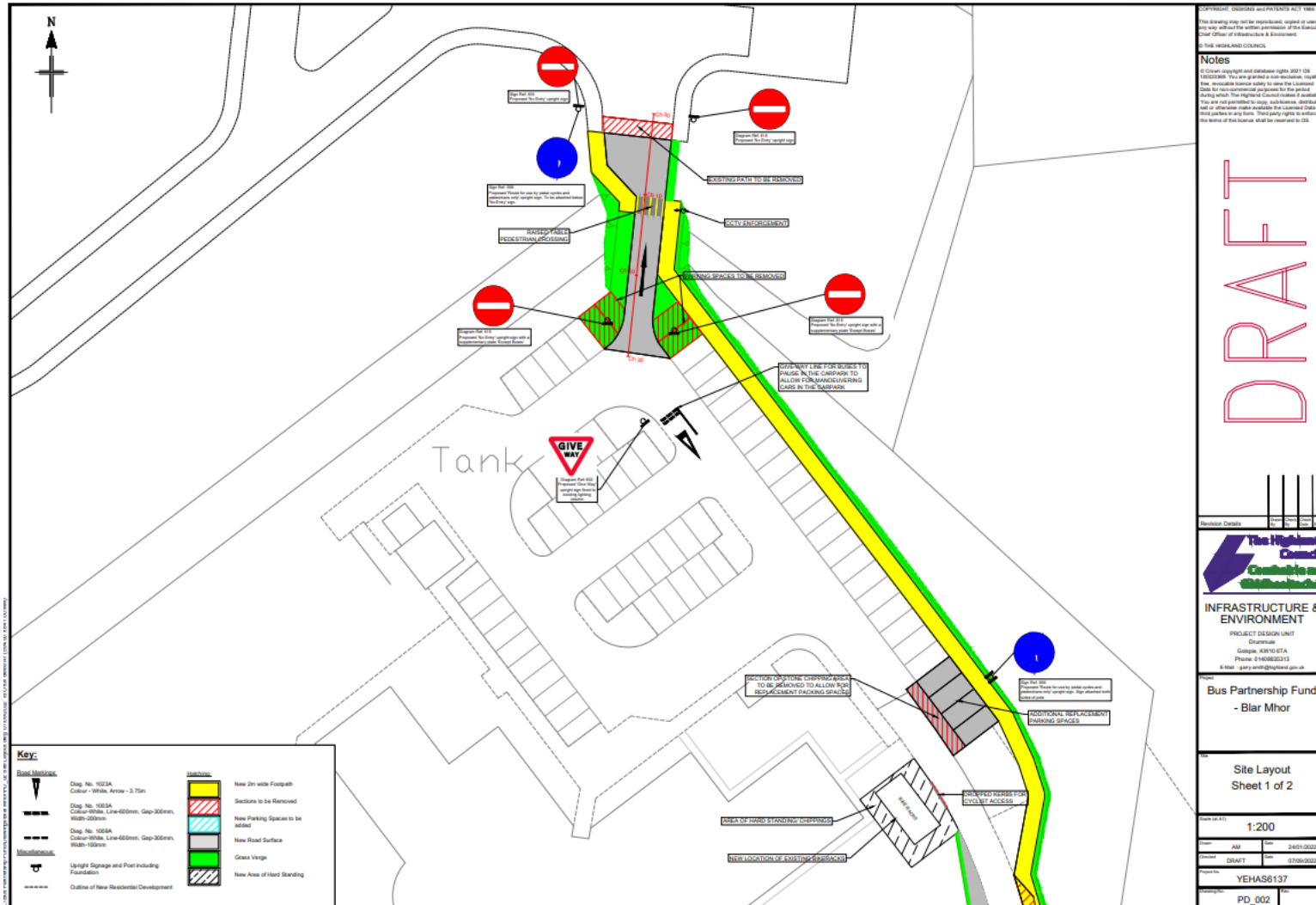
Facility	When implemented	Funding
Eastgate Bus Priority	Existing	
Bank Street Bus Lane	Existing	
Foundry Way Bus Link	Opened 19/07/21	Bus Route Rapid Development Fund
Rose Street Enforcement Camera	Completed 31/12/21	Bus Partnership Fund
Millburn Road Bus Priorities	STAG appraisal underway	Bus Partnership Fund
B9006 Bus Priorities	STAG appraisal underway	Bus Partnership Fund
Barn Church Road Bus Lane	By Summer 2023	Bus Partnership Fund
Connecting Inverness	STAG Appraisal underway	Bus Partnership Fund
Adaptive Traffic Light Bus Priorities	By 31/01/23	Bus Partnership Fund
Seafield Retail Park / Campus Bus and Active Travel Bridge	Opened June 2020	HIE & Sustrans funded
Raigmore Bus Gate	Project underway	Bus Partnership Fund
Blar Mhor Bus Link	Landowner discussion ongoing	Bus Partnership Fund
Upper Achintore Bus Link	Awaiting levels of housing site before progressing	Bus Partnership Fund
Fort William STAG	STAG Appraisal underway	Bus Partnership Fund



