



## National Case for Change Report Appendix D: Options Sifted Out of STPR2

## National Options Sifted Out

<b>High Level Rationale for Sifting Out:</b> Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
National 108	Road (Existing) Upgrade: Dualling A1 to border to get benefit of Highways England current focus on dualling northern sections of A3	Another option (Borders 921 "A1 Capacity Enhancements: Capacity enhancements to the A1 south of Edinburgh to the Scottish Border, such as partial dualling, bypass and overtaking lanes ") better addresses the same problem / opportunity.
National 204	Travel demand management measures across Scotland	This option is already captured by or the problem/opportunity is better addressed by another option (National 53 "Travel demand management measures across Scotland")
National 205	Deployment of technology (WIM, OHD, etc.) for the protection of critical infrastructure, to protect and maintain the value of TS infrastructure assets	A number of different options better address the same problems / opportunities including, but not limited to National 142 "Adaptive Traffic Control on the trunk road" and National 155 "Intelligent Transport System (ITS): Develop and implement managed motorways across Scottish motorway network" . Also noted that some elements are related to maintenance/business as usual.
National 210	Bus Priority: Utilise disused assets, such as old rail lines, for bus schemes	This option is already captured by or the problem/opportunity is better addressed by several other options refer to Bus Priority Infrastructure grouping.
National 214	EVs: Add new ultra-low emission vehicles to public sector fleets	This option is already captured by or the problem/opportunity is better addressed by other options under EV Car, Freight/Rail/Ferry Decarbonisation groupings.
National 217	Increase the HGV speed limit	This option is already captured by or the problem/opportunity is better addressed by other options; refer to Review of Speed Limits (National) grouping.

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
National 220	Rolling Stock: Create and implement a Rolling Stock strategy, this should include consideration of: 1) Rail Decarbonisation targets and Plan (electrification etc.); 2) Metro-style rolling stock for urban/suburban routes; 3) Continue funding and trialling alternative fuels (e.g. Hydrogen); 4) Install battery technology on Hitachi Class 385s. *Noted - 'Rail Decarbonisation Plan due to publication in Spring 2020	Captured by other options including, but not limited to, National 61 "Continued rolling programme of rail decarbonisation, including consideration of batteries and alternative fuel sources".
National 222	Use of rail for the movement of freight	Captured as part of other options including, but not limited to, National 132 "Enable more freight to travel by rail".
National 240	Develop new, non-government-led behaviour change campaigns: Funding could be provided to third-party (probably third sector) organisations to lead the delivery of campaigns, which would be at least partly independent of government and may be more effective at encouraging community and individual leadership of actions	This option is captured by or the problem/opportunity is better addressed by other options; refer to National Behaviour Change Programme/Regional Behaviour Change Programme groupings.
National 241	Develop simpler more convenient public transport to encourage wider use to reduce congestion and carbon emissions	This option is captured by or the problem/opportunity is better addressed by other options; refer to Bus Priority Infrastructure: Options to increase the roll out of bus priority measures, and where already available, improve existing measures grouping. Note that bus service revenue is out of scope.

<b>High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity</b>		
Reference	Option Title	Rationale
National 249	Digital Railway: Enrol Digital Railway across the Scottish rail network. This could start on WCML, ECML and Central Belt lines, followed by gap filling to the north of the Central Belt.	A number of different options (captured under separate Rail Corridor Improvement groupings) better address the same problems / opportunities.
National 254	EVs: Create a National network of EV Charging Points across Scotland, expanding on the charging points already in place. It should consider varying requirements across the geographies of Scotland (e.g. cities & tenement flats; to rural areas). This could include a potential target of 2022.	This option is captured by Option National 100 "Implement measures to increase the number of Electric Vehicles and EV charging infrastructure sites across Scotland".
National 258	EVs: Ensure public chargers are sited in areas attractive to all users (e.g. lighting, CCTV)	This option is captured by Option National 100 "Implement measures to increase the number of Electric Vehicles and EV charging infrastructure sites across Scotland".
National 260	EVs: Improve availability and reliability of charging infrastructure and publish statistics to give confidence to users (one user reported that 20% of rapid chargers were inoperative on a recent trip)	This option is captured by Option National 100 "Implement measures to increase the number of Electric Vehicles and EV charging infrastructure sites across Scotland".
National 274	Freight Modal Shift: Enable modal shift of freight from road to rail or water where appropriate	This option is already captured by or the problem/opportunity is better addressed by other options refer to National 133 "Freight Modal Shift: Enable a modal shift for freight from road to rail or sea to reduce greenhouse emissions through work with the logistics industry, and businesses reliant on freight transport."

<b>High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity</b>		
Reference	Option Title	Rationale
National 277	High Speed Rail: Construction of a fast rail connection between Edinburgh and Glasgow as the first phase in a longer-term plan for a High Speed Rail connection to the rest of the UK	Another option better addresses the same problem / opportunity (Edinburgh & South East Scotland 1009 "High speed railway line, in phases, within Scotland. Includes from Glasgow to Edinburgh, Aberdeen to Dundee and Carstairs through the Borders towards Newcastle")
National 280	Implement measures to reduce travel time between Scotland and the major cities in the North of England to enhance economic activity	Option is not well defined and it is considered other options (road and rail) provide a more defined intervention to meet this outcome.
National 281	Improve accessibility to alternative modes of travel to the car	Option is not well defined and it is considered other options provide a more defined intervention to meet this outcome.
National 286	Improve existing assets through design, consultation and renovation	Option is not well defined and it is considered other options provide clearer alternative measures.
National 295	Improve the utilisation of diversionary rail routes to provide greater resilience to the rail network	Option is not well defined and it is considered other options provide clearer alternative measures.
National 297	Incorporate active travel networks into housing developments e.g. cycle lanes, footpaths	Another option (National 14 "Liveable neighbourhoods: Make suburban neighbourhoods in Scotland's cities and towns more conducive for active travel by improving conditions for walking, wheeling and cycling and reducing traffic dominance")
National 308	Invest in public transport to provide additional services.	Option is not well defined and it is considered other options provide clearer alternative measures.

<b>High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity</b>		
Reference	Option Title	Rationale
National 309	ITS: Switch to more flexible road space such as allowing for tidal flows	Another option (National 155 "ITS: Develop and implement managed motorways across Scottish motorway network") better addresses the same problem / opportunity
National 316	National behavioural change campaign: A national campaign to encourage and enable changes to travel choices could significantly increase awareness of relevant issues and opportunities, though there is some anecdotal evidence that government-led campaigns can be relatively ineffective	Another option (National 39 " Behavioural change [Active Travel]: Implement a national, long-term campaign (and/or support local/regional campaigns) to promote the benefits of active travel (along with other sustainable travel options) and give information on appropriate local opportunities to do so")
National 318	New Rail Line: New direct line linking Edinburgh - Perth, bypassing the Fife Circle. Option could consider previous route proposals of Inverkeithing - Halbeath; and Halbeath - Perth (via Kinross)	Another option (Tay Cities 2765 "Reopening & electrification rail line between Perth & Edinburgh via Kinross") better addresses the same problem / opportunity
National 319	New rail line: Reinstatement of other rail lines to key communities in regions not currently served. Suggestions include, but not limited to, Forfar and Hawick.	It is considered that other options provide alternative measures; refer to New Rail Lines, Including Re-Opening of Disused Lines Rail Grouping.
National 320	New Rail Stations: Identify locations for new railway stations (on existing network) to increase accessibility to the rail network	Option is non-specific and it is considered other options provide clearer alternative measures; refer to New Rail Stations Grouping.
National 322	New Rail Stations: Introduce 'Parkway' stations at key locations near the strategic road network, to target car journeys making their way to City Centres and promote shift to 'park and ride'	Another option (National 84 "Park & Ride: increase the number of Park & Ride/Choose sites across Scotland. This could include: - Park and Choose at edge of cities - Located on commuter networks") better addresses the same problem / opportunity.

<b>High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity</b>		
Reference	Option Title	Rationale
National 328	Promotion of sustainable travel: Promote walking and cycling friendly businesses	This option is already captured by or the problem/opportunity is better addressed by other options; refer to National Behaviour Change Programme and Regional Behaviour Change Programme groupings.
National 330	PT Accessibility, Equality & Safety: Address safety concerns of women at bus shelter & train platforms	This option is already captured by or the problem/opportunity is better addressed by other options refer to Regional Passenger Facilities/Station Enhancements grouping.
National 335	Rail Line (Existing) Upgrade: Central Belt to Aberdeen - Incremental outputs to improve capacity and journey time, working towards the 2043 aspirations in the Network Rail Scotland Route Study. This should include: 1) Electrification; 2) double-tracking and line-speed improvements (Perth Tay Bridge & Montrose/Usan section); 3) Higher-performance rolling stock	Another option (National Option 186 "Rail Line (Existing) Upgrade: Route 8: Central Belt - Aberdeen Minimum 2,896 mm high x 2,550 mm/2,600mm wide on FKA, IKA, IDA; W10/W12 with electrification; Longer Loops, Length 640m; Removal of RT3973 restrictions; Capacity enhancement - loops; Journey Time Improvements/Better Paths; Removal of one train working on the Aberdeen-Waterloo branch; Requirement for new or improved freight terminal facilities)" addresses the same problem / opportunity
National 336	Rail Line (Existing) Upgrade: Central Belt to Inverness - Incremental outputs to improve capacity and journey time, working towards the 2043 aspirations in the Network Rail Scotland Route Study. This should include: 1) Electrification; 2) double-tracking and line-speed improvements; 3) Higher-performance rolling stock	Another option (National 194 "Rail Line (Existing) Upgrade: Highland Main Line (Perth-Inverness) to improve journey times and reliability for passengers and freight and meet NR SRS 2043 aspirations - measures could include 1) double tracking, loops etc; 2) Electrification 3) Gauge enhancements etc.") better addresses the same problem / opportunity



High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
National 337	<p>Rail Line (Existing) Upgrade: Route 6: Central Belt - Inverness</p> <ul style="list-style-type: none"> <li>- RA10 Permissions</li> <li>- in 2,896 mm high x 2,550 mm/2,600 mm wide on IKA/FKA/IDA</li> <li>- W10/W12 with Electrification</li> <li>- Longer Loops, Length 640m</li> <li>- Journey Time Improvements/Better Paths</li> <li>- Removal of RT3973 restrictions</li> <li>- Requirement for new or improved freight terminal facilities</li> </ul>	<p>Another option (National 194 "Rail Line (Existing) Upgrade: Highland Main Line (Perth-Inverness) to improve journey times and reliability for passengers and freight and meet NR SRS 2043 aspirations - measures could include 1) double tracking, loops etc; 2) Electrification 3) Gauge enhancements etc.") better addresses the same problem / opportunity</p>
National 338	<p>Rail Line (Existing) Upgrade: Route 9: Central Belt - Aberdeen via Fife</p> <ul style="list-style-type: none"> <li>- Minimum 2,896 mm high x 2,550 mm/2,600mm wide on FKA, IKA, IDA</li> <li>- W10/W12 with electrification</li> <li>- Longer Loops, Length 640m</li> <li>- Removal of RT3973 restrictions</li> <li>- Journey Time Improvements/Better Paths</li> <li>- Removal of one train working on the Aberdeen Waterloo branch</li> <li>- Requirement for new or improved freight terminal facilities</li> </ul>	<p>Another option (National Option 186 "Rail Line (Existing) Upgrade: Route 8: Central Belt - Aberdeen Minimum 2,896 mm high x 2,550 mm/2,600mm wide on FKA, IKA, IDA; W10/W12 with electrification; Longer Loops, Length 640m; Removal of RT3973 restrictions; Capacity enhancement - loops; Journey Time Improvements/Better Paths; Removal of one train working on the Aberdeen-Waterloo branch; Requirement for new or improved freight terminal facilities)" addresses the same problem / opportunity</p>
National 339	<p>Rail Line (Existing) Upgrades: Need to identify which rail routes are in highest demand and target these with infrastructure improvements</p>	<p>A number of different options better address the same problems / opportunities; refer to options captured under separate Rail Corridor Improvement groupings.</p>

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
National 340	Rail projects pipeline should include rail freight features in nearly all of those being developed. To also include rail enhancements and capital investment strategy.	A number of different options better address the same problems / opportunities; refer to options captured under separate Rail Corridor Improvement and Sustainable Modal Shift of Freight groupings.
National 341	Rail Service & Timetable Improvements: refine national rail timetable to improve the different needs of service types in Scotland - ranging between local/inner-city/inter-city/rural and tourist/leisure services. This should also include extending operation of services later into the evening and earlier on a Sunday; and more 'clockface' services to make timetables easier to understand	A number of different options better address the same problems / opportunities; refer to those captured under separate Rail Corridor Improvement groupings.
National 342	Rail Service & Timetable Improvements: Implement measures to reduce journey times between Inverness, Aberdeen and the Central Belt	Two separate options better address the same problems / opportunities National 186 "Aberdeen to Central Belt" and National 194 "Inverness to Central Belt"
National 343	Rail Service & Timetable Improvements: Train lengthening on various corridors to meet 2023/24 demand stated in the Network Rail Scotland Route Study	A number of different options better address the same problems / opportunities; refer to those captured under separate Rail Corridor Improvement groupings.
National 344	Rail Station Capacity: Extend platforms on routes where extra capacity is needed.	A number of different options better address the same problems / opportunities; refer to those captured under separate Rail Corridor Improvement groupings.
National 348	Remove barriers limiting access to all modes of transport in particular those who need car travel such as mothers with young children	The option is not very well defined and promotes the use of private car use, which goes against the Sustainable Investment Hierarchy.

<b>High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity</b>		
Reference	Option Title	Rationale
National 349	Resolve key capacity constraints to assist enable longer trains, increased service frequency etc. that is needed to enable STPR2, NR, NTS2 aspirations and proposals	A number of different options better address the same problems / opportunities e.g. those captured under separate Rail Corridor Improvement groupings.
National 352	Road Safety: Improve the safety, capacity and performance of the strategic inter-city road network	Several other options have been taken forward that will look at safety, capacity and performance of the trunk road network. Refer to the NE, NW, SE and SW trunk road groupings.
National 353	Travel demand management measures across Scotland.	Another option (National 53 "Travel demand management measures across Scotland") better addresses the same problem / opportunity i.e. the options are in effect duplicates with National 53 retained.
National 359	Rolling programme of targeted Active Travel interventions: Evidence from the English Sustainable Demonstration Towns[1] suggested that the substantial investment made in relatively few locations led to significant local awareness being generated and so changes to travel choices being made. Scotland could follow a similar approach, with substantial investment in relatively few locations each year	A number of different options better address the same problems / opportunities; refer to National Behaviour Change Programme, Regional Behaviour Change Programme, Connect More Settlements to the National Cycle Network (NCN) and Major Trip Attractor Accessibility by Active Travel.
National 360	Rolling programme of targeted Active Travel interventions: Use dismantled railway lines for footway and cycleway solutions to enhance links to communities	Another option (National 11 "Former rail route reuse: Creation of more active travel routes on former rail lines") better addresses the same problem / opportunity.

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
National 364	Target 2025 for electrification of all transport	STPR2 does not set targets. A range of other options address decarbonisation and electrification.
National 375	Widen carriageways to 7.3 metres to allow for contraflows and increase resilience and safety especially on rural roads	Local roads are out of scope for STPR2. A one sizes fits all across the country is not practicable nor may it be appropriate. Other options better address any issues with the trunk road network.
National 381	Travel plans: Implement effective travel plans at schools, workplaces and major trip attractors	This option is captured through the National and Regional Behaviour change programme groupings.
National 383	Travel plans: Implement effective travel plans at schools, workplaces and major trip attractors	This option is captured through the National and Regional Behaviour change programme groupings.
National 384	Car share: Significant expansion in car share use	A number of different options better address the same problems / opportunities refer to National Behaviour Change Programme/Regional Behaviour Change Programme groupings
National 395	Urban traffic speeds: Implement 20mph zones in urban and suburban areas of Scotland's cities and towns to improve real and perceived road safety and encourage use of active modes	Captured by National 102, which is an identical option.
National 410	Reinvestigating the need for Scotland to have a European independent ferry route, such as Rosyth to Zeebrugge	Option is captured as part of Edinburgh & South East Scotland 1034 "Reinstate passenger/freight RoRo service between Rosyth and Europe".

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
National 430	Continuously improving the access to ports by road and rail for freight	This option is already captured by or the problem/opportunity is better addressed by other options including, but not limited to, Ayrshire & Arran 785 "Improvement of Hunterston rail provision e.g. reopen disused rail line to facilitate access to Hunterston Port (to improve north/south connectivity and increase rail freight) and Highlands & Islands 2381 "Rail extension to connect the Far North Line to Scrabster Ferry terminal".
National 447	Exploring options for the increased use of existing assets (rail, waterway, trams) for servicing and delivery activities (Freight)	This option is already captured by or the problem/opportunity is better addressed by other options; refer to related road and rail groupings.
National 456	Transport Scotland to continue to invest in, operate and maintain technology that helps protect the structure of our road network.	This option is already captured by or the problem/opportunity is better addressed by other options refer to road groupings.
National 458	Roads Hierarchy: Commit to bringing up to specification all trunk roads.	A number of other options better addresses the same problem / opportunity. Refer to the roads groupings: South East Scotland Trunk Road Network Improvements North East Scotland Trunk Road Network Improvements South West Scotland Trunk Road Network Improvements North West Scotland Trunk Road Network Improvements

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
National 467	<p>EVs: Enable a large-scale increase of EVs across Scotland to help support ‘whole-system’ energy solutions by:</p> <ul style="list-style-type: none"> <li>• providing significant and distributed energy storage capacity, able to absorb intermittent loads from renewable generation;</li> <li>• helping to integrate more micro-generation;</li> <li>• increasing overall energy efficiency; and</li> <li>• potentially providing a source of grid power input when required.</li> </ul>	<p>Captured through a number of options under the Low Emission/Ultra Low Emission/Electric Vehicle National Action Plan Grouping including (but not limited to)</p> <p>National 99: EVs: Work with partners to promote and increase the procurement of electric vehicles as an alternative to fossil fuel vehicles</p> <p>National 100: Implement measures to increase the number of Electric Vehicles and EV charging infrastructure sites across Scotland</p>
National 468	<p>EVs: introduce large scale pilots across the country, removing barriers and encouraging private motorists to use ULEVs;</p>	<p>Captured through a number of options under the Low Emission/Ultra Low Emission/Electric Vehicle National Action Plan Grouping including (but not limited to)</p> <p>National 99: EVs: Work with partners to promote and increase the procurement of electric vehicles as an alternative to fossil fuel vehicles</p> <p>National 100: Implement measures to increase the number of Electric Vehicles and EV charging infrastructure sites across Scotland</p>

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
National 469	EVs: Provide further support for low carbon vehicle infrastructure development and procurement. This could include: 1) increase the amount of money available in the Challenge Fund; 2) Lead/support trialling of low carbon solutions (potentially in rural areas)	<p>Captured through a number of options under the Low Emission/Ultra Low Emission/Electric Vehicle National Action Plan Grouping including (but not limited to)</p> <p>National 99: EVs: Work with partners to promote and increase the procurement of electric vehicles as an alternative to fossil fuel vehicles</p> <p>National 100: Implement measures to increase the number of Electric Vehicles and EV charging infrastructure sites across Scotland</p>
National 470	EVs: Support local authorities in deploying measures that encourage adoption of EVs	<p>Captured through a number of options under the Low Emission/Ultra Low Emission/Electric Vehicle National Action Plan Grouping including (but not limited to)</p> <p>National 99: EVs: Work with partners to promote and increase the procurement of electric vehicles as an alternative to fossil fuel vehicles</p> <p>National 100: Implement measures to increase the number of Electric Vehicles and EV charging infrastructure sites across Scotland</p>

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
National 471	EVs: Support the development of innovative EV charging hubs across Scotland	<p>Captured through a number of options under the Low Emission/Ultra Low Emission/Electric Vehicle National Action Plan Grouping including (but not limited to)</p> <p>National 99: EVs: Work with partners to promote and increase the procurement of electric vehicles as an alternative to fossil fuel vehicles</p> <p>National 100: Implement measures to increase the number of Electric Vehicles and EV charging infrastructure sites across Scotland</p>
National 472	EVs: Support the increased deployment and experience of the ChargePlace Scotland Network	<p>Captured through a number of options under the Low Emission/Ultra Low Emission/Electric Vehicle National Action Plan Grouping including (but not limited to)</p> <p>National 99: EVs: Work with partners to promote and increase the procurement of electric vehicles as an alternative to fossil fuel vehicles</p> <p>National 100: Implement measures to increase the number of Electric Vehicles and EV charging infrastructure sites across Scotland</p>



High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
National 473	EVs: support the public sector in leading the way in transitioning to ULEVs, in particular local authorities in delivering low carbon public transport	Captured through a number of options under the Low Emission/Ultra Low Emission/Electric Vehicle National Action Plan Grouping including (but not limited to) National 99: EVs: Work with partners to promote and increase the procurement of electric vehicles as an alternative to fossil fuel vehicles National 100: Implement measures to increase the number of Electric Vehicles and EV charging infrastructure sites across Scotland

High Level Rationale for Sifting Out: Option is being progressed elsewhere		
Reference	Option Title	Rationale
National 257	EVs: encourage uptake of ULEVs by providing interest free loans to consumers, businesses, taxi and the private hire sector. This could potentially be delivered through Greener Scotland Fund	Transport Scotland already have the Low Carbon Transport Loan Scheme and related taxi scheme in place.

High Level Rationale for Sifting Out: Option is being progressed elsewhere		
Reference	Option Title	Rationale
National 262	EVs: work with each of our delivery partners to create Scotland's first 'electric highway' on the A9, with charging points along the route;	Option is already being taken forward by Transport Scotland.
National 301	Increase the number of train drivers available in Scotland	This option would be addressed via the Scotrail franchise and therefore is not in scope for STPR2.
National 326	Plan and deliver strategic transport resilience for major events including the Conference of the Parties Climate Change Conference (COP 26) to be held in Glasgow [date TBC], with particular focus on motorways and trunk roads	Transport Scotland is already a key partner in the strategic travel planning at Major Events (e.g. Glasgow 2014, Ryder Cup 2014) and has an Events Team to support future large scale events.
National 354	Road User Charging: Use Road user charging to replace fuel duty when all vehicles become electric	Climate change plan update 2020 includes a policy to develop this option.

High Level Rationale for Sifting Out: Option does not address problems/opportunities		
Reference	Option Title	Rationale
National 233	Covered cycleways: Provide covered weather protection on well-used cycleways	This option is not directly linked to a Problem or Opportunity identified as part of STPR2.

High Level Rationale for Sifting Out: Option does not address problems/opportunities		
Reference	Option Title	Rationale
National 305	Install solar-powered lighting to improve safety at night in rural areas at bus stops	Option sifted out as does not address problems / opportunities. This option would be delivered by local/regional authorities.
National 306	New freight ferry service between Campbeltown and Ballycastle (Northern Ireland)	Option sifted out as does not address problems / opportunities identified by STPR2. There is also no evidence of market failure for government intervention.
National 327	Promote Rail Travel: Target areas where rail is not currently an attractive option with improvements to change perceptions.	Option sifted out as does not address problems / opportunities
National 334	Publish clear policy guidance which does not rely on retro-fitting technology	Option is not well defined. Option sifted out as does not address problems / opportunities.
National 355	Roads Dedicated Lanes: Implement dedicated freight lanes/large vehicle lanes	Option does not address problems / opportunities identified.
National 369	Transformative upgrade in public sector fleet vehicles, including local authority and blue light vehicles	Option does not address problems / opportunities
National 415	Developing Centres of Excellence for Logistics	Option does not address problems / opportunities and is for the logistics industry to take forward.
National 419	The updating of a national best practice for freight in Scotland, for operators to follow	Option does not address problems / opportunities

High Level Rationale for Sifting Out: Option does not address problems/opportunities		
Reference	Option Title	Rationale
National 420	The creation of a national best practice for construction logistics in Scotland, for operators to follow, following schemes such as CLOCS	Option does not address problems / opportunities
National 422	Improved signage for HGVs in areas where safety is a concern	Option does not address problems / opportunities
National 425	Increasing awareness, uptake and process reform of modal shift grants across Scotland	Option does not address problems / opportunities and relates more to process and business as usual activities.
National 446	The shared usage of Bus Lanes, which would allow a more reliable freight service	Option does not address problems / opportunities

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 203	Explore a range of demand management related measures in relation to ferry services (Clyde & Hebridean Network)	Option is out of scope for STPR2 as it relates to an operational aspects of transport provision.
National 206	Enhance the digital connectivity, broadband and mobile networks across the strategic road network	Option relates to digital connectivity, which is out of scope for STPR2.
National 207	Undertake review of ferry fares, with possible reversal of fare reductions introduced since 2008 (Clyde & Hebridean Network)	Revenue and Fares, including RET, is out of scope for STPR2.
National 208	Make last minute flights cheaper	Option relates to aviation and revenue/fares and is out of scope for STPR2.
National 209	Allow ADS for health appointments and also 'friends and family)	Option relates to aviation and revenue/fares and is out of scope for STPR2.
National 211	Dissemination of benefits: Implement a national, long-term initiative to collate evidence of the benefits of active travel and communicate this to relevant local, regional and national decision makers	Thought leadership is out of scope for STPR2
National 212	Ensure that coach parking facilities are provided at locations that are attractive to passengers	Option is not strategic and best taken forward at a local/regional level.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 213	EVs: accelerate the procurement of ULEVs in the public and private sectors, transforming public sector car and van fleets by the mid-2020s and commercial bus fleets by the early 2030s	This specific option would require changes to legislation and regulation and is therefore out of scope for STPR2. However a number of other options related to Low Emission / /ULEVs / EVs and decarbonisation of transport are included within STPR2 for further appraisal.
National 215	EVs: Support improvements in the collection, analysis, interpretation and dissemination of data and evidence on the economic, environmental and social benefits of EVs.	Although supporting EV's and decarbonisation is in scope, measures associated with this option are out of scope
National 216	Extension of Eco driving training/promotion for car drivers	Option relates to training and is out of scope for STPR2
National 218	Transport Scotland to Integrate own investment to incentivise sustainable travel i.e. not invest in ULEV loans but grant fund public transport	Option relates to Transport Scotland funding/revenue and is out of scope for STPR2. Note STPR2 appraisal process is underpinned by NTS2 sustainable investment hierarchy.
National 219	Provide grants for private tenants to provide cycle-sheds/charging points	Options relating to standalone cycle parking and storage are out of scope for STPR2. Note cycle parking when part of mobility hubs or interchanges are in scope.
National 221	Vehicle scrappage scheme to promote EVs: A scrappage scheme to provide financial incentives to replace polluting older vehicles with Evs	Option is out of scope for STPR2 are it relates to funding mechanisms.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
National 223	Appraisal (STAG) Approach: Enhanced process to account for all priority areas. This could include 1) ensuring all schemes have freight specific objectives; 2) incorporation of "Net Zero" into appraisal criteria; 3) incorporation of trunk road maintenance cost savings into the appraisal of rail freight schemes; 4) involving a wider range of stakeholders in developing bus schemes	Option is not within the scope of STPR2. Note a STAG update is underway by Transport Scotland.
National 224	Audit public sector transport provision and assess what could be operated more efficiently through partnership	Option relates to governance of public transport and is out of scope for STPR2.
National 225	Bus Funding & Revenue Support: Increase funding, covering revenue funding as well as capital funding across the bus & coach sector across Scotland (including community transport and operators in rural areas)	Option relates to revenue funding and is out of scope.
National 226	Centralise employment to city centres to increase the demand for public transport, therefore making services more viable/potentially cheaper	Option relates to land use and employment policies and practices and is out of scope for STPR2.
National 227	Child road safety training: Provide every child with comprehensive road safety education	Option relates to training and is out of scope for STPR2.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 228	Conduct a review of investments in cycle measures (such as on road/off road/segregate/electric bikes etc)	Option relates to undertaking a review of investment, which is out of scope for STPR2. It should be noted that there are a wide range of cycle related options being taken forward for further appraisal.
National 229	Conduct a review of Mass transit (i.e. bus/tram/train integration) and implement findings	Option is out of scope for STPR2. It should be noted that STPR2 is considering a wide range of options related to bus, tram, train incl. mass transit options in Aberdeen, Edinburgh and Glasgow.
National 230	Consider aligning with infrastructure strategy plan thinking as it develops to focus interventions to enable easy access to economic hubs	Option is out of scope for STPR2. Note STPR2 is being developed alongside the IIP and NPF4.
National 231	Consider legislative changes to the service registration rules to increase the effectiveness of the registration regime	Option requires legislative change and is out of scope for STPR2.
National 232	Consider worst-case scenario when planning and designing transport system for the future, to combat against climate change	Option is not practical or financially viable whilst several other options capture resilience and climate change.
National 234	Create mixed use “community hubs” in smaller settlements to reduce the distances people need to travel for work and other purposes.	Option relates to land use planning and employment practices and is out of scope for STPR2.
National 235	Cycle training: Provide all school pupils and any adult that wants it with training to ride a bike safely on road	Cycle training is out of scope



<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 236	Develop and implement new legislation to enforce better coordination of roadworks to reduce disruption	Option relates to legislative change and is out of scope for STPR2.
National 237	Develop Apprenticeship Scheme(s) to attract more staff to the bus industry	Option is out of scope for STPR2
National 238	Develop living accommodation closer to work environments	Option relates to land use planning and employment practices and is out of scope for STPR2.
National 239	Develop location neutral working hubs	Option relates to land use planning and employment practices and is out of scope for STPR2.
National 242	Development of Scenario route planning management tool, for real-time response to efficiently routing traffic	Option is out of scope for STPR2. It is noted that there are several technology related options being taken forward for further appraisal including options related to Incident Management Systems and the 'Control Centre of the Future'.
National 243	Digital Connectivity: Ensure, through legislation, that all new builds/properties are capable of access to gigabit connections	Option relates to digital connectivity and legislation and is out of scope for STPR2
National 244	Digital Connectivity: Improve mobile phone connectivity to improve better access to bus information applications (and confidence/encouragement to use the services), particularly in rural areas	Option relates to digital connectivity and is out of scope for STPR2

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 245	Digital Connectivity: Improve mobile phone connectivity to improve better access to bus information applications.	Option relates to digital connectivity and is out of scope for STPR2
National 246	Digital Connectivity: Incentivising private sector investment in digital infrastructure must be a priority for both the UK and Scottish Governments, to ensure businesses can rely on UK networks to adopt new technologies, communicate with clients around the world and attract investment in a competitive international market	Option relates to digital connectivity and is out of scope for STPR2
National 247	Digital Connectivity: Rollout of Digital Infrastructure (e.g. 4G, 5G, Broadband, Fibre etc.) to enable connectivity across Scotland allowing more working from home and reduce the need to travel	Option relates to digital connectivity and is out of scope for STPR2
National 248	Digital Connectivity: Use planning laws to ensure that future telecoms infrastructure falls under permitted development to unlock private investment and help digital infrastructure providers go further, faster;	Option relates to digital connectivity and is out of scope for STPR2
National 250	Encourage more people to live in city centres, and key regional hubs for work to reduce demand on key corridors and to city centre locations	Option relates to land use, employment and living practices and is out of scope for STPR2.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 251	Enforce offsetting requirements for all investments that don't evidence net carbon outcomes – creating economic development at the same time	Option is out of scope for STPR2
National 252	Ensure, through legislation, that all new builds/properties are capable of access to gigabit connections	Option relates to legislation and land use planning, which are both out of scope for STPR2.
National 253	Establish a protocol with the Traffic Commissioner and the Vehicle and Operator Services Agency (VOSA) to improve the effectiveness of the regulatory regime, including setting time limits for decisions by the Commissioner following a public inquiry, better targeting of inspection by VOSA, and ensuring greater joint working by transport authorities in identifying issues for inspection	Option relates to regulatory framework and is out of scope for STPR2.
National 255	EVs: Development of a business model for charging infrastructure in partnership with Network Companies	Option is out of scope for STPR2
National 256	EVs: Embed support for EVs in strategies for transport, energy, climate change, air quality and the built environment	Option is out of scope for STPR2. It should be noted that there are already several transport strategies and policies that support EV/ULEVs, including NTS2.
National 259	EVs: Ensure that all EV chargers use complementary technology to enable the same person to maintain all types	Option is out of scope for STPR2. This option would require regulatory or legislative measures or through collaboration within the EV industry.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 261	EVs: take steps to better integrate electric vehicle policy within wider energy systems policy including renewable generation and energy storage systems.	Option relates to energy policy changes and is out of scope for STPR2
National 263	Fares & Concession Schemes: Expand concessionary travel schemes across Scotland and user groups to provide more equitable access	Option relates to fares and is not in scope.
National 264	Fares & Concession Schemes: Fare reductions and concessionary travel on public transport extended to cover those on low incomes and job seekers	Option relates to fares and is not in scope.
National 265	Fares & Concessions: Implement a reduced public transport fares system to encourage private car users to switch to public transport	Option relates to fares and is not in scope.
National 266	Fares & Concessions: Provide free public transport for all at the point of use to help remove all car parks	Option relates to fares and is not in scope.
National 267	Fares & Concessions: Reducing fare differentials 'fare cap' on public transport	Option relates to fares and is not in scope.
National 268	Fares & Concessions: Trial free bus travel for certain groups	Option relates to fares and is not in scope.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 269	Fares & Ticketing (Rail): Enable/encourage/assist business to help employees through subsidising/loads (on season tickets)	Option relates to fares and funding and is out of scope for STPR2.
National 270	Fares & Ticketing (Rail): Flexible fares to encourage people to travel at different times or routes to spread demand; and flexible working patterns (e.g. spread demand between Croy and Cumbernauld stations)	Option relates to fares, funding and employment practices and is out of scope for STPR2.
National 271	Free bikes for every individual in Scotland along with safety training	Option is out of scope for STPR2
National 272	Free electric bikes for over 50s	Option is out of scope for STPR2
National 273	Supporting transport infrastructure for a freight handling capacity on the Forth should include: construction of new and/or replace road infrastructure exceeding 8 kilometres connecting existing road networks; and construction of new and/or upgrade railway track exceeding 8 kilometres connecting existing networks to the freight handling facility.	Option relates to land use planning and development planning and is out of scope. Note this would be private sector led.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
National 275	Funding and resources for Active Travel: Provide long-term certainty of funding (e.g. ring-fenced funding) with more flexible constraints for active travel project delivery, and support local authorities to develop skills and capacity for active travel project delivery	Option relates to governance and funding and is not in STPR2 scope.
National 276	Walking support: Provide every adult that wants it access to support groups which enable and encourage walking, cycling and wheeling	Option is out of scope for STPR2
National 278	Implement a fossil fuel trading scheme	Option relates to a delivery pathway for decarbonisation within the energy sector; therefore option is out of scope.
National 279	Implement car free days to promote the use of active travel and public transport	Option is out of scope for STPR2
National 282	Improve collaboration between central government, local authorities and business to get the right infrastructure in the right places is crucial to making switching the easy choice no matter where you live or work	Option relates to governance and is out of scope for STPR2.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 283	Improve co-ordination for the planning of infrastructure and promotion of active and sustainable travel between neighbouring and across local/transport authorities (for example, so cycle lanes don't stop at an authority boundary).	Option relates to governance and is out of scope for STPR2.
National 284	Improve enforcement of the law on road safety and vehicle emissions standards possibly through the use of tolls	Not clear how tolls would address the law on road safety. Option would require legislative change, which is out of scope.
National 285	Improve enforcement of the use of segregated lanes , including consideration of electronic-based enforcement measures	Enforcement measures as a standalone option are out of scope; but if captured as part of specific STPR2 projects e.g. bus priority, this can be in scope.
National 287	Improve national guidance to ensure that local policies support implementation of bus schemes	Option is out of scope for STPR2
National 288	Improve on engagement undertaken with the NHS about links between transport and health. This could include Social Prescribing	Option is out of scope for STPR2. NHS travel plans will routinely undertake this role. Note it is for the NHS to consider health pathways and prescribing.
National 289	Improve on the enforcement of bus contracts, including vehicle checks, driver checks and operational compliance checks in rural areas	Regulatory matters are not in scope for STPR2.
National 290	Improve perceptions of and skills in the freight industry through greater training opportunities, career development and marketing of services	Training is not in scope for STPR2.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 291	Improve planning to ensure suppliers and end users are appropriately connected via road / rail / sea with hubs put in the right location	Option relates to land use planning and is out of scope for STPR2
National 292	Improve the integration of planning/transport infrastructure with wider infrastructure (e.g. energy and digital)	Land use planning/energy/digital are out of scope for STPR2.
National 293	Improve the management of cycling infrastructure with Transport Scotland taking overall responsibility for the NCN	Option is not within scope; option relates to changes to the governance framework within which transport delivery and operation takes place
National 294	Improve the utilisation of bus vehicles by their size to match the differing levels of demand throughout the day (i.e. bigger/more buses during peaks, smaller during the day)	Option is out of scope for STPR2 as this is an operational matter for bus companies.
National 296	Improvement to ORR data stats	Option is out of scope for STPR2
National 298	Increase collaboration between organisations and authorities to enable 'sensible approach'; and look for synergies in the delivery of interventions.	Option is out of scope for STPR2 as it relates to governance and is not within the remit of STPR2.
National 299	Increase partnership working between the public sector, developers and operators to leverage private sector investment	Option is out of scope for STPR2 as it relates to governance and is not within the remit of STPR2.



