

History of Bus Lane Enforcement Net Surplus Fund

- 1.1 On Monday 6 February 2012 the Scottish Government legislation for Local Authorities to enforce bus lanes came into force, with the first bus lane enforcement cameras becoming operational in March 2013 in Aberdeen.
- 1.3 As per the legislative requirements of the Scottish Statutory Instrument, any net surplus received from bus lane enforcement must be allocated towards achieving objectives, either directly or in-directly, relating to the Local Transport Strategy (LTS).
- 1.4 With agreement of Full Council, the Bus Lane Enforcement (BLE) net surplus fund was set up in 2014 to utilise surplus from the Bus Lane Enforcement scheme. Surplus is any income remaining once operational costs have been accounted for.
- 1.5 A list of potential schemes was submitted in January each year to be considered for funding from the BLE net surplus. Approved projects were released for funding as this became available. Initially this was on an annual basis, but this changed to quarterly in May 2017.
- 1.6 Since 2014 nearly £5million has been spent on projects including active travel, public transport and maintenance. In recent years, the level of net surplus available has reduced following increased compliance with the use of bus lanes.
- 1.7 The Bus Lane Enforcement Net Surplus Fund was put on hold to new applications in 2019 as there was not enough net surplus available to complete the already approved list of projects. It was agreed at City Growth and Resources Committee (25th April 2019 PLA/19/226) that the fund would remain closed until all approved projects were released. As of 2021, a number of approved projects are still to be released as per Appendix 2. In September 2021 most of these were transferred to other funding sources so that they could be progressed this financial year and allow the list of outstanding BLE projects to be cleared.
- 1.7 The history of projects approved for the fund, the decisions made regarding the scheme and the evolution of the application and funding allocation process is available through the annual committee reports on Bus Lane Enforcement, listed below.
 - [2014/15](#) (Item 29)
 - [2015/16](#) (Item 31)
 - [2016/17](#) (Item 34)
 - [2017/18](#) (Item 34)
 - [2018/19](#) (Item 7)
 - [2019/20](#) (Item 10)

1.8 There was no report in spring 2020 or 2021 due to the vacancy of the Senior Project Officer post that manages the BLE programme.