

Appendix C – Out of Scope Options

This note sets out the current (as at 1st February 2021) position regarding what interventions and projects are out of scope for STPR2. This note builds on the original STPR2 brief, discussions with Transport Scotland's Strategy & Analysis Directorate and feedback from the STPR2 Project Board and Transport Scotland's Investment Decision Making (IDM) Board. The note also takes cognisance of measures and interventions being considered by Transport Scotland and the Scottish Government particularly in light of the COVID-19 pandemic. A number of the interventions or projects listed below are out of scope as they cannot be directly delivered or facilitated by Transport Scotland or within the direct powers of Scottish Ministers. This note will be reviewed regularly to ensure it reflects the current position of Transport Scotland and Scottish Ministers.

The following options are out of scope.

- All matters reserved to UK Ministers.

ROADS AND CAR PARKS

- Local roads are out of scope, unless:
 - they provide access to major ports or airports - Major airports are currently defined as Edinburgh, Glasgow, Aberdeen and Inverness; Prestwick is currently included from a freight perspective only. The list of major ports is currently being finalised with the Aviation, Maritime, Freight and Canals Directorate at Transport Scotland but will as a minimum include all ports that handle over one million tonnes of cargo annually;
 - they provide access to nationally significant National Planning Framework (NPF4) sites, however, see text below on planning;
 - amendments are required to support or facilitate changes to the strategic road network including the provision of bus priority or active travel.
- Reclassification of roads from local road to trunk road or vice versa.
- Car parking is out of scope unless associated with a strategic intervention.

PUBLIC TRANSPORT

- Enhanced passenger security or safety on public transport.
- Any public transport project or option that is revenue based.
- Options related to the operational aspects of transport provision, such as but not limited to, vehicle design and rolling stock layouts are out of scope.

FERRY / FIXED LINKS

- Ferry routes which do not form part of the Clyde and Hebrides Ferry Service (CHFS) or Northern Isles Ferry Service (NIFS).
- Fixed links are out of scope unless they:
 - 1) connect the mainland to an island, and / or
 - 2) reduce the operating costs of the CHFS or NIFS network and / or

3) are required to address a strategic problem as identified through evidence-based appraisal that cannot be addressed by a reasonable alternative.

- Water based transport on canals and estuaries (e.g. water taxis).
- Consideration of potential Scottish Minister's investment in external ferry routes i.e. to Northern Ireland and Europe is in scope.
- Options related to the operational aspects of transport provision, such as but not limited to, vessel deck space reconfiguration or vehicle quotas are out of scope.

AVIATION

- Options related to air services, including operation / expansion of airports and new flights / changes to existing flights are out of scope. This includes Inter-Island and Island – Mainland air services.

FUNDING, FARES AND SUBSIDIES

- Revenue funding for public transport is out of scope, including concessionary travel, free public transport, reduced public transport fares or changes to existing concessionary travel schemes and Road Equivalent Tariff (RET).
- Options related to the Air Discount Scheme are out of scope.
- Any proposals to consider the 'ring-fencing' of local authority budgets for transport and/or simplification of funding mechanisms (e.g. fewer challenge funds) is not in scope for STPR2.
- Local authority funding of transport related services.

DIGITAL

- The delivery of digital connectivity / 5G or subsequent successors is out of scope.

LEGISLATION, REGULATORY AND GOVERNANCE

- Options which require legislative change.
- Workplace Parking Levies (Note - there is already provision for local authorities to undertake this in the Transport Act).
- Changes to transport regulation.
- Day to day operational matters for transport providers and operators.
- Changes in vehicle regulation and vehicle excise duty are out of scope.
- Planning led initiatives (e.g. changes to the statutory planning process) are out of scope.

MAINTENANCE

- Revenue funded routine and cyclic maintenance measures, for all modes and assets are out of scope.

ALTERNATIVE FUELS AND DECARBONISATION

- The low carbon energy or alternative fuel delivery pathways for Scotland will be led by the energy sector and are therefore not in scope for STPR2. Decarbonisation of the transport system is however in scope.

COMMITTED PROJECTS AND PLANNING

- Projects that may be deemed as Committed will be dealt with on a case by case basis, dependant on their development status, but are generally considered to be out of scope.
- Growth Deal projects will be dealt with on a case by case basis but are generally considered to be committed if they have a Scottish Government approved strategic business case.
- Where investment is required to mitigate the impact of development on the strategic transport network, it is expected that the cost of the mitigation measures required to ensure the continued safe and effective operation of the network will require to be met by the developer. This is also the case for NPF4 national developments. i.e. STPR2 does not negate the need, in line with Scottish Planning Policy, for development proposals that have the potential to affect the performance or safety of the strategic transport network to be fully assessed by the promotor of the site to determine their impact or appraised by Planning authorities through the Development Planning process.

COMPLEMENTARY MEASURES

- Enforcement measures as a standalone option are out of scope; but if captured as part of specific projects e.g. bus priority, this can be in scope.
- Options related to training, skills development or employment practices.
- Cycle parking as a standalone option is out of scope but if captured as part of a specific option, e.g. mobility hubs/interchange facilities, can be in scope.