<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 300	Increase the gross vehicle weight limit of HGV's transporting goods to and from rail terminals from 44 to 48 tonnes to help facilitate modal shift.	Option is not in scope for STPR2 and requires legislative changes.
National 302	Increase/support development of skilled workforce in travel economy transport	Option relates to training and employment practices and is out of scope for STPR2.
National 303	Increased links onto trunk roads from new housing developments	Option is not in scope for STPR2. This intervention would be led by developers through the planning process.
National 304	Increased regulation, prohibition, restriction of motor vehicle access in town / city centres (incl. workplace parking levy and car-free city centres)	Workplace Parking Levy is not in scope; powers are already available to local authorities.
National 307	Introduce car tax breaks for car owners who car share	Option relates to taxation, which is not in scope.
National 310	Link new housing with transport infrastructure so networks can cope. Significant opportunity with NPF4 Strategic Sites Review	Option is related to land use planning and is not in scope. This matter would be for developers to deliver as part of the planning process.
National 311	Maintenance & Asset Management (Rail): Implement a national rail asset database, to assist in the identification, risk management and prioritisation of maintenance of the rail network.	Option relates to the operational management of the rail network and is not in scope for STPR2.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 312	Maintenance & Asset Management: Implement National smart asset management system(s) for across all transport modes in Scotland to improve the resiliency of the network. It should use technology and data-driven asset management to inform asset life prediction and maintenance programmes, such as implementing sensors and cameras installed to fleet vehicles; and consider international best practices for cost-savings and efficiency	Option relates to the operational management of the transport network (and possibly governance) and is not in scope for STPR2.
National 313	Maintenance & Asset Management: Improve the existing network by targeted minor works – current policy seems to favour roads or nothing.	Option relates to maintenance; cyclic / routine maintenance is out of scope for STPR2.
National 314	Maintenance & Asset Management: Invest in the maintenance and resilience of Motorways & Trunk roads - to improve the quality and level of resilience at critical points ultimately making the network safer	Option relates to cyclic / routine maintenance which is out of scope for STPR2. It is noted that a range of resilience, safety and strategic maintenance options are being taken forward for further appraisal.
National 315	Maintenance for Active Travel: Provide effective maintenance of active travel networks to ensure they remain well surfaced, attractive, safe and accessible to all potential users	Option relates cyclic / routine maintenance / minor works which is out of scope for STPR2.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 317	Negotiate stretching emission standards for new cars and vans beyond 2021	Option is not well defined and relates to legislative changes, which is out of scope for STPR2.
National 321	New Rail Stations: include consideration for new rail stations as part of new land use developments (housing, employment etc) to reduce the need to travel unsustainably	Other 'new rail station' options also available, which are better defined. Developers are also required to deliver infrastructure to support their developments. Land use planning is out with the scope of STPR2.
National 323	On-street parking: Remove on-street car parking from those locations where it causes an obstruction or danger to people travelling actively	Option relates directly to car parking which is out of scope. Note car parking if captured as part of a specific option, e.g. interchange facilities, can be in scope.
National 324	Parking supply - Reduce car parking supply in urban areas and/or increase its cost to incentivise use of active modes	Option relates directly to car parking which is out of scope. Note car parking if captured as part of a specific option, e.g. interchange facilities, can be in scope.
National 325	Parking: Develop a National smart parking app	Option relates directly to car parking which is out of scope. Note car parking if captured as part of a specific option, e.g. interchange facilities, can be in scope.
National 329	PT Accessibility, Equality & Safety: Implement training and education scheme for both the designers of transport schemes; as well as public transport service provider staff in relation to awareness and knowledge of equalities and access issues.	Option relates to training and is out of scope for STPR2.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 331	PT Accessibility, Equality & Safety: Implement training and education scheme for both the designers of transport schemes; as well as public transport service provider staff in relation to awareness and knowledge of equalities and access issues.	Option relates to training and is out of scope for STPR2.
National 332	PT Accessibility, Equality & Safety: Increase the amount of user involvement in designing new/replacement public vehicles.	Options relating to the layout of public transport vehicles is out of scope. Better provision for mobility impaired passengers at terminals and stations is captured through the grouping Regional Passenger Facilities/Station Enhancements
National 333	Public Transport Fares: Implement a national fare structure/system that is consistent across mode and by distance	Option relates to fares and revenue, which is out of scope.
National 345	Reduce car use through reduced parking provision, increased parking prices and workplace parking levy	Parking supply and pricing are out of scope. Workplace Parking Levy is also out of scope as mechanism is already available to local authorities.
National 346	Reduce the use of single occupancy vehicles through restrictions on road use and action on parking availability and price in urban areas	Parking supply and pricing are out of scope. Workplace Parking Levy is also out of scope as mechanism is already available to local authorities. Options related to high occupancy vehicles are being considered for further appraisal.
National 347	Reform employment practices for gig economy and levelling of employment cost burdens (e.g. Freight Train Driver, HGV Driver, Bicycle Courier)	Option relates to employment practices and is not a transport intervention; out of scope for STPR2

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 350	Restructure the governance of PT operators	Option relates to governance, which is out of scope.
National 351	Review and change land use planning in order to link up sustainable travel options	Option relates to land use planning, which is out of scope.
National 356	Roads Hierarchy: Development of a ‘Trunk Road-Lite’ Network	Reclassification of roads from local road to trunk road or vice versa is out of scope.
National 357	Roads Hierarchy: Wider use of minor public roads to include timber transport management plans as agreed with LA road departments and by other sectors on the same roads (e.g. Quarries).	Option is out of scope for STPR2 and is better delivered by the local roads authorities where appropriate.
National 358	Roll out Environmental education in schools to build on the recent climate emergency protests	Training and similar measures are out of scope for STPR2
National 361	Social prescribing: Possibly complementing other approaches and probably only relevant to active travel outcomes, social prescribing by health professionals can be an effective mechanism to encourage behavioural change	Option is out of scope for STPR2. It is for the NHS to consider health pathways and prescribing.
National 362	Support innovation to stimulate markets so that consumers, business and industry harness the opportunities from zero emission mobility in local and international markets	Option is not within the scope of STPR2.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 363	Supporting measures to reduce emissions generated by the shipping sector (both vessels/boats/ferries; and port infrastructure)	Only ferry vessels on the CHFS and NIFS network are in scope. Commercial freight tankers and other shippers are not in scope.
National 365	Tax incentives to promote working from home (accepting that this is not available to all)	Option relates to taxation, which is not in scope.
National 366	Tax incentives to reduce on-street parking and increase green / blue / commercial space	Option relates to taxation, which is not in scope.
National 367	Tax out of town shopping centres, which generate high no. of private car trips.	Option relates to taxation, which is not in scope.
National 368	Tourism-related: Investment in facilities to manage tourism or pressure points (e.g. Rural Tourism infrastructure fund already supporting toilets/carparks, etc to drive vision to certain areas)	Option relates to tourism facilities, toilets and car parking and is not in scope for STPR2.
National 370	Transport Scotland to be the 'broker' to join up transport services and provide the technology to enable multimodal journeys	Option relates to governance and is out of scope. Note a number of Mobility as a Service (MaaS) options are being taken forward for further appraisal.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 371	Travel Planning for Public & Private Sector: Promote, enable and provide assistance to public and private organisations (incl. schools, houses and businesses) to implement travel planning measures. Enablers could include: financial incentives; season tickets/fares loans; retrofitting vehicles; cycle parking, showering & changing facilities; flexible working (WfH, 3 or 4 day week); teleconferencing facilities	Although some elements of this option are in scope and captured under other options e.g. Behaviour Change, most elements, such as financial incentives, season tickets and flexible working are not in scope.
National 372	Travel Planning for Public & Private Sector: enforcement of travel plans, ensuring organisations adhere to them	Option is related to enforcement of planning conditions and regulations, which on its own is not in scope.
National 373	Travel Planning for Public & Private Sector: Use of video conferencing, for health/education (e.g. in the Highlands)	Option relates to digital connectivity and is out of scope for STPR2. COVID-19 pandemic has now done this for sectors of the economy.
National 374	Undertake an audit existing bus and coach assets to understand if they need to be remove if not needed or maintained whilst identify gaps	Option is not well defined and not considered to be within the scope for STPR2
National 376	Work with police and local authorities to improve enforcement of bus passenger priorities and no parking at bus stops	Enforcement measures such as policing and parking wardens are out of scope for STPR2.
National 377	Work with RTPs to ensure the forthcoming Regional Transport Strategies have a strong bus component	Option is out of scope. Transport Scotland already engages with RTPs who in turn have to align with NTS2 which has a strong bus component.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 378	Work with Transport Authorities to conduct a nationwide review of bus stop information	Option is not strategic and is also out of the scope of the study as best dealt with at the local or regional level.
National 379	Work with transport authorities to improve bus services, including by establishing Bus Forums in each authority area	Option is not strategic and is also out of the scope of the study as best dealt with at the regional level. Note that the Transport Act provides for Bus Service Improvement Partnerships.
National 380	Workplace Facilities: assist/enable workplaces to provide changing, shower and cycle parking facilities at places of work for employees and customers	Option relates to business and employments practices and is out of scope for STPR2.
National 382	E-scooter promotion: Legalise on-street use of, then promote the use of, e-scooters	Option requires legislative change and is out of scope for STPR2.
National 385	Disincentivise unsustainable business travel: Make changes to ensure that no one receives financial benefit from driving for business	Option likely requires legislative and/or taxation changes and is out of scope.
National 386	Reduce the need to travel: Encourage home working and other measures which reduce the need to travel	Option relates to digital connectivity, which is not in scope. The COVID-19 pandemic has shown the potential for home working which will likely be a long term impact.
National 387	Workplace parking levy: Introduce WPPL	Option out of scope as already available to local authorities through new Transport Act.
National 388	Ban single occupancy car use: Restrict use of cars occupied by only one person	Option requires legislative changes and is out of scope. Note high occupancy vehicle lanes will be considered for further appraisal.



High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
National 389	Financial incentives to encourage active travel: Support to purchase bikes/equipment or financial incentives to encourage active travel	Option relates to funding or revenue and is out of scope.
National 390	Eco-driver training: Promotion of eco-driver training	Training is out of scope for STPR2
National 391	Child road safety training: Provide all children with road safety training	Training is out of scope for STPR2
National 392	Cycle training: Provide all school pupils and any adult that wants it with training to ride a bike safely on road	Training is out of scope for STPR2
National 393	Walking support: Provide every adult that wants it access to support groups which enable and encourage walking, cycling and wheeling	Option is out of scope for STPR2 as includes training and revenue support.
National 394	Road space reallocation and/or removal of parking: Reduction of traffic and/or parking capacity to reduce the attractiveness of car use	Car parking as a standalone option is out of scope but if captured as part of a specific option, e.g. interchange facilities, this can be in scope.
National 396	Implement more Public Service Obligations (PSOs) to ensure isolated communities retain air service connectivity	Option relates to governance and air services and is out of scope.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 397	Create HIAL owned airline to supply air services in circumstances where commercial flights have been withdrawn	Option relates to governance and air services and is out of scope.
National 398	Reintroduce unaccompanied minor flights	Option relates to governance and air services and is out of scope.
National 399	Increase number of routes and flights (e.g. Oban - Belfast; direct flights from Highlands and Islands to Bristol, Exeter, Birmingham, Southampton and Luton, plus more direct routes north to Scandinavia, Iceland, Faroes, other Scottish islands)	Option relates to air services and is out of scope.
National 400	Enhance air connections between islands and mainland destinations to enable longer day trips	Option relates to air services and is out of scope. Access to major airports is in scope and may assist in more efficient trips to be made.
National 401	Change timing of flights to enable weekend breaks away to Edinburgh, Glasgow, London (e.g. late afternoon Friday out, late afternoon Sunday return)	Option relates to air services and is out of scope.
National 402	Air timetables need to allow better integration with inter-isle air/ferry services in the Northern Isles	Option relates to air services and is out of scope.
National 403	Consider specific needs of disabled passengers (relating to internal air services)	Option relates to air services and is out of scope.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 404	Check-through hold luggage on all connections including where there are different carriers	Option relates to air services and is out of scope.
National 405	Shorter check-in times for internal flights	Option relates to air services and is out of scope.
National 406	Replace current aircraft fleet with larger aircraft	Option relates to air services and is out of scope. Note Programme for Government aim to decarbonise scheduled flights within Scotland by 2040. This will require fleet changes.
National 407	Schools Programme to attract young people into the freight industry, dovetailing with university and college courses	Options relating to training and employment are out of scope for STPR2
National 408	Investing in the necessary digital infrastructure required for semi-autonomous vehicle usage (Freight)	Option relates to digital connectivity and is out of scope for STPR2.
National 409	Establishing an "emergency resilience network," where public sector warehousing is introduced to hold stocks in case of supply chain issues	Options related to stockpiling and warehousing are out of scope for STPR2
National 411	Enhance Freight Transport Modelling capability in Scotland	Options related to modelling of freight are not in the scope of STPR2.
National 412	An enhanced Scottish freight appraisal technique, putting into place the right appraisal characteristics based on recent research	Options related to freight appraisal techniques are not in the scope of STPR2.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 413	Introducing ERTMS (European Railway Traffic Management System)	This option relates to the operational railway and rail standards and is for the rail industry to take forward.
National 414	Recognising the move towards semi-autonomous vehicles, and implementing the required legislation for the platooning of vehicles, for example.	Option relates to legislation and is out of scope for STPR2
National 416	Freight awareness training for LA planners and officers	Training is out of scope for STPR2
National 417	Courses to upskill the existing freight workforce, related to digitalisation for example	Training is out of scope for STPR2
National 418	The provision of eco-driving training - for both diesel/petrol HGV drivers, and electric	Training is out of scope for STPR2
National 421	Local Authorities adopting best practice through their fleets	Option is out of scope for STPR2 and best delivered by local authorities.
National 423	Providing guidance on loading and unloading restrictions in urban areas, to ensure that deliveries are carried out efficiently	Option is out of scope for STPR2 and best taken forward by the logistics industry working in partnership with local transport and planning authorities.
National 424	Working with operators to adapt delivery restrictions to enable more efficient vehicle planning, for example, the implementation of quiet delivery technology	Option is out of scope for STPR2 and best taken forward by the logistics industry working in partnership with local transport and planning authorities.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
National 426	Safeguarding sites in urban areas for logistics sites, particularly within city centres where last-mile logistics is required	Option relates to land use planning and is out of scope for STPR2
National 427	Altering the planning process to ensure that sites constructed alongside railways and waterways are stipulated to utilise sustainable transport modes	Option relates to land use planning and is out of scope for STPR2
National 428	Safeguarding rail sites for future rail terminal opportunities	Option relates to land use planning and is out of scope for STPR2
National 429	Safeguarding wharves for water freight opportunities	Option relates to land use planning and is out of scope for STPR2
National 431	Adding permanent chill storage facilities at Scottish Airports, to allow high value seafood/whisky through Scotland rather than LHR	Option is out of scope for STPR2
National 432	Utilising buses and coaches to provide capacity for freight into rural areas	Option is out of scope for STPR2 and is a matter for the bus, coach and freight industry to take forward.
National 433	Transport Scotland underwrite a multi-user freight train running a regular circuit along the lines of: Grangemouth > Inverness > Aberdeen > Rosyth/Leith.	Option relates to revenue/funding which is out of scope for STPR2

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 434	Scope and identify monitoring process for implementing Construction Logistics Plans (CLPs)	Option is out of scope for STPR2
National 435	Trialling behavioural change techniques to raise awareness of the impact of next-day delivery services on the environment, and collaborating with Central Government to levy on home deliveries	Option includes levy/taxation which is out of scope for STPR2. Note behaviour change options are included for further appraisal.
National 436	Improving efficiency in the freight sector by introducing a retimed deliveries programme, allowing for quiet, out of hours deliveries that is beneficial for the freight operator and other road users	Option is out of scope for STPR2 and best taken forward by the logistics industry working in partnership with local transport and planning authorities.
National 437	Promoting opportunities in the logistics sector to diverse workforce, with emphasis placed on encouraging women and BAME into the freight industry	Option is out of scope for STPR2
National 438	Collaborating with Local Authorities/RTPs/National Government to deliver a standardised approach to polluting vehicles (specifically for freight)	Option is out of scope for STPR2 and already taking place at various levels.
National 439	Co-ordinating with Central Government and trade associations, to provide funding, guidance on skills and increased availability of apprenticeships to promote a clear pathway into the freight industry.	Options relating to training and employment practices are out of scope for STPR2

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 440	"Freight Awareness Training" for LA planning officers	Option relates to training and is out of scope for STPR2
National 441	Safeguarding of land use transfer points for logistics usage, particularly last mile within urban areas	Option relates to land use planning and is out of scope for STPR2
National 442	Stipulating in the planning process that a minimum level of freight has to be transported by a sustainable mode, if connected to rail or water freight infrastructure, or through electric vehicles	Option relates to planning and legislation which are out of scope for STPR2
National 443	Logistics sites above a certain size should include access to rail/water freight access, and would only be approved if there is no suitable alternative to be put in place	Option relates to land use planning and is out of scope for STPR2
National 444	Collaboration with Central Government on improving regulation that governs freight driver's working conditions	Option relates to regulatory measures and is out of scope for STPR2
National 445	Launching Skills & Apprenticeships initiatives for people coming into the sector, and pairing them with employers	Options relating to training and employment practices are out of scope for STPR2
National 448	Be proactive in the safeguarding of wharves to allow the development of water freight sites in GM, as part of being a consultee on certain projects	Option relates to land use planning and is out of scope for STPR2

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 449	Promote and facilitate the use of locker banks, click and collect and collection/return points (for freight)	Option is out of scope for STPR2
National 450	Programme of RDC to Rail Connected Sites identification study, land zoning, and build out – with rail connection funding package.	Option relates to land use planning and funding and is out of scope for STPR2. Note freight consolidation centres and multi-modal hubs are being considered for further appraisal.
National 451	Supportive NPF4 policy to relocate existing RDC's to Rail Connected sites (over time) to include financial penalties / incentives.	Option relates to land use planning and is out of scope for STPR2
National 452	Linked Strategic Freight highway enhancements to support first / last mile and transfer infrastructure provision (State Purchase / Private Sector Lease Back)	Option involves governance issues and potentially legislation. It is not considered to address strategic problems. Note freight consolidation centres and multi-modal hubs are being considered for further appraisal.
National 453	Wider Water Bottling Freight Package (for export to England)	Option is out of scope for STPR2 as it is for the water bottling industry to consider how they package and distribute their goods.
National 454	To central belt – Girvan / Alloa / Cameron Bridge to bottling plants in central belt (Elderslie / Deanside) – movement by Bulk tankers	Option is out of scope for STPR2 as it is for the water bottling industry to consider how they package and distribute their goods.
National 455	Freight and Logistics for decision makers (Top Tier Producers) – to increase awareness and convert to action the use of zero carbon rail freight to protect their supply chains to / from Scotland	Option relates to training and thought leadership and is out of scope for STPR2



<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
National 457	Continue to support digital corridors and the roll out of national broadband through share ducting use and reciprocal agreements as required. Tie in with Scottish Government Mobile Connectivity Action Plan	Option relates to digital connectivity and is out of scope for STPR2
National 464	Maintenance & Asset Management: Increase the resilience of the Secondary Road Network, Diversionary Routes and 'strengthened' local roads (e.g. HGV routes connecting to Primary Industry)	Routine / Cyclic maintenance and non-trunk roads are out of scope for STPR2
National 474	Introduce measures to reduce visitor numbers/car based visitor numbers (Clyde & Hebridean Network)	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.
National 475	Consider a more balanced approach of additional capacity and demand management measures (Clyde & Hebridean Network)	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.
National 477	PT Accessibility, Equality & Safety: Invest in the bus fleet to improve accessibility on existing routes	Options relating to the layout of public transport vehicles is out of scope. Better provision for mobility impaired passengers at terminals and stations is captured through the grouping Regional Passenger Facilities/Station Enhancements

## Argyll and Bute Region Options Sifted Out

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Argyll & Bute 539	New road link between the A82 and Cowal, including fixed link or ferry crossings	Option is better addressed through option Argyll & Bute 545 New off-line alternative route improving resilience for strategic A83 traffic: Provision of new road infrastructure to enhance connectivity and reduce disruption to strategic A83 traffic
Argyll & Bute 540	New fixed link between Cowal and Inverclyde, linking to the A78	Option is better addressed through option Argyll & Bute 545 New off-line alternative route improving resilience for strategic A83 traffic: Provision of new road infrastructure to enhance connectivity and reduce disruption to strategic A83 traffic
Argyll & Bute 541	New road link between Cowal and Bute & Bute and North Ayrshire, linking to the A78, including fixed link or ferry crossings	Option is better addressed through option Argyll & Bute 545 New off-line alternative route improving resilience for strategic A83 traffic: Provision of new road infrastructure to enhance connectivity and reduce disruption to strategic A83 traffic
Argyll & Bute 542	New road link between Cowal and Kintyre, including fixed link or ferry crossing	Option is better addressed through option Argyll & Bute 545 New off-line alternative route improving resilience for strategic A83 traffic: Provision of new road infrastructure to enhance connectivity and reduce disruption to strategic A83 traffic
Argyll & Bute 543	New road connection between the A83 (west of R&BT) and A82 (north of Ardlui) through Glen Kinglass	Option is better addressed through option Argyll & Bute 545 New off-line alternative route improving resilience for strategic A83 traffic: Provision of new road infrastructure to enhance connectivity and reduce disruption to strategic A83 traffic

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Argyll & Bute 544	New road connection between the A83 (within the vicinity of Clachan) and A82 (north of Inverarnan) through Glen Fyne	Option is better addressed through option Argyll & Bute 545 New off-line alternative route improving resilience for strategic A83 traffic: Provision of new road infrastructure to enhance connectivity and reduce disruption to strategic A83 traffic
Argyll & Bute 546	New road link between Helensburgh and Cowal, including fixed link or ferry crossings	Option is better addressed through option Argyll & Bute 545 New off-line alternative route improving resilience for strategic A83 traffic: Provision of new road infrastructure to enhance connectivity and reduce disruption to strategic A83 traffic
Argyll & Bute 579	Provide wave protection at smaller scale harbours and ferry terminals in Argyll & Bute including but not limited to Gourock Jetty, Kilcreggan Pier, Cloanaig, Dunstaffnage Bay, Fishnish, Colonsay, Gigha and Tayinloan	Option merged with (Argyll & Bute 520 "Upgrade and futureproof harbour infrastructure and ferry terminals at "major ports" throughout Argyll & Bute")
Argyll & Bute 580	Upgrade harbour infrastructures to support ferries and fishing	Option merged with (Argyll & Bute 520 "Upgrade and futureproof harbour infrastructure and ferry terminals at "major ports" throughout Argyll & Bute")
Argyll & Bute 587	Safer walking / cycling routes through reduced speeds and provision of additional pedestrian / toucan crossings	Captured as part of another option - National 102 "Urban traffic speeds: Implement 20mph zones in urban and suburban areas of Scotland's cities and towns to improve real and perceived road safety"

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Argyll & Bute 588	Prioritisation and integration of walking and cycling links within all infrastructure improvements / developments	Captured as part of another option - National 14 "Liveable neighbourhoods: Make suburban neighbourhoods in Scotland's cities and towns more conducive for active travel by improving conditions for walking, wheeling and cycling and reducing traffic dominance"
Argyll & Bute 595	Improve reliability of trains on the West Highland Main Line (WHML) resolving issues affecting lines, such as flooding, drainage and landslips etc	Option merged with National 172 "Climate Change Mitigation & Adaptation: forecast where on the Scottish rail network climate change will impact on infrastructure; and implement adaptation measures to increase resilience on those sections of the network. Example locations include coastal routes such as WCML, ECML, Fife Circle, Largs branch."
Argyll & Bute 596	Improve rolling stock provision on West Highland Main Line (WHML)	Option merged with Glasgow City Region 1773 "New modern trains on West Highland line."
Argyll & Bute 597	Extend rail network to the islands via fixed links	Alternative option selected (improvements to ferry service reliability, resilience and capacity) as it provides a more suitable option delivering several of the same outcomes.
Argyll & Bute 598	Consider range of alternative water-based transport modes (e.g. hydrofoil, water taxis, submarines) where appropriate	Alternative option selected (Argyll & Bute 513 "Consider new fuel technologies including transition to lower/zero carbon fuels in the future for ferry and other seagoing vessels") as it provides a more suitable option delivering several of the same outcomes.

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Argyll & Bute 599	Upgrade and futureproof medium scale harbour infrastructure and ferry terminals throughout Argyll & Bute including but not limited to Campbeltown, Islay, Mull and Iona	Option merged with Argyll & Bute 520 "Upgrade and futureproof harbour infrastructure and ferry terminals at "major ports" throughout Argyll & Bute".
Argyll & Bute 612	Replace ferries with fixed links including, but not limited to; Portavadie to Tarbert, Colintrave to Rhubodach (Cowal to Bute)	Option merged with Argyll & Bute 526 "Targeted fixed links to improve connectivity and reduce reliance on CHFS".
Argyll & Bute 613	Upgrade trunk roads to DMRB standard (A82, A83, A85 & A828) better accommodating heavy vehicles	Option does not perform particularly well against Transport Planning Objectives and a better alternative option exists (targeted trunk road improvements).  Alternative option selected (Argyll & Bute 564 "Targeted improvements to protect trunk roads (A82, A83, A85 & A828) from landslides, coastal erosion and / or flooding - including the resilience and reliability for buses / coaches") as it is considered this provides a more suitable option, delivering several of the same outcomes.

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Argyll & Bute 614	Dual A82 between Balloch and Tarbet to reduce frustration and accidents numbers / severity	Option does not perform particularly well against Transport Planning Objectives and a better alternative option exists (Speed reduction measures).  Alternative option selected (Argyll & Bute 550 "Speed reduction measures (e.g. enforcement - speed cameras, signage, initiatives) to reduce accidents / severity") as it is considered this provides a more suitable option delivering several of the same outcomes.
Argyll & Bute 634	Develop electric cycle charging network and storage facilities at key transport interchanges (i.e. bus and rail stations and ferry ports) to facilitate their use for shorter, everyday journeys to key attractors	Captured as part of another option - National 3 "E-bike promotion: Improve access to e-bikes and enable their use through provision of appropriate charging facilities"
Argyll & Bute 653	Fixed link between Scottish mainland and Jura	Option merged with Argyll & Bute 526 Targeted fixed links ("Targeted fixed links to improve connectivity and reduce reliance on CHFS)
Argyll & Bute 654	Fixed link between Jura and Islay	Option merged with Argyll & Bute 526 Targeted fixed links ("Targeted fixed links to improve connectivity and reduce reliance on CHFS)

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Argyll & Bute 655	Improvements to the road system and replacement bridge improving flow of traffic to/from Oban port	Option merged with Argyll & Bute 563 "Road access improvements to Oban Ferry Port" Improve direct access to Oban ferry port, including improvements to the road system and replacement Albany Rd bridge (over the rail line)
Argyll & Bute 656	Replacement of railway tracks with tramline tracks to allow ease of access for lorries entering /leaving Oban port	Option merged with Argyll & Bute 554 "Parking provision - Lorry parking - Overnight locations (lorries, campervans) - Gourock ferry - Western Ferry - Oban Ferry Port"
Argyll & Bute 657	Consider new freight only ferry routes, including potential for overnight freight services in Argyll and Bute	Option captured as part of Argyll & Bute 523 and 524 "Increased ferry freight services" (Enhance Islay - Kennacraig ferry route: increase capacity for freight/improve day capacity through introduction of an overnight freight service) and "Increased ferry freight services (A)" (Enhance Mull - Oban ferry route: increase capacity for freight/improve day capacity through introduction of an overnight freight service)
Argyll & Bute 664	Provide low carbon trains on the rail network within A&B, in-line with Scottish Government commitments to decarbonise the rail network by 2035	Captured through National 61 "Continued rolling programme of rail decarbonisation, including consideration of batteries and alternative fuel sources"



<b>High Level Rationale for Sifting Out: Option does not address regional problems/opportunities</b>		
Reference	Option Title	Rationale
Argyll & Bute 586	Cable car gondola project between Dunoon and Rothesay	Option sifted out as does not address regional problems / opportunities. Further to this, option does not score well against Transport Planning Objectives .
Argyll & Bute 637	Provision of improved / new toilet facilities on major routes	Option sifted out as does not address regional problems / opportunities. Further to this, option does not perform well against Transport Planning Objectives .
Argyll & Bute 647	Provision of moving platforms instead of lifts / stairs where applicable	Option does not address problems / opportunities

<b>High Level Rationale for Sifting Out: Option is being progressed elsewhere</b>		
Reference	Option Title	Rationale
Argyll & Bute 639	Increase grant support for coastal freight	Freight Facilities Grant is already available to encourage freight to be transported by water (and rail) instead of road.
Argyll & Bute 641	Government to help promote 'eco' behaviours, this could include developing an education initiative promoting sustainable modes of transport to future generations	Option is progressing through Smarter Choices, Smarter Places.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Argyll & Bute 576	More competitive procurement strategy for ferry routes	Option relates to ferry procurement strategies and is not considered to be in scope.
Argyll & Bute 577	Enhance air services in Argyll & Bute: reduce air fares	Options related to air services are not in scope.
Argyll & Bute 578	Establish Oban airport as H&I hub, linking central belt, islands and Inverness	Options related to air services are not in scope.
Argyll & Bute 581	Upgrading B class roads to A class	Options involving reclassification of roads are not in scope.
Argyll & Bute 582	Targeted improvements to 'other routes' (e.g. B, C and U roads) - B842 Claonaig Bridge - Replace the bridge which is a vital link in local network and key access to local ferry services - upgrade single track road to / from Colintrave to the Sandback turn off to two lanes to improve safety at blind bend on hill - timber / wind farm routes	Option is out of scope for STPR2 as relates to local road network.
Argyll & Bute 583	Appoint auditor for existing A83 R&BT works	Options involving changes to governance are not in scope.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Argyll & Bute 584	Increase funding for island roads	Option is out of scope for STPR2 as relates to local road network.
Argyll & Bute 585	Improve road closure procedures (resulting from accidents and overnight maintenance) to minimise disruption	Option is out of scope for STPR2 as it relates to operational aspects of transport provision.
Argyll & Bute 589	Reduce bus fares to increase patronage (possible extension to existing concessions)	Options involving concessionary fares are not in scope.
Argyll & Bute 590	Provision of school buses for pre-school children to attend ELC Units	Option requires revenue funding and so it out of scope for STPR2.
Argyll & Bute 591	Improve comfort and safety of bus shelters	Enhanced passenger security or safety on public transport is out of scope for STPR2.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Argyll & Bute 592	<p>Extend local bus services and improve timetables (including increasing frequency) to better meet users' needs, including improving linkages with other bus services and transport modes.</p> <p>Examples:</p> <ul style="list-style-type: none"> <li>- 316 service (Coulport - Helensburgh), extend beyond 10pm</li> <li>- Lochgilphead - Oban</li> <li>- Between Oban and wider area</li> <li>- Glendaruel to Colintraive, Tighnabruaich, Strachur and Dunoon</li> <li>- Sunday bus service: Dunoon - Inveraray, Kintyre</li> <li>- In and around Dunoon, especially north and westbound e.g. Dunoon to Inveraray and beyond</li> <li>- Rothesay - Dunoon (via ferry)</li> <li>- Arrochar</li> <li>- Local bus to Westport Beach Kintyre</li> <li>- Tarbet/Arrochar to urban centres (for further Education, employment or onward travel)</li> </ul>	Option requires revenue funding, which is not in scope.
Argyll & Bute 593	New bus route serving HMNB Clyde	Option requires revenue funding, which is not in scope.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Argyll & Bute 594	Provide express bus link between Glasgow / Central Belt and Dunoon / Cowal via ferry	Option requires revenue funding, which is not in scope.
Argyll & Bute 600	Re-design ferry network in terms of e.g. governance, ownership and operations	Options involving changes to governance are not in scope.
Argyll & Bute 601	Centralisation of ferry ownership, including on routes such as Lismore to Port Appin	Options involving changes to governance are not in scope.
Argyll & Bute 602	Reduce ferry docking fees at locations including Gourrock	Options involving changes to the way in which transport is regulated are not in scope. Operational aspects of transport provision is also out of scope.
Argyll & Bute 603	Increase frequency of air services to/from airports in Argyll & Bute (Islay, Tiree, Colonsay, Coll, Oban)	Options related to air services are not in scope.
Argyll & Bute 604	Introduce joined up approach to procurement and provision of air services for Scottish islands, to stimulate competition and ensure no islands are left behind	Options related to air services are not in scope.
Argyll & Bute 605	Introduce air services between Edinburgh/Glasgow and Oban (with link to Barra)	Options related to air services are not in scope.
Argyll & Bute 606	Enhance Campbeltown - Glasgow air service: improve aircraft to improve reliability	Options related to air services are not in scope.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Argyll & Bute 607	Introduce air service between Coll and Glasgow	Options related to air services are not in scope.
Argyll & Bute 608	Introduce air service between Colonsay and Glasgow	Options related to air services are not in scope.
Argyll & Bute 609	Introduce air service between Islay and Edinburgh (and sufficient time for onward travel to Jura)	Options related to air services are not in scope.
Argyll & Bute 610	Develop Machrihanish air base to encourage inward investment	Options related to air services are not in scope.
Argyll & Bute 611	Consider the suitability and application of electric planes serving routes linking A&B and other domestic airports, in-line with Scottish Government commitments to establish the Highlands & Islands as the world's first net-zero aviation region by 2040	Options related to air services are not in scope.
Argyll & Bute 615	Targeted improvement to protect non trunk roads (e.g. A816, B833) from coastal erosion and / or flooding	Option relates to a local road and is out of scope for STPR2
Argyll & Bute 616	Targeted safety schemes on non trunk roads (A815, A816 & B833)	Option relates to a local road and is out of scope for STPR2

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Argyll & Bute 617	Upgrade non-trunk roads (A815, A816, A846 & A848) to trunk road standard	Option relates to a local road and is out of scope for STPR2
Argyll & Bute 618	Road infrastructure provision for new developments	Option is considered to be a planning led initiative and therefore out of scope.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Argyll & Bute 619	<p>Increase funding and improve allocation</p> <ul style="list-style-type: none"> <li>- better balance of funding between non trunk roads and trunk roads / motorways</li> <li>- lobby for a revision of the GAE distribution criteria to ensure that areas of sparse population are better financed to maintain their high mileages of rural road networks</li> <li>- similar level of investment in upgrading the primary route network in Argyll as is invested in Central Belt and East Coast</li> <li>- allow greater focus on local 'minor' road network</li> <li>- additional funding allocated to local authorities for the road network to be brought up to an acceptable standard</li> <li>- adopt 'new' trunk roads and spend SG money on them, with A&amp;BC money spent on other roads (e.g. A826)</li> <li>- application of funding to improve rural roads affected by forest haulage operations, with community consultation in affected areas to ensure that all issues are identified and addressed</li> <li>- more money spent on the island roads to cope with the increase in HGV and tourist vehicles</li> </ul>	<p>Option is out of scope for STPR2 as it primarily relates to funding mechanisms.</p>



<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Argyll & Bute 620	Road Hierarchy Changes - Change the specification of some roads so that Scandinavian water bound (forest type) roads are acceptable minor roads - Roads taken out of the hands of local council	Options involving reclassification of roads are not in scope.
Argyll & Bute 621	Improve maintenance of trunk roads to reduce disruption - clear vegetation - improve surfacing - improve drainage	Options involving routine / cyclic maintenance are not in scope.
Argyll & Bute 622	Improve quality of road repairs to extend life and reduce overall disruption	Options involving routine / cyclic maintenance are not in scope.
Argyll & Bute 623	Targeted maintenance improvements to reduce accidents - Provide more deer fencing to reduce strikes - Improve road surface / drainage	Options involving routine / cyclic maintenance are not in scope.
Argyll & Bute 624	New road on Kerrera to connect the north and south ends of the island (removing requirement for 2 separate ferry services to the island)	Option relates to a local road and is out of scope for STPR2. (To note this is being delivered with Scottish Government funding <a href="https://www.gov.scot/news/connecting-kerrera/">https://www.gov.scot/news/connecting-kerrera/</a> )
Argyll & Bute 625	New bridge on the A849 at Pennyghael, Mull (to ensure continued connectivity to / from Iona)	Option relates to a local road and is out of scope for STPR2

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Argyll & Bute 626	Replace the B844 Kilninver Bridge (to ensure continued reliable road link to / from Luing / Seil B99 / Easdale islands)	Option relates to a local road and is out of scope for STPR2
Argyll & Bute 627	Road improvements on Mull and Islay (removal of single track sections)	Option is out of scope for STPR2 as relates to local road network.
Argyll & Bute 628	Introduce driver education initiatives	Options related to training are not in scope.
Argyll & Bute 629	Introduce one way system for motorised vehicles around town centres	Option is out of scope for STPR2 as relates to local road network.
Argyll & Bute 630	Improve digital connectivity (broadband and mobile) across the region. Geographically specific examples include north of Dunoon	Options related to digital connectivity are not in scope.
Argyll & Bute 631	Expand bus network into rural parts of Argyll & Bute	Option requires revenue funding, which is not in scope.
Argyll & Bute 632	Increase the number and frequency of bus services to provide a more resilient network, connecting all towns within Argyll & Bute and providing connections to the Central Belt	Option requires revenue funding, which is not in scope.
Argyll & Bute 633	Increase strategic (long distance) bus services through school holiday periods	Option requires revenue funding, which is not in scope.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Argyll & Bute 635	More interaction between delivery authorities, such as Local Authority / SUStrans / HITRANS	Options involving changes to governance are not in scope.
Argyll & Bute 636	Improve and better maintain roads / footpaths	Options involving routine / cyclic maintenance are not in scope.
Argyll & Bute 638	Enforcement of timber traffic forest road network usage	Options involving standalone enforcement measures are not in scope.
Argyll & Bute 640	Enforce on-pavement parking ban and parking on cycle lanes	Options involving standalone enforcement measures are not in scope.
Argyll & Bute 642	Improve funding structures / mechanisms, including: - Ring-fencing council transport budgets - Streamlining (fewer challenge funds for infrastructure, more funding direct to local authorities, consistency in who provides services) - Island Authority for Fairer Funding	Options which consider the 'ring-fencing' of local authority budgets for transport and/or simplification of funding mechanisms is not in scope for STPR2.
Argyll & Bute 643	Apply RET to Dunoon to Gourock ferry service (Western Ferries)	Options involving changes to fares are not in scope.
Argyll & Bute 644	Reduce car parking prices (in towns and rural areas)	Changes to car parking as a standalone option is out of scope for STPR2.