### Appendix 3 – City Centre Traffic Light Prioritisation Sites



# Appendix 4 – Blar Mhor Bus Link



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DRAFT

Revision Details	Rev	Date



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 PROJECT DESIGN UNIT  
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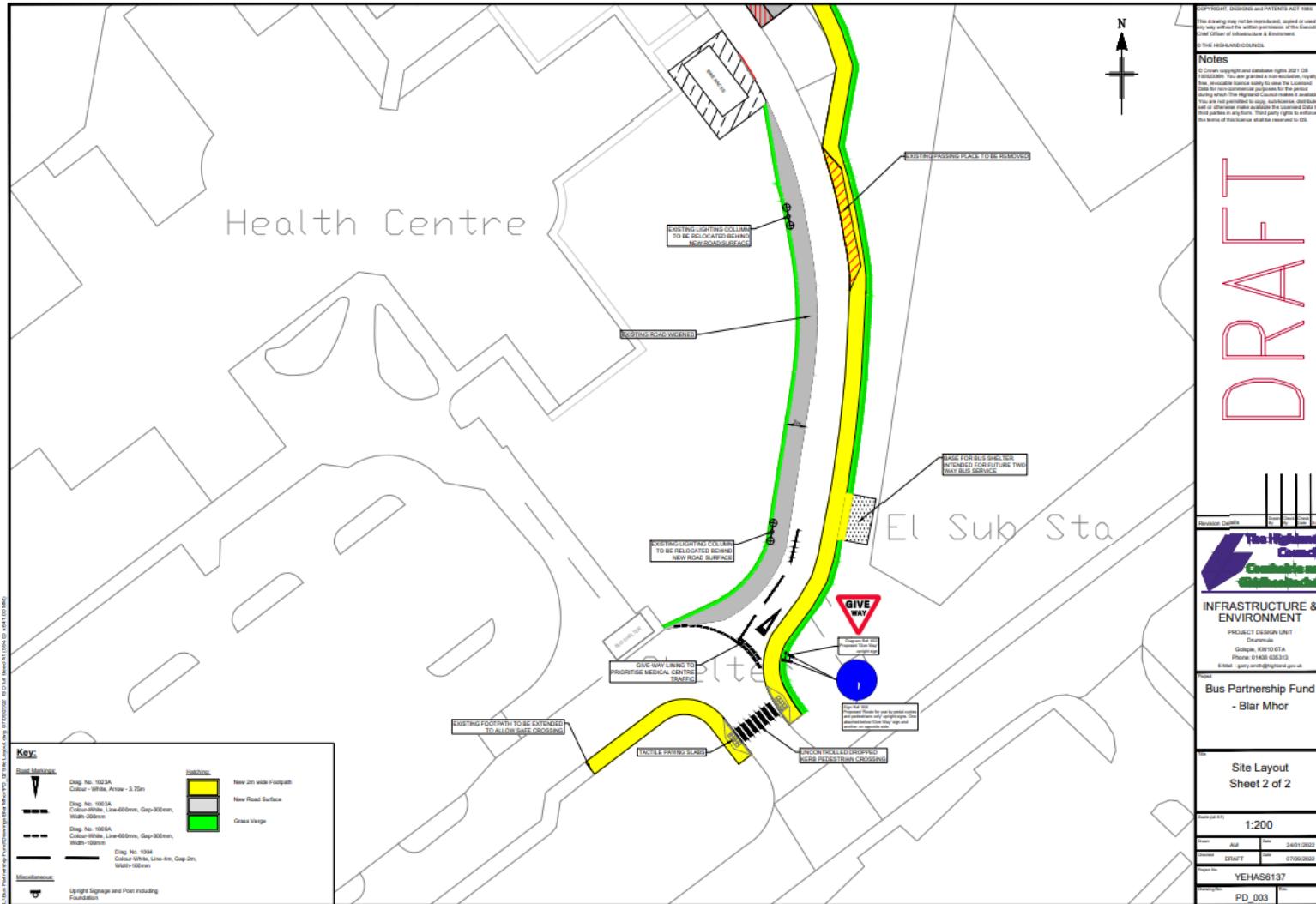
**Bus Partnership Fund - Blar Mhor**

