

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**17 JUNE 2025****BUS INITIATIVES UPDATE****REPORT BY PROJECTS MANAGER****Purpose**

This report provides the Partnership with updates on bus initiatives within the Tactran area, and reports on progress within and related to the Bus Infrastructure Fund (BIF). The report asks the Partnership to note the development of associated bus initiatives, to note content of the submission to Transport Scotland under BIF, and to support the further development of these initiatives at Alliance and Local Authority levels.

Summary

The series of bus-oriented initiatives recently developed, and previously reported to the Partnership, have been progressed at the Tayside Bus Alliance, Forth Valley Bus Alliance, and Local Authority level. These include a combination of projects under the Bus Infrastructure Fund (BIF) and the Tactran People and Place programme. This report expands the detail of these initiatives.

1 RECOMMENDATIONS**1.1 That the Partnership:**

- (i) notes the development of the various bus initiatives;
- (ii) notes the content of the Tayside Bus Alliance and Forth Valley Bus Alliance submissions to Transport Scotland's Bus Infrastructure Fund; and
- (iii) supports the continued development of bus initiatives by the Bus Alliances and Local Authorities.

2 BACKGROUND

- 2.1 The Partnership at its meeting on the 18 March 2025 received an update on bus initiatives including the development of project priorities for submission under the Bus Infrastructure Fund (BIF). BIF having been identified by Transport Scotland, but not confirmed, as an anticipated successor to the Bus Partnership Fund (BPF).
- 2.2 At the same Partnership meeting a summary of projects that may be appropriate for submission to the BIF was provided, as and when the process for submission to Transport Scotland was confirmed (RTP/25/09 refers). Projects included in the summary were drawn, in large part, from the outcomes of the previous, paused, Bus Partnership Fund (BPF) work by the Bus

Alliances, with separate applications being developed by the Tayside Bus Alliance and Forth Valley Bus Alliances respectively. The Partnership was asked to note the current position related to this support, and potential projects.

- 2.3 Subsequent to the Partnership meeting, a notification of the launch of the BIF was received in a letter from Transport Scotland dated 28 March 2025 addressed to the Tayside Bus Alliance via its lead authority, Dundee City Council. The notification included an invitation for the Alliance to make submission by 15 April 2025, to be submitted in relation to the Local Authority structures of the Alliance and limited to a value of up to £3m. A further strand was related to Local Authorities alone, to be provided through the general block grant. A separate invitation to the same call was sent to the Forth Valley Bus Alliance, and cascaded to participating authorities, including Stirling, via Sustran.
- 2.4 A common approach to the Bus Infrastructure Fund submission was agreed by all Tayside Bus Alliance members at a meeting of the Tayside Bus Alliance. Discussions were held with operators and Local Authorities within the Tayside Bus Alliance area, taking forward the project proposals as indicated in the previous discussions to be included under the BIF call, and made on behalf of the alliance on the 15 April 2025. Similar discussions were undertaken for the Forth Valley Bus Alliance and a submission made by 15 April 2025.
- 2.5 Indicative timelines were included, suggesting early summer confirmation may be possible, but not confirmed. Whilst the Transport Scotland has not confirmed BIF outcomes, at the time of writing, a special circumstance award has been made to Dundee, on the basis of a framework contract closing date, allowing the Lochee Road and Arbroath Road corridor projects to proceed prior to other awards being made.
- 2.6 In addition to the opportunity presented by the BIF, a number of other associated opportunities related to buses and sustainable transport are also available under the Tactran People and Place programme 2025/26, reported separately to the Partnership at this meeting, mainly relating to Demand Responsive Transport, Community Transport and MaaS initiatives.

3 DISCUSSION

- 3.1 The re-establishment of an infrastructure fund has the potential to contribute to substantial innovation and advancement of buses in the region. The fund also reinforces the planning and strategic roles of the Bus Alliances themselves.
- 3.2 The Tayside Bus Alliance BIF submission includes both route infrastructure and local priority measures, including Urban Traffic Control priority measures, as initially developed in both Dundee and Perth as an outcome of the BPF projects. Support is also focused on bus stop infrastructure improvements, and a future-proofing element intended to secure corridor development as an option in future rounds. The Forth Valley Bus Alliance proposals bid is focused on real time passenger information and bus stop improvements. Appendix A includes a

summary of the Tayside and Forth Valley Bus Alliances project proposals submitted.

- 3.3 While each of the project proposals can be self-standing and would be delivered at Local Authority level, those related to corridor infrastructure follow from previous work completed under the BPF. The projects would also be mirrored and supported by required Match in Kind (MIK) activities, as including, but not limited to, bus operator support and investment, coordination, and integration of planning between projects. To this end the Tayside Bus Alliance will convene regular update meetings allowing for the project lead to inform and seek feedback from the Alliance members. Similar meetings of the Forth Valley Bus Alliance will also be held, as required.
- 3.4 In parallel to the development and potential reopening of bus infrastructure support, bus sustainable transport has also been integrated into the People and Place (P&P) fund for 2025/26, and includes projects associated with bus, MaaS, Community Transport and DRT delivery.