### High Level Rationale for Sifting Out: Option is out of scope for STPR2

Reference	Option Title	Rationale
Argyll & Bute 645	Increase funding for: - addressing impacts of RET on transport network - local authorities to meet local / non trunk road needs (e.g. challenges around constructing on peat) - joint funding for charging points from windfarm trusts / hydro schemes - rail improvements	Options involving revenue funding are not in scope.
Argyll & Bute 646	Provision of cluster employment hot desks in local centres to reduce need for longer commutes and home working support	Option is considered to be planning led and therefore not in scope.
Argyll & Bute 648	Utilise locally generated renewable energy to power transport systems	Option is out of scope for STPR2 as it relates to energy supply.
Argyll & Bute 649	B836/A8003/B8000 Road Upgrade Dunoon – Colintrave – Portavadie: Improve key cross Cowal routes to 'A' class standard, including widening and improved road alignment	Option is out of scope for STPR2 as relates to local road network.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Argyll & Bute 650	Targeted road improvements - Mull: Improvements to key routes on Mull, including: - widening of the A848 between Salen and Tobermory - new bridge on the A849 at Pennyghael, Mull (to ensure continued connectivity to / from Iona)	Option is out of scope for STPR2 as relates to local road network.
Argyll & Bute 651	Targeted road improvements - Islay: Improvements to key routes on Islay, including: - removal of single track sections on routes accessing ports / harbours	Option is out of scope for STPR2 as relates to local road network.
Argyll & Bute 652	Targeted road improvements - Bute: Improvements to key routes on Bute, including: - upgrades to routes accessing ports / harbours	Option is out of scope for STPR2 as relates to local road network.
Argyll & Bute 661	Upgrade detour route for A82 closure	Options involving non-trunk roads are not in scope.
Argyll & Bute 662	Increase comfort and capacity on buses, including provision for cycles, luggage etc.	Options relating to the layout of public transport vehicles is out of scope. Better integration with active travel is captured through options in the Grouping Cycle / Public Transport Integration

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Argyll & Bute 663	Improve provision for impaired mobility passengers (including enforcement) on PT, Ferries and at Ferry Terminals	Options relating to the layout of public transport vehicles is out of scope. Better provision for mobility impaired passengers at terminals and stations is captured through the grouping Regional Passenger Facilities/Station Enhancements
Argyll & Bute 666	Improvements to non-trunk roads that are designated diversion routes	Options involving non-trunk roads are not in scope.
Argyll & Bute 667	Improve access to Oban transport interchange via A85	Option likely to require revenue funding, which is not in scope.
Argyll & Bute 668	Use of low carbon (i.e. electric) distribution vans within key town boundaries	Option is not judged to be strategic.

## Ayrshire and Arran Region Options Sifted Out

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Ayrshire & Arran 807	E-Bike Charge Points across the region	This is captured as part of another option (Ayrshire & Arran 671 "E-bike hire points across the region to encourage people of all ages to cycle")
Ayrshire & Arran 810	Larger park and ride parking facilities across the region	Option is not well defined, and it is considered other options provide clearer alternative measures, including, but not limited to, Ayrshire & Arran 739 "New Bus-based Park & Ride (Monkton)."
Ayrshire & Arran 811	Enhance Ardrossan - Campbeltown route: create all year round service	Another option (Argyll & Bute 669 "Enhance Ardrossan - Campbeltown ferry route improve vessels, reliability and resilience") better addresses the same problems / opportunities.
Ayrshire & Arran 819	Smaller electric buses for rural areas (South Ayrshire)	This is captured as part of another option (Ayrshire & Arran 796 "Development of the Community Transport network, with a focus on use of electric vehicles"
Ayrshire & Arran 820	Introduction of short sections of new (or converted) road for exclusive use of automated vehicles.	Another option better addresses the same problems / opportunities (National 144 "CAV: Encourage and support the research, development, demonstration, and deployment of Connected and Autonomous Vehicles or Driverless Cars").
Ayrshire & Arran 821	Promotion of cycle-based tourism in the region	This is captured as part of another option (National 38: "Active travel tourism promotion: Implement a national, long-term campaign to raise awareness of the opportunities for active travel tourism/leisure in Scotland and to encourage use of active modes for access to tourist/leisure destinations")
Ayrshire & Arran 822	Deployment of traffic free areas to encourage Active Travel	This is captured as part of another option (National 24 "Thriving centres: Make every town and neighbourhood centre more conducive for active travel by improving the urban realm and reducing the dominance of vehicular traffic and car parking").



High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Ayrshire & Arran 845	Development of Ayrshire wide Community Transport	This is captured as part of another option (Ayrshire & Arran 796 "Development of the Community Transport network, with a focus on use of electric vehicles, which addresses this issue, whilst incorporating electric vehicles")
Ayrshire & Arran 848	New Rail Line (Pinwherry to Cairnryan)	Another option better addresses the same problems / opportunities (South West Scotland 2718 "New Rail Link between Stranraer and Cairnryan: Development of a rail link between Stranraer and Cairnryan").
Ayrshire & Arran 849	Platform alterations to permit 7 or 8 coach trains on main Glasgow-Ayrshire services.	Another option (Glasgow City Region 1755 "Train lengthening on Ayrshire and Inverclyde lines") better addresses the same problems / opportunities.
Ayrshire & Arran 850	Increase frequency of trains south of Kilmarnock	This is captured as part of another option (Ayrshire & Arran 713 "More frequent rail services on the GSWL between Kilmarnock and Dumfries/Carlisle")
Ayrshire & Arran 851	Half-hourly rail service from Largs to Glasgow	This is captured as part of another option (Glasgow City Region 1760 "Rail Service Frequency Enhancement between Glasgow and the Ayrshire Coast")
Ayrshire & Arran 852	Extend half-hourly Glasgow-Ayr rail service running through to Girvan	This is captured as part of another option (Ayrshire & Arran 715 "Increase frequency of trains south of Ayr")
Ayrshire & Arran 853	Increased train frequency between Kilmarnock and Auchinleck	Another option (Ayrshire & Arran 713 "More frequent rail services on the GSWL between Kilmarnock and Dumfries/Carlisle") better addresses the same problems / opportunities.

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Ayrshire & Arran 854	Ardrossan-Largs rail infrastructure improvements (double tracking).	Another option (Ayrshire & Arran 714: Ardrossan-Largs rail frequency improved to half-hourly) better addresses the same problems / opportunities.
Ayrshire & Arran 861	Focus on improving integrated transport in smaller towns/rural areas - e.g. better bus provision to connect with railways and local services.	This is captured as part of another option (Ayrshire & Arran 801 "Integration of bus, rail, ferry and active travel services through integrated hubs / mobility stations and integrated timetables")
Ayrshire & Arran 867	A737 Beith Bypass Improvements	Another option (Ayrshire & Arran 760 "Upgrade A737 (improve carriageway standard, realignment, straightening)") better addresses the same problems / opportunities.
Ayrshire & Arran 868	Full dualling of the A737	Another option (Ayrshire & Arran 760 "Upgrade A737 (improve carriageway standard, realignment, straightening)") better addresses the same problems/opportunities and better aligns with the Sustainable Investment Hierarchy.
Ayrshire & Arran 869	Dual A76 between Mauchline and Kilmarnock	Another option (Ayrshire & Arran 762 "Upgrade A76 (overtaking lanes, widening, partial dualling)") better addresses the same problems/opportunities and better aligns with the Sustainable Investment Hierarchy.
Ayrshire & Arran 870	Full Dualling of the A76 between Kilmarnock and Dumfries	Another option (Ayrshire & Arran 762 "Upgrade A76 (overtaking lanes, widening, partial dualling)") better addresses the same problems/opportunities and better aligns with the Sustainable Investment Hierarchy.

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Ayrshire & Arran 871	Full Dualling of the A77 between Ayr and Stranraer	Another option (Ayrshire & Arran 766 "Partial Dualling of the A77 south of Ayr, including 2+1's") better addresses the same problems/opportunities and better aligns with the Sustainable Investment Hierarchy.
Ayrshire & Arran 874	Full dualling of the A78 north of Ardrossan	Another option (Ayrshire & Arran 764 "Upgrade A78") better addresses the same problem/opportunity and better aligns with the Sustainable Investment Hierarchy.
Ayrshire & Arran 876	Fixed link to Arran	Another option (Ayrshire & Arran 750 "Enhance Arran - Ardrossan ferry route: increase frequency") better addresses the same problems/opportunities and better aligns with the Sustainable Investment Hierarchy. There is also considered to be deliverability issues associated with this option.
Ayrshire & Arran 883	New road from Dalry bypass to Kilwinning	This is captured as part of another option (Ayrshire & Arran 760 "Upgrade A737 (improve carriageway standard, realignment, straightening)")
Ayrshire & Arran 885	Motorway from Glasgow to Stranraer	<p>With regards to section of A77 south of Ayr another option (Ayrshire &amp; Arran 768 "More safe overtaking lanes southbound on the A77 south of Ayr") better addresses the same problems / opportunities and better aligns with the Sustainable Investment Hierarchy.</p> <p>A77 between Kilmarnock and Ayr is already dualled. Further to this, road connectivity between Ayr and Glasgow has not been identified as a problem and therefore this option has been sifted out.</p>

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Ayrshire & Arran 894	Increased revenue and capital funding for rail	Option is not sufficiently defined and a number of other rail improvement options capture this more comprehensively,  Note that revenue funding is out of scope.
Ayrshire & Arran 895	Increased revenue and capital funding for bus	Option is not sufficiently defined and a number of other options capture this more comprehensively.  Note that revenue funding is out of scope.
Ayrshire & Arran 896	Increased revenue and capital funding for DRT	Option is not sufficiently defined and a number of other options capture this more comprehensively.  Note that revenue funding is out of scope.
Ayrshire & Arran 897	Increased revenue and capital funding for active travel	Option is not sufficiently defined and a number of other more specific active travel options capture this more comprehensively.  Note that revenue funding is out of scope.
Ayrshire & Arran 899	Increased investment in high quality interchange at key locations	Captured as part of a number of other options which capture aspiration for higher quality interchange facilities in the region.
Ayrshire & Arran 901	Funding for employers to improve shower and changing facilities for staff who cycle to work	Another option (National 43 "National behaviour change programme: Implement a national, long-term campaign to promote the benefits of active and sustainable travel and give information on appropriate local opportunities to do so") better addresses the same problems / opportunities.

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Ayrshire & Arran 904	Publicity for public transport networks should be improved with a stronger focus on routes with a half-hourly, or better, frequency	Captured as part of another option (National 36 "Improved information on sustainable travel modes: Improved information (possibly including printed, real time and on-vehicle announcements) on active and sustainable travel routes and services")
Ayrshire & Arran 906	Increased printing and distribution of bus timetables and maps.	Captured as part of another option (National 36 "Improved information on sustainable travel modes: Improved information (possibly including printed, real time and on-vehicle announcements) on active and sustainable travel routes and services")

High Level Rationale for Sifting Out: Option is being progressed elsewhere		
Reference	Option Title	Rationale
Ayrshire & Arran 815	Enhance Arran - Ardrossan ferry route: reduce size of ferries	New Arran ferry is being progressed elsewhere and therefore this option will not be considered as part of STPR2.
Ayrshire & Arran 816	Enhance Arran - Ardrossan ferry route: improve reliability	New Arran ferry is being progressed elsewhere and therefore this option will not be considered as part of STPR2.

High Level Rationale for Sifting Out: Option is being progressed elsewhere		
Reference	Option Title	Rationale
Ayrshire & Arran 817	Enhance Arran - Ardrossan ferry route: source new vessels to fill current gap until procured vessel is ready	New Arran ferry is being progressed elsewhere and therefore this option will not be considered as part of STPR2.
Ayrshire & Arran 857	Invest in ferry fleet replacement programme	New Arran ferry is being progressed elsewhere and therefore this option will not be considered as part of STPR2.  Option National 96 "Improvements to ferry services on the CHFS and NIFS network, including capacity and frequency improvements" also captures this option.
Ayrshire & Arran 900	Government scheme to encourage purchase of electric vehicles	Schemes are already in place.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Ayrshire & Arran 808	Enable bicycles to be booked on ferries in advance	Option is out of scope for STPR2 as it relates to an operational aspect of ferries

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Ayrshire & Arran 812	Reserve ferry deck space for island communities during peak summer season	Option is out of scope for STPR2 as it relates to ferry operational aspects.
Ayrshire & Arran 813	Upgrade A760 from A737 to A78	Option is out of scope for STPR2 as it relates to a local road.
Ayrshire & Arran 814	Upgrade A714 (improve carriageway standard, realignment, straightening)	Option is out of scope for STPR2 as it relates to a local road.
Ayrshire & Arran 824	Tourist bus from the ports to Stranraer, which integrates with rail services	Option is out of scope for STPR2 as it requires revenue funding.
Ayrshire & Arran 825	Development of more public transport services through / at Prestwick Airport.	Option is out of scope for STPR2 as it would require revenue funding. Note that Prestwick Airport is identified as a major airport from a freight perspective only.
Ayrshire & Arran 826	Improved Public Transport Service from key locations in the region to Largs	Option is out of scope for STPR2 as it requires revenue funding.
Ayrshire & Arran 827	Enforcement of priority seating on public transport.	Option is out of scope for STPR2 as it relates to enforcement measures.
Ayrshire & Arran 828	Cheaper/subsidised bus fares for all users	Option is out of scope for STPR2 as it relates to concessionary fares.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Ayrshire & Arran 829	Review of comparative costs of bus transport (e.g. cost per mile on bus routes) with a view to introducing an element of standardisation	Option is out of scope for STPR2 as it relates to bus fares.
Ayrshire & Arran 830	Ayrshire inter-connected core bus route network with half-hourly frequency	Option is out of scope for STPR2 as it requires revenue funding.
Ayrshire & Arran 831	Glasgow-Kilmarnock half-hourly bus service extended hourly to Dumfries and Carlisle.	Option is out of scope for STPR2 as it requires revenue funding.
Ayrshire & Arran 832	Increase in the number of bus services between North and South Ayrshire.	Option is out of scope for STPR2 as it requires revenue funding.
Ayrshire & Arran 833	More frequent buses (Garnock valley)	Option is out of scope for STPR2 as it requires revenue funding.
Ayrshire & Arran 834	Improve frequency of Sunday buses, especially in rural areas.	Option is out of scope for STPR2 as it requires revenue funding.
Ayrshire & Arran 835	Introduce new bus services on the Dalry bypass.	Option is out of scope for STPR2 as it requires revenue funding.
Ayrshire & Arran 836	Increase bus service frequency on Arran with particular focus on the peak summer period	Option is out of scope for STPR2 as it requires revenue funding.



<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Ayrshire & Arran 837	Extend the bus route between Ayr and New Cumnock to Kirkconnel.	Option is out of scope for STPR2 as it requires revenue funding.
Ayrshire & Arran 838	Reintroduction of direct bus services between Cumnock Valley and Glasgow	Option is out of scope for STPR2 as it requires revenue funding.
Ayrshire & Arran 839	Integrate or provide direct bus services from South Ayrshire to Ayr Hospital.	Option is out of scope for STPR2 as it requires revenue funding.
Ayrshire & Arran 840	A reformed Ayrshire bus network with primary routes having a daytime frequency of every 15 minutes with subsidiary routes having half-hourly frequency	Option is out of scope for STPR2 as it requires revenue funding.
Ayrshire & Arran 841	Express bus between Prestwick and Kilmarnock	Option is out of scope for STPR2 as it requires revenue funding.
Ayrshire & Arran 842	Express bus stop for Fenwick	Option is out of scope for STPR2 as it requires revenue funding.
Ayrshire & Arran 843	Free bus travel at all times for school age children.	Option is out of scope for STPR2 as it relates to concessionary fares.
Ayrshire & Arran 844	Improve frequency and connectivity of buses to key centres (e.g. employment sites and health centres)	Option is out of scope for STPR2 as it requires revenue funding.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Ayrshire & Arran 855	Redevelopment of brownfield site at Killoch to develop a green refit site for rail stock	Option is out of scope for STPR2 as it relates to a planning led initiative.
Ayrshire & Arran 856	Reduced fares on trains	Option is out of scope for STPR2 as it relates to rail fares.
Ayrshire & Arran 858	Review visitor ferry fares during peak summer season	Option is out of scope for STPR2 as it relates to ferry fares / RET.
Ayrshire & Arran 859	Improved connections to i3 Enterprise area by road, public transport and active travel e.g. new path networks to Irvine and public transport halts	Option is out of scope for STPR2 as it requires revenue funding.  Further to this, there is potential for path and active travel networks to be led by developers.
Ayrshire & Arran 860	Delay of bus departures when there is a delay in rail service due to greater flexibility of bus than rail	Option is out of scope for STPR2 as it relates to governance framework of bus services.
Ayrshire & Arran 862	Free car parking at Ardrossan South Beach rail station.	Option is out of scope for STPR2 as it relates to car parking (and is not related to a specific option).
Ayrshire & Arran 863	Parking charges at station car parks.	Option is out of scope for STPR2 as it relates to parking charges.
Ayrshire & Arran 864	Upgrade A70 (improve carriageway standard, realignment, straightening)	Option is out of scope as it relates to a local road.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Ayrshire & Arran 865	Upgrade A71 (improve carriageway standard, realignment, straightening)	Option is out of scope as it relates to a local road.
Ayrshire & Arran 866	Upgrade A736 (improve carriageway standard, realignment, straightening)	Option is out of scope as it relates to a local road.
Ayrshire & Arran 873	Resurface A77	Option is out of scope for STPR2 as it relates to routine and cyclic maintenance.
Ayrshire & Arran 875	Tourist route improvements (arising from the promotion and development of the Coig which will result in increased usage of roads in North Ayrshire)	Option is out of scope for STPR2 as it relates to routine and cyclic maintenance.
Ayrshire & Arran 877	Upgrade B714 (carriageway standard, realignment, straightening, widening, flattening, connection to Dalry Bypass)	Option is out of scope for STPR2 as relates to local road network.
Ayrshire & Arran 878	A70 Bypass (Auchinleck / Cumnock) from Ochiltree via north of Auchinleck to join present A70 just east of Lugar	Option is out of scope for STPR2 as it relates to local road network.
Ayrshire & Arran 879	A71 Bypass (Newmilns and Darvel)	Option is out of scope for STPR2 as it relates to local road network.
Ayrshire & Arran 880	Full dualling of A70 between Ayr and M74 (via Cumnock)	Option is out of scope for STPR2 as it relates to local road network.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Ayrshire & Arran 881	Full dualling of A71 between Kilmarnock and M74	Option is out of scope for STPR2 as it relates to local road network.
Ayrshire & Arran 882	Fixed link (tunnel or bridge) to Northern Ireland	Option is out of scope as link does not form part of the CHFS or NIFS network.  There are also likely to be significant deliverability risks associated with this option.
Ayrshire & Arran 886	Improvements to road link from south end of Dalry Bypass towards the Three Towns	Option is out of scope for STPR2 as relates to local road network.
Ayrshire & Arran 887	Improvements to road link from south end of Dalry Bypass towards West Kilbride/Hunterston	Option is out of scope for STPR2 as relates to local road network.
Ayrshire & Arran 888	Increased enforcement of parking restrictions, particularly abuse of blue badge use.	Option is out of scope for STPR2 as it relates to car parking.
Ayrshire & Arran 889	Incentives for small businesses that set aside one or two lift share spaces in their car parks through the week.	Option is out of scope for STPR2 as it relates to car parking.
Ayrshire & Arran 890	Close Prestwick Airport	Option is out of scope for STPR2 as it relates to operational changes at an airport.
Ayrshire & Arran 891	Increased range of destinations from Glasgow Prestwick Airport.	Option is out of scope for STPR2 as it relates to air services.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Ayrshire & Arran 892	Higher taxation of air travel to and from Scotland.	Option is out of scope for STPR2 as it relates to taxation.
Ayrshire & Arran 893	Increased revenue and capital funding for local roads & pavements.	Option is out of scope for STPR2 as it relates to local road network. Revenue funding is also out of scope for STPR2.
Ayrshire & Arran 898	Reduce the ringfencing of funding for local authorities allowing more flexibility in how funds are spent	Option is out of scope for STPR2 as it relates to the 'ring-fencing' of local authority budgets.
Ayrshire & Arran 902	Review of governance arrangements for the operation and maintenance of trunk and local roads to increase efficiencies e.g. increase partnership working.	Option is out of scope for STPR2 as it related to governance frameworks and routine maintenance.
Ayrshire & Arran 903	Public transport in public control/ownership (either by Local Authority or Scottish Government)	Option is out of scope for STPR2 as it relates to public transport governance.
Ayrshire & Arran 905	Increased communication and awareness raising on planned road works and other planned changes, for all users	Option is out of scope for STPR2 as it is considered this already takes place.
Ayrshire & Arran 907	Install “Keep your Distance” signage on the A76	Option is out of scope for STPR2 as it relates to routine maintenance.
Ayrshire & Arran 908	Rural homes should not be constructed close to timber logging sites.	Option is out of scope for STPR2 as it relates to land use planning.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Ayrshire & Arran 910	Free shuttle bus service between port and Troon railway station	Option is out of scope for STPR2 as it requires revenue funding.
Ayrshire & Arran 912	Smaller bus vehicles on Arran for routes with low patronage.	Options relating to public transport layout are not in scope for STPR2

High Level Rationale for Sifting Out: Option is sifted out based on deliverability criteria		
Reference	Option Title	Rationale
Ayrshire & Arran 818	Reinstate ferry service between Troon and Northern Ireland	There is no evidence of market failure for government intervention. It is also considered there would likely be deliverability issues.
Ayrshire & Arran 846	High speed rail services from Ayr to Edinburgh via Glasgow and Carstairs.	It is considered that there would be deliverability issues associated with this option.  Further to this, direct services between Ayr - Glasgow Central - Edinburgh already exist.
Ayrshire & Arran 909	Ayrshire - Ireland / Troon - Dublin ferry route	There is no evidence of market failure for government intervention. It is also considered there would likely be deliverability issues.

<b>High Level Rationale for Sifting Out: Option does not address regional problems/opportunities</b>		
Reference	Option Title	Rationale
Ayrshire & Arran 809	Promote use of Park & Ride sites for major events	Option does not address problems / opportunities
Ayrshire & Arran 823	Bikes to be banned from busy commuting trains	Option sifted out as does not address regional problems / opportunities
Ayrshire & Arran 847	Light Rail Network between Ayrshire and Glasgow	Option sifted out as does not address regional problems / opportunities
Ayrshire & Arran 872	Upgrade A77 to motorway standard as far as Prestwick	Option sifted out as does not address regional problems / opportunities

<b>High Level Rationale for Sifting Out: Option sifted out due to poor performance against transport planning objectives/sifting criteria</b>		
Reference	Option Title	Rationale
Ayrshire & Arran 884	Kilmarnock Southern Orbital (similar to Glasgow Southern Orbital in East Kilbride)	Option performs negatively against Net Zero TPO and does not align well with Sustainable Investment Hierarchy (Targeted Infrastructure Improvements).

## Edinburgh and South East Scotland Region Options Sifted Out



High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 997	Extend platforms at Longniddry and Prestonpans	Option captured as part of another option(s): Edinburgh & South East Scotland 1008 "Upgrade existing facilities at Longniddry and Prestonpans rail stations, including consideration of extended platforms"
Edinburgh & South East Scotland 1105	Freight consolidation hubs to allow sustainable last mile of delivery by e-bike/tram	Option captured as part of another option(s): Edinburgh & South East Scotland 1069 "City and town peripheral freight consolidation hubs to facilitate the transfer of goods for last mile of delivery"
Edinburgh & South East Scotland 1108	Low Emission Zone (LEZ) - Expansion of proposed LEZ in Edinburgh (e.g. Musselburgh)	LEZ is a committed project to be delivered by City of Edinburgh Council and National 37 " Deployment of Low Emission Zone (LEZ) for area / route where only certain vehicles are allowed to enter, based on their emissions standards" will consider wider roll out of LEZs.
Edinburgh & South East Scotland 1110	Improve active travel routes to leisure sites	Option captured as part of another option(s): National 38 " Active travel tourism promotion: Implement a national, long-term campaign to raise awareness of the opportunities for active travel tourism/leisure in Scotland and to encourage use of active modes for access to tourist/leisure destinations"
Edinburgh & South East Scotland 1112	Government Grant support to electrify vans	Option captured as part of another option(s): Edinburgh & South East Scotland 1067 "Grant based support to increase low emission vans / commercial vehicles"

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1116	Freight consolidation hubs for road and rail to facilitate the transfer of goods for last mile of delivery	Option captured as part of another option(s): Edinburgh & South East Scotland 1069 "City and town peripheral freight consolidation hubs to facilitate the transfer of goods for last mile of delivery"
Edinburgh & South East Scotland 1117	Improve the availability and reduce the costs associated with electric car and continue to develop the EV charging network.	A number of other options capture this under the EV car schemes grouping. These include (but are not limited to) National 469 "EVs: Provide further support for low carbon vehicle infrastructure development and procurement. "
Edinburgh & South East Scotland 1119	Rail journey time reductions to Edinburgh	Option captured as part of another option(s): Edinburgh & South East Scotland 1009 "High Speed Railway Line, in phases, within Scotland. Includes from Glasgow to Edinburgh, Aberdeen to Dundee and Carstairs through the Borders towards Newcastle."
Edinburgh & South East Scotland 1121	Establish EV delivery group	A number of other options capture this under the EV car schemes grouping. These include (but are not limited to) National 469 "EVs: Provide further support for low carbon vehicle infrastructure development and procurement. "
Edinburgh & South East Scotland 1122	Rail Line upgrades between Portobello and Waverley	Option captured as part of another option(s): Edinburgh & South East Scotland 1090 "A heavy rail service east of Waverley to Cameron Toll via a re-opened Abbeyhill station and loop line and a re-modelled and improved Portobello junction with a re-opened station at Portobello. This would also entail a re-doubling of at least the Calton north tunnel."