**Site Layout Sheet 1 of 2**

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Drawn: AM	Date: 24/01/2022
Checked: DRAFT	Date: 27/06/2022
Project: YEHAS137	
Drawing No: PD_002	

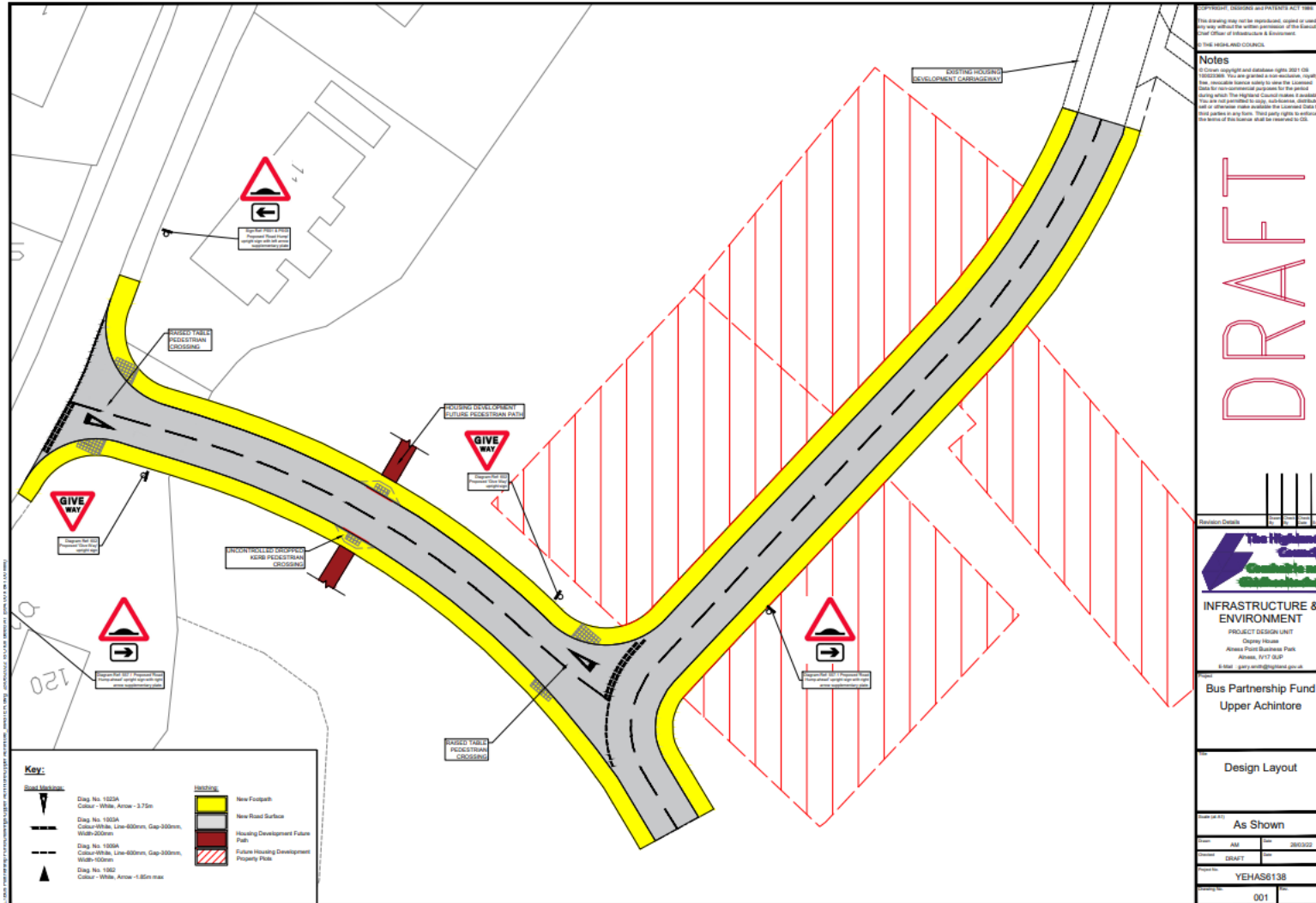


# Appendix 4 – Blar Mhor Bus Link





# Appendix 5 – Upper Achintore Bus Link



**Appendix 6**  
**List of current BSIP Steering Group Members**

- Highland Council
- HiTrans
- Stagecoach (Inner Moray Firth Scheme)
- Shiel Buses (Lochaber Scheme)
- NHS Highland

# Appendix 7

## Transport Scotland's Guidance relating to Bus Service Improvement Partnerships.

### Bus Service Improvement Partnerships (BSIPs)

#### 1. Introduction

BSIPs are designed to be collaborative partnerships which will have analysed the existing service provision in the area and the policies to be implemented, in order to make substantive improvements and achieve those policies.

The development of any BSIP proposal will be led by the Local Transport Authority (LTA). They must give notice of their intention to persons in their area and consult on their proposals<sup>1</sup>.

The LTA must also invite local bus operators to participate and have the opportunity to help shape the proposal from the start.

#### 2. Local Transport Authorities

##### 2.1 BSIP Partnership Plan

An LTA may make a BSIP plan in relation to the whole or part of their area. A plan must:

- Specify the area covered and time period to which it relates
- Provide an analysis of local services
- Specify policies relating to local services
- Set out objectives on quality and effectiveness of local services
- Set out how the scheme will meet these objectives
- Describe the intended effect of any partnership scheme on adjacent areas
- Specify how the views of users are to be obtained on the effectiveness of plan and scheme
- Specify how to review the partnership plan.

##### 2.2 BSIP Partnership Scheme

At the same time as making a BSIP Plan, an LTA **must** make one or more BSIP schemes relating to the whole or part of the area to which the Plan relates. A scheme:

- Will specify the area covered by the scheme and period of time
- Will impose one or more service standards (see below) for services having one or more stopping places in the area
- Will specify one or more facilities to be provided or measures to be taken by the LTA<sup>2</sup>. A facility can be classed as infrastructure and a measure as another improvement, such as parking policy to incentivise bus use. Any specified facility must be provided at specific locations along routes (proposed to be) served by local services

<sup>1</sup> The procedure for making, varying, postponing and revoking plans and schemes is set out at Schedule A1 of the Transport (Scotland) Act 2001 as inserted by the Transport (Scotland) Act 2019.

<sup>2</sup> Section 3M(2)(c) of the Act makes provision for regulations to be made on what may constitute a facility or measure. However, it is likely that the difference between the two will be set out in guidance.