4 CONSULTATIONS

- 4.1 The report has been prepared in consultation with the relevant Local Authority transport officers, and with the Tayside and Forth Valley Bus Alliances.

5 RESOURCE IMPLICATIONS

- 5.1 The application under BIF includes support for the continued administration of the Tayside Bus Alliance, covering all operational, support, and administrative costs, including resource and partner support.

6 EQUALITIES IMPLICATIONS

- 6.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified.

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NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:

Report to Partnership RTP/24/36, Director's Report, 10 December 2024

Report to Partnership RTP/25/09, Bus Initiatives update, 18 March 2025

TAYSIDE BUS ALLIANCE
Bus Infrastructure Fund Proposal Form

Bus Infrastructure Fund - Summary Table of Voluntary Partnership Proposals – Tayside Bus Alliance

Partnership Priority	Project Name	Brief Project Description	Total cost	Funding being sought from the Bus Infrastructure Fund
1. Network enhancement, priority development, integration, design and user enhancement	Tayside Bus Alliance management project manager 1 x FTE	Oversight and coordinating role for Tayside Bus Alliance, to include staffing and administrative costs critical to the coordination and maintenance of the alliance, network, joint priority and project integration not chargeable to an individual corridor.	£ 65,000	£ 65,000
2. Sustainable transport corridor development, design, user enhancement	Arbroath Road, Dundee Corridor priority infrastructure	Design, development, and integration of bus priority measures, as integral to a sustainable transport corridor, for RIBA stages 0-3 of design and associated business cases. To include: Bus Lane, Bus stop infrastructure, information, priority signals. (Awarded under BIF Dundee Transformation Corridors offer letter BIF2526/DCC/001)	£ 360,000	£ 360,000
2a.	Lochee Road, Dundee Corridor priority infrastructure	Design, development, and integration of bus priority measures, as integral to a sustainable transport corridor, for RIBA stages 0-3 of design and associated business cases, as per no 2. (Awarded under BIF Dundee Transformation Corridors offer letter BIF2526/DCC/001)	£ 384,200	£ 384,200
2b.	Dunkeld Road, Perth Corridor priority infrastructure	Design, development, and integration of bus priority measures, as integral to a sustainable transport corridor, for RIBA stages 0-3 of design and associated business cases, as per no 2	£ 340,000	£ 340,000
2c.	Dundee – St Andrews corridor	Design, and development of bus priority measures, to be aware of active and sustainable travel needs, for RIBA stages 0-3 of design and associated business cases.	£ 120,000	£ 120,000
3. Bus stop infrastructure improvement	Angus - Dundee route corridor enhancements, bus stop improvements	Development of bus stop infrastructure and route user facilities upgrades to support sustainable corridor improvement. Bus stop shelters, design, information	£ 200,000	£ 200,000

3a.	NHS Ninewells Hospital, targeted enhancements, accessibility, infrastructure and interchange	Design and construction, bus stop facilities, shelters, accessibility features, information displays, and layout enhancements	£ 112,000	£ 112,000
3b.	Dundee - Bus Infrastructure Improvements	Dundee Sustainable Transport Development Plan (2024-2034) outlines various interventions to improve the city's public transport infrastructure. This includes prioritising and upgrading key bus infrastructure, bus stop and shelter facilities, across the city.	£ 160,000	£ 131,000
3c.	Perth city bus stop enhancement, including Bus gate and bus lane development modal filters, public realm	Design, development, delivery of bus lane and integration of bus priority measures to support prioritisation of bus journeys over private car use.	£ 340,000	£ 340,000
4. Bus route priorities and enforcement	Bus gate enforcement Dundee city centre	Design, development, and integration of bus priority measures to support prioritisation of bus journeys over private car use.	£ 107,000	£ 107,000
4a.	UTC systems extensions Dundee	Design, development, and integration of bus priority measures to support prioritisation of bus journeys.	£ 150,000	£ 150,000
4b.	UTC systems extensions Perth, bus service analytics system	Implementation of Bus analytics module within our traffic signal system that will allow us to utilise data from bus operators in our area. This will help us identify areas for improvement and help guide future steps in implementing a bus priority solution within the city centre where there are competing demands. This would be implemented within the city centre and incoming corridors to allow effective evaluation of the network.	£ 221,000	£ 221,000
5. Future corridor development	Specific BPF recommended corridor development	Future proof and integrated design elements across other BPF corridors to support consistency, and enable future applications to BIF / appropriate support funding	£ 400,000	£ 400,000
		Total amount	£ 2,959,200	£ 2,959,200

FORTH VALLEY BUS ALLIANCE
Bus Infrastructure Fund Proposal Form

Bus Infrastructure Fund - Summary Table of Voluntary Partnership Proposals – Forth Valley Bus Alliance

Partnership Priority	Project Name	Brief Project Description	Total cost	Funding being sought from the Bus Infrastructure Fund
	Forth Valley Real-Time Digital Information Project	This project will deliver ten interactive digital information kiosks and 40 Real-Time Passenger Information (RTPI) screens across key public transport hubs and bus corridors in Forth Valley.	£ 500,000	£ 500,000