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1124	Replace roads with sustainable network (active travel, PT)	Option captured as part of another option(s): Edinburgh & South East Scotland 979 "Implementation of SEStran Strategic (Active) Network" Edinburgh & South East Scotland 988 "Bus Priority Corridors"
Edinburgh & South East Scotland 1127	Revise LEZ plans to reduce single occupancy journeys (ITS)	LEZ is a committed project to be delivered by City of Edinburgh Council and National 37 "Deployment of Low Emission Zone (LEZ) for area / route where only certain vehicles are allowed to enter, based on their emissions standards" will consider wider roll out of LEZs.
Edinburgh & South East Scotland 1131	Improve and widen EV charging network in rural areas	A number of other options capture this under the EV car schemes grouping. These include (but are not limited to) National 469 "EVs: Provide further support for low carbon vehicle infrastructure development and procurement."
Edinburgh & South East Scotland 1132	A71 route improvements	Option captured as part of another option - Edinburgh & South East Scotland 988 "Bus Priority Corridors (Edinburgh arterial routes, East Lothian, Ballingry-Rosyth, A8-A89, A71)"
Edinburgh & South East Scotland 1133	New line on South Suburban Line or other disused rail	Option captured as part of another option(s): Edinburgh & South East Scotland 1089 "Reopen Edinburgh South Suburban Railway to passenger services"

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1134	Improve journey times for new rail services (Fife to East Lothian)	Option captured as part of another option(s): Edinburgh & South East Scotland 1009 "High Speed Railway Line" Edinburgh & South East Scotland 1021 "Improve integration between sustainable modes at Interchanges"
Edinburgh & South East Scotland 1138	Underground/Metro system in Edinburgh	Option captured as part of another option(s): Edinburgh & South East Scotland 1086 "Extend tram network (e.g. City-wide, Portobello, Royal Infirmary, Morningside, Straiton, Ferry Rd, Newhaven, Granton, region-wide (Fife, East Lothian), Fort Kinnaird, Musselburgh)"
Edinburgh & South East Scotland 1148	Bus Priority Enforcement	Option captured as part of another option(s): Edinburgh & South East Scotland 1324 "Better enforcement of bus lanes on arterial routes"
Edinburgh & South East Scotland 1149	Bus priority measures throughout region	Option captured as part of another option(s): Edinburgh & South East Scotland 988 "Bus Priority Corridors (Edinburgh, arterial routes, East Lothian, Ballingry-Rosyth, A8-A89, A71)"
Edinburgh & South East Scotland 1151	Delivery of Local Authority Active Travel Plans	There are a number of options being progressed that would align with Active travel plans including (but not limited to) Edinburgh & South East Scotland 977 "Segregated Cycle routes (region wide)", Edinburgh & South East Scotland 982 "Pedestrianise town centres to make it more attractive to active travel and to improve air quality"

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1152	Expansion and improvement of Musselburgh Rail Station	Option captured as part of another option(s): Edinburgh & South East Scotland 1021 "Improve integration between sustainable modes at interchanges (PT, Active travel, EV, Bike Hire) at interchanges"
Edinburgh & South East Scotland 1156	Travel Demand Management Measures around Edinburgh City Centre	Option is better considered under National 53 "Travel demand management measures across Scotland."
Edinburgh & South East Scotland 1157	Improved use of technology to provide real time congestion information	Option captured as part of another option(s): Edinburgh & South East Scotland 1080 "Increase use of ITS on road network"
Edinburgh & South East Scotland 1159	Implement Sesplan 2 Active Travel options	Option captured as part of another option(s): Edinburgh & South East Scotland 979 "Implementation of SEStran Strategic Network"
Edinburgh & South East Scotland 1160	Promote use of travel plans (employers, schools)	Option captured through Option National 43 National behaviour change programme: Implement a national, long-term campaign to promote the benefits of active and sustainable travel and give information on appropriate local opportunities to do so
Edinburgh & South East Scotland 1163	Improved vehicle access to Edinburgh Airport	Option captured as part of another option(s): Edinburgh & South East Scotland 1061 "M8 extension (link) to Edinburgh Airport" Edinburgh & South East Scotland 1066 "New road linking Edinburgh Airport and Gogar Roundabout"

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1169	Provide improved public transport coverage in rural areas either using timetabled services or using DRT to increase connectivity between residential areas and places of education	Option captured as part of another option(s): Edinburgh & South East Scotland 1096 "Provide improved public transport coverage in rural areas using DRT"
Edinburgh & South East Scotland 1182	Forth crossing to accommodate buses, trams and cyclists	Forth Replacement Crossing Public Transport Strategy incorporates provision for public transport and non-motorised users on the Forth Road Bridge and is already in place. (ESES Option 891 addresses the LRT component.)
Edinburgh & South East Scotland 1187	Re-opening of local rail lines and stations, e.g. Edinburgh South Suburban Circle, Portobello / Abbeyhill / Haddington / East Linton / Reston stations	Option captured as part of another option(s): Edinburgh & South East Scotland 1089 "Reopen Edinburgh South Suburban Railway to passenger services"
Edinburgh & South East Scotland 1188	Improved bus services along A702	Option captured as part of another option(s): Edinburgh & South East Scotland 1096 "Provide improved public transport coverage in rural areas using DRT"
Edinburgh & South East Scotland 1190	Re-open Dunfermline to Alloa	Option captured as part of another option(s): Edinburgh & South East Scotland 1011 "Open Dunfermline to Alloa Rail Line"
Edinburgh & South East Scotland 1194	Improvements to rail network between Edinburgh and Glasgow to reduce journey times	Option captured as part of another option(s): Edinburgh & South East Scotland 1009 "High Speed Railway Line"
Edinburgh & South East Scotland 1195	Link Dunbar to North Berwick rail line	Option captured as part of another option(s): Edinburgh & South East Scotland 998 "Local Rail service to Dunbar"

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1198	Increased number of Electric Vehicle charging points within City of Edinburgh	A number of other options capture this under the EV car schemes grouping. These include (but are not limited to) National 469 "EVs: Provide further support for low carbon vehicle infrastructure development and procurement."
Edinburgh & South East Scotland 1201	Junction improvements on Trunk Roads	Option captured as part of another option(s): Edinburgh & South East Scotland 1052 - Improvements to arterial routes/junctions to A720; Edinburgh & South East Scotland 1065 - Newbridge junction improvements; Edinburgh & South East Scotland 1049 - Improve approach to A702 Lothianburn junction with junction improvements or relief road; Edinburgh & South East Scotland 1046 - A1 Junction Improvements; Edinburgh & South East Scotland 1055 - A720 Straiton Junction Improvements
Edinburgh & South East Scotland 1203	A720 ITS messaging	Option captured as part of another option(s): Edinburgh & South East Scotland 1081 "A720 ITS"
Edinburgh & South East Scotland 1206	Parking provision to include EV charging	Option is better addressed by Edinburgh & South East Scotland 1037: Increase provision for EV / Hydrogen and alternative fuels



High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1208	Increased frequency of rail services between Carstairs to Edinburgh	Option captured as part of another option(s): Glasgow City Region 1914 "Rail Service Frequency Enhancements between Edinburgh and Glasgow via Shotts and Carstairs"
Edinburgh & South East Scotland 1212	New rail station at Leith	Option captured as part of another option(s): Edinburgh & South East Scotland 1086 "Extend tram network (e.g. City-wide, Portobello, Royal Infirmary, Morningside, Straiton, Ferry Rd, Newhaven, Granton, region-wide (Fife, East Lothian), Fort Kinnaird, Musselburgh)"
Edinburgh & South East Scotland 1215	Reinstate lost railway lines that were decommissioned in the Beeching Report	Option captured as part of another option(s): Edinburgh & South East Scotland 1089 "Re-open Edinburgh South Suburban Railway for passengers" and options relating to the Edinburgh Mass Transit Options grouping
Edinburgh & South East Scotland 1218	Improve existing Halbeath Park and Ride site	Option captured as part of another option(s): Edinburgh & South East Scotland 1023 "Increase provision at existing Park and Ride sites (Ferrytoll, Halbeath, Ingilston, Inverkeithing, Hermiston)"
Edinburgh & South East Scotland 1219	Improve A90 link into Edinburgh	Option captured as part of another option(s): Edinburgh & South East Scotland 1098 "Bus Lanes (New lanes, Extended Hours Edinburgh, Dalkeith to Penicuik, M8/M9, M9 Winchburgh to J1A, A720, A8, A89, A90)"



High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1224	A720 M8 Grade separated junction	Option captured as part of another option(s): Edinburgh & South East Scotland 1062 "Improve junction layout at Hermiston Gait" (The A720/M8 interchange is already grade-separated.)
Edinburgh & South East Scotland 1225	Introduce a four track railway between Prestonpans and East Linton	Option captured as part of another option(s): Edinburgh & South East Scotland 1003 "SETEC - Four Tracking of East Coast Main Line"
Edinburgh & South East Scotland 1227	Freight consolidation hubs in West Edinburgh with links to tram or rail routes into City Centre	Option captured as part of another option(s): Edinburgh & South East Scotland 1069 "City and town peripheral freight consolidation hubs to facilitate the transfer of goods for last mile of delivery"
Edinburgh & South East Scotland 1230	Road Junction Upgrade: Signalise Both Kettlebridge and Cross Keys Junctions	Option is captured under Tay Cities 2783 : Improvements/upgrades to A92 (Halbeath - Tay Road Bridge/Dundee), including consideration of junction improvements, dualling and safety cameras
Edinburgh & South East Scotland 1231	Road Junction Upgrade: Staggered Junction at Kettlebridge	Option is captured under Tay Cities 2783 : Improvements/upgrades to A92 (Halbeath - Tay Road Bridge/Dundee), including consideration of junction improvements, dualling and safety cameras
Edinburgh & South East Scotland 1232	Road Junction Upgrade: Roundabout at Kettlebridge	Option is captured under Tay Cities 2783 : Improvements/upgrades to A92 (Halbeath - Tay Road Bridge/Dundee), including consideration of junction improvements, dualling and safety cameras

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1245	Further rollout of bike hire scheme (including E Bikes)	Option captured as part of another option(s): National 1 Access to bikes: Improve access to bikes (conventional and e-bikes) and equipment (lights, locks, helmets) through urban bike hire schemes, bike libraries and other initiatives
Edinburgh & South East Scotland 1249	Salters Road A1 Jct improvements	Option captured as part of another option(s): Edinburgh & South East Scotland 1046 "A1 Junction Improvements"
Edinburgh & South East Scotland 1250	Bankton A1 Jct improvements	Option captured as part of another option(s): Edinburgh & South East Scotland 1046 "A1 Junction Improvements"
Edinburgh & South East Scotland 1273	Charleston Rail Chord	Option captured as part of another option(s): Edinburgh & South East Scotland 1100 "Rosyth Port Rail Link for freight/public (e.g. re-open Alloa line)"
Edinburgh & South East Scotland 1274	North East Fife Rail interventions	Addressed by Tay Cities 2767 "New rail line between Leuchars on the East Coast Main Line and St Andrews town centre, with services to Dundee and Edinburgh"
Edinburgh & South East Scotland 1275	Implement North Fife Connectivity Appraisal (include STAR link - LRDF)	Addressed by Tay Cities 2767 "New rail line between Leuchars on the East Coast Main Line and St Andrews town centre, with services to Dundee and Edinburgh"
Edinburgh & South East Scotland 1276	New station at Wormit	Addressed by Tay Cities 2769 New rail Station at Wormit

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1279	Expansion Fife EV (Electric Vehicle) charging network	A number of other options capture this under the EV car schemes grouping. These include (but are not limited to) National 469 "EVs: Provide further support for low carbon vehicle infrastructure development and procurement."
Edinburgh & South East Scotland 1291	A71 Bus Lanes from B7015 junction to Wilkieston	Option captured as part of another option - Edinburgh & South East Scotland 988 "Bus Priority Corridors (Edinburgh arterial routes, East Lothian, Ballingry-Rosyth, A8-A89, A71)"
Edinburgh & South East Scotland 1293	Signalisation of A71 / B7031 junction	Option captured as part of another option - Edinburgh & South East Scotland 988 "Bus Priority Corridors (Edinburgh arterial routes, East Lothian, Ballingry-Rosyth, A8-A89, A71)"
Edinburgh & South East Scotland 1297	Improvements to ECML	Option captured as part of another option(s): Edinburgh & South East Scotland 1003 "SETEC - Four Tracking of East Coast Main Line"
Edinburgh & South East Scotland 1298	Road journey time reductions to Edinburgh	Option captured as part of another option - Edinburgh & South East Scotland 988 "Bus Priority Corridors (Edinburgh arterial routes, East Lothian, Ballingry-Rosyth, A8-A89, A71)"
Edinburgh & South East Scotland 1299	Bus journey time reductions to Edinburgh	Option captured as part of another option - Edinburgh & South East Scotland 988 "Bus Priority Corridors (Edinburgh arterial routes, East Lothian, Ballingry-Rosyth, A8-A89, A71)"

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1302	Monitoring and maintenance of existing assets before new infrastructure is considered	Option captured as part of another option(s): National 464 "Maintenance & Asset Management: Increase the resilience of the Secondary Road Network, Diversionary Routes and 'strengthened' local roads (e.g. HGV routes connecting to Primary Industry)"
Edinburgh & South East Scotland 1308	Set up either Leith or Grangemouth as a construction materials hub for the central belt so timber, aggregate etc are handled in bulk. This might bring in train traffic from the south e.g. plasterboard from England, because the hub provides sufficient aggregation of demand to make rail viable. Distribution in Scotland from the hub would still most likely be road.	Option captured as part of another option(s): National 114 "Develop Multimodal Freight Consolidation Centres."
Edinburgh & South East Scotland 1310	Freight Consolidation Centre to the West/South of Edinburgh - between A702/A70 junction and M8/A720	Option captured as part of another option(s): Edinburgh & South East Scotland 1069 "City and town peripheral freight consolidation hubs to facilitate the transfer of goods for last mile of delivery"
Edinburgh & South East Scotland 1311	Micro freight consolidation centres for Edinburgh city centre	Option captured as part of another option(s): Edinburgh & South East Scotland 1069 "City and town peripheral freight consolidation hubs to facilitate the transfer of goods for last mile of delivery"

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1313	Implementation of a DSP strategy to understand the nature of freight going in and out of SEStran, with the goal of implementing "Smart" loading zones	Option captured as part of another option(s): National 114 "Develop Multimodal Freight Consolidation Centres." Edinburgh & South East Scotland 1069 "City and town peripheral freight consolidation hubs to facilitate the transfer of goods for last mile of delivery"
Edinburgh & South East Scotland 1315	SEStran will need the necessary digital infrastructure in place to facilitate autonomous vehicles, as well as the necessary regulatory structure in place (for freight)	Option captured as part of another option(s): National 144 "CAV: Encourage and support the research, development, demonstration, and deployment of Connected and Autonomous Vehicles or Driverless Cars"
Edinburgh & South East Scotland 1320	Reinstate passenger/freight RoRo service between Rosyth and Europe	Option captured as part of another option(s): Edinburgh & South East Scotland 1034 "Reinstate passenger/freight RoRo service between Rosyth and Europe"
Edinburgh & South East Scotland 1322	Develop new routes between Scotland and Mainland Europe	Option captured as part of another option(s): Edinburgh & South East Scotland 1034 "Reinstate passenger/freight RoRo service between Rosyth and Europe"

High Level Rationale for Sifting Out: Option does not address regional problems/opportunities		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1093	A801 public transport improvements	Does not address regional problems / opportunities identified in the Case for Change
Edinburgh & South East Scotland 1146	Relocation of Prestonpans Rail Station	Relocating the rail station is not considered to address regional problems or opportunities, would likely reduce access to rail for a proportion of the Prestonpans population, and there are limited locations along the ECML for relocation and doing so would likely compromise a potential new station at Blindwells.
Edinburgh & South East Scotland 1158	A720 grade separation of route	All junctions on the A720 are grade-separated with the exception of Sheriffhall, which is in the City Region Deal and is being progressed by Transport Scotland.
Edinburgh & South East Scotland 1170	Develop a Freight route signing strategy	Option relates to freight signing at very localised areas (relating primarily to locations where there have been bridge strikes)
Edinburgh & South East Scotland 1174	Increase overtaking opportunities on all roads	No problems related to a lack of overtaking opportunities identified as part of the Case for Change.
Edinburgh & South East Scotland 1181	Grade separation of Redhouse roundabout, Fife	No specific problems or opportunities identified at this junction location in the pre-appraisal. (Junction referenced is the at-grade roundabout that forms the junction of the A92 and the A921.)
Edinburgh & South East Scotland 1209	Introduce a rail link to Edinburgh Airport	Edinburgh Airport is already served by Edinburgh Gateway station and interchange with Edinburgh Tram

High Level Rationale for Sifting Out: Option does not address regional problems/opportunities		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1229	New slips from B800 to M9 Spur including dedicated right turn lane.	Does not address regional problems / opportunities identified in the Case for Change
Edinburgh & South East Scotland 1265	Chapel Interchange Signalisation (A92)	No specific problems or opportunities identified at this junction location in the pre-appraisal. (Junction referenced is on the A92.)
Edinburgh & South East Scotland 1267	Bankhead Roundabout signalisation	No specific problems or opportunities identified at this junction location in the pre-appraisal. (Junction referenced is on the A92.)
Edinburgh & South East Scotland 1268	Preston Roundabout signalisation	No specific problems or opportunities identified at this junction location in the pre-appraisal. (Junction referenced is on the A92.)
Edinburgh & South East Scotland 1314	Setting up mutually-beneficial data sharing schemes with private businesses to better understand how freight moves around South East Scotland, allow improved demand management, levels of service, and cost reductions	Option does not address the regional problems / opportunities

High Level Rationale for Sifting Out: Option does not address regional problems/opportunities		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1318	SEStran co-investment in the CLOCS scheme, the introduction of the driver and cycle toolkit and promotion of "cycle confidence sessions" (CLOCS Standard is a set of requirements construction clients, principal contractors and fleet operators commit to implement and adhere and is a national industry standard)	Option does not address the regional problems / opportunities

High Level Rationale for Sifting Out: Option is being progressed elsewhere		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1271	New rail stations at Cameronbridge on the proposed Leven line	Projects already being progressed are out of Out of Scope for STPR2. (Part of the Levenmouth rail link project.)
Edinburgh & South East Scotland 1129	New rail stations at East Linton and Reston	Options already being progressed are Out of Scope for STPR2. (Outline Business Cases process is underway.)
Edinburgh & South East Scotland 1141	A720 Sheriffhall Roundabout Grade Separation	Options already being progressed are Out of Scope for STPR2. (Option is in the City Region Deal and is being progressed by Transport Scotland.)



High Level Rationale for Sifting Out: Option is being progressed elsewhere		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1142	Improved pedestrian access to the city centre, with planned pedestrian priority zones and a network of connected, car free streets.	Options already being progressed are Out of Scope for STPR2. (Option already being progressed by City of Edinburgh Council.)
Edinburgh & South East Scotland 1144	Edinburgh Waverley Western Approach enhancements (network capacity)	Options already being progressed are Out of Scope for STPR2. (Outline Business Case is in progress.)
Edinburgh & South East Scotland 1175	Levenmouth Rail Link	Projects already being progressed are out of Out of Scope for STPR2. (Option is already being progressed by Transport Scotland.)
Edinburgh & South East Scotland 1176	New Rail Station at Winchburgh	Projects already being progressed are out of Out of Scope for STPR2. (Option is developer-led.)
Edinburgh & South East Scotland 1177	New Winchburgh M9 junction	Projects already being progressed are out of Out of Scope for STPR2. (Option is developer-led.)
Edinburgh & South East Scotland 1183	A701 relief road	Projects already being progressed are out of Out of Scope for STPR2. (Option is being progressed as a City Region Deal project.)
Edinburgh & South East Scotland 1184	A702 link road	Projects already being progressed are out of Out of Scope for STPR2. (Option is being progressed as a City Region Deal project.)
Edinburgh & South East Scotland 1189	Rationalisation of bus stops within city centre	Projects already being progressed are Out of Scope for STPR2. (Edinburgh City Centre Transformation is already being progressed by City of Edinburgh Council.)

High Level Rationale for Sifting Out: Option is being progressed elsewhere		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1200	Link road over River Avon to M9	Committed projects are out of scope (A801 Avon Gorge is already committed to by Falkirk Council in partnership with West Lothian Council and Transport Scotland)
Edinburgh & South East Scotland 1216	Rationalisation of bus services through Edinburgh city centre	Projects already being progressed are out of Out of Scope for STPR2. (City Centre Transformation already being progressed by City of Edinburgh Council.)
Edinburgh & South East Scotland 1233	Development of an integrated operations and management plan for the city centre	Projects already being progressed are out of Out of Scope for STPR2. (City Centre Transformation already being progressed by City of Edinburgh Council.)
Edinburgh & South East Scotland 1234	Working with transport providers to develop a public transport optimisation plan for the city centre	Projects already being progressed are out of Out of Scope for STPR2. (City Centre Transformation already being progressed by City of Edinburgh Council.)
Edinburgh & South East Scotland 1235	Implementation of car free streets in Old Town as identified in the Strategy	Projects already being progressed are out of Out of Scope for STPR2. (Option already being progressed by City of Edinburgh Council.)
Edinburgh & South East Scotland 1236	Closure of Waverley Bridge in conjunction with City Centre Transformation and Waverley Masterplan	Projects already being progressed are out of Out of Scope for STPR2. (City Centre Transformation already being progressed by City of Edinburgh Council.)
Edinburgh & South East Scotland 1243	Implementation of the City Centre Transformation Strategy	Projects already being progressed are out of Out of Scope for STPR2. (City Centre Transformation already being progressed by City of Edinburgh Council.)

<b>High Level Rationale for Sifting Out: Option is being progressed elsewhere</b>		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1278	SUSTRANS Community Links Plus/Places for Everyone	This is being progressed by Sustrans.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1107	Trunk the A8 between Newbridge and Gogar	Reclassification of a local road to trunk road is Out of Scope for STPR2.
Edinburgh & South East Scotland 1109	Flexible / Home working - government initiative (Digital Connectivity)	The delivery of digital connectivity / 5G is Out of Scope for STPR2.
Edinburgh & South East Scotland 1111	Reduce parking provision (schools, arterial routes, new developments)	Car parking (not including Park and Ride) is Out of Scope for STPR2.
Edinburgh & South East Scotland 1113	Restrict private car use on roads within Edinburgh city centre	Option would require legislative change and is Out of Scope for STPR2. Option also relates to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) which are Out of Scope for STPR2.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1114	Improve the Education, guidance and legislation on E-bike and cycling	Options related to training, including cycle training and eco-driving training are Out of Scope for STPR2.
Edinburgh & South East Scotland 1115	Increase local authority revenue budgets to improve maintenance of existing network	Routine and cyclic maintenance measures for all modes are Out of Scope for STPR2.
Edinburgh & South East Scotland 1118	Scrappage scheme to transfer cars to Public Transport or Electric Vehicles	Options that relate to revenue funding are Out of Scope for STPR2.
Edinburgh & South East Scotland 1120	Improve funding mechanisms and investment for active travel	Options that relate to revenue funding are Out of Scope for STPR2. (Considered through other routes e.g. Programme for Government and related programmes/initiatives.)
Edinburgh & South East Scotland 1123	Increase parking enforcement	Car parking (not including Strategic Park and Ride) is Out of Scope for STPR2, and enforcement measures (as a standalone option) are also Out of Scope for STPR2.
Edinburgh & South East Scotland 1125	Increase to subsidised public transport	Concessionary travel, including free public transport, reduced public transport fares or changes to existing concessionary travel schemes are Out of Scope for STPR2.
Edinburgh & South East Scotland 1126	New bus service - Orbital Bus Routes (Bypass)	Service element as it relates to revenue funding is Out of Scope for STPR2, but related bus priority infrastructure is in scope. Many options pick up bus priority including (but not limited to) Edinburgh & South East Scotland 988 "Bus Priority Corridors"

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1128	Prioritise sustainable hierarchy in development planning and delivery	Planning led initiatives are Out of Scope for STPR2, and changes to the governance framework within which transport delivery and operation takes place is also Out of Scope for STPR2.
Edinburgh & South East Scotland 1130	Improving existing assets before new infrastructure is considered	Option is too vague to identify specific assets and/or locations. (Although Option does relate to the wider Sustainable Investment Hierarchy that forms part of the option sifting criteria for STPR2).
Edinburgh & South East Scotland 1136	Yellow box marking enforcement	Option relates to a local roads enforcement measure and is Out of Scope for STPR2.
Edinburgh & South East Scotland 1137	Free public transport	Concessionary travel, including free public transport, reduced public transport fares or changes to existing concessionary travel schemes are Out of Scope for STPR2.
Edinburgh & South East Scotland 1139	Introduce a workplace parking levy.	Option is Out of Scope for STPR2 as there is already provision in the Transport Act for local authorities to take forward Workplace Parking Levy.
Edinburgh & South East Scotland 1140	Expansion of car share schemes	Option relates to the operation of Local Authority car share schemes which are out of scope for STPR
Edinburgh & South East Scotland 1143	Edinburgh Rail Control System Renewal	Routine and cyclic maintenance measures for all modes are Out of Scope for STPR2. (Option is a rail 'business-as-usual' update.)
Edinburgh & South East Scotland 1147	Express bus services (to Edinburgh) - More Express Bus Services to Edinburgh (Blindwells, Borders (inc Airport), Newcastle (inc Airport), Fife)	Option relates to revenue funding and is Out of Scope for STPR2.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1150	Haddington Town Centre Design Project	Aspects of this options that relate to local roads would be out of scope for STPR2. Pedestrian aspects of this option would be captured through: Edinburgh & South East Scotland 982 Pedestrianise town centres to make them more attractive to active travel and to improve air quality.
Edinburgh & South East Scotland 1153	Deliver Local Authority parking strategy	Car parking (not including Strategic Park and Ride) is Out of Scope for STPR2.
Edinburgh & South East Scotland 1154	Centralisation of planning in respect to transport	Planning led initiatives (e.g. changes to the statutory planning process) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1155	Introduce single car occupancy penalties (ITS)	Options which require legislative change are out of Scope for STPR2 (e.g. modifying existing legislation on LEZs and banning petrol and diesel vehicles from city centres).
Edinburgh & South East Scotland 1161	Additional bus services to Edinburgh - More bus services to Edinburgh (e.g. Fife, West Edinburgh, Ratho, Dumfries, East Lothian, Borders)	Options that relate to revenue funding are Out of Scope for STPR2.
Edinburgh & South East Scotland 1162	Express bus services (region-wide)	Options that relate to revenue funding are Out of Scope for STPR2.
Edinburgh & South East Scotland 1164	Repair existing road/footway infrastructure	Routine and cyclic maintenance measures for all modes are Out of Scope for STPR2.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1165	Free buses	Concessionary travel, including free public transport, reduced public transport fares or changes to existing concessionary travel schemes are Out of Scope for STPR2.
Edinburgh & South East Scotland 1166	Ban single occupancy cars on congested routes	Options that require legislative change are out of Scope for STPR2 (e.g. modifying existing legislation on LEZs and banning petrol and diesel vehicles from city centres).
Edinburgh & South East Scotland 1167	A720 improvements linked to developments	Planning led initiatives (e.g. changes to the statutory planning process) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1168	Additional bus services (health) - Increase bus services to health services (whole region, West Lothian, Penicuik)	Options that relate to revenue funding are Out of Scope for STPR2.
Edinburgh & South East Scotland 1171	Additional bus services (rural areas) - Increase rural bus services	Options that relate to revenue funding are Out of Scope for STPR2.
Edinburgh & South East Scotland 1172	Additional bus services (local) - Local Bus Service Improvements (e.g. Fife, Midlothian, Howgate, Auchendinny, Haddington to Blindwells)	Options that relate to revenue funding are Out of Scope for STPR2.
Edinburgh & South East Scotland 1173	Road maintenance programme	Routine and cyclic maintenance measures for all modes are Out of Scope for STPR2.



High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1178	Dunfermline Northern Relief Road	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1179	Dunfermline western distributor road	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1180	Remove fees for buses/tour buses at Edinburgh Airport	Options that relate to changes to the way in which transport is regulated are Out of Scope for STPR2. (This is a matter that falls within the control of Edinburgh Airport.)
Edinburgh & South East Scotland 1185	Maybury Junction Improvements	Option relates to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links), which are Out of Scope for STPR2.
Edinburgh & South East Scotland 1186	Flexible rail ticketing	Options that relate to revenue funding are Out of Scope for STPR2.
Edinburgh & South East Scotland 1191	Dual Carriageway A915 Kirkcaldy to Leven	Option relates to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links), which are Out of Scope for STPR2.
Edinburgh & South East Scotland 1193	Reduce Rail Fares	Concessionary travel, including free public transport, reduced public transport fares or changes to existing concessionary travel schemes are Out of Scope for STPR2.



High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1196	Increased developer contributions for transport improvements	Planning led initiatives (e.g. changes to the statutory planning process) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1197	Additional bus services (West Edinburgh)	Options that relate to revenue funding are Out of Scope for STPR2.
Edinburgh & South East Scotland 1199	Re-open left turn onto Colme Street from Charlotte Square	Option also relates to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1202	Publicly funded franchised bus service for Scotland	Options that relate to revenue funding are Out of Scope for STPR2.
Edinburgh & South East Scotland 1204	Express bus services (Livingston to Linlithgow)	Options that relate to revenue funding are Out of Scope for STPR2.
Edinburgh & South East Scotland 1205	One way through South Queensferry High Street	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1207	Provide improved public transport links between Penicuik and the City of Edinburgh. The capacity, quality and cost of the Penicuik-Edinburgh bus services should be improved.	Options that relate to revenue funding are Out of Scope for STPR2.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1210	Introduce access roads into Dunbar	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1211	Removal of drop off and pick up charge at Edinburgh Airport for Public transport	Options that relate to changes to the way in which transport is regulated are Out of Scope for STPR2. (This is a matter that falls within the control of Edinburgh Airport.)
Edinburgh & South East Scotland 1214	Ensure the canal cycle paths condition is appropriately maintained	Routine and cyclic maintenance measures for all modes are Out of Scope for STPR2.
Edinburgh & South East Scotland 1217	Improve bus shelters (aesthetics/provision)	Enhanced security / safety on public transport and at bus stops / rail halts is Out of Scope for STPR2.
Edinburgh & South East Scotland 1220	Bus services linking peripheral rail stations (Edinburgh Park, Edinburgh gateway)	Options that relate to revenue funding are Out of Scope for STPR2.
Edinburgh & South East Scotland 1221	Reduce Parking costs within cities.	Car parking (not including Strategic Park and Ride) is Out of Scope for STPR2.
Edinburgh & South East Scotland 1222	Improve the service quality and cost of the surface access options connecting Edinburgh Airport to suburban areas within the City of Edinburgh	Options that relate to revenue funding are Out of Scope for STPR2.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1223	Introduce a direct link road from Penicuik to Gorebridge	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1226	Have a consistent public transport policy in terms of pricing throughout Scotland	Options which require legislative change are Out of Scope for STPR2. Concessionary travel, including free public transport, reduced public transport fares or changes to existing concessionary travel schemes are Out of Scope for STPR2.
Edinburgh & South East Scotland 1228	Review of X5 bus route	Options that relate to revenue funding are Out of Scope for STPR2.
Edinburgh & South East Scotland 1237	Implementation of the George Street and First New Town project	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1238	Rose Street (Hanover to Frederick) improvements	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1239	Lothian Road (include Tollcross and West End junction/interchange improvements)	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1240	Introduce a public realm at Charlotte Square	Projects already being progressed are out of Out of Scope for STPR2. (Option already being progressed by City of Edinburgh Council.)
Edinburgh & South East Scotland 1241	St Andrew Square improvements (two remaining sides)	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1242	Edinburgh city centre hopper bus	Options that relate to revenue funding are Out of Scope for STPR2.
Edinburgh & South East Scotland 1244	North Bridge Refurbishment	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1246	Burnshot Bridge Replacement (including AT improvements)	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1247	Implement Musselburgh's Sustainable Travel Masterplan	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1248	Musselburgh Town Centre improvements	Aspects of this options that relate to local roads would be out of scope for STPR2. Pedestrian aspects of this option would be captured through: Edinburgh & South East Scotland 982 Pedestrianise town centres to make them more attractive to active travel and to improve air quality.
Edinburgh & South East Scotland 1251	Bothwell Gardens Roundabout Signalisation	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1252	Northern Link Road (NLR) - East End including bridge crossing of Fife Circle Railway & closure of Kingseat Road level crossing.	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1253	Western Distributor Road (WDR) - Grange Drive including bridge crossing of Fife Circle Railway	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1254	Northern Link Road (NLR) - A823 - Whitefield Road - excludes NLR through DUN 044 and DUN 039	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1255	Western Distributor Road (WDR) - Coal Road including bridge crossing of Dunfermline - Alloa Railway	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1256	Western Distributor Road (WDR) - William Street/Rumblingwell junction upgrade	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1257	Northern Link Road (NLR) - Halbeath Road/Whitefield Road/ Linburn Road junction upgrade	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1258	Western Distributor Road (WDR) - William Street	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1259	Appin Crescent Bypass	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1260	Redhouse Roundabout Phases 1 & 2 (Delivered by Developer)	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1261	Mitchelston Roundabout (Delivered by Developer)	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1262	Gallatown Roundabout (Delivered by Developer)	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1263	Standing Stane Link Road	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1264	Randolph Road Improvements (Delivered by Developer)	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1266	Oriel Road/Forth Avenue/Abbotshall Road junction improvements (Delivered by Developer)	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1269	Develop a Cupar northern bypass to alleviate congestion and reduce HGV through traffic	Option relates to local road network, which is out of scope for STPR2. (note that this is also captured and sifted out of the Tay Cities list)
Edinburgh & South East Scotland 1270	St. Andrews West Link road (between A91 and B939)	Option relates to local road network, which is out of scope for STPR2. (note that this is also captured and sifted out of the Tay Cities list)
Edinburgh & South East Scotland 1272	Leven link road	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.



<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1277	Standing Stane Road Action Plan	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1280	A7 urbanisation scheme	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1281	Additional bus services (East/West) - Increased bus services for east-west movements in region (East Lothian through Edinburgh)	Options that relate to revenue funding are Out of Scope for STPR2.
Edinburgh & South East Scotland 1282	A801 dualling between M8 and A7066	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1283	Upgrade of C26 Mossend Road to 6.5 metre distributor standard from New Link Road roundabout to B7015	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1284	New road link from A71 west of West Calder High School to C26 Mossend Road incorporating roundabouts at both ends	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.



<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1285	New road link from B7015 / C26 to Simpson Parkway / Macintosh Road, Livingston	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1286	Upgrade of B7015 from C26 Mossend Road to Rosebank Road, Livingston	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1288	Broxburn distributor road from Clarkson Road to A89 Peniel Place	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1289	Distributor Road Broxburn to Glendevon, Winchburgh	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1290	Distributor road link from B9080 both sides of the existing village to new motorway junction	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1292	Wilkieston north relief road to B7030	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1294	B7031 road widening between B7015 and A71 and junction improvement at B7015	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1295	New distributor road A706 Blaeberryhill Road junction to B7066 Polkemmet	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1296	Edinburgh Waverley Western Approaches (EWWA) - capacity/performance improvement on Haymarket corridor.	Projects already being progressed are out of Out of Scope for STPR2. (Outline Business Case is being progressed.)
Edinburgh & South East Scotland 1300	A801 road improvements	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1301	Provide improved public transport coverage in rural areas using timetabled services	Options that relate to revenue funding are Out of Scope for STPR2.
Edinburgh & South East Scotland 1303	Invest in maintaining existing road/footway infrastructure	Routine and cyclic maintenance measures for all modes are Out of Scope for STPR2.
Edinburgh & South East Scotland 1304	Additional bus services (Edinburgh to Dundee via Halbeath)	Options that relate to revenue funding are Out of Scope for STPR2.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1305	Borders-Edinburgh bus services should be improved.	Options that relate to revenue funding are Out of Scope for STPR2.
Edinburgh & South East Scotland 1306	Provision of traffic signals at Station Road Ratho on A8, incorporating queue relocation towards Newbridge Roundabout	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1307	Improvements to the road infrastructure on the A921.	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Edinburgh & South East Scotland 1309	Encouraging customers to invest in port side facilities e.g. a single salt import hub at either Leith or Rosyth, a sugar import hub, etc. If the customers build their own storage or processing plants within the port estate this makes them a) more captive to Forth, and b) concentrates volumes thereby making rail more viable.	Would require private sector investment and so out of scope of STPR2.
Edinburgh & South East Scotland 1312	Implementing Direct Vision Standard Across the Region	Changes to the way in which transport is regulated, delivered and operated are out of scope
Edinburgh & South East Scotland 1316	Creating a Freight Forum for the SEStran area	Options related to training, including Cycle training and Eco-Driving training are out of scope

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1319	Inclusion of a formal freight access document (including information on DSPs, freight parking areas etc.) with each new development in SEStran, with large-scale mixed use areas including consolidation.	Planning led initiatives (e.g. changes to the statutory planning process) are out of scope. Options related to development are also out of scope.

High Level Rationale for Sifting Out: Option is sifted out based on deliverability criteria		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1321	Create new ferry/cruise terminal at Cockenzie/Preston Links	Leith currently serves as a cruise terminal for Edinburgh and the wider region.
Edinburgh & South East Scotland 1135	Construct road network adjacent to existing for resilience and PT/freight use	Construction of the option is not considered feasible and/or the option would involve significant cost, timescale and deliverability risks.
Edinburgh & South East Scotland 1145	Creation of Strategic Freight Network	Construction of the option is not considered feasible and/or the option would involve significant cost, timescale and deliverability risks.
Edinburgh & South East Scotland 1192	Provide a direct connection between Kirkcaldy and Leith via cable car	Construction of the option is not considered feasible and/or the option would involve significant cost, timescale and deliverability risks.

High Level Rationale for Sifting Out: Option is sifted out based on deliverability criteria		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1213	M9 link at Newbridge into Edinburgh	Construction of the option is not considered feasible and/or the option would involve significant cost, timescale and deliverability risks. (Option is not considered feasible as Airport footprint, exiting A8, existing M8 and rail line all form major constraints in the area.)

High Level Rationale for Sifting Out: Option sifted out due to poor performance against transport planning objectives/sifting criteria		
Reference	Option Title	Rationale
Edinburgh & South East Scotland 1106	Additional lane in both directions M8 (Edinburgh to Newhouse)	The option scores poorly against a number of criteria including the net zero objective. Capacity problems highlighted related to the routes nearest to Glasgow and Edinburgh rather than the link between them
Edinburgh & South East Scotland 1287	West facing slips at M9 J3 Linlithgow	Option is not considered to perform well against the STPR Transport Planning Objectives .
Edinburgh & South East Scotland 1317	Improving the freight forum by putting in place improved online facilities to support a continued discussion	Option performs poorly against the sifting criteria and is not considered to address the problems and opportunities well within the region.