- Will specify how the scheme will be reviewed and when
- Will prepare and publish a report on the effectiveness of the scheme annually for each year the scheme is in effect. The report will consider all representations made to the LTA and the Traffic Commissioner must be consulted
- May provide for exemption of services and conditions in which such exemptions are to apply
- May specify actions to facilitate the operation of the scheme
- Can only be made:
  - If the LTA is satisfied it will contribute to implementation of the policies set out in the plan or relevant general policies **and**
  - It will bring benefits to users or reduce or limit congestion, noise or air pollution
- May provide for circumstances where the scheme can be varied or revoked.

### **2.3 Service Standards in a Partnership Scheme**

In the partnership scheme, the LTA can set out service standards to be followed for local services having one or more stopping places in the area covered by the scheme. The following list gives an indication of what service standards may include, but is by no means exhaustive:

- Route service standards: requirements on the frequency or timing of a local service, by reference only to that service or by reference to that service and other local services, taken together.
- Operational service standards: any other matter relating to standard of service, including (but not limited to):
  - Vehicle quality specifications
  - Minimum frequency of services
  - Maximum frequency of services
  - Maximum fares
  - Ticketing requirements
  - Multi-operator travel card pricing
  - Provision of information for the public
  - Dates of registration changes.

Once a BSIP is in operation, the Traffic Commissioner may investigate the actions of a LTA in relation to compliance with the BSIP. If this happens, the Traffic Commissioner must then publish a report setting out whether they are satisfied with the LTA's compliance and, if not, make recommendations as to remedy.

### **2.4 Consultation on BSIPs**

A LTA considering making a BSIP must consult widely on its proposals at various stages in the BSIP process, including representatives of users of local services.

- The first stage is where the LTA gives notice of its intention to prepare a plan or scheme or to vary or revoke a plan or scheme
- The second is where the LTA gives notice of a draft plan or scheme or draft variation or revocation of a plan or scheme to stakeholders, prior to consultation.
- Finally, following consultation, there is the 14-day notice given after the making, variation or revocation of a plan or scheme.



## 2.5 Annual Report on a BSIP

An LTA must prepare and publish a report on the effectiveness of the scheme annually for each year the scheme is in effect. In preparing this report, the LTA must consider all representations made to it in relation to the effectiveness or otherwise of the scheme. This enables the general public to provide valuable feedback on the success or otherwise of the BSIP to bus users and potential bus users and, ultimately, to help improve a scheme.

## 3. Bus Operators

### 3.1 Ability to Influence a BSIP

If a sufficient number of bus operators in the area object to a partnership proposal to make a plan and scheme, it cannot go ahead. What constitutes a sufficient number will be set out in regulations.

An LTA may require a bus operator to provide relevant information in support of preparing, making, reviewing, varying or revoking a BSIP plan or scheme. The operator must provide this information timeously and in any form they should reasonably be expected to provide.

Where there is an increase in the number of bus operators in an area of a scheme, such that the service cannot be provided in accordance with a specified route service standard, the LTA must modify that standard to continue to be able to provide the service agreed in the scheme.

### 3.2 Requirement to Meet BSIP Service Standards

Once a BSIP is in operation, a Traffic Commissioner must refuse an application for registration from a bus operator if it is unlikely to be able to comply with the service standards in that BSIP. Additionally, the Traffic Commissioner may cancel a registration where that service is not being provided in accordance with the service standard in an existing BSIP.

Accordingly, if a bus operator wishes to continue running services in an area covered by a BSIP, they run the risk of losing this ability if they do not meet the service standards in the BSIP.

## 4. Bus Users

The BSIP provisions in the Act offer increased transparency and accountability for bus users (and potential bus users), with consultation and reporting requirements included at various stages in the process as set out above.

### 4.1 Accessibility of Services in a BSIP

Scottish Ministers may make regulations on the standards and requirements a BSIP plan or scheme specifies in respect of accessibility for disabled and people with limited mobility of bus services operating under the BSIP.



## 5. BSIP – Outline Process