## Forth Valley Region Options Sifted Out

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Forth Valley 1553	Regional Cycle Network – most settlements in urban areas within walking distance of major settlements	The option provided is non-specific and there are a number of options that capture the same problems / opportunities, including, but not limited to, National 20 "Strategic urban active travel corridors: Provide high quality, segregated active travel routes on major distributor routes in Scotland's towns and cities, with connections to major trip attractors".
Forth Valley 1558	Road infrastructure improvements (incl. new routes, maintenance and resilience): A84 / Blair Drummond Safari Park junction improvements	<p>Other options address the same problem or opportunity:</p> <p>Forth Valley 1506 - Maintaining and Safely Operating Existing Assets "Road infrastructure improvements (incl. new routes, maintenance and resilience): A84 safety enhancements (e.g. grade separated junctions, re-alignment etc.) e.g. A84 / Blair Drummond Safari Park junction, A84 / B8075 junction, A84 / A873 junction".</p> <p>Forth Valley 1676 - Targeted Infrastructure Improvements "Road infrastructure improvements (incl. new routes, maintenance and resilience): A84 capacity enhancements (e.g. dualling, 2+1, climbing lanes etc.) e.g. A84 / Blair Drummond Safari Park junction, A84 / B8075 junction, A84 / A873 junction".</p>

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Forth Valley 1559	Road infrastructure improvements (incl. new routes, maintenance and resilience): A84 / B8075 junction improvements	<p>Other options address the same problem or opportunity:</p> <p>Forth Valley 1506 - Maintaining and Safely Operating Existing Assets "Road infrastructure improvements (incl. new routes, maintenance and resilience): A84 safety enhancements (e.g. grade separated junctions, re-alignment etc.) e.g. A84 / Blair Drummond Safari Park junction, A84 / B8075 junction, A84 / A873 junction".</p> <p>Forth Valley 1676 - Targeted Infrastructure Improvements "Road infrastructure improvements (incl. new routes, maintenance and resilience): A84 capacity enhancements (e.g. dualling, 2+1, climbing lanes etc.) e.g. A84 / Blair Drummond Safari Park junction, A84 / B8075 junction, A84 / A873 junction".</p>



High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Forth Valley 1560	Road infrastructure improvements (incl. new routes, maintenance and resilience): A84 / A873 junction improvements	<p>Other options address the same problem or opportunity:</p> <p>Forth Valley 1506 - Maintaining and Safely Operating Existing Assets "Road infrastructure improvements (incl. new routes, maintenance and resilience): A84 safety enhancements (e.g. grade separated junctions, re-alignment etc.) e.g. A84 / Blair Drummond Safari Park junction, A84 / B8075 junction, A84 / A873 junction".</p> <p>Forth Valley 1676 - Targeted Infrastructure Improvements "Road infrastructure improvements (incl. new routes, maintenance and resilience): A84 capacity enhancements (e.g. dualling, 2+1, climbing lanes etc.) e.g. A84 / Blair Drummond Safari Park junction, A84 / B8075 junction, A84 / A873 junction".</p>
Forth Valley 1565	M876 / M9 junction widening	<p>Another option/s better addresses the same problem / opportunity:</p> <p>Forth Valley 1519 - Targeted Infrastructure Improvements "Road infrastructure improvements (incl. new routes, maintenance and resilience): M9 Junction 7 Improvement".</p> <p>Forth Valley 1513 - Targeted Infrastructure Improvements "Road infrastructure improvements (incl. new routes, maintenance and resilience): M9 Jct 8".</p>

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Forth Valley 1567	Grangemouth Hub (for central belt and onward distribution) for retail / consumer goods imports from English NDC to Scottish RDC's and potential Channel Tunnel Imports.	Another option better addresses the same problem / opportunity:  Forth Valley 1541 - Make Better Use of Existing Capacity "Develop a freight hub in each of the 3 Local Authorities (Clackmannanshire, Falkirk & Stirling), including at Grangemouth".
Forth Valley 1570	Implement Fast hourly direct trains between all major cities / towns (e.g. Stirling to Inverness)	A number of other options capture this. This includes (but is not limited to) National 194 "Rail Line (Existing) Upgrade: Highland Main Line (Perth-Inverness) to improve journey times and reliability for passengers and freight and meet NR SRS 2043 aspirations - measures could include 1) double tracking, loops etc; 2) Electrification 3) Gauge enhancements etc."
Forth Valley 1572	Increased frequency and reduced journey times of rail services - make more comparable with the car	A number of other options capture this more comprehensively.
Forth Valley 1573	Develop a Freight hub at Grangemouth	Another option better addresses the same problem / opportunity:  Forth Valley 1541 - Make Better Use of Existing Capacity "Develop a freight hub in each of the 3 Local Authorities (Clackmannanshire, Falkirk & Stirling), including at Grangemouth".

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Forth Valley 1578	Develop a joint ticket for rail, bus and tram that can be bought on the bus	Alternative option better addresses the same problem/opportunity:  Forth Valley 1542 - Reduces the Need to Travel Unsustainably "Implement an integrated ticketing system similar to Oyster card which can be used on multiple modes (bus, train, tram etc)".
Forth Valley 1588	Promote Town Centre Accessibility Schemes (Active Travel)	Another option better addresses the same problem / opportunity:  National 14 "Liveable neighbourhoods: Make every suburban neighbourhood in each of Scotland's cities and towns [size threshold tbd] more conducive for active travel by improving conditions for walking, wheeling and cycling and reducing traffic dominance".
Forth Valley 1589	Remove freight from the roads	Another option better addresses the same problem / opportunity:  National 132 - Make Better Use of Existing Capacity "Enable more freight to travel by rail".

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Forth Valley 1591	Increase and improve the provision of interchange sites (incl. Park & Choose/Ride): junction 11, M9	<p>Another option better addresses the same problem / opportunity:</p> <p>Forth Valley 1478 - Reduces the Need to Travel Unsustainably "Increase and improve the provision of interchange sites (incl. Park &amp; Choose/Ride) across the region e.g. junction 11, M9; Improve integration of Stirling bus and rail stations; within Stirling; in the south of the region; local and strategic trips for traffic from Clackmannanshire; low carbon transport and travel hubs at P&amp;R sites; multimodal interchange hubs at key destinations; Falkirk Central &amp; Falkirk Grahamston".</p>
Forth Valley 1593	Extend the railways beyond their current extent/coverage (incl. new lines and stations): Rail link Alloa to Rosyth to Edinburgh circular	<p>Another option better addresses the same problem / opportunity:</p> <p>Forth Valley 1462 - Reduces the Need to Travel Unsustainably "Extend the railways beyond their current extent/coverage (incl. new lines and stations): re-open Alloa to Dunfermline line to include new stations at Cambusnethan/Clackmannan onward to Edinburgh".</p>
Forth Valley 1594	Taxi - create recognised routes for sharing	<p>Another option better addresses the same problem / opportunity:</p> <p>Forth Valley 1535 - Make Better Use of Existing Capacity "Implement a regional or national MaaS platform".</p>

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Forth Valley 1597	Develop a region-wide car-share scheme, to include main towns like Callander and Alloa	Another option better addresses the same problem / opportunity: National 43 "National behaviour change programme: Implement a national, long-term campaign to promote the benefits of active and sustainable travel and give information on appropriate local opportunities to do so".
Forth Valley 1600	New link road between A84 Kildean and A9 University, and a new M9/A811 interchange, completing Stirling's outer ring road (Including an intervention of associated bus priority, cycle and pedestrian measures, locking in the benefits to Stirling city centre)	Another option better addresses the same problem / opportunity:  Forth Valley 1522 - Targeted Infrastructure Improvements "Road infrastructure improvements (incl. new routes, maintenance and resilience): A811/M9 Gateway".
Forth Valley 1601	Rail based Park and Ride at Stirling bus station, with enhanced car parking and passenger facilities, integrated ticketing schemes	Another option better addresses the same problem / opportunity:  Forth Valley 1478 - Reduces the Need to Travel Unsustainably "Increase and improve the provision of interchange sites (incl. Park & Choose/Ride) across the region e.g. junction 11, M9; Improve integration of Stirling bus and rail stations; within Stirling; in the south of the region; local and strategic trips for traffic from Clackmannanshire; low carbon transport and travel hubs at P&R sites; multimodal interchange hubs at key destinations; Falkirk Central & Falkirk Grahamston

<b>High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity</b>		
Reference	Option Title	Rationale
Forth Valley 1602	Introduction of direct rail services between Motherwell and Stirling	Another option better addresses the same problem / opportunity:  Forth Valley 1457 - Make Better Use of Existing Capacity "Introduce through rail services from Stirling to Cumbernauld and Motherwell".
Forth Valley 1603	Extend Glasgow-Alloa trains to Dunfermline and Edinburgh	Another option better addresses the same problem / opportunity:  Forth Valley 1462 - Reduces the Need to Travel Unsustainably "Extend the railways beyond their current extent/coverage (incl. new lines and stations): re-open Alloa to Dunfermline line to include new stations at Cambusnethan/Clackmannan onward to Edinburgh"
Forth Valley 1608	Promote the development of school travel plans in every Stirling school by June 2017	Another option better addresses the same problem / opportunity:  Forth Valley 1441 - Reduces the Need to Travel Unsustainably "The creation of travel plans for all schools, colleges and universities, focusing on reducing the level of car journeys to/from the main campus sites".

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Forth Valley 1609	Filtered permeability of towns / settlements in favour of active travel	Another option better addresses the same problem / opportunity:  National 14 -"Liveable neighbourhoods: Make every suburban neighbourhood in each of Scotland's cities and towns [size threshold tbd] more conducive for active travel by improving conditions for walking, wheeling and cycling and reducing traffic dominance".
Forth Valley 1613	Improve the provision of public transport information for journey planning	Another option better addresses the same problem / opportunity:  National 36 "Improved information on sustainable travel modes: Improved information (possibly including printed, real time and on-vehicle announcements) on active and sustainable travel routes and services".
Forth Valley 1624	Extend the railways beyond their current extent/coverage (incl. new lines and stations)	A number of other options capture this. These include (but are not limited to) Forth Valley 1462 "Extend the railways beyond their current extent/coverage (incl. new lines and stations): re-open Alloa to Dunfermline line to include new stations at Cambusnethan/Clackmannan onward to Edinburgh".
Forth Valley 1628	Create safe off-road cycling infrastructure	Captured as part of a number of other options.

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Forth Valley 1629	Road infrastructure improvements (incl. new routes, maintenance and resilience): A811 Connections to M9	Another option better addresses the same problem / opportunity:  Forth Valley 1522 - Targeted Infrastructure Improvements "Road infrastructure improvements (incl. new routes, maintenance and resilience): A811/M9 Gateway"
Forth Valley 1631	Increase and improve the provision of interchange sites (incl. Park & Choose/Ride): within Stirling	Another option better addresses the same problem / opportunity:  Forth Valley 1478 - Reduces the Need to Travel Unsustainably "Increase and improve the provision of interchange sites (incl. Park & Choose/Ride) across the region e.g. junction 11, M9; Improve integration of Stirling bus and rail stations; within Stirling; in the south of the region; local and strategic trips for traffic from Clackmannanshire; low carbon transport and travel hubs at P&R sites; multimodal interchange hubs at key destinations; Falkirk Central & Falkirk Grahamston".
Forth Valley 1634	Road infrastructure improvements (incl. new routes, maintenance and resilience): A803 Corridor (including bus lanes on A803)	Another option better addresses the same problem / opportunity:  Forth Valley 1446 - Make Better Use of Existing Capacity "Implement bus priority (incl. lanes and signalling): A803 Glasgow Road".



High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Forth Valley 1635	Extend the railways beyond their current extent/coverage (incl. new lines and stations): Clackmannan	<p>Another option better addresses the same problem / opportunity:</p> <p>Forth Valley 1462 - Reduces the Need to Travel Unsustainably "Extend the railways beyond their current extent/coverage (incl. new lines and stations): re-open Alloa to Dunfermline line to include new stations at Cambusnethan/Clackmannan onward to Edinburgh".</p>
Forth Valley 1637	Introduce a park and ride site for local and strategic trips in the south of the region, for example near Linlithgow	<p>Another option better addresses the same problem / opportunity:</p> <p>Forth Valley 1478 - Reduces the Need to Travel Unsustainably "Increase and improve the provision of interchange sites (incl. Park &amp; Choose/Ride) across the region e.g. junction 11, M9; Improve integration of Stirling bus and rail stations; within Stirling; in the south of the region; local and strategic trips for traffic from Clackmannanshire; low carbon transport and travel hubs at P&amp;R sites; multimodal interchange hubs at key destinations; Falkirk Central &amp; Falkirk Grahamston".</p>

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Forth Valley 1638	Increase and improve the provision of interchange sites (incl. Park & Choose/Ride): local and strategic trips for traffic from Clackmannanshire	<p>Another option better addresses the same problem / opportunity:</p> <p>Forth Valley 1478 - Reduces the Need to Travel Unsustainably "Increase and improve the provision of interchange sites (incl. Park &amp; Choose/Ride) across the region e.g. junction 11, M9; Improve integration of Stirling bus and rail stations; within Stirling; in the south of the region; local and strategic trips for traffic from Clackmannanshire; low carbon transport and travel hubs at P&amp;R sites; multimodal interchange hubs at key destinations; Falkirk Central &amp; Falkirk Grahamston".</p>
Forth Valley 1639	Explore low carbon transport and travel hubs at park and choose sites	<p>Another option better addresses the same problem / opportunity:</p> <p>Forth Valley 1478 - Reduces the Need to Travel Unsustainably "Increase and improve the provision of interchange sites (incl. Park &amp; Choose/Ride) across the region e.g. junction 11, M9; Improve integration of Stirling bus and rail stations; within Stirling; in the south of the region; local and strategic trips for traffic from Clackmannanshire; low carbon transport and travel hubs at P&amp;R sites; multimodal interchange hubs at key destinations; Falkirk Central &amp; Falkirk Grahamston".</p>

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Forth Valley 1640	Improve integration of Stirling bus and rail stations	<p>Another option better addresses the same problem / opportunity:</p> <p>Forth Valley 1478 - Reduces the Need to Travel Unsustainably "Increase and improve the provision of interchange sites (incl. Park &amp; Choose/Ride) across the region e.g. junction 11, M9; Improve integration of Stirling bus and rail stations; within Stirling; in the south of the region; local and strategic trips for traffic from Clackmannanshire; low carbon transport and travel hubs at P&amp;R sites; multimodal interchange hubs at key destinations; Falkirk Central &amp; Falkirk Grahamston".</p>
Forth Valley 1642	Improve Road demand management (incl. charging and space allocation for different modes) on non-trunk roads	<p>Another option better addresses the same problem / opportunity: National 53 "Travel demand management measures across Scotland".</p>
Forth Valley 1646	Electric Vehicle Infrastructure Improvements: A9 charging points	<p>Another option better addresses the same problem / opportunity:</p> <p>Forth Valley 1501 - Reduces the Need to Travel Unsustainably "Increase the number of Electric Vehicle Charge Points across the region e.g. A9; next to main roads; in communities; at railway stations e.g. Falkirk High"</p>

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Forth Valley 1647	Multimodal transport infrastructure improvements (incl. cycle parking/storage and interchange possibilities): interchange hubs at key destinations	<p>Another option better addresses the same problem / opportunity:</p> <p>Forth Valley 1478 - Reduces the Need to Travel Unsustainably "Increase and improve the provision of interchange sites (incl. Park &amp; Choose/Ride) across the region e.g. junction 11, M9; Improve integration of Stirling bus and rail stations; within Stirling; in the south of the region; local and strategic trips for traffic from Clackmannanshire; low carbon transport and travel hubs at P&amp;R sites; multimodal interchange hubs at key destinations; Falkirk Central &amp; Falkirk Grahamston".</p>
Forth Valley 1651	Promote and support the development of safe cycle routes in rural areas to keep cyclists and drivers safe	Captured as part of a number of options.
Forth Valley 1655	An integrated public transport ticketing marketing campaign	<p>Another option better addresses the same problem / opportunity:</p> <p>Forth Valley 1506 - Reduces the Need to Travel Unsustainably "Implement an integrated ticketing system similar to Oyster card which can be used on multiple modes (bus, train, tram etc)".</p>

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Forth Valley 1659	Improve interregional connectivity by public transport, such as to South Lanarkshire	Another option better addresses the same problem / opportunity:  Forth Valley 1486 - Make Better Use of Existing Capacity "Improve Public transport (bus/rail/coach) connectivity into neighbouring areas, such as Fife, South Lanarkshire and North Lanarkshire".
Forth Valley 1660	Develop a Freight consolidation centre, such as in Grangemouth or Falkirk	Another option better addresses the same problem / opportunity:  Forth Valley 1541 - Make Better Use of Existing Capacity "Develop a freight hub in each of the 3 Local Authorities (Clackmannanshire, Falkirk & Stirling), including at Grangemouth".
Forth Valley 1663	Electric Vehicle Infrastructure Improvements at key points, such as next to main roads and in communities	Another option better addresses the same problem / opportunity:  Forth Valley 1501 - Reduces the Need to Travel Unsustainably "Increase the number of Electric Vehicle Charge Points across the region e.g. A9; next to main roads; in communities; at railway stations e.g. Falkirk High"

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Forth Valley 1668	Extend the rail network beyond current extent: re-open Alloa to Dunfermline rail line	<p>Another option better addresses the same problem / opportunity:</p> <p>Forth Valley 1462 Reduces the Need to Travel Unsustainably "Extend the railways beyond their current extent/coverage (incl. new lines and stations): re-open Alloa to Dunfermline line to include new stations at Cambusnethan/Clackmannan onward to Edinburgh".</p>
Forth Valley 1669	Increase and improve the provision of interchange sites (incl. Park & Choose/Ride): Falkirk Central & Falkirk Grahamston	<p>Another option better addresses the same problem / opportunity:</p> <p>Forth Valley 1478 - Reduces the Need to Travel Unsustainably "Increase and improve the provision of interchange sites (incl. Park &amp; Choose/Ride) across the region e.g. junction 11, M9; Improve integration of Stirling bus and rail stations; within Stirling; in the south of the region; local and strategic trips for traffic from Clackmannanshire; low carbon transport and travel hubs at P&amp;R sites; multimodal interchange hubs at key destinations; Falkirk Central &amp; Falkirk Grahamston".</p>

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Forth Valley 1672	Promote and support the provision of EV Charging at Railway Stations in Forth Valley, such as Falkirk High	<p>Another option better addresses the same problem / opportunity:</p> <p>Forth Valley 1501 - Reduces the Need to Travel Unsustainably "Increase the number of Electric Vehicle Charge Points across the region e.g. A9; next to main roads; in communities; at railway stations e.g. Falkirk High"</p>
Forth Valley 1673	Extend the railways beyond their current extent/coverage (incl. new lines and stations): Bannockburn	<p>Another option better addresses the same problem / opportunity:</p> <p>Forth Valley 1470 - Targeted Infrastructure Improvements "New Rail Stations / Routes in Forth Valley including Auchenbowie, Dunipace, Denny, Bonnybridge, Pleau, Cowie, Airth, Fallin, Clackmannan, Kincardine, Blair Drummond, Doune, Callander, Port of Menteith, Aberfoyle, Drymen, Bannockburn and Strathblane".</p>

<b>High Level Rationale for Sifting Out: Option is being progressed elsewhere</b>		
Reference	Option Title	Rationale
Forth Valley 1620	Update Cycling by Design	Option is already being progressed.
Forth Valley 1605	Road infrastructure improvements (incl. new routes, maintenance and resilience): A9 capacity enhancements (e.g. dualling, 2+1, climbing lanes etc.)	This option relates to the A9 dualling which is already in progress, with the trunk road sections in Forth Valley having already been dualled.
Forth Valley 1606	Road infrastructure improvements (incl. new routes, maintenance and resilience): Unambiguous overtaking opportunities as part of a Route Action Plan on the A9 trunk Road	A9 (T) dualling in progress. A9 (T) within Forth Valley already dualled. NB. A9 through Stirling and Bridge of Allan are a local road. Some sections are urban dual carriageway but significant sections are single carriageway
Forth Valley 1630	Road infrastructure improvements (incl. new routes, maintenance and resilience): A801 Avon Gorge Improvement	The A801 Avon Gorge scheme is committed and being taken forward by Falkirk Council and West Lothian (with additional Scottish Government Funding).
Forth Valley 1632	Grangemouth Flood Protection Scheme	This option is currently being progressed by Falkirk Council / Scottish Government.
Forth Valley 1671	Implement sanctions on bus companies who provide poor services	Option is already in place via Traffic Commissioner.
Forth Valley 1562	New rail freight facility to serve Highland Spring at Blackford	Option is being progressed by Highland Spring and supported by Network Rail.



High Level Rationale for Sifting Out: Option is being progressed elsewhere		
Reference	Option Title	Rationale
Forth Valley 1564	Lengthen siding at Grangemouth to allow 775m trains	Option is being progressed by Forth Ports

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Forth Valley 1561	Improve road connectivity between Kilbagie and Gartarry Roundabouts	Option is out of scope for STPR2 as it related to a local road.
Forth Valley 1563	Enforcement of no parking around schools with cameras and automatic fines and enforcement fines for pavement and cycle lane parking	Option is out of scope for STPR2 as it relates to enforcement measures.
Forth Valley 1566	Attract a major retailer to set up a port-centric warehousing operation for their imported merchandise at Grangemouth, so the retailer uses Grangemouth as their distribution centre for Scotland and northern England. Particularly targeting short sea cargo from northern and eastern Europe.	Option relates specifically to business development and is out of scope for STPR2. Option also does not address regional problems / opportunities.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Forth Valley 1571	Re-nationalise Scotrail	Option relates to legislation and so is out of scope for STPR2.  Option also does not address regional problems / opportunities
Forth Valley 1574	Support the return of bus subsidies on less profitable routes	Option relates to changes in governance frameworks which are out of scope of for STPR2
Forth Valley 1575	Improve overall frequency of buses	This option requires revenue funding which is out of scope for STPR2
Forth Valley 1576	Impose restrictions on car use once alternative public transport (at a reasonable ticket price) is in place	This option relates to legislation which is out of scope for STPR2
Forth Valley 1577	Increase the number of direct bus services/routes between Forth Valley and Edinburgh	This option requires revenue funding which is out of scope for STPR2
Forth Valley 1579	Increase the number of direct bus services/routes between Clackmannanshire and Stirling University	Option is out of scope for STPR2 as it requires revenue funding.
Forth Valley 1580	Consider new water transport routes and services for passengers and/or freight, such as along the River Forth through Stirling	This option relates to water based taxis and transport on canals/waterways which is out scope for STPR2. In addition it would require revenue funding which is out of scope.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Forth Valley 1582	Implement Direct bus services connecting Clackmannan and Falkirk/Grangemouth	Option is out of scope for STPR2 as it requires revenue funding.
Forth Valley 1583	Create bus links to Aberdeen and Dundee from Clackmannan	Option is out of scope for STPR2 as it requires revenue funding.
Forth Valley 1584	Implement a Cyclist education programme to enable cyclists to better comply with road laws and regulations	This option relates to cycle training which is out of scope for STPR2
Forth Valley 1585	Reduce the cost of rail travel	This option relates to fares which is out of scope for STPR2
Forth Valley 1586	Implement Direct bus services connecting Clackmannan and Falkirk/Grangemouth	Option is out of scope for STPR2 as it requires revenue funding.
Forth Valley 1587	Ensure maintenance of footways and cycleways throughout the year, particularly in Winter	This option relates to routine maintenance which is considered out of scope
Forth Valley 1592	Increase the number of direct bus services/routes between Alloa and Falkirk	Option is out of scope for STPR2 as it requires revenue funding.
Forth Valley 1595	Improvement to bus services such as: Bo'ness to Linlithgow, Grangemouth to Falkirk High and Polmont to result in improved access to rail services to Glasgow and Edinburgh	Option is out of scope for STPR2 as it requires revenue funding.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Forth Valley 1596	The development of special provision for powered two-wheelers to offer them some degree of priority over the private car on the road network	Option is out of scope as would require legislation change.  Option also does not address regional problems / opportunities
Forth Valley 1598	Provide a suitable regional concessionary fares scheme to encourage more use of the rail network, particularly during peak hours	This option relates to concessionary fares which are out of scope for STPR2
Forth Valley 1599	Clearer policy to promote land use planning and development control processes across the region, including Active Travel audits on all RTS and LTS measures	This option is planning led which is out of scope for STPR2
Forth Valley 1604	Road infrastructure improvements (incl. new routes, maintenance and resilience): Coalsnaughton bypass	This option relates to the local road network which is out of scope for STPR2
Forth Valley 1607	Integrated and cheap buses between the west of Stirling villages and the Glasgow train terminals (e.g. Blanefield to Milngavie)	Option is out of scope for STPR2 as it requires revenue funding. Options also relates to fares, which is out of scope for STPR2.
Forth Valley 1610	Road infrastructure improvements (incl. new routes, maintenance and resilience): bypass around Manor Powis Roundabout	This option refers to the local road network (A907 / A91 roundabout), which is out of scope for STPR2
Forth Valley 1611	Integrate transport and land use planning (incl. private and sustainable transport)	This option relates to the governance/regulation of transport, which is out of scope for STPR2.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Forth Valley 1612	Implement a Student pass for buses which makes it cheaper to travel for pupils and students	This option relates to concessionary fares which are out of scope for STPR2
Forth Valley 1615	Enhance re-regulation of the bus industry	Option would involve legislation change and is out of scope for STPR2.  Option also does not address regional problems / opportunities
Forth Valley 1616	Funding to improve and maintain bus services	This option relates to revenue funding which is out of scope for STPR2
Forth Valley 1617	Increase maintenance funding for active travel infrastructure	This option relates to revenue funding and routine maintenance, which are out of scope for STPR2
Forth Valley 1618	Reduce Match funding requirements (e.g. Active Travel schemes)	Simplification of funding mechanisms is out of scope for STPR2
Forth Valley 1619	Increase LA funding from TS	Option is out of scope for STPR2
Forth Valley 1621	Funding to improve and maintain cycling (incl. cycle schemes and provision)	This option relates to revenue funding and routine maintenance, which are out of scope for STPR2
Forth Valley 1622	Legislate for emerging technologies, such as MaaS and autonomous vehicles	This option relates to the governance/legislation of transport, which are out of scope for STPR2.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Forth Valley 1623	Promote and sustain digital hubs and IT training	This is a non-transport related option and is therefore considered out of scope for STPR2
Forth Valley 1625	Implement a CPO Legislation change to enable landowners to give up some of their land, allowing infrastructure to be built	This option relates to the governance/legislation change of transport and are out of scope for STPR2
Forth Valley 1627	Minimum standards for EV charging infrastructure - must be included in future planning regulations	Option relates to legislative change and is out of scope for STPR2.
Forth Valley 1633	Road infrastructure improvements (incl. new routes, maintenance and resilience): A904 corridor	This option relates to a local road (A904) on the network and is therefore considered out of scope for STPR2
Forth Valley 1636	Road infrastructure improvements (incl. new routes, maintenance and resilience):A811 re-alignment	This option relates to a local road (A811) on the network and is therefore out of scope for STPR2
Forth Valley 1643	Create ‘Hop on/hop off’ bus services connecting between key tourist and service centres	Option is out of scope for STPR2 as it requires revenue funding.
Forth Valley 1644	Road infrastructure improvements (incl. new routes, maintenance and resilience): Icehouse brae improvements	This option relates to a part of the local road network (Icehouse Brae) and so is out of scope for STPR2
Forth Valley 1645	Road infrastructure improvements (incl. new routes, maintenance and resilience): A91, Stirling corridor improvements	This option relates to the local road network and so is out of scope for STPR2

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Forth Valley 1648	Implement Direct bus services connecting FV towns with neighbouring towns in Fife, North Lanarkshire and West Lothian	Option is out of scope for STPR2 as it requires revenue funding.
Forth Valley 1649	Implement fair public transport fares (incl. flexible and structuring types) - make cost of journeys equitable	This option relates to fares, which is out of scope for STPR2
Forth Valley 1650	Develop a more inclusive, lower cost and better funded bus system/timetable for rural villages	Option is out of scope for STPR2 as it requires revenue funding.
Forth Valley 1652	Reform roads funding	Option relates to governance of transport and so is out of scope for STPR2.
Forth Valley 1653	Improve rural bus services, creating links to the nearest rail station	Option is out of scope for STPR2 as it requires revenue funding.
Forth Valley 1654	Improve security on public transport	This option relates to security on public transport and is therefore out of scope for STPR2
Forth Valley 1656	Renationalise buses and trains	Option relates to transport governance framework and so is out of scope for STPR2. Option also does not address regional problems / opportunities
Forth Valley 1657	Create local shuttle buses which connect to hubs (such as Kinross, Kincardine or Alloa) - allowing people who work in Glasgow or Edinburgh to commute on public transport	Option is out of scope for STPR2 as it requires revenue funding.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Forth Valley 1658	Implement free bus travel for all	This option relates to concessionary fares which are out of scope for STPR2
Forth Valley 1661	Reduce the cost of travel on buses	This option relates to fares and is therefore out of scope for STPR2
Forth Valley 1662	Increase funding for local authorities' roads maintenance budgets	Option is out of scope for STPR2 as it relates to funding for routine / cyclic maintenance.
Forth Valley 1664	Ensure better provision of bus services out with core working hours during the week	Option is out of scope for STPR2 as it requires revenue funding.
Forth Valley 1665	Implement speed restrictions on A907 Cambus to Alloa	This option relates to a local road (A907) and is therefore out of scope for STPR2
Forth Valley 1666	Create a direct fast bus from Falkirk to Glasgow	Option is out of scope for STPR2 as it requires revenue funding.
Forth Valley 1667	Ban petrol and diesel vehicles from city centres	This option would require a legislative change and is therefore considered out of scope for STPR2
Forth Valley 1670	Increase car parking in Larbert	Car parking (not related to strategic interventions) is out of scope for STPR2. Option also does not address regional problems / opportunities



High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Forth Valley 1674	Create a bus service from Alloa to Dunfermline along A907, via Blairhall and Oakley	Option is out of scope for STPR2 as it requires revenue funding.
Forth Valley 1680	Implement improved temporary signing when planned road closures are in place	Option relates to routine and cyclic maintenance, which is out of scope for STPR2.
Forth Valley 1681	Improve comfort of trains and buses	The layout of public transport vehicles is out of scope for STPR2
Forth Valley 1682	Increase capacity on buses for disabled users / users with prams	The layout of public transport vehicles is out of scope for STPR2

High Level Rationale for Sifting Out: Option does not address regional problems/opportunities		
Reference	Option Title	Rationale
Forth Valley 1581	Open up travel options for kayaking & canoeing routes on water ways for leisure	Option does not address problems / opportunities

<b>High Level Rationale for Sifting Out: Option does not address regional problems/opportunities</b>		
Reference	Option Title	Rationale
Forth Valley 1568	Grangemouth Refinery (longer term) – repurposing for Rail Connected Retail Distribution Centre(s) – transfer from existing sites	Option does not address regional problems / opportunities.
Forth Valley 1569	Blackgrange / Cambus and Cameron Bridge (Levenmouth Line) to Bottling Plants package (Deanside / Elderslie) – then onwards via Intermodal Locations (Mossend / Coatbridge / Grangemouth) to rest of UK / Deep Sea Ports / EU etc.	Option does not address regional problems / opportunities.
Forth Valley 1590	Creation of regional active travel monitoring system which enables baseline monitoring and helps to direct investment into future active travel projects	Option does not address regional problems / opportunities and is not strategic.
Forth Valley 1614	Active travel infrastructure improvements (incl. facilities, capacity and segregation): conveyor belts to speed up walking	Option does not address the regional problems / opportunities

## Glasgow City Region Options Sifted Out

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Glasgow City Region 2223	More carriages on trains on Edinburgh to North Berwick lines	Option is captured as part of Edinburgh & South East Scotland 996 - Targeted Infrastructure Improvements "Improve frequency of train services to North Berwick".
Glasgow City Region 2224	Targeted improvements to the trunk road network with a focus on reducing congestion at pinch points through additional lanes, junction enhancements.	The option is captured through Grouping South West Scotland Trunk Road Network Improvements which includes but is not limited to: Glasgow City Region 1868 M8/M74/M77 - Key Junction improvements.
Glasgow City Region 1933	Better connectivity to airports and ferries.	This option is quite vague and a number of options look to improve access to Glasgow Airport, Edinburgh Airport, Prestwick Airport and the Ferry services in and near the region. These include (but are not limited to): Glasgow City Region 1896 Expansion of rail services in and around Glasgow City. More light rail, providing reliable alternative to driving. Glasgow City Region 1898 Provide fixed transport infrastructure (e.g. rail, light rail, tram) alongside the River Clyde. Could be used to connect to Glasgow Airport.
Glasgow City Region 1934	Enhance Dunoon - Gourock ferry routes: invest in new ferry vessels	Option is captured through Argyll & Bute 518 Enhance Dunoon - Gourock ferry route: increase capacity, improve vessels, reliability and resilience
Glasgow City Region 1936	Enhancements to Rail Freight, and moving road freight onto rail, between Glasgow and the Border via West Coast Main Line	Option captured as part of another option(s): Option captured under Glasgow City Region 1877 "Move road freight onto rail, to reduce congestion"

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Glasgow City Region 1937	Enhancements to Rail Freight, and moving road freight to rail, between Glasgow and the Border via Dumfries	Option captured as part of another option(s): Option captured under Glasgow City Region 1877 "Move road freight onto rail, to reduce congestion"
Glasgow City Region 1938	Moving transport off public roads, and onto rail. Freight etc.	Option captured as part of another option(s): Option captured under Glasgow City Region 1877 "Move road freight onto rail, to reduce congestion"
Glasgow City Region 1940	Improvements to the strategic road network in West Dunbartonshire	Options Glasgow City Region 1854 road upgrades in the Loch Lomond area better addresses the problem
Glasgow City Region 1941	A82 road upgrades between Glasgow and Inverness.	This option is quite generic and a range of other options capture issues identified to date. These include (but are not limited to) Glasgow City Region 1854 A82 upgrades in the Loch Lomond area, Highlands & Islands 2333 "Improve all sections of the A82", Argyll & Bute 537 "a82 Tarbert to Inveraman"
Glasgow City Region 1942	Pursue M73/M74 as a Glasgow ring road to alleviate traffic from the M8 city centre section. Arterial routes from M73/M74 into Glasgow City.	Option captured as part of another option(s): Glasgow City Region 1871 "Address congestion on strategic road network around Glasgow City"

<b>High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity</b>		
Reference	Option Title	Rationale
Glasgow City Region 1946	General public transport network and service resilience, key choke points across the rail network.	A number of rail packages exist that consider specific routes - this option would be considered through those packages but is too broad in the definition given here. Examples of options being considered include (but are not limited to) Glasgow City Region 1752, Newton - Rutherglen (rail) grade separation, Glasgow City Region 1770 Dual rail line to Milngavie, Glasgow City Region 1895 Address bottleneck in rail network between Partick and Hyndland
Glasgow City Region 1950	Increase rail capacity in Glasgow network.	A number of rail packages exist that consider specific routes - this option would be considered through those packages but is too broad in the definition given here. Examples of options being considered include (but are not limited to) Option Glasgow City Region 1783 "Re-opening disused rail lines through Glasgow", Glasgow City Region 1757 "More carriages on train on Glasgow to Gourrock and Wemyss Bay lines", Glasgow City Region 1762 "Lengthen Trains and Platforms between Glasgow and Kilmarnock."
Glasgow City Region 1958	Increased provision of segregated footpaths and cycleways. Network of greenways, safer and better maintained.	A number of Active Travel packages exist including (but not limited to) Glasgow City Region 1721 "Increasing priority of pedestrians and cyclists over road vehicles, Glasgow City Region 1691 "Use of disused railway lines for active travel paths"
Glasgow City Region 1960	Improved cycling infrastructure. Well linked to strategic centres and regions, safe and segregated routes, take examples from other successful cities.	Option is captured by another option: Glasgow City Region 1724 " <i>Improved walking and cycling routes to public transport. Suggestions of improved cycling facilities at public transport stops/stations.</i> "

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Glasgow City Region 1961	Safer pedestrian and cycle network. Well surfaced and maintained, direct, well lit.	A number of Active Travel packages exist including (but not limited to) Glasgow City Region 1721 "Increasing priority of pedestrians and cyclists over road vehicles, Glasgow City Region 1691 "Use of disused railway lines for active travel paths"
Glasgow City Region 1962	Connect missing links of existing active travel network, footpaths, cycle routes and greenways.	A number of Active Travel packages exist including (but not limited to) a grouping to consider strategic urban active travel corridors on major radial routes in Scotland's towns and cities and a grouping consider the strategic expansion of the NCN.
Glasgow City Region 1963	Accelerate 'Avenues' project in Glasgow City Centre for active travel.	Glasgow City Council are progressing with their own avenues project but note that Glasgow City Region 1697 is sifted in to consider the expansion of the 'Avenues' project to other part of the city region
Glasgow City Region 1970	Expansion of Next bike rental scheme, more collection points at key locations.	Option is better addressed by an alternative option Glasgow City Region 1694 " <i>Widening of NEXT bike scheme in Glasgow, or roll out of bike share scheme</i> " and has been sifted out.
Glasgow City Region 1971	Priority towards active travel infrastructure in deprived areas.	Option is a duplicate of Glasgow City Region 1719 "Target areas of deprivation with active travel measures"
Glasgow City Region 1973	Promotion of active travel as a means to reduce carbon emissions.	Option is better addressed and captured under an alternative option Glasgow City Region 1736 " <i>Promotion of active travel via engaging activities and media. Health benefits, save money etc.</i> "

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Glasgow City Region 1974	Secure and adequate cycle parking at transport hubs.	Option is better addressed and capture under an alternative option Glasgow City Region 1724 <i>Improved cycle facilities at public transport hubs.</i> "
Glasgow City Region 1975	Improve air quality and promote sustainable travel.	Option is better addressed and captured under an alternative option Glasgow City Region 1736 <i>"Promotion of active travel via engaging activities and media. Health benefits, save money etc."</i>
Glasgow City Region 1976	Improved promotion of active travel infrastructure.	National 20 Strategic urban active travel corridors: Provide high quality, segregated active travel routes on every major radial route and distributor road in Scotland's towns and cities, with connections to each major trip attractor
Glasgow City Region 1977	Greater investment in active travel, and green travel. Make sure investment is best possible strategy.	Option is quite general and a number of Active Travel packages exist which see greater investment in Active Travel including but not limited to Connecting more Settlements to the NCN, Active travel hubs, Strategic Route Footway Enhancements, Strategic Urban Active Travel Corridors
Glasgow City Region 1978	Safer pedestrian and cycle routes, particularly around City Centre construction sites.	A number of Active Travel packages exist including (but not limited to) Glasgow City Region 1721 "Increasing priority of pedestrians and cyclists over road vehicles", Glasgow City Region 1691 Use of disused railway lines for active travel paths



High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Glasgow City Region 1990	Extension of Fastlink to other routes (bus).	Option is captured through a number of options which form the Glasgow Metro Grouping including (but not limited to) Glasgow City Region 1893 Reintroduce tram network to Glasgow City, Glasgow City Region 1896 "Expansion of real services in and around Glasgow City, more light rail providing reliable alternative to driving."
Glasgow City Region 1998	Provide real time passenger information displays at bus stops. Specific suggestion in Paisley Town Centre.	Option is better addressed and capture by National 202 "Travel Information Provision, including RTI: Improve the provision and promotion of information for planning journeys across all modes in Scotland to enable/empower people to make informed and more sustainable choices; and help them make informed decisions when faced with potential journey challenges"
Glasgow City Region 2002	General bus stop improvements. More local stops, raised kerbing, better planning of placement, improved shelters.	Option is not considered to perform well against the STPR Transport Planning Objectives for the region and is quite vague. A number of options seek to improve bus infrastructure across the region.
Glasgow City Region 2014	Extend rural bus services to travel through village centres, rather than just the edge of the village.	Option is addressed and capture by an alternative option Glasgow City Region 1919 " <i>Better connectivity to rural parts of Scotland, and potential shift to community transport.</i> "
Glasgow City Region 2019	Make all buses in Glasgow electric.	Option is being progressed under Glasgow City Region 1748 - Carbon neutral or low carbon transport options, Hydrogen buses, etc.
Glasgow City Region 2026	Increase ferry services to Scottish islands	Captured as part of another option. Argyll & Bute : Consider introduction of new ferry routes between islands and peninsulas

<b>High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity</b>		
Reference	Option Title	Rationale
Glasgow City Region 2033	Reallocate road space in the city, removing on street parking and improving the public realm for pedestrians, cyclists and public transport users.	Aspects of this option are already being developed by Glasgow City Council as part of their Avenues project. Other options being progressed in STPR2 for further consideration include Glasgow City Region 1721 "Increasing priority of pedestrians and cyclists over road vehicles."
Glasgow City Region 2034	Generally increased connectivity to/from Glasgow City Centre.	This option is not sufficiently detailed and many options look to deliver increased connectivity to Glasgow City Centre including options captured under the Glasgow Metro grouping, Regional Bus Priority and Strategic Urban Active Travel Corridors
Glasgow City Region 2036	Strategic repurposing of the road network to prioritise people friendly public spaces.	A number of options look to consider this including (but not limited to) Glasgow City Region 1718 "General active travel infrastructure", Glasgow City Region 1721 "Increasing priority of pedestrians and cyclists over road vehicles."
Glasgow City Region 2039	Cutting carbon emissions could be achieved by having people working closer to home, so even more capacity on transport systems is not needed because people travel less. Allow employees to work from home.	This option is captured through the National and Regional Behaviour change programme groupings.
Glasgow City Region 2047	Work with partners to develop the gateway to Loch Lomond and the Trossachs National Park through strategic accessibility improvements	A number of options are being considered under the groupings Regional Connectivity/Frequency and Key Trip Attractor Accessibility by Active Travel which are considered to address this option

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Glasgow City Region 2048	Work with partners to deliver the North Clydeside Development Route to improve public and private transport provision between Glasgow and Clydebank along the Dumbarton Road corridor.	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. However, option to improve public transport along this corridor are picked up through the Glasgow Metro grouping.
Glasgow City Region 2050	Investment in infrastructure that enables people to consider various methods of transport.	Option is not sufficiently defined and a number of other options capture this more comprehensively including groupings to provide 'Improved Information on Sustainable Travel Modes'
Glasgow City Region 2052	Better equipped transport for bad weather. Improved transport network resilience.	A number of options are progressed which consider options to improve network resilience including: National 169 Climate Change Mitigation & Adaptation: Scottish Government to carry out a resilience review of the transport network to minimise the level of disruption from extreme weather events.
Glasgow City Region 2055	Rail, foot, cycle and ferry options should be feasible and attractive for rural tourism.	Option is not sufficiently defined and other options look to achieve this, including (but not limited to) Glasgow City Region 1834 - Reduces the Need to Travel Unsustainably, Car hire options at train stations for travel to rural areas and Glasgow City Region 1732 Dedicated cycle/walkways along rural roads connecting villages.

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Glasgow City Region 2057	Better connected active travel provision from the outskirts of Glasgow into the City Centre.	A number of Active Travel packages exist including (but not limited to) a grouping to consider strategic urban active travel corridors on major radial routes in Scotland's towns and cities and a grouping consider the strategic expansion of the NCN.
Glasgow City Region 2059	Connectivity and overview of infrastructure and transport planning in Glasgow.	A number of options look to consider improving connectivity in and around Glasgow including but not limited to options within the Glasgow metro grouping and within the Strategic Active Travel Corridors within and between Urban Areas (Active Freeways) grouping
Glasgow City Region 2061	Travel demand management measures in Glasgow City Region	Another option (National 52 "Demand Management: Measures to remove need or delay need for significant infrastructure interventions) addresses the same problem / opportunity
Glasgow City Region 2063	Focus on public transport instead of private cars. Car free days, restricted lane usage, more affordable fares.	Other options capture measures to encourage sustainable modal shift including (but not limited to) a grouping considering Regional Bus Priority, and Glasgow City Region 1721 "Increasing priority of pedestrians and cyclists over road vehicles." Suggestions of car free days, and increased walking times at signalised junctions. Note that options relating to fares are out of scope for STPR2.
Glasgow City Region 2064	Major pedestrianisation of City Centres and removal of through traffic.	Aspects of this option are already being developed by Glasgow City Council as part of their Avenues project. Other options being progressed in STPR2 for further consideration include Glasgow City Region 1721 Increasing priority of pedestrians and cyclists over road vehicles.

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Glasgow City Region 2070	Put a roof on motorway at Charing Cross, and remove some motorway slip roads.	Glasgow City Region 1690 "Progress plans to build a roof over the M8 at Charing Cross creating pedestrian space in front of Mitchell Library"
Glasgow City Region 2073	Specific roads made safer to cycle on by reducing speed of motor vehicles.	A number of options are being progressed under the Road Safety (Vision Zero) Measures (Nationwide) grouping which seeks to consider road safety measures including speed restrictions and safety campaigns.
Glasgow City Region 2074	Improved road network in and around cities, completion of any 'missing links' in the transport network.	A grouping to consider Trunk Road Improvements includes options Glasgow City Region 2224 - Targeted Infrastructure Improvements Targeted expansion of the trunk road network with a focus on reducing congestion at pinch points through additional lanes, junction enhancements and more, Glasgow City Region 2225 - Targeted Infrastructure Improvements M74 south of Motherwell - 3 lanes of motorway, Glasgow City Region 1935 - Targeted Infrastructure Improvements M80 Corridor - Increase number of lanes between Glasgow and Stirling, increase capacity around Cumbernauld.
Glasgow City Region 2078	Allow flexible working hours to stagger the existing rush hour of traffic. Also working from home to take traffic off the roads completely.	This option is captured through the National and Regional Behaviour change programme groupings.
Glasgow City Region 2094	Repurpose road spaces, and prioritise towards sustainable modes of transport. Pedestrianise more roads etc.	This options is not sufficiently defined and is captured through a number of options being progressed including (but not limited to) Glasgow City Region 1743 "Region wide network of corridors with bus priority", Glasgow City Region 1722 "Implement car free zones, specifically in Glasgow City Centre."

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Glasgow City Region 2100	Major funding initiative for community transport.	This option is quite vague and it is noted that other options are progressed that consider Demand Responsive Transport and Community Transport including Glasgow City Region 1919 "Better connectivity to rural parts of Scotland, and potential shift to community transport." and Glasgow City Region 1749 "Allow third party organisations to access transport resources in deprived areas. Invest in community transport availability, and fill in gaps in current public transport provision."
Glasgow City Region 2107	Ensure drivers pay a fair share of the social cost of using cars, increased air pollution etc.	Option captured through grouping Travel Demand Management: Measures to effectively manage demand and encourage more sustainable travel options.
Glasgow City Region 2109	Improved public transport journey times and reliability.	Option is better addressed and capture by an alternative option Glasgow City Region 1907 " <i>Improve RTPI, bus timetabling. Flexibility of bus services, reliability and real time information.</i> "
Glasgow City Region 2119	Improve and increase links to south of Glasgow.	Option is captured through a number of options under the Regional Connectivity grouping and including (but not limited to) Glasgow City Region 1836 Increased integration between all public transport modes and operators. Improved connectivity between bus stops and rail stations.
Glasgow City Region 2121	Improved security measures at bus stops and train stations, and on buses and trains. CCTV etc.	National 86 Bus Stops: Improve the quality of bus stop facilities in both rural and urban areas. Security on public transport is not in scope for STPR2

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Glasgow City Region 2122	More buses/train carriages during rush hour.	A number of rail packages exist that consider specific routes - this option would be considered through those packages but is too broad in the definition given here. Examples of options being considered include (but are not limited to) Glasgow City Region 1757 More carriages on train on Glasgow to Gourock and Wemyss Bay lines, Glasgow City Region 1762 Lengthen Trains and Platforms between Glasgow and Kilmarnock, additionally a number of options consider better priority for bus services including (but not limited to) Glasgow City Region 1743 Region wide network of corridors with bus priority.
Glasgow City Region 2123	Review transport infrastructure of other European cities, and address balance of road, cycling and pedestrian infrastructure.	A number of options are being progressed that consider the allocation of road space for active travel and public transport including options under the Thriving Centres Grouping
Glasgow City Region 2126	Reduce reliance on private car and taxis by expanding public transport network.	A number of options look to improve the public transport network including options under the Glasgow Metro Grouping and Regional Connectivity Grouping



High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Glasgow City Region 2129	Climate Change - Invest in public transport, to reduce car usage.	A number of rail packages exist that consider specific routes - this option would be considered through those packages but is too broad in the definition given here. Examples of options being considered include (but are not limited to) Glasgow City Region 1757 More carriages on train on Glasgow to Gourock and Wemyss Bay lines, Glasgow City Region 1762 Lengthen Trains and Platforms between Glasgow and Kilmarnock, additionally a number of options consider better priority for bus services including (but not limited to) Glasgow City Region 1743 Region wide network of corridors with bus priority.
Glasgow City Region 2130	Provide a greater reliability for public transport.	Option is not sufficiently defined and a number of other options capture this more comprehensively.
Glasgow City Region 2131	Work with SPT and ScotRail to improve public transport options to key employment sites.	A number of rail packages exist that consider specific routes - this option would be considered through those packages but is too broad in the definition given here. Examples of options being considered include (but are not limited to) Glasgow City Region 1783 Re-opening disused rail lines through Glasgow, Glasgow City Region 1757 More carriages on train on Glasgow to Gourock and Wemyss Bay lines, Glasgow City Region 1762 Lengthen Trains and Platforms between Glasgow and Kilmarnock.



High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Glasgow City Region 2132	Increase rail capacity in Glasgow network.	A number of rail packages exist that consider specific routes - this option would be considered through those packages but is too broad in the definition given here. Examples of options being considered include (but are not limited to) Glasgow City Region 1783 Re-opening disused rail lines through Glasgow, Glasgow City Region 1757 More carriages on train on Glasgow to Gourock and Wemyss Bay lines, Glasgow City Region 1762 Lengthen Trains and Platforms between Glasgow and Kilmarnock.
Glasgow City Region 2133	Partick Signalling Upgrade/4-track Hyndland East Junction to Partickhill.	Option has been merged with an alternative option Glasgow City Region 1895 " <i>Address bottleneck in rail network between Partick and Hyndland.</i> "
Glasgow City Region 2134	Improved train timetabling. Glasgow Queen Street High Level corridors, reliability.	Option is not sufficiently defined and a number of other options capture this more comprehensively
Glasgow City Region 2136	Forecast passenger growth into/from Glasgow. Suggestion of train lengthening, increased number of services.	Option is not sufficiently defined and a number of other options capture this more comprehensively
Glasgow City Region 2137	More frequent trains from Carstairs and Carlisle to Edinburgh.	Option captured through Glasgow City Region 1774 "Better rail access from Lanarkshire to Edinburgh" and Glasgow City Region 1913 "Upgraded Rail Line between Edinburgh and Glasgow via Carstairs"

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Glasgow City Region 2140	Connection of HS2 to Glasgow. Suggestion of one 'Central' rail station in Glasgow City.	Option captured though other options: Glasgow City Region 1775 - Make Better Use of Existing Capacity Carstairs junction remodelling to accommodate High Speed Rail arrival into Scotland Glasgow City Region 1776 - Four tracking options on the West Coast mainline. Glasgow City Region 1777 Upgrade of Glasgow Central to accommodate HS2 expansion, or other long distance travel. National 69 High Speed Rail: extend High Speed 2 (HS2) scheme to Scotland - possibly via new line through Eurocentral, including upgrade of Glasgow Central and Edinburgh Waverley (and new stations where required) to accommodate HS2 services.
Glasgow City Region 2145	Generally more security in rail stations.	Options under the grouping Regional Passenger Facilities/Station Enhancements: Bus and rail passenger facilities and station enhancement improvements, including improving mobility of passengers and access for all would help to address this..
Glasgow City Region 2146	Increased investment in rail infrastructure. Improved reaction and resilience to problems on network.	Option is not sufficiently defined and a number of other options capture this more comprehensively
Glasgow City Region 2147	Improvements to the Lanarkshire rail infrastructure and network, journey times and more park and ride facilities.	Option is not sufficiently defined and a number of other options capture this more comprehensively

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Glasgow City Region 2148	More services stopping at Carstairs train station.	Option captured through Glasgow City Region 1774 Better rail access from Lanarkshire to Edinburgh and Glasgow City Region 1913 Upgraded Rail Line between Edinburgh and Glasgow via Carstairs
Glasgow City Region 2149	More carriages on trains on Glasgow to Wemyss Bay line.	Option is better addressed and capture by an alternative option Glasgow City Region 1757 - <i>More carriages on trains on Glasgow to Gourock and Wemyss Bay lines.</i>
Glasgow City Region 2151	Improve station facilities and environment.	Option is not sufficiently defined and a number of other options capture this more comprehensively
Glasgow City Region 2152	Lengthen Trains and Platforms in Strathclyde	Option is not sufficiently defined and a number of other options capture this more comprehensively. Note that a number of corridors are being considered for longer trains / more trains etc
Glasgow City Region 2164	Increase in EV charging points. Suggestions of Glasgow City, South Lanarkshire. Providing a charging point at every parking space in Glasgow.	A number of other options capture this under the EV car schemes grouping. These include (but are not limited to) National 469 "EVs: Provide further support for low carbon vehicle infrastructure development and procurement."
Glasgow City Region 2169	Improve and maintain road infrastructure/structures on trunk road network (Suggestions for improving M8 urban sections; Woodside viaduct)	Option captured through Strategic Maintenance_01 Strategic Roads Maintenance on the Trunk Roads network, incorporating programmed strengthening and improvement to carriageways, structures and ancillary assets (excluding routine and cyclic maintenance).

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Glasgow City Region 2170	Demand managed motorways and bus lanes.	This option is not sufficiently defined and is picked up in options grouped under Regional Bus Priority and Travel Demand Management including Glasgow City Region 1741 Smart' road management, management of travel demands to discourage motorised transport.
Glasgow City Region 2174	Improvements to road network in central belt/north of Scotland to alleviate congestion.	Option is not sufficiently defined and a number of other options capture this more comprehensively.
Glasgow City Region 2178	Increase use of car sharing/pool. Provide incentives.	Options under the National and Regional Behaviour Change groupings are considered to address this better.
Glasgow City Region 2183	A82 upgrade.	Option is better addressed by an alternative option Glasgow City Region 1941 ( <i>A82 road upgrades between Glasgow and Inverness.</i> ).
Glasgow City Region 2189	Significant reallocation of public road space to active travel modes. Pedestrianise town centres.	Aspects of this option are already being developed by Glasgow City Council as part of their Avenues project. Other options being progressed in STPR2 for further consideration include Glasgow City Region 1721 Increasing priority of pedestrians and cyclists over road vehicles.
Glasgow City Region 2194	M8/M74/M77 - Kinning Park merge improvements.	Option is better address and capture by an alternative option Glasgow City Region 1868 " <i>M8/M74/M77 - Key Junction improvements.</i> "
Glasgow City Region 2198	Support and incentives for swapping traditional cars for EV.	A number of other options capture this under the EV car schemes grouping. These include (but are not limited to) National 469 "EVs: Provide further support for low carbon vehicle infrastructure development and procurement."

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Glasgow City Region 2201	M8/M77 Kinning Park flyover. More sensible way of merging the motorways rather than the existing 'loop' route.	Option is better address and capture by an alternative option Glasgow City Region 1868 " <i>M8/M74/M77 - Key Junction improvements.</i> "

High Level Rationale for Sifting Out: Option is being progressed elsewhere		
Reference	Option Title	Rationale
Glasgow City Region 1943	Bring improvements to Motherwell train station.	Motherwell Station is currently undergoing a £14.5m development to transform the station building and its facilities
Glasgow City Region 1955	The new Stewartfield Way project will create more congestion than it solves and should be a completely grade separated dual carriageway with ramp access to existing roads.	This option is being progressed through the GCR City Deal
Glasgow City Region 1956	Bishopbriggs Relief Road active travel corridor.	This option is being progressed through the GCR City Deal
Glasgow City Region 1993	New bus based park and ride at Eurocentral.	This options is being developed as part of the Glasgow City Region City Deal

### High Level Rationale for Sifting Out: Option is being progressed elsewhere

Reference	Option Title	Rationale
Glasgow City Region 2016	Bus prioritisation measures on motorways and trunk road network (M8, M74, M77 etc)	This option is being developed by Transport Scotland as part of the Managed Motorways project.
Glasgow City Region 2017	Bus prioritisation measures on motorways and trunk road network, where hard shoulders are available (M8, M74, M77 etc)	This option is being developed by Transport Scotland as part of the Managed Motorways project.
Glasgow City Region 2021	Accessible strategic bus park and ride facilities supporting the M77, with dedicated bus lane on motorway.	This option is being developed by Transport Scotland as part of the Managed Motorways project.
Glasgow City Region 2037	A803 improvements. Mitigate congestion and improve air quality. Bus priority works at junction 15, feasibility report produced.	Option is out of scope for STPR2 as it is regarding a Local road which is also currently being progressed as part of Glasgow City Region City Deal.
Glasgow City Region 2066	Accessible strategic bus park and ride facilities supporting the M74, with bus priority measures on motorway.	Option is being considered as part of the managed motorways around the Glasgow Region
Glasgow City Region 2067	Accessible strategic bus park and ride facilities supporting the M80, with bus priority measures on motorway.	Option is being developed as part of the Managed Motorways around the Glasgow Region
Glasgow City Region 2068	Accessible strategic bus park and ride facilities supporting the M8, with bus priority measures on motorway.	Option is being developed as part of the Managed Motorways around the Glasgow Region
Glasgow City Region 2069	M8 Bus Priority Measures and Park-&-Ride Network between Glasgow City Centre, Glasgow Airport and Areas to the west	Option is being developed as part of the Managed Motorways around the Glasgow Region

High Level Rationale for Sifting Out: Option is being progressed elsewhere		
Reference	Option Title	Rationale
Glasgow City Region 2144	Further develop Queen Street station to model St. Pancras in London.	Glasgow Queen Street has recently undergone significant investment and remodelling. This option is not considered to address problems / opportunities in the region.
Glasgow City Region 2156	HOV lanes on all trunk roads (M8, M74, M77 etc)	This option is being developed by Transport Scotland as part of the Managed Motorways project.
Glasgow City Region 2213	M8 Junction 15 improvement.	This option is being developed by Transport Scotland as part of the Managed Motorways project.
Glasgow City Region 2216	Upgrade of M80 Junction 1/M8 Junction 13	This option is being developed by Transport Scotland as part of the Managed Motorways project.
Glasgow City Region 2028	Improved Clyde Ferry Services Resilience: upgrade Gourock linkspan to create port of refuge	Gourock redevelopment has been undertaken and the port now can operate as a port of refuge.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Glasgow City Region 1939	Selective Upgrades to the A77	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Glasgow City Region 1944	Increase number of coach pick ups or shared taxis to and from airports.	Options relating to car share and revenue funding are out of scope for STPR2.
Glasgow City Region 1985	Electrification of air travel.	Options related to air services, including operation / expansion of airports and new flights / changes to existing flights are out of scope.
Glasgow City Region 1945	Increased focus and investment in active travel measures. Reduce funding of trunk road and major road infrastructure.	Options relating to funding are out of scope for STPR2
Glasgow City Region 1947	Downgrade the Clydeside Expressway and M8, within the City Centre boundaries, to large urban roads with associated cycling infrastructure. Suggestion to include availability for metro/tram lines along road.	Reclassification of roads to Trunk Roads or vice versa is out of scope for STPR2. Option also performs poorly against sifting and deliverability criteria
Glasgow City Region 1948	Climate Change - Decrease air travel infrastructure investment.	Options related to air services, including operation / expansion of airports and new flights / changes to existing flights are out of scope.
Glasgow City Region 1949	Grant schemes change to EV, scrapping of old petrol/diesel cars in exchange for EV.	Options that relate to revenue funding are Out of Scope for STPR2.



<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Glasgow City Region 1951	Apply Glasgow City Centre's 'smart grid system' across whole region, utilising TROs to change road use.	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Glasgow City Region 1952	Bascule Bridge over the White Cart to be prepared for the GAIA (Glasgow Airport Investment Area).	This option relates to the provision of a local road and is part of a package of measures being delivered through the Glasgow City Region City Deal.
Glasgow City Region 1953	Downgrade of the M8 through Glasgow City Centre, and instead re-route traffic by the M73/M74.	Reclassification of roads to Trunk Roads or vice versa is out of scope for STPR2. Option also performs poorly against sifting and deliverability criteria
Glasgow City Region 1954	Resident permit parking, and increased charging for households with more than one car.	Option is out of scope for STPR2 as it relates to the way in which transport is regulated.
Glasgow City Region 1959	Increased focus in the planning process for active travel. Mandatory infrastructure provided by developers.	Planning led initiatives (e.g. changes to the statutory planning process) are out of scope. Options related to development are also out of scope.
Glasgow City Region 1964	Improve maintenance of pathways, especially to public transport. Specifically in autumn/winter.	Option is out of scope for STPR2 as it relates to routine maintenance.
Glasgow City Region 1965	Improved maintenance of cycle routes. Potholes, better surfaces etc.	Option is out of scope for STPR2 as it relates to routine maintenance.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Glasgow City Region 1967	Work with employers to help get more people using active travel, including subsidised public transport.	Planning led initiatives (e.g. changes to the statutory planning process) are out of scope. Options related to development are also out of scope.
Glasgow City Region 1968	Community led active travel, not by local authority.	Option is out of scope for STPR2 as it relates to governance
Glasgow City Region 1969	Focus on active travel during planning process, rather than road users.	Planning led initiatives (e.g. changes to the statutory planning process) are out of scope. Options related to development are also out of scope.
Glasgow City Region 1972	Councils to upgrade and adopt footpaths and cycleways that lead to town/village centres.	Option is out of scope for STPR2 as it relates to governance
Glasgow City Region 1979	Improvements to maintenance of footways and footpaths. Continuous footpaths between housing developments and bus stops required.	Routine / Cyclic maintenance is out of scope for STPR2
Glasgow City Region 1980	Increase number of flight routes from Glasgow, Edinburgh and Prestwick.	Option is out of scope for STPR2 as it relates to air services.
Glasgow City Region 1981	More frequent air travel services, internal UK flights.	Option is out of scope for STPR2 as it relates to air services.
Glasgow City Region 1982	Decrease air fares or Air Passenger Duty, currently too expensive.	Option is out of scope for STPR2 as it relates to taxation.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Glasgow City Region 1984	Taxation of all flying in proportion to their level of pollution	This option relates to Air Passenger Duty and this is out of scope for STPR2
Glasgow City Region 1986	Increase Air Passenger Duty.	This option relates to Air Passenger Duty and this is out of scope for STPR2
Glasgow City Region 1987	Bring both of Glasgow's airports under single ownership. 'Glasgow Airport Authority'.	Option is out of scope for STPR2 as it relates to air services and governance
Glasgow City Region 1988	Improve current frequency of bus services between Bearsden/Milngavie and Bishopbriggs/Kirkintilloch.	Options that relate to revenue funding are Out of Scope for STPR2.
Glasgow City Region 1989	BAA Glasgow will work with bus companies to analyse staff areas of work journey origin and to identify areas of unfulfilled demand for possible consideration of new bus services and to optimise timetables of existing services where concentrations of airport workers have been identified.	Option is out of scope for STPR2 as it does not directly involve TS or RTP/LA partners.
Glasgow City Region 1991	Improvements to bus access in Branchton.	It is not clear what the option is seeking to address but options that relate to revenue funding as well as options relating to local roads are Out of Scope for STPR2.
Glasgow City Region 1992	North Local Area Partnership Cumbernauld Bus Station Improvement Study	Whilst a study would be out of scope, there is a package considering 'Regional Interchange' which would consider hubs such as Cumbernauld

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Glasgow City Region 1994	Increase in express buses at peak times. Suggestion of Clarkston to Glasgow via M8, Eaglesham to Glasgow, East Kilbride to Glasgow.	Options that relate to revenue funding are Out of Scope for STPR2.
Glasgow City Region 1996	Improved road quality of key bus corridors, to improve comfort/experience.	Option is out of scope for STPR2 as it is understood to relate to the quality of the road surface and therefore relates to maintenance. Other options to improve the efficiency of bus priority are being considered in STPR2
Glasgow City Region 1997	Strategic funding for bus operators, to provide national coverage, affordability and quality.	Options that relate to revenue funding are Out of Scope for STPR2.
Glasgow City Region 1999	Availability of buses in rural areas, improve journey times to employment centres, improve reliability. Service suggestions include Bridge of Weir to Glasgow, and Castlecary to Glasgow.	Options that relate to revenue funding are Out of Scope for STPR2.
Glasgow City Region 2000	More buses to and from Braehead, Silverburn, Forge etc, from Paisley along Paisley Road West.	Options that relate to revenue funding are Out of Scope for STPR2.
Glasgow City Region 2001	Public ownership of bus service only.	Option is out of scope for STPR2 as it relates to governance framework of bus services.
Glasgow City Region 2005	Improve bus services between Cambuslang and East Kilbride.	Options that relate to revenue funding are Out of Scope for STPR2.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Glasgow City Region 2006	Direct bus link between Drumchapel and QEUH.	Options that relate to revenue funding are Out of Scope for STPR2.
Glasgow City Region 2008	Put yellow lines at bus stops on Broomloan Road	Options that relate to local roads (not including those that provide access to major ports, airports or nationally significant NPF4 sites, or relate to strategic bus priority or active travel links) are Out of Scope for STPR2.
Glasgow City Region 2009	Review of buses in Greater Glasgow, and consideration of 'free at point of use' strategy.	Options that relate to revenue funding and concessionary fares are Out of Scope for STPR2.
Glasgow City Region 2010	A reduction in buses along Hope Street and Union Street, to reduce pollution.	Changes to the way in which transport is regulated, delivered and operated is out of scope
Glasgow City Region 2011	Increase in inter community buses.	Options that relate to revenue funding are Out of Scope for STPR2.
Glasgow City Region 2012	Update bus timetables on poles on Broomloan Road and Summertown Road.	Out of scope for STPR2 as this is a Local Roads issue
Glasgow City Region 2013	Parking restrictions on bus routes.	Enforcement measures as a standalone option are out of scope
Glasgow City Region 2015	Bus service between Barrhead and Eastwood. Suggestion of 'right development in right places'.	Options that relate to revenue funding are Out of Scope for STPR2.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Glasgow City Region 2018	BAA Glasgow to work with bus companies to analyse passenger data and potential corridors for new bus routes.	Option is out of scope for STPR2 as it does not directly involve TS or RTP/LA partners.
Glasgow City Region 2020	Direct bus links into City Centre.	Options that relate to revenue funding are Out of Scope for STPR2.
Glasgow City Region 2022	River Clyde: development of water transport services (e.g. ferries, cargo vessels, water taxis) on the River Clyde for passengers and freight	Option is out of scope for STPR2 as it relates to water based transport on a canal or estuary.
Glasgow City Region 2023	River Clyde: development of water transport services (e.g. ferries, cargo vessels, water taxis) on the River Clyde for passengers and freight	Option is out of scope for STPR2 as it relates to water based transport on a canal or estuary.
Glasgow City Region 2025	River Clyde: development of water transport services (e.g. ferries, cargo vessels, water taxis) on the River Clyde for passengers and freight	Option is out of scope for STPR2 as it relates to water based transport on a canal or estuary.
Glasgow City Region 2027	Review whether RET (Road Equivalent Tariff) should apply to all ferry users, rather than only island residents.	Options relating to RET are out of scope for STPR2
Glasgow City Region 2032	Mossend Rail freight study,	Option is out of scope for STPR2 as it is a study rather than an intervention. A number of options are being progressed that consider rail freight.
Glasgow City Region 2035	South Lanarkshire - Stewartfield Way Transport Capacity Improvements.	Option is out of scope for STPR2 as it is regarding a Local road which is also currently being progressed as part of Glasgow City Region City Deal.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Glasgow City Region 2038	Transport contribution to regeneration of Barrhead and East Renfrewshire, including new link road between Barrhead and M77.	Option is out of scope for STPR2 as it is regarding a Local road. It is noted also that the Glasgow City Region City Deal is considering links from the M77 to Barrhead.
Glasgow City Region 2040	Feasibility and design for improvements at Lilybank Road & Gibshill Road	Local roads are out of scope for STPR2
Glasgow City Region 2041	Bridge widening at Lilybank Road (Local road in Port Glasgow) to improve safer access to schools by active travel.	Local roads are out of scope for STPR2
Glasgow City Region 2042	Improvements to A73 - reduce congestion and improve access to public transport. Junction improvements on the A73 in support of the Air Quality Management plan for Chapelhall AQMA.	Option is not strategic or in scope for STPR2 as it relates to the local road network (although note that A73 is picked up in the Bus improvements packages)
Glasgow City Region 2043	Provide alternatives within transport, to allow for flexibility of services.	Option is not sufficiently defined and a number of other options capture this more comprehensively.
Glasgow City Region 2045	Glasgow Airport Investment Area.	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.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Glasgow City Region 2046	Clyde Waterfront and Renfrew Riverside project.	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.
Glasgow City Region 2053	When new developments are proposed, public transport and active travel should be prioritised. Carbon emission assessments should also be undertaken.	Planning led initiatives (e.g. changes to the statutory planning process) are out of scope. Options related to development are also out of scope.
Glasgow City Region 2054	Improved training for all road users. Including car drivers overtaking cyclists, and promotion of active travel.	Option related to training are out of scope for STPR2
Glasgow City Region 2056	Scottish hub airport (e.g. Schiphol) with integrated public transport options.	Option is out of scope for STPR2 as it relates to the provision of a new airport. Options related to air services, including operation / expansion of airports and new flights / changes to existing flights are out of scope.



High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Glasgow City Region 2058	Increased investment in public transport infrastructure. Suggestions of tram/metro, transport hubs and physical improvements such as seating and shelters.	Changes to the way in which transport is regulated, delivered and operated are out of scope. A number of options look to consider improving connectivity in and around Glasgow including but not limited to options within the Glasgow metro grouping and within the Strategic Active Travel Corridors within and between Urban Areas (Active Freeways) grouping
Glasgow City Region 2071	Investing in more transport links to remote or isolated areas.	Options related to revenue funding are out of scope for STPR2. It is noted that options are being considered through the DRT and Community Transport Grouping.
Glasgow City Region 2072	Improved conditions of roads and pavements (they are shocking in the Arden area)	Routine / Cyclic maintenance is out of scope for STPR2
Glasgow City Region 2075	Increased integration between Local Authorities, developments and transport links.	Option is out of scope for STPR2 as it relates to governance and the planning process
Glasgow City Region 2076	North Lanarkshire - Community Growth Area; Lanarkshire Orbital Transport Corridor.	Options relating to local roads are out of scope for STPR2
Glasgow City Region 2079	Improve mobile technology and digital connectivity on public transport. Buses, trains and subway.	The delivery of digital connectivity / 5G or subsequent successors is out of scope

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Glasgow City Region 2080	Government departments to be required to locate major office bases in town and city centres wherever possible, instead of out-of-town locations which are inherently more car dependent for access.	Planning led initiatives (e.g. changes to the statutory planning process) are out of scope. Options related to development are also out of scope.
Glasgow City Region 2081	Encourage businesses to site new premises out with the City Centre, to reduce traffic entering congested network.	Planning led initiatives (e.g. changes to the statutory planning process) are out of scope. Options related to development are also out of scope.
Glasgow City Region 2082	Generally improved drainage and addressing flooding.	Option is not in scope as not a direct transport project. A grouping is considered titled "Improve the Resilience of the Strategic Transport Network" which includes options such as National 169 Climate Change Mitigation & Adaptation: Scottish Government to carry out a resilience review of the transport network to minimise the level of disruption from extreme weather events.
Glasgow City Region 2083	Promote idea of multiple economic nuclei around the main cities, rather than only in a few cities currently.	Planning led initiatives (e.g. changes to the statutory planning process) are out of scope. Options related to development are also out of scope.
Glasgow City Region 2084	Enforcement of traffic laws, for all road users. Longer driving bans for dangerous driving, punishing cyclists for not obeying red lights.	Enforcement measures as a standalone option are out of scope

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Glasgow City Region 2086	Intelligent land use planning and support to LAs for quicker adoption to provide safe cycling facilities to/from rail stations, e.g. bikes on rail stations but no cycling infrastructure beyond the station.	Planning led initiatives (e.g. changes to the statutory planning process) are out of scope. Options related to development are also out of scope.
Glasgow City Region 2087	Deliver City Centre transformation (City Centre Development Framework).	Planning led initiatives (e.g. changes to the statutory planning process) are out of scope. Options related to development are also out of scope. It is noted that a number of options are progressed that look to transform public realm and transport use in the City Centre.
Glasgow City Region 2089	Integrated and partnered land use planning. Should increase evidence and strategic demand.	Planning led initiatives (e.g. changes to the statutory planning process) are out of scope. Options related to development are also out of scope.
Glasgow City Region 2090	General improvements to planning process, including detailed early engagements, planning of road networks, and preventing local authorities approving developments without proper mitigation.	Planning led initiatives (e.g. changes to the statutory planning process) are out of scope. Options related to development are also out of scope.
Glasgow City Region 2091	GCC to actively engage with the Vacant and Derelict Land Commission.	Planning led initiatives (e.g. changes to the statutory planning process) are out of scope. Options related to development are also out of scope.
Glasgow City Region 2092	Remove political boundaries within the region, total rethink of governance to have a full regional approach.	Option is out of scope for STPR2 as it relates to governance.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Glasgow City Region 2093	Workplace parking levy.	Option is out of scope for STPR2 as it relates to Workplace Parking Levies which are out of scope (Note - there is already provision for local authorities to undertake this in the Transport Act).
Glasgow City Region 2095	Reduced fares based on low income.	Concessionary fares are out of scope for STPR2
Glasgow City Region 2096	Increased funding for Equalities Act, and community projects.	Option is out of scope for STPR2
Glasgow City Region 2097	Reduced fares based on age (young, elderly etc.)	Concessionary fares are out of scope for STPR2
Glasgow City Region 2098	Buy all surface parking in Central Glasgow and sell it for high-density, mixed use development.	Planning led initiatives (e.g. changes to the statutory planning process) are out of scope. Options related to development are also out of scope.
Glasgow City Region 2099	A generally empowered and well funded authority. Include partnership working between commercial, community and statutory sectors.	Option is out of scope for STPR2 as it relates to governance
Glasgow City Region 2108	Free public transport for students/elderly.	Concessionary fares are out of scope for STPR2

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Glasgow City Region 2110	Free public transport for all.	Concessionary fares are out of scope for STPR2
Glasgow City Region 2111	Subsidising of public transport services. Potentially operating as 'not for profit'.	Options relating to revenue funding are out of scope for STPR2
Glasgow City Region 2112	Improved public transport between villages to hospitals and GP services.	Options relating to revenue funding are out of scope for STPR2
Glasgow City Region 2113	Reduction in cost of public transport.	Concessionary fares are out of scope for STPR2
Glasgow City Region 2114	Re-regulation of bus service/operators, to improve efficiency of routing and timetabling.	Option relates to governance and is out of scope for STPR2.
Glasgow City Region 2115	Public ownership of public transport.	Option relates to governance and is out of scope for STPR2.
Glasgow City Region 2116	General review of ticketing and fares on public transport.	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
Glasgow City Region 2117	Free public transport for commuters.	Concessionary fares are out of scope for STPR2

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Glasgow City Region 2118	Improved bus connectivity to rail stations. Suggestions of regular services, and closer bus stops to rail stations.	Option is out of scope for STPR2 as it relates to governance framework of bus services.
Glasgow City Region 2120	Transport for Glasgow' creation.	Option is out of scope for STPR2 as it relates to governance
Glasgow City Region 2124	Make public transport affordable to rural Scotland. Suggestion of using wind farm funds to subsidise fares.	Concessionary fares are out of scope for STPR2
Glasgow City Region 2127	Improve or increase bus routes and facilities at Croy rail station.	Revenue funding for public transport is out of scope for STPR2
Glasgow City Region 2128	Invest (ideally nationalise) all public transport, creating an integrated network.	Option relates to governance and is out of scope for STPR2.
Glasgow City Region 2135	24 hour public transport service.	Revenue funding for public transport is out of scope for STPR2
Glasgow City Region 2138	Later public transport to and from Glasgow, during weekdays and weekends. Buses, trains and subway operating times to be extended.	Revenue funding for public transport is out of scope for STPR2
Glasgow City Region 2139	Public ownership of rail service only.	Option is out of scope for STPR2 as it relates to governance.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Glasgow City Region 2141	Ban alcohol on all train services, out with dining carriages.	Option relating to security on public transport are out of scope for STPR2
Glasgow City Region 2142	Improving the layout of trains to improve space efficiency.	Option is out of scope for STPR2 because it relates to vehicle design
Glasgow City Region 2143	More reliable train services. Not allowed to cancel stops on a service with no notice.	Changes to the way in which transport is regulated, delivered and operated out of scope.
Glasgow City Region 2150	Review transport infrastructure City Deal governance, raising to a regional or national level, e.g. Glasgow Airport Rail Link.	Option is out of scope for STPR2 as it relates to governance.
Glasgow City Region 2154	Better use of existing roads, reprioritise misfit road space towards all sustainable modes.	Option does not specify trunk road network and is assumed to be local road and out of scope.
Glasgow City Region 2155	Easier diversionary options when roads are closed.	Option does not specify trunk road network and is assumed to be local road and out of scope.
Glasgow City Region 2157	Cardowan Link road study.	Option relates to local road and is therefore out of scope for STPR2
Glasgow City Region 2158	Gartloch Road Upgrade.	Option relates to local road and is therefore out of scope for STPR2

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Glasgow City Region 2160	M74 to A723 - Airbles Road, Hamilton Road to Ravenscraig. Spine Road Upgrade.	Option relates to local road and is therefore out of scope for STPR2
Glasgow City Region 2162	Reallocation/repurposing of road network – taking traffic on alternative routes to alleviate congestion.	Option does not specify trunk road network and is assumed to be local road and out of scope.
Glasgow City Region 2163	More one-way streets to keep the flow moving; no on-street parking.	Options is out of scope for STPR2 as it relates to Local Roads
Glasgow City Region 2167	East End Regeneration Route (completion of route)	Option relates to local road and is therefore out of scope for STPR2
Glasgow City Region 2171	Renfrew Northern Distributor Road. New road proposed to link with new Renfrew-Yoker bridge.	Option relates to local road and is therefore out of scope for STPR2
Glasgow City Region 2172	A82 - Implement preferred solution from STAG appraisal - 'hamburger roundabout' at Kilbowie Roundabout along with the relocation of Duntocher Road to the west	Option relates to local road and is therefore out of scope for STPR2
Glasgow City Region 2173	Improved structure of road maintenance. Repair existing roads before investing in new roads.	Routine / Cyclic maintenance is out of scope for STPR2
Glasgow City Region 2175	Improved road quality, quicker/better repairs of road surface (e.g. potholes).	Routine / Cyclic maintenance is out of scope for STPR2



High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Glasgow City Region 2176	A78 relief road for Greenock.	Option relates to local road and is therefore out of scope for STPR2
Glasgow City Region 2179	Upgrade of A73 to motorway.	Option relates to local road and is therefore out of scope for STPR2
Glasgow City Region 2180	A82 road upgrades in the Glasgow area.	Option relates to local road and is therefore out of scope for STPR2
Glasgow City Region 2181	Alternative route to A8 through Greenock.	Option relates to local road and is therefore out of scope for STPR2
Glasgow City Region 2182	Enhancement of the rural roads network, i.e. A71 and consideration of provision of alternative diversionary routes	Option relates to local road and is therefore out of scope for STPR2
Glasgow City Region 2184	Allocate A82 (Great Western Road) and A739 as trunk road network.	Reclassification of roads from local road to trunk road or vice versa is out of scope.
Glasgow City Region 2186	Bypass from west of Inverclyde (Inverkip and Wemyss Bay) to Glasgow.	Option relates to local road and is therefore out of scope for STPR2
Glasgow City Region 2187	Tighter enforcement of traffic laws.	Enforcement measures as a standalone option are out of scope

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Glasgow City Region 2188	Improvements to A72	Option relates to local road and is therefore out of scope for STPR2
Glasgow City Region 2191	Improve maintenance of roads between north Glasgow and villages of west Stirlingshire.	Routine / Cyclic maintenance is out of scope for STPR2
Glasgow City Region 2193	Upgrades required to the Clyde Tunnel and the roads which feed into the network.	Option relates to local road and is therefore out of scope for STPR2
Glasgow City Region 2195	Generally more roads, e.g. Between Erskine and Inchinnan. To cope with housing developments in the area.	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.
Glasgow City Region 2196	Deterrent sentencing for drivers who endanger and injure cyclists.	Option is out of scope for STPR2 as it relates to governance.
Glasgow City Region 2197	Linking of M77 and M8 on southside of Glasgow.	Option relates to local road and is therefore out of scope for STPR2
Glasgow City Region 2199	Improve the road in deprived areas such as Springburn in North Glasgow. -When it is raining in Springburn (Atlas Road), the water overflow and block the circulation of cars.	Routine / Cyclic maintenance is out of scope for STPR2

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Glasgow City Region 2200	Improvements of roads around Carnwath	Routine / Cyclic maintenance is out of scope for STPR2
Glasgow City Region 2203	The re-opening of the old Moss Road between Linwood and the Georgetown Road would have a considerable impact in terms of easing congestion around the St. James Interchange.	Option relates to local road and is therefore out of scope for STPR2
Glasgow City Region 2205	Increased investment in road maintenance and improved streetscapes. Decreased investment in 'big road' spending.	Routine / Cyclic maintenance is out of scope for STPR2
Glasgow City Region 2206	End fuel subsidy.	Option is not in scope for STPR2 as it relates to governance and would require legislative change
Glasgow City Region 2208	Front parking designed out of all new housing and businesses.	Planning led initiatives (e.g. changes to the statutory planning process) are out of scope. Options related to development are also out of scope.
Glasgow City Region 2209	Introduction of traffic lights to roundabouts in East Kilbride.	Option relates to local roads and is therefore out of scope for STPR2
Glasgow City Region 2211	Improve and maintain road infrastructure through Inverclyde. i.e. A78/A8	Routine / Cyclic maintenance is out of scope for STPR2
Glasgow City Region 2212	Toll the Clyde Tunnel, in order to pay for its maintenance.	Routine / Cyclic maintenance is out of scope for STPR2

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Glasgow City Region 2214	Clyde Tunnel/Shieldhall Viaduct upgrades.	Option relates to local roads and is therefore out of scope for STPR2
Glasgow City Region 2218	New Bypass Around Greenock	Option relates to local roads and is therefore out of scope for STPR2
Glasgow City Region 2219	New Motorway Link between the M73 and Coatbridge	Option relates to local roads and is therefore out of scope for STPR2
Glasgow City Region 2221	Forth and Clyde Canal as a route for goods or passengers.	Option is not in scope for STPR2 as it relates to water based transport on canals or estuaries.
Glasgow City Region 2222	Replacement of Life-Expired and Obsolete Gantry-Mounted ITS Equipment M8, M77, M74, M80 Motorways around Glasgow	Routine / Cyclic maintenance is out of scope for STPR2
Glasgow City Region 2228	Improve standard of all public transport, to be modernised. Cleanliness, storage, heated, wi-fi etc.	In vehicle design and layout is out of scope for STPR2

### High Level Rationale for Sifting Out: Option is sifted out based on deliverability criteria

Reference	Option Title	Rationale
Glasgow City Region 2161	Generally reduce number of vehicles on road. Maximising vehicle exclusion areas in city. Odd and even days use (number plates) of cars.	Option is considered to be impractical on deliverability

### High Level Rationale for Sifting Out: Option does not address regional problems/opportunities

Reference	Option Title	Rationale
Glasgow City Region 1966	Make new cycle lanes narrower so that road space isn't taken.	Option does not address regional problems / opportunities and would be detrimental
Glasgow City Region 1983	Policy context for passenger/flight growth at Glasgow Airport, post Glasgow Airport Rail Link implementation. Will improved PT increase number of flights?	Option does not address regional problems / opportunities
Glasgow City Region 1995	Measures to assess decline in bus usage and promote bus use.	Option does not address problems / opportunities. Studies have been undertaken and reporting in the Case for Change documentation. A number of options are being taken forward to make bus use more attractive and reverse trends seeing decline in use.

High Level Rationale for Sifting Out: Option does not address regional problems/opportunities		
Reference	Option Title	Rationale
Glasgow City Region 2003	4a bus, changes to route.	This specific route is not a strategic problem or opportunity for the region and the routing of buses is for the bus operators to consider.
Glasgow City Region 2004	Make bus timetables coincide with opening and closing of schools in nearby area.	This option does not address a problem / opportunity in the region.
Glasgow City Region 2007	Remove bus lanes. They reduce traffic flow and increase travel time for cars.	This option does not address a problem / opportunity in the region.
Glasgow City Region 2024	Increase capacity on ferry routes within/adjacent to Glasgow City Region	Option does not address problems / opportunities in the Glasgow City Region. Options relating to ferry routes adjacent to the GCR are captured in Argyll & Bute and Ayrshire & Arran regions
Glasgow City Region 2029	Proper planning for use of rural roads for freight, with agreed routes.	Option does not address problems / opportunities in the Glasgow City Region.
Glasgow City Region 2030	Restrictions of HGV travel and deliveries to out with peak travel periods.	Option does not address problems / opportunities in the Glasgow City Region.
Glasgow City Region 2031	Motorway passing places for HGVs.	This option is quite vague and does not address problems / opportunities in the Glasgow City Region.

High Level Rationale for Sifting Out: Option does not address regional problems/opportunities		
Reference	Option Title	Rationale
Glasgow City Region 2044	Electricity grid upgrades to support the roll out of EV, for cars and buses.	Option does not address problems / opportunities identified for the Glasgow City Region. It is noted however that there is an grouping to take forward an national action plan for alternative fuels which should pick up possible constraints such as the electricity grid.
Glasgow City Region 2049	Better and clearer road signage, especially for diversionary routes.	Option does not address problems / opportunities identified within the region. Note that diversionary signage on local roads would be Local Authorities to consider.
Glasgow City Region 2051	Like to see traffic moved wherever possible to less populated areas. I live in Glasgow's west end and air quality is, I believe, the worst in Scotland. There is an alternative route for traffic all along South Street that is almost entirely unpopulated and has short side roads onto Dumbarton Road.	Option does not address problems / opportunities identified within the region.
Glasgow City Region 2077	Buchanan Galleries: expansion of shopping centre and relocation of multi-storey car park.	Option does not address problems / opportunities identified for the Glasgow City Region.
Glasgow City Region 2085	Publicise what assets/choices are available and benefits and disbenefits of current situation. Use capital funding in addition to revenue funding to achieve this.	Option does not address problems / opportunities identified for the Glasgow City Region.

High Level Rationale for Sifting Out: Option does not address regional problems/opportunities		
Reference	Option Title	Rationale
Glasgow City Region 2088	Improved land use planning to make out of town shopping centres be park and ride sites during the week.	The problems / opportunities are better captured through the option: National 84 Park & Ride: increase the number of Park & Ride/Choose sites across Scotland. This could include: - Park and Choose at edge of cities - Located on commuter networks
Glasgow City Region 2101	Require every street/road to be classified as local/strategic/in-between and redesigned.	Option does not address problems / opportunities identified for the Glasgow City Region.
Glasgow City Region 2102	Ban/reduction on all new road building and road expansions.	Option does not address problems / opportunities identified for the Glasgow City Region.
Glasgow City Region 2103	Legislation for personal transport such as e-scooters.	Option does not address problems / opportunities identified for the Glasgow City Region.
Glasgow City Region 2104	Maximum parking requirements rather than minimum, in planning terms.	Option does not address problems / opportunities identified for the Glasgow City Region.
Glasgow City Region 2105	Enforcement of ban on parking of vehicles on pavements, and tougher enforcement of illegal parking in general.	Option does not address problems / opportunities identified for the Glasgow City Region.
Glasgow City Region 2106	Increase speed limits to reduce journey times.	Option does not address problems / opportunities identified for the Glasgow City Region.



High Level Rationale for Sifting Out: Option does not address regional problems/opportunities		
Reference	Option Title	Rationale
Glasgow City Region 2125	More transparent communications for communities to provide input on the standards of public transport.	Option does not address problems / opportunities identified in the Glasgow City Region
Glasgow City Region 2166	Reduce car park/shopping centre parking charges.	Option does not address problems / opportunities in the Glasgow City Region
Glasgow City Region 2177	Motorway/Dual Carriageway expansion to Aberdeen/Inverness.	Option does not address problems / opportunities in the Glasgow City Region
Glasgow City Region 2190	Relaxing of car parking charges.	Option does not address problems / opportunities in the Glasgow City Region
Glasgow City Region 2192	Improve maintenance of roads to Stranraer.	Routine / Cyclic maintenance is out of scope for STPR2
Glasgow City Region 2204	Strategy to connect the west of Scotland more reliably to Scottish/UK motorway network.	Option does not address problems / opportunities in the Glasgow City Region
Glasgow City Region 2215	Review of taxi utilisation in City Centre.	Option does not address problems / opportunities in the Glasgow City Region
Glasgow City Region 2220	Investing further in Greenock to allow it to handle the largest container ships in the world	Option does not address problems / opportunities in the Glasgow City Region

High Level Rationale for Sifting Out: Option does not address regional problems/opportunities		
Reference	Option Title	Rationale
Glasgow City Region 1957	Heritage Inverclyde Coastal Trail and Greenock Town Centre proposals.	Option has already been developed
Glasgow City Region 2065	No HS2 for Eurocentral, need to look at another method for Eurocentral Priority Growth Area.	It is not clear what this option is seeking to address but it is not considered to address regional problems / opportunities

High Level Rationale for Sifting Out: Option sifted out due to poor performance against transport planning objectives/sifting criteria		
Reference	Option Title	Rationale
Glasgow City Region 2060	Priority for commuters to park cars in the city, if public transport options from their home is limited.	This option performs poorly against a number of sifting criteria and would be expected to have a negative effect on a number of problems already experienced in the region.
Glasgow City Region 2062	Taxis banned from bus/cycle lanes.	This option performs poorly against a number of sifting criteria and would be expected to have a negative effect on a number of problems already experienced in the region.
Glasgow City Region 2153	Enable movement between M74 and Kingston Bridge to re-route traffic.	Option has been scored against STPR2 criteria and performs poorly against multiple criteria

<b>High Level Rationale for Sifting Out:</b> Option sifted out due to poor performance against transport planning objectives/sifting criteria		
Reference	Option Title	Rationale
Glasgow City Region 2159	M8 Corridor - Improve general performance, 3 lane motorway for full stretch between Glasgow and Edinburgh.	The option scores poorly against a number of criteria including the net zero objective. Capacity problems highlighted related to the routes nearest to Glasgow and Edinburgh rather than the link between them
Glasgow City Region 2165	Reduce reliance on trunk road network. E.g. One road in/out towns in West Dunbartonshire and Inverclyde.	The option scores poorly against a number of sifting criteria including resilience and equality
Glasgow City Region 2168	Provide alternative to Charing Cross section of M8, possibly re-route through Clyde Tunnel.	This option scores poorly across the criteria and is not considered to address problems in the region in a way that is consistent with the objectives
Glasgow City Region 2202	M8/M74 merge at Kingston Bridge.	Option has been scored against STPR2 criteria and performs poorly against multiple criteria
Glasgow City Region 2207	Smart' traffic lights, to allow better flow of traffic and reduce pollution.	Option relates to local roads and is therefore out of scope for STPR2
Glasgow City Region 2210	Remove free parking in Glasgow, other than for disabled users.	Option is not strategic but should be considered at regional or national level.
Glasgow City Region 1935	M80 Corridor - Increase number of lanes between Glasgow and Stirling, increase capacity around Cumbernauld.	Option performs poorly against sifting criteria in particular against the net zero objective.

High Level Rationale for Sifting Out: Option sifted out due to poor performance against transport planning objectives/sifting criteria		
Reference	Option Title	Rationale
Glasgow City Region 2185	Strategy for the A82 to improve reliability of the road network, and reliance on surrounding routes. Suggestion of additional route to avoid closure at Milton.	This option scores poorly across the criteria and is not considered to address problems in the region in a way that is consistent with the objectives
Glasgow City Region 2217	Extension of Glasgow Southern Orbital from East Kilbride to M73/M74	Good connection exists with the A725 and the improvements to Raith Interchange

## Highlands and Islands Region Options Sifted Out

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Highlands & Islands 2502	Dualling of all mainland trunk roads	<p>The following options better address the same problems/opportunities: Highlands &amp; Islands 2565 - Targeted Infrastructure Improvements - Improve the alignment, width and overtaking opportunities of the A95; Highlands &amp; Islands 2334 - Targeted Infrastructure Improvements - Improve the alignment, width and overtaking opportunities of the A82; Highlands &amp; Islands 2566 - Targeted Infrastructure Improvements - Improve the alignment, width and overtaking opportunities of the A830; Highlands &amp; Islands 2338 - Targeted Infrastructure Improvements - Improve the alignment, width and overtaking opportunities of the A9 North of Inverness; Highlands &amp; Islands 2392 - Targeted Infrastructure Improvements - Road investments to tackle pinch points/ resilience issue on the A82 through Fort William and on the A95; Highlands &amp; Islands 2564 - Maintaining and Safely Operating Existing Assets - Measures to support traffic flow / resilience - introduction of passing places on the A9, A99 and A96; Highlands &amp; Islands 2333 - Targeted Infrastructure Improvements - Improve all sections of the A82 below modern twin track/dual trunk road standards; Highlands &amp; Islands 2339 - Targeted Infrastructure Improvements - Improvements on the A9 North of Inverness to improve safety and journey times E.g. Dualling, 2 +1 etc.</p> <p>A9 between Perth and Inverness is already being progressed by Transport Scotland.</p>

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Highlands & Islands 2494	Fixed link across Corran Narrows	The following option better addressed the same problems/opportunities: Highlands & Islands 2378 "Improve connections to Ardnamurchan peninsula"
Highlands & Islands 2439	Create safe cycling options within Inverness: redesign roundabouts in town and on the A82, Longman Drive and Kessock Bridge	The following option better addressed the same problems/opportunities: Highlands & Islands 2400 "Inverness city centre to East Inverness walking/cycling route"
Highlands & Islands 2442	Better surfaces on cycle tracks, segregation of 20 mph bikes from 2 mph pedestrians, enough width for two bikes with panniers to pass, and turning circles that are negotiable by trike or tandem Needed for the less able	The following options better address the same problems / opportunities: Highlands & Islands 2402 - Reduces the Need to Travel Unsustainable - Development of safe segregated cycle routes in the major population centres that facilitate active travel and green tourism; Highlands & Islands 2229 - Reduces the Need to Travel Unsustainably - Improvements to accessibility and safety of on road/off road sections of NCN route 78 - The Caledonia Way; Highlands & Islands 2253 - Reduces the Need to Travel Unsustainably - Implementation of exemplar active travel towns across the region (e.g. Active travel improvements across settlements); and Highlands & Islands 2247 - Reduces the Need to Travel Unsustainably - Completion of safe cycle routes to take cyclists off roads with tight corners/blind bends (e.g. Inverness - Beaulieu).
Highlands & Islands 2443	Creation of strategic walking network between towns and villages within the Highland & Island area	The following options better address the same problems/opportunities: Highlands & Islands 2253 "Implementation of exemplar active travel towns across the region (e.g. Active travel improvements across settlements)", Highlands & Islands 2254 "Implementation of active travel networks in rural areas"

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Highlands & Islands 2457	Increase frequency of service on the Far North Line	The following options better addresses the same problems/opportunities: Highlands & Islands 2271 "Improve the journey time of the Far North Line through the provision of passing loops, improvements in line speed and signal enhancements" and Highlands & Islands 2273 "Upgrade of the Far North Line rail corridor, track dualling, platform extensions and improvements".



High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Highlands & Islands 2458	Implement / extend the track dualling and electrification across the region	<p>The following options better address the same problems/opportunities: Highlands &amp; Islands 2272 - Make Better Use of Existing Capacity - Enhance the capacity of the Far North Line, Highlands &amp; Islands 2270 - Reduces the Need to Travel Unsustainably - Reduce the journey times on the highland mainline through the introduction of more passing loops or dual tracked sections, Highlands &amp; Islands 2273 - Make Better Use of Existing Capacity - Upgrade of the Far North Line rail corridor, track dualling, platform extensions and improvements, Highlands &amp; Islands 2396 - Targeted Infrastructure Improvements - Introduce Dynamic Loops for passenger and freight on the Highland Mainline and the Aberdeen to Inverness route, Highlands &amp; Islands 2390 - Reduces the Need to Travel Unsustainably - Improved reliability, resilience and connectivity from central belt to the Highlands &amp; Island via rail by connecting West Highland Line and Highland main line, electrification of West Highland Line, reduced journey times and increased frequency of service, Highlands &amp; Islands 2380 - Targeted Infrastructure Improvements - Modernise the Far North and Kyle lines with more passing places e.g. Lentrane, Kildary, Kinbrace, and Stromeferry. Provide all loops with motorised points to allow faster running. Speed up journey times with new hourly service frequency between Inverness and Invergordon</p>

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Highlands & Islands 2459	Creation of a Dornoch Firth crossing for Far North Line	The following options better addressed the same problems/opportunities: Highlands & Islands 2276 "Construct Rail bridges over the Dornoch and Cromarty firths on the Far North Line and direct trains to Inverness or even Inverness Airport."
Highlands & Islands 2460	Alter the rolling stock on the Highland main line Replacing HST's (Inter City) trains with Hitachi 801/2	The following option better addressed the same problems/opportunities: Highlands & Islands 2268 "Utilise alternative fuelled rolling stock on the Highland Mainline."
Highlands & Islands 2462	Implementation of Low Carbon rolling stock in the H&I region	The following option better addressed the same problems/opportunities: National 61 " Continued rolling programme of rail decarbonisation, including consideration of batteries and alternative fuel sources".
Highlands & Islands 2468	Increase Government spending on ferry services to reflect the importance of island communities and connectivity	Option is not well defined and is captured by other options, including within Ferry Service Improvements on the CHFS and NIFS network grouping.
Highlands & Islands 2476	Implement improved connectivity inter-island/and the mainland	The following options better address the same problems/opportunities: Highlands & Islands 2306 "Enhance Western Isles - Scottish Mainland ferry routes: increase frequency and capacity to create 24-hour operation, Highlands & Islands 2304 "Enhance Western Isles - Scottish Mainland ferry routes: increase frequencies, and Highlands & Islands 2305 "Enhance Orkney - Scottish Mainland ferry routes: increase frequencies"

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Highlands & Islands 2477	Improve the maintenance of the trunk road network	Option is captured by another option: National 173 "Strategic Roads Maintenance on the Trunk Roads network, incorporating programmed strengthening and improvement to carriageways, structures and ancillary assets (excluding routine and cyclic maintenance)."
Highlands & Islands 2493	Increase capacity on the A9 North of Inverness	The following option better addressed the same problems/opportunities: Highlands & Islands 2339 "Improvements on the A9 North of Inverness to improve safety and journey times. E.g. Dualling, 2 +1 etc" would include this and has been progress
Highlands & Islands 2504	Online Trunk Road Improvements on the A82 South of Fort William, A83, A85 west of Tyndrum and A828	Captured under Argyll & Bute 564 "Targeted improvements to protect trunk roads (A82, A83, A85 & A828) from landslides, coastal erosion and / or flooding"
Highlands & Islands 2508	Increase capacity on CHFS and NIFS ferry services in the Highlands & Islands	The following options better address the same problems/opportunities: "Highlands & Islands 2306 - Make Better Use of Existing Capacity - Enhance Western Isles - Scottish Mainland ferry routes: increase frequency and capacity to create 24-hour operation; Highlands & Islands 2304 - Make Better Use of Existing Capacity - Enhance Western Isles - Scottish Mainland ferry routes: increase frequencies; and Highlands & Islands 2305 "Make Better Use of Existing Capacity - Enhance Orkney - Scottish Mainland ferry routes: increase frequencies"

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Highlands & Islands 2510	Increase capacity on road routes with the Highlands & Islands (trunk roads or local roads that lead to major ports or airports only)	<p>The following options better address the same problems/opportunities: Highlands &amp; Islands 2565 - Targeted Infrastructure Improvements - Improve the alignment, width and overtaking opportunities of the A95; Highlands &amp; Islands 2334 - Targeted Infrastructure Improvements - Improve the alignment, width and overtaking opportunities of the A82; Highlands &amp; Islands 2566 - Targeted Infrastructure Improvements - Improve the alignment, width and overtaking opportunities of the A830; Highlands &amp; Islands 2338 - Targeted Infrastructure Improvements - Improve the alignment, width and overtaking opportunities of the A9 North of Inverness; Highlands &amp; Islands 2392 - Targeted Infrastructure Improvements - Road investments to tackle pinch points/resilience issue on the A82 through Fort William and on the A95; Highlands &amp; Islands 2564 - Maintaining and Safely Operating Existing Assets - Measures to support traffic flow / resilience - introduction of passing places on the A9, A99 and A96; Highlands &amp; Islands 2333 - Targeted Infrastructure Improvements - Improve all sections of the A82 below modern twin track/dual trunk road standards; Highlands &amp; Islands 2339 - Targeted Infrastructure Improvements - Improvements on the A9 North of Inverness to improve safety and journey times E.g. Dualling, 2 +1 etc.</p>

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Highlands & Islands 2513	Implement electric car charging routes on strategic routes/trunk roads: A82, M8, A9	The following option better addressed the same problems/opportunities: Highlands & Islands 2575 "Development of electric car charging (rapid) points / Hubs along strategic corridors A82, A90, A9 & M8"
Highlands & Islands 2516	Integrated ticketing system to encourage tourism on island areas	The following option better addressed the same problems/opportunities: Highlands & Islands 2289 "Implement multi-modal smart ticketing for bus, ferry and rail services"
Highlands & Islands 2517	Development of park & ride sites and bus priority measures	The following options better addressed the same problems/opportunities: Highlands & Islands 2370 "Implement park & ride and bus priority measures in Inverness", Highlands & Islands 2263 "Bus priority measures in larger settlements such as Inverness, Fort William, Elgin", Highlands & Islands 2399 "Improvements at Park & Ride hubs & Bus stations (to include e-bikes and e-bike facilities)"
Highlands & Islands 2519	Implement smart ticketing, integrated ticketing across all modes in the region	The following option better addressed the same problems/opportunities: Highlands and Islands 2289 "Implement multi-modal smart ticketing for bus, ferry and rail services"
Highlands & Islands 2520	Integrated ticketing product between the regions of the UK Allowing for seamless travel between countries	The following option better addressed the same problems/opportunities: Highlands and Islands 2289 "Implement multi-modal smart ticketing for bus, ferry and rail services"

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Highlands & Islands 2530	Implement continued combined education, engineering and enforcement in the region to support safe road use	The following options better address the same problems/opportunities: Highlands and Islands 2345 "Review a reduction in speed limits on trunk roads running through communities in the H&I"; Highlands and Islands 2391 "Removal of hairpin bends and realignment on the A9 into Scrabster - improving journey times and road safety"; Highlands and Islands 2339 "Improvements on the A9 North of Inverness to improve safety and journey times E.g. Dualling, 2 +1 etc"; Highlands and Islands 2340 "A9 /Scrabster: dualling / 2+1 road safety measures"; and Highlands and Islands 2336 "Congestion and Safety Interventions (Dualling, 2+1 lanes) on strategic road corridors A82/ A830."

High Level Rationale for Sifting Out: Option is being progressed elsewhere		
Reference	Option Title	Rationale
Highlands & Islands 2425	The development of the A9/A96 Inshes to Smithton Link Road	Option is currently being progressed by TS

<b>High Level Rationale for Sifting Out: Option is being progressed elsewhere</b>		
Reference	Option Title	Rationale
Highlands & Islands 2461	Crossing of A95 for Strathspey Steam Railway	Option is currently being progressed by others
Highlands & Islands 2481	A96 Dualling	Option is currently being progressed by TS
Highlands & Islands 2492	Provision for improvements to Longman Roundabout, which will provide a new grade separated junction to replace the existing roundabout at the junction between the A9 and A82	This is being taken forward by Transport Scotland
Highlands & Islands 2497	Implement commitments on A9/A96/A82	Option is currently being taken forward by TS
Highlands & Islands 2500	A96 Nairn bypass	Option is being progressed by Transport Scotland
Highlands & Islands 2523	Review & develop STAG to support rural locations	A STAG review is ongoing
Highlands & Islands 2550	Creation of a new separated Junction at the Longman roundabout at Inverness, (A9) allowing for better access to the port	Option is currently being progressed by TS
Highlands & Islands 2579	Non-Motorised Users Infrastructure as part of A9 dualling	A9 dualling is already being progressed by Transport Scotland.

High Level Rationale for Sifting Out: Option is being progressed elsewhere		
Reference	Option Title	Rationale
Highlands & Islands 2284	The establishment of a railway station at Dalcross	Option is being progressed elsewhere.
Highlands & Islands 2501	A flyover at Berriedale Braes	Option is out of scope for STPR2 as Transport Scotland have recently progressed a different option. This option was considered during the option development phase of the Berriedale Braes study.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Highlands & Islands 2410	Enhance Orkney inter-isle ferry routes: reduce price of inter-island travel for tourists	Option is out of scope for STPR2 as relates to ferry fares. Option is also out of scope as is not related to CHFS or NIFS network.
Highlands & Islands 2411	Enhance Orkney inter-isle ferry routes: introduce RET ensuring it is better managed	Option is out of scope for STPR2 as relates to ferry fares. Option is also out of scope as is not related to CHFS or NIFS network.
Highlands & Islands 2412	Enhance Orkney - Scottish Mainland ferry routes: introduce RET or similar level of fares on ferry services between Stromness and Scrabster	Option is out of scope for STPR2 as this option is related to ferry fares



<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Highlands & Islands 2413	Implementation of landing (small and chartered aircraft) pontoons within shelter sea lochs in the region	Option is out of scope for STPR2 as this option is related to air services
Highlands & Islands 2414	Extend ADS to include business and student travel	Option is out of scope for STPR2 as this option is related to the Air Discount Scheme
Highlands & Islands 2415	Introduce electric aircraft on island air routes and services	Option is out of scope for STPR2 as this option is related to air services
Highlands & Islands 2416	Increase air services for Scottish islands through use of alternative aircraft suitable for 'island-hopping' (Cessna 208, DHC-6 Twin Otter, TecNan 92012 Traveller	Option is out of scope for STPR2 as this option is related to air services
Highlands & Islands 2417	Western Isles ferry routes: introduce price-based demand management measures such as reduced fares on quieter sailings; increased fares on busy sailings/ resident/visitor fare differentials, etc	Option is out of scope for STPR2 as this option is related to ferry fares
Highlands & Islands 2418	Introduce a third aircraft to inter-isle air service provision	Option is out of scope for STPR2 as this option is related to air services
Highlands & Islands 2419	Invest in ferry vessel replacement programme for ferry services operated by local authorities	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Highlands & Islands 2420	Provide additional funding to support ferry services operated by local authorities	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network
Highlands & Islands 2421	Provide funding to maintain the Churchill barriers	Option is out of scope for STPR2 as this option is related to the local road network.
Highlands & Islands 2422	Enhance Orkney - Scottish Mainland ferry routes: introduce RET ensuring it is better managed	Option is out of scope for STPR2 as this option is related to governance / management of RET
Highlands & Islands 2423	Prioritise investment in ferry services as ferry routes are the equivalent of Trunk Roads for island communities and should be considered strategic	Option is out of scope for STPR2 as this option is related to governance.
Highlands & Islands 2424	Programme of investment in significant local road improvements on the Western Isles.	Option is not well defined and is considered to be out of scope for STPR2 as is related to the local road network.
Highlands & Islands 2426	Reclassify the A961 as a trunk road,	Option is out of scope for STPR2 reclassification of roads from local road to trunk road or vice versa is out of scope.
Highlands & Islands 2427	Upgrade the spinal route on the Western Isles to a trunk road standard and reclassify as a trunk road	Option is out of scope for STPR2 as it relates to a local road and the reclassification of a road from local road to trunk road.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Highlands & Islands 2428	Inverness Southern Bypass from the A96 to the A82	Option is out of scope for STPR2 as a section of this was looked at in the A9 Connection Study STAG, with an additional crossing of the A9 further south from Inshes sifted out. The preferred option is now being progressed. Other infrastructure projects, such as Longman Junction, could address the problem.
Highlands & Islands 2429	Reduce cost of air fares between Orkney and the mainland to enable affordable day trips	Option is out of scope for STPR2 as this option is related to air fares.
Highlands & Islands 2430	Implement improved harbour facilities at Buckie Harbour	Option is out of scope for STPR2 as this option is related to a harbour that does not form part of the CHFS or NIFS network.
Highlands & Islands 2431	Extend ADS to provide lower fares for air passengers	Option is out of scope for STPR2 as this option is related to Air Discount Scheme.
Highlands & Islands 2432	Extend RET to provide lower fares for ferry users'	Option is out of scope for STPR2 as this option is related to RET
Highlands & Islands 2433	Extend ADS to include business travel	Option is out of scope for STPR2 as this option is related to Air Discount Scheme.
Highlands & Islands 2434	Reduce cost of air travel for island businesses and residents	Option is out of scope for STPR2 as this option is related to air fares

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Highlands & Islands 2435	Create new air routes and services between islands using seaplanes	Option is out of scope for STPR2 as this option is related to air services
Highlands & Islands 2436	Improved accessibility to/from new developments by active travel	Option is out of scope for STPR2 as this option is a planning led initiative, notwithstanding this Scottish Planning Policy states that it is for developers to provide infrastructure needed to support their development
Highlands & Islands 2437	Implement active travel networks / and measures for mobility impaired as part of the design of new developments and retrofit into existing developments	Option is out of scope for STPR2 as this option is a planning led initiative, notwithstanding this Scottish Planning Policy states that it is for developers to provide infrastructure needed to support their development. Retrofit is covered in another grouping.
Highlands & Islands 2438	Ringfenced & direct government funding to RTPs/LA's for active travel	Option is out of scope for STPR2 as this option is related to ring-fencing of local authority budgets.
Highlands & Islands 2440	Provide national cycle tuition to support people wishing to cycle	Option is out of scope for STPR2 as this option is related to cycle training
Highlands & Islands 2441	Creation of more loop footpaths in remote areas (e.g. along NC 500 route) to encourage visitors to get out of their cars and walk in the landscape	Option is out of scope for STPR2
Highlands & Islands 2444	Development of a bus service to Aviemore from other towns/villages which removes the need to travel via Inverness	Option is out of scope for STPR2 as it requires revenue funding.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Highlands & Islands 2445	Evening buses between Oban and Fort William (and vice versa)	Option is out of scope for STPR2 as it requires revenue funding.
Highlands & Islands 2446	Reintroduce a bus service to Inverness Airport from Elgin	Option is out of scope for STPR2 as it requires revenue funding.
Highlands & Islands 2447	Route 918 buses to link up with the Fort William to Glasgow bus at Ballachulish, in both directions	Option is out of scope for STPR2 as it requires revenue funding.
Highlands & Islands 2448	Increase in public bus services - focused on connecting rural communities and larger settlements at peak / work day times	Option is out of scope for STPR2 as it requires revenue funding.
Highlands & Islands 2449	Frequent and preferably free bus transport for commuters and others between Culbokie and Inverness	Option is out of scope for STPR2 as this option is related to revenue funding and fares
Highlands & Islands 2450	A bus service from Fort William to Kingussie	Option is out of scope for STPR2 as it requires revenue funding.
Highlands & Islands 2451	A bus service that goes from the village Dounby to Stromness	Option is out of scope for STPR2 as it requires revenue funding.
Highlands & Islands 2452	A bus service running from Ferness into Nairn via Ardclach	Option is out of scope for STPR2 as it requires revenue funding.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Highlands & Islands 2453	Create a Lothian style municipal bus operator for the Highlands that is more customer focused, reliable and run comfortable buses more suited to the distance and patronage of the specific services they run	Option is out of scope for STPR2 as this option is related to governance
Highlands & Islands 2454	Strategic bus route connecting East to West (Fort William to Dalwhinnie)	Option is out of scope for STPR2 as it requires revenue funding.
Highlands & Islands 2455	Implement express coach service facilities between Aberdeen and Inverness	Option is out of scope for STPR2 as it requires revenue funding.
Highlands & Islands 2456	Provide a bus route on the A85	Option is out of scope for STPR2 as it requires revenue funding.
Highlands & Islands 2463	Enhance Orkney inter-isle ferry routes: integrated ferry timetabling between islands and island mainland-Scottish mainland connections	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network
Highlands & Islands 2464	Enhance Orkney inter-isle ferry routes: new harbour, linkspan and ferry terminal infrastructure for inter-isle ferry services	Option is out of scope for STPR2 as this option is related to ferry infrastructure which does not form part of the CHFS or NIFS network
Highlands & Islands 2465	Introduce new ferry service (passenger only ferry able to accommodate bicycles): Fort William - Camusnagaul - Corpach	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Highlands & Islands 2466	Enhance Cromarty - Nigg ferry route: invest in more frequency/vessels	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network
Highlands & Islands 2467	Introduce new ferry service: Fort William - Camusnagaul - Corpach	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network
Highlands & Islands 2469	Ensure that all significant developments are accompanied by a Transport Assessment and a Travel Plan	Option is out of scope for STPR2 as this option is a planning led initiative
Highlands & Islands 2470	Free passenger travel/concession fares	Option is out of scope for STPR2 as this option is related to the concessionary travel scheme.
Highlands & Islands 2471	Enhance Orkney inter-isle ferry routes: invest in new ferry vessels	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network
Highlands & Islands 2472	Improved frequency and access to Public Transport in rural areas (bus and rail) to centralised facilities, areas of work & central belt e.g. Day returns from island & Caithness & Argyll	Option is out of scope for STPR2 as it would require revenue funding to improve bus frequency and access. Improvements to rail are captured as part of other options, including, but not limited to, Argyll & Bute 502 "Improve timetables (including increasing frequency) on the West Highland Main Line (WHML) to improve connections" and Highland & Islands 2269 "Increase the frequency of services on the Highland Mainline".
Highlands & Islands 2473	Making public transport economically viable/attractive in some way (uber example?) To reduce number of private vehicles travelling to Kirkwall from rural areas to work etc	Option is out of scope for STPR2 as it relates to the fares and governance

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Highlands & Islands 2474	Implement centralised public transport in pilot areas and corridors of the region	Option is out of scope for STPR2 as it requires revenue funding and governance.
Highlands & Islands 2475	Improve public transport to allow a round trip to be made to hospitals from all areas of the region in a day	Option is out of scope for STPR2 as it requires revenue funding.
Highlands & Islands 2478	Programme of investment in significant local road improvements on the Orkney Isles	Option is out of scope for STPR2 as this option is related to the local road network.
Highlands & Islands 2479	Programme of investment in significant local road improvements for tourism	Option is out of scope for STPR2 as this option is related to the local road network.
Highlands & Islands 2480	Improve Inshes Roundabout on the B9006	Option is out of scope for STPR2 as this option is related to the local road network.
Highlands & Islands 2482	Implement increased capacity improvements on the A941 and A98	Option is out of scope for STPR2 as it related to the local road network
Highlands & Islands 2483	A890 Strathcarron to Balnacra - Widening & realigning of single-track A890 between Strathcarron and Balnacra to provide two traffic lanes This work will connect with the A890 Balnacra to Lair improvement	Option is out of scope for STPR2 as this option is related to the local road network.
Highlands & Islands 2484	A890 Balnacra to Lair - off-line widening of single track road through Balnacra and Achnashellach two lane carriageway	Option is out of scope for STPR2 as this option is related to the local road network.



<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Highlands & Islands 2485	A832 Slattadale to Kerrysdale - widening of the final remaining single track section of the A832	Option is out of scope for STPR2 as this option is related to the local road network.
Highlands & Islands 2486	Increased capacity on the A890 Kishorn - Lochcarron - Strathcarron	Option is out of scope for STPR2 as this option is related to the local road network.
Highlands & Islands 2487	Increased capacity on the A884 Carnoch - Lochaline	Option is out of scope for STPR2 as this option is related to the local road network.
Highlands & Islands 2488	Portree Link Road- completing a link with the A87	Option is out of scope for STPR2 as this option is related to the local road network.
Highlands & Islands 2489	Bridge improvement projects:A896 Chadha C1094 Glen Etive A855 Leasgary A861 Lochailort B849 Structures A884 Bridges	Option is out of scope for STPR2 as this option is related to the local road network
Highlands & Islands 2490	Ensure an up to date inventory is kept of the road network	Option is out of scope for STPR2 as Transport Scotland currently undertake this task on the trunk road network and the local road network is not within the scope of the study
Highlands & Islands 2491	Ensure that the road network is inspected	Option is out of scope for STPR2 as Transport Scotland currently undertake this task on the trunk road network and the local road network is not within the scope of the study

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Highlands & Islands 2495	Upgrade of the Southern distributor road to Inverness should be upgraded to ease congestion / resilience and safety	Option is out of scope for STPR2 as this option is related to the local road network.
Highlands & Islands 2496	Improve the B8004 as an alternative to A82/A830 to improve resilience	Option is out of scope for STPR2 as this option is related to the local road network
Highlands & Islands 2498	Volume tourism - infrastructure to cope e.g. Ardnamurchan peninsula passing places, widening	Option is out of scope for STPR2 as this option is related to the local road network
Highlands & Islands 2499	Increased funding for local authority managed roads and bridges	Option is out of scope for STPR2 as this option is related to local road network and funding
Highlands & Islands 2503	Speed Enforcement Measures on the A9 north of Inverness and on the A99	Option is out of scope for STPR2 as it relates to a standalone enforcement measure
Highlands & Islands 2505	30 Speed Enforcement Measures on the A82 between Glasgow and Fort William, the A83 between Tarbert and Kennacraig, the A85 between Tyndrum and Oban, the A828 and on the A830	Option is out of scope for STPR2 as it relates to a standalone enforcement measure
Highlands & Islands 2506	Provide an RET equivalent for freight	Option is out of scope for STPR2 as it relates to RET
Highlands & Islands 2507	Extend the concessionary fare scheme to include community transport, local ferries, air and rail services	Option is out of scope for STPR2 as this option is related to the concessionary travel scheme.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Highlands & Islands 2509	Increase capacity on air services in the Highlands & Islands	Option is out of scope for STPR2 as this option is related to air services
Highlands & Islands 2511	Secure the ongoing provision of lifeline service to the isles	Options not on the CHFS or NIFS network are out of scope for STPR2 . Where the option relates to services on the CHFS or NIFS network, other options have been progressed which would achieve the same outcome.
Highlands & Islands 2512	Implement traffic management in the Kirkwall area	Option is out of scope for STPR2 as this option is related to the local road network.
Highlands & Islands 2514	Provide free travel to rural communities to encourage sustainable population growth	Option is out of scope for STPR2 as it relates to fares and requires revenue funding
Highlands & Islands 2515	Upgrade the island infrastructure to meet future tourist demands	Option is not well defined and is considered to be out of scope for STPR2 as is related to the local road network.
Highlands & Islands 2518	Re-evaluate public transport timetables – full coverage throughout week, especially Sunday	Option is out of scope for STPR2 as it requires revenue funding.
Highlands & Islands 2521	Affordable and consistent passenger, vehicle and freight fares across ferry networks and passenger fares on air services	Option is out of scope for STPR2 as it relates to ferry and air fares
Highlands & Islands 2522	Transfer decision making powers to locals	Option is out of scope for STPR2 as it relates to governance

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Highlands & Islands 2524	Reform concessionary fare scheme to provide more benefit to rural areas than it does at present	Option is out of scope for STPR2 as this option is related to the concessionary travel scheme.
Highlands & Islands 2526	Introduction of a workplace parking levy: supporting funding of active travel measures	Option is out of scope for STPR2 as this is related to Workplace Parking Levies (there is already provision for local authorities to undertake this).
Highlands & Islands 2527	Tax breaks and or incentives need to be given to companies who encourage their employees to work from home reducing work journey traffic	Option is out of scope for STPR2 as it relates to legislation
Highlands & Islands 2528	Encourage development in areas that are close to local services and amenities and/or are in areas that are served by public transport	Option is out of scope for STPR2 as this option is a planning led initiative
Highlands & Islands 2529	Improved winter maintenance on roads in Orkney	Option is out of scope for STPR2 as this option is related to the local road network and routine / cyclic maintenance.
Highlands & Islands 2531	Invest in internal connectivity projects for Orkney	Option is out of scope for STPR2 as it related to either local roads, air services or ferry services that are not on the CHFS or NIFS network.
Highlands & Islands 2532	Stromeferry bypass/improvement project	Option is out of scope for STPR2 as this option is related to the local road network.
Highlands & Islands 2533	Implement aligned funding and coordinated investment within the region and nationally	Option is out of scope for STPR2 as this option is related to funding mechanisms.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Highlands & Islands 2534	Decentralisation of transport budgets & management of nationally funded networks/services	Option is out of scope for STPR2 as this option is related to funding mechanisms and governance
Highlands & Islands 2535	Greater support for community infrastructure to support growth to reduce travel e.g. smaller new schools in new neighbourhoods instead of authorities extending remote existing schools	Option is out of scope for STPR2 as this option is a planning led initiative
Highlands & Islands 2536	Inclusion of Disability Awareness Training as part of the Taxi licensing process	Option is out of scope for STPR2 as it relates to governance / regulation.
Highlands & Islands 2537	Introduce air connections between Inverness and London	Option is out of scope for STPR2 as this option is related to air services
Highlands & Islands 2538	Introduce new air service between Skye and Central Belt	Option is out of scope for STPR2 as this option is related to air services
Highlands & Islands 2539	Develop Oban Airport	Option is out of scope as it relates to operation / expansion of an airport not identified as major in relation to STPR2.
Highlands & Islands 2540	Increase capacity of Highlands & Islands airports to accommodate larger aircrafts, increased capacity and frequencies	Option is out of scope for STPR2 as it relates to airport operations.
Highlands & Islands 2541	Increase capacity on the Inverness to Glasgow air service	Option is out of scope for STPR2 as this option is related to air services

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Highlands & Islands 2542	Create net zero airport within Highlands and Islands (e.g. Skye Airport)	Option is out of scope for STPR2 as option relates to air services.
Highlands & Islands 2543	Introduce PSO on Wick air routes	Option is out of scope for STPR2 as it relates to governance of air services
Highlands & Islands 2544	Increase capacity on air routes to and from Scottish islands, including PSO routes	Option is out of scope for STPR2 as this option is related to air services
Highlands & Islands 2545	Enhance Wick air routes: introduce air services between Wick and Edinburgh twice per day five days per week	Option is out of scope for STPR2 as this option is related to air services
Highlands & Islands 2546	Enhance Wick air routes: introduce air services between Wick and Aberdeen twice per day five days per week	Option is out of scope for STPR2 as this option is related to air services
Highlands & Islands 2547	Enhance Orkney - Scottish mainland air routes: encourage additional air operators to increase competition, frequencies and lower fares	Option is out of scope for STPR2 as this option is related to air services
Highlands & Islands 2548	Enhance Benbecula - Glasgow air route: increase frequency	Option is out of scope for STPR2 as this option is related to air services
Highlands & Islands 2549	Enhance Benbecula - Inverness air route: increase frequency	Option is out of scope for STPR2 as this option is related to air services

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Highlands & Islands 2551	Enhance Orkney inter-isle air routes: improve runway on Eday, with navigational aids, improved lighting and asphaltting of landing strips	Option is out of scope for STPR2 as the airport in question has not be designated as a major airport
Highlands & Islands 2552	Enhance Orkney inter-isle air routes: improve runways on North Ronaldsay, with navigational aids, improved lighting and asphaltting of landing strips	Option is out of scope for STPR2 as the airport in question has not be designated as a major airport
Highlands & Islands 2553	Enhance Orkney inter-isle air routes: improve runways on Papa Westray, with navigational aids, improved lighting and asphaltting of landing strips	Option is out of scope for STPR2 as the airport in question has not be designated as a major airport
Highlands & Islands 2554	Enhance Orkney inter-isle air routes: improve runways on Sanday, with navigational aids, improved lighting and asphaltting of landing strips	Option is out of scope for STPR2 as the airport in question has not be designated as a major airport
Highlands & Islands 2555	Enhance Orkney inter-isle air routes: improve runways on Stronsay with navigational aids, improved lighting and asphaltting of landing strips	Option is out of scope for STPR2 as the airport in question has not be designated as a major airport
Highlands & Islands 2556	Enhance Orkney inter-isle air routes: improve runways on Westray, with navigational aids, improved lighting and asphaltting of landing strips	Option is out of scope for STPR2 as the airport in question has not be designated as a major airport

<b>High Level Rationale for Sifting Out:</b> Option is out of scope for STPR2		
Reference	Option Title	Rationale
Highlands & Islands 2557	Enhance North Ronaldsay – Kirkwall ferry route: convert from slipway to linkspan and introduce RoRo ferry service	Option is out of scope for STPR2 as it does not relate to CHFS or NIFS network.
Highlands & Islands 2558	Enhance Papa Westray – Kirkwall ferry route: convert from slipway to linkspan and introduce RoRo ferry service	Option is out of scope for STPR2 as it does not relate to CHFS or NIFS network.
Highlands & Islands 2559	Enhance Outer North Isles ferry routes: increase frequency through timetabling based on a 16 to 18-hour operational day and four vessel operation (Sanday, Stronsay, Eday, Westray, Papa Westray and North Ronaldsay)	Option is out of scope for STPR2 as it does not relate to CHFS or NIFS network.
Highlands & Islands 2560	Enhance Outer North Isles ferry routes: create a refit timetable that will as a minimum be equivalent to the current summer timetable	Option is out of scope for STPR2 as it does not relate to CHFS or NIFS network.
Highlands & Islands 2561	Tunnels for North Isles to replace internal ferry services	Option is out of scope for STPR2 as it does not meet one of the three criteria where fixed links are considered.
Highlands & Islands 2562	Freeport Status, potential locations Cromarty Firth (Port of Cromarty Firth, Nigg & Deephaven), Corpach, Ardersier, Gills Bay, Inverness, Kishorn, Scrabster, Ullapool & Uig	Option is out of scope for STPR2 as it relates to change in legislation and land use planning.



High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Highlands & Islands 2563	A joint venture between the UK Space Agency, HIE and the private sector to develop an international space hub with a vertical launching pad for the delivery of low earth observational commercial satellites Located at Melness	Option is out of scope for STPR2 as this option is a planning led initiative
Highlands & Islands 2576	Western Isles ferry routes: introduce non price-based demand management measures such as quotas for e.g. motorhomes reserved desk space for on-the-day travel; promotions for non-car-based travel, etc	Option is out of scope for STPR2 as it relates to operational aspects of transport provision

High Level Rationale for Sifting Out: Sifted out due to poor performance against transport planning objectives/sifting criteria		
Reference	Option Title	Rationale
Highlands & Islands 2525	Restricted access for camper vans on single track roads	Option performs poorly against multiple sifting criteria and is not in scope as there are no single track trunk roads.

## The Shetland Islands Region Options Sifted Out

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
The Shetland Islands 2662	Enhance Lerwick - Aberdeen ferry route: ensure sufficient capacity to meet the needs of passengers and freight all year round	The following option better addresses the same problems/opportunities: The Shetland Islands 2632 "Enhance Lerwick - Aberdeen ferry route: increase capacity for passengers and freight"
The Shetland Islands 2663	Provision of off-road cycling lanes for racing/fast cycling	The following option better addresses the same problems/opportunities: The Shetland Islands 2645 "Implement active travel provisions and green infrastructure, including sheltered spaces and leisure routes, between key interchanges and employment centres"
The Shetland Islands 2714	Implement strategic travel plans (incl. car-sharing scheme, traffic reduction scheme and parking reduction scheme)	Captured as part of other options: National 43 "National behaviour change programme: Implement a national, long-term campaign to promote the benefits of active and sustainable travel and give information on appropriate local opportunities to do so" and National 45 "Regional behaviour change programmes: Support regional, long-term campaigns to promote the benefits of active and sustainable travel and give information on appropriate local opportunities to do so".

High Level Rationale for Sifting Out: Option is being progressed elsewhere		
Reference	Option Title	Rationale
The Shetland Islands 2701	Develop transparent Island Growth Deal aims and outcomes	Option is out of scope for STPR2 as it is being progressed by another area of Scottish Government

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
The Shetland Islands 2648	Enhance Shetland's inter-isle air routes: provide Tingwall Airport with equipment to improve resilience of airport during winter weather conditions	Option is out of scope for STPR2 as the airport in question have not been identified as a major airport
The Shetland Islands 2649	Enhance Shetland's inter-isle air routes: investment in services and infrastructure including airports, air strips and aircraft	Option is out of scope for STPR2 as the airport in question have not been identified as a major airport
The Shetland Islands 2650	Enhance Shetland inter-isle ferry routes (Whalsay): invest in larger ferry vessels on the Whalsay ferry route	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network
The Shetland Islands 2651	Enhance Shetland inter-isle ferry routes: increase frequencies	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network
The Shetland Islands 2652	Enhance Shetland inter-isle ferry routes: enhance timetables and frequencies on inter-isle ferry routes to improve inter-island connectivity	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
The Shetland Islands 2653	Enhance Shetland inter-isle ferry routes: improve resilience relating to carriage of freight	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network
The Shetland Islands 2654	Enhance Lerwick - Aberdeen ferry route: reduce cost of moving freight	Option is out of scope for STPR2 as it relates to fares
The Shetland Islands 2655	Enhance Shetland inter-isle ferry routes: increase capacity for carriage of freight	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network
The Shetland Islands 2656	Enhance Shetland inter-isle ferry routes (Whalsay): retain MV Linga on Whalsay ferry route	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network
The Shetland Islands 2657	Introduce family and compassionate fares for ferries	Option is out of scope for STPR2 as this option is related to fares
The Shetland Islands 2658	Expand Road Equivalent Tariff to Shetland	Option is out of scope for STPR2 as it relates to RET
The Shetland Islands 2659	Enhance Lerwick - Aberdeen ferry route: nationalise service	Option is out of scope for STPR2 as it relates to governance
The Shetland Islands 2660	Enhance Shetland inter-isle ferry routes: increase Government funding towards operation of ferry services	Option is out of scope for STPR2 as this option is related to revenue funding and governance

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
The Shetland Islands 2661	Enhance Lerwick - Aberdeen ferry route: establish new fare structure for passengers and businesses	Option is out of scope for STPR2 as this option is related to fares
The Shetland Islands 2664	Provide ringfenced active travel funding, with penalties for underspending and an enforcement of quality design standards	Option is out of scope for STPR2 as this option is related to ring-fencing of funding and governance
The Shetland Islands 2665	Enhance Shetland's external air routes: increase frequency on Sumburgh - Glasgow route	Option is out of scope for STPR2 as this option is related to air services
The Shetland Islands 2666	Enhance Shetland's external air routes: increase frequency on Sumburgh - Inverness route	Option is out of scope for STPR2 as this option is related to air services
The Shetland Islands 2667	Enhance Shetland's external ferry routes- reduce cost	Option is out of scope for STPR2 as this option is related to fares
The Shetland Islands 2668	Enhance Shetland's external air routes: reduce cost of flights between Shetland and Scottish mainland	Option is out of scope for STPR2 as it relates to air fares
The Shetland Islands 2669	Enhance Shetland's inter-isle air routes: increase capacity of internal air services	Option is out of scope for STPR2 as this option is related to air services
The Shetland Islands 2670	Enhance Shetland's external air routes: increase capacity of external air service	Option is out of scope for STPR2 as this option is related to air services

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
The Shetland Islands 2671	Enhance Shetland's external air routes: implement advanced landing system to increase flight resilience during foggy conditions	Option is out of scope for STPR2 as relates to airport operation
The Shetland Islands 2672	Provide funding to allow community-run bus services to operate daily, with flexibility to cover people's needs	Option is out of scope for STPR2 as this option is related to revenue funding
The Shetland Islands 2673	Increase frequency of bus services with timetables extended to provide night buses and weekends	Option is out of scope for STPR2 as this option is related to revenue funding
The Shetland Islands 2674	Reduce the price of, or provide free, transport for non-motorised users and bus patrons	Option is out of scope for STPR2 as this option is related to fares.
The Shetland Islands 2676	Nationalise bus services	Option is out of scope for STPR2 as it relates to governance
The Shetland Islands 2677	Establish a Framework Bus Operator Forum to encourage annual meetings of bus operators	Option is out of scope for STPR2 as it relates to governance
The Shetland Islands 2678	Lerwick: internet connections for cruise liners	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network
The Shetland Islands 2679	Enhance Shetland inter-isle ferry routes: improve timetable to provide later services	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
The Shetland Islands 2680	Enhance Shetland inter-isle ferry services (Whalsay): redesign breakwater at South Voe of Symbister, Whalsay	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network
The Shetland Islands 2681	Enhance Shetland inter-isle ferry routes (Whalsay): new pier and linkspan at southern end of Symbister Harbour	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network
The Shetland Islands 2682	Enhance Shetland inter-isle ferry routes (Whalsay): new Ferry Terminal in North Voe of Symbister, Whalsay	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network
The Shetland Islands 2683	Enhance Shetland inter-isle ferry routes: replace ferry vessels with similar capacity when current vessels are life-expired	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network
The Shetland Islands 2684	Enhance Shetland inter-isle ferry routes (Whalsay): upgrade Laxo Ferry Terminal to accommodate larger ferry vessels	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network
The Shetland Islands 2685	Enhance Shetland inter-isle ferry routes (Whalsay): upgrade Vidlin Ferry Terminal to accommodate larger ferry vessels (e.g. MV Linga)	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network
The Shetland Islands 2686	Enhance Shetland inter-isle ferry routes (Whalsay): new North Voe Ferry Terminal on Whalsay to replacing existing Whalsay Terminal	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network
The Shetland Islands 2687	Enhance Shetland inter-isle ferry routes (Whalsay): upgrade Symbister Ferry Terminal with inward extension, to replace existing Whalsay Terminal	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network



<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
The Shetland Islands 2688	Enhance Shetland inter-isle ferry routes (Whalsay): new Ferry Terminal at Grunna Voe, Vidlin	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network
The Shetland Islands 2689	Enhance Shetland inter-isle ferry routes (Whalsay): new Ferry Terminal at Symbister Harbour with outward extension	Option is out of scope for STPR2 as this option is related to ferry services which do not form part of the CHFS or NIFS network
The Shetland Islands 2690	Enhance Shetland's external air routes: increase air services between Sumburgh and Inverness to enable a days' business	Option is out of scope for STPR2 as this option is related to air services
The Shetland Islands 2691	Enhance Shetland's external air routes: increase air services between Sumburgh and Glasgow to enable a days' business	Option is out of scope for STPR2 as this option is related to air services
The Shetland Islands 2692	Integrate transport policy and food policy	Option is out of scope for STPR2 as this option is a planning led initiative
The Shetland Islands 2693	Expand Digital Infrastructure, including national grid connection, to improve efficiency of transport systems	Option is out of scope for STPR2 as it related to digital connectivity
The Shetland Islands 2694	Undertake pilot projects / research in the region to inform national policy	Option is out of scope for STPR2 as it has not been sufficiently well defined.
The Shetland Islands 2695	Retain Air Traffic Control staff at Sumburgh airport	Option is out of scope for STPR2 as it relates to airport operations.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
The Shetland Islands 2696	Rollout promotion of working from home benefits to reduce the need to travel	Option is out of scope for STPR2 as it relates to digital connectivity. The COVID-19 pandemic has shown the potential for home working which will likely be a long term impact.
The Shetland Islands 2697	Decentralise local authority jobs	Option is out of scope for STPR2 as it relates to governance
The Shetland Islands 2698	Establish 7 Area Transport Forums	Option is out of scope for STPR2 as it relates to governance
The Shetland Islands 2699	Area Transport Plans devised by Community Councils / Community Development Organisations	Option is out of scope for STPR2 as it relates to governance
The Shetland Islands 2700	Introduce family and compassionate fares for air travel	Option is out of scope for STPR2 as it relates to air fares
The Shetland Islands 2702	Provide DDA-compliant feeder buses / fleets	Option is out of scope for STPR2 as it relates to regulatory or legislative requirements.
The Shetland Islands 2703	Improve the safety of the road network, increasing overtaking opportunities and providing speed reduction measures.	Option is out of scope for STPR2 as this option is related to the local road network
The Shetland Islands 2704	Upgrade single-track roads to single carriageways to increase road capacity	Option is out of scope for STPR2 as this option is related to the local road network

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
The Shetland Islands 2705	Widen A971 Murraster Bend to two-lanes around the bend	Option is out of scope for STPR2 as this option is related to the local road network
The Shetland Islands 2706	Construct A971 West Burrafirth Junction to Brig o' Walls Improvement Scheme	Option is out of scope for STPR2 as this option is related to the local road network
The Shetland Islands 2707	Upgrade A971 Brig o' Walls to Walls section by removing the "over run" areas and reinstate the soil verges	Option is out of scope for STPR2 as this option is related to the local road network
The Shetland Islands 2708	Construct a new road on a new alignment to Cullivoe Road	Option is out of scope for STPR2 as this option is related to the local road network
The Shetland Islands 2709	Improve B9081 Mid Yell Link Road (to A968) section	Option is out of scope for STPR2 as this option is related to the local road network
The Shetland Islands 2710	Develop a fixed link between Shetland and Whalsay	Option is out of scope for STPR2 as it would not reduce the operating costs of the CHFS or NIFS network.
The Shetland Islands 2711	Develop a fixed Link between Bressay and Shetland	Option is out of scope for STPR2 as it would not reduce the operating costs of the CHFS or NIFS network.
The Shetland Islands 2712	Develop a fixed link between Shetland and Yell	Option is out of scope for STPR2 as it would not reduce the operating costs of the CHFS or NIFS network.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
The Shetland Islands 2713	Develop a fixed link between Yell and Unst	Option is out of scope for STPR2 as it would not reduce the operating costs of the CHFS or NIFS network.

High Level Rationale for Sifting Out: Option does not address regional problems/opportunities		
Reference	Option Title	Rationale
The Shetland Islands 2675	Maintain bus services at current good standards.	Option sifted out as does not address regional problems / opportunities

## Tay Cities Region Options Sifted Out

<b>High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity</b>		
Reference	Option Title	Rationale
Tay Cities 2811	Integrate Perth Active Travel Hub with bus and rail services	This option is covered by another option. Tay Cities 2852 "Perth Integrated Public Transport Hub Masterplan" (which is being progressed through Tay Cities Deal, so out of scope for STPR2)
Tay Cities 2813	Provide eBike charging points	This option is covered by another option. National 3 "E-bike promotion: Improve access to e-bikes and enable their use through provision of appropriate charging facilities"
Tay Cities 2815	Create liveable neighbourhoods, including filtered permeability, school streets, placemaking to improve active travel	This option is covered by another option. National 14 "Liveable neighbourhoods: Make suburban neighbourhoods in Scotland's cities and towns more conducive for active travel by improving conditions for walking, wheeling and cycling and reducing traffic dominance"
Tay Cities 2816	Make city centres car-free zones and prioritise active travel	This option is covered by another option. National 279 "Implement car free days to promote the use of active travel and public transport"
Tay Cities 2806	Strategic active travel link between Dundee and Perth	There is already an NCN link (NCN 77) between Perth & Dundee away from the A90
Tay Cities 2809	Implement more zero emission zones, including: - around schools for health and safety of children; and - designating all major population centres clean air zones	LEZ options are captured under the option: "National 37 Deployment of Low Emission Zone (LEZ) for area / route where only certain vehicles are allowed to enter, based on their emissions standards" will consider wider roll out of LEZs.

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Tay Cities 2810	Introduce a joint EV public sector fleet	A number of other options capture this under the EV car schemes grouping. These include (but are not limited to) National 469 "EVs: Provide further support for low carbon vehicle infrastructure development and procurement. This could include: 1) increase the amount of money available in the Challenge Fund; 2) Lead/support trialling of low carbon solutions (potentially in rural areas)"
Tay Cities 2812	Provide a cycle route separate from the A90 between Perth and Dundee	There is already an NCN link (NCN 77) between Perth & Dundee away from the A90
Tay Cities 2820	<p>Bus Service Improvement Package: Improve public transport in the region. Possibly including:</p> <ul style="list-style-type: none"> <li>- improved frequency and reliability, including journey between towns and cities</li> <li>- lower fares (this could be through subsidies)</li> <li>- clear information on rail ticket prices</li> <li>-connectivity to other areas in Scotland</li> <li>-increased capacity</li> <li>- improved services in rural areas and for people unable to use scheduled services</li> </ul>	<p>Parts of this option relating to fares and revenue funding are out of scope. Option is also captured as part of other options, including, but not limited to, National 54 "Adapt existing road network to be more suitable for PT and more suitable for future requirements" and National 162 "Improved information, with main attractors providing information on sustainable travel options".</p>
Tay Cities 2823	Improved road links to Perth port	This option is covered by another option, Tay Cities 2792 "Improved road and/or rail connectivity at Perth Harbour"

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Tay Cities 2828	Move towards a less carbonised transport system. This could include using more energy efficient technology, de-carbonising airport surface access and carbon offsetting	Option as proposed is vague, but most constituent elements are addressed across multiple other options, including National 466 "EVs: Decarbonise existing vehicle fleets by replacing conventionally fuelled vehicles with EVs or hybrids" and National 469 "EVs: Provide further support for low carbon vehicle infrastructure development and procurement. This could include: 1) increase the amount of money available in the Challenge Fund; 2) Lead/support trialling of low carbon solutions (potentially in rural areas)".
Tay Cities 2830	Introduce a Low Carbon Transport and/or Active Travel Hubs at major nodes on the strategic road network	Captured as part of other options including, but not limited to, National 197 "Interchange Facilities: Invest in new interchange infrastructure and improve passenger facilities at existing interchanges (stations, P&Rs etc.), including provisions for active travel and first/last mile access" and National 5 "Active travel hubs: Provide active travel hubs in all Scotland's cities and major towns, each providing advice, along with bike storage and maintenance facilities"
Tay Cities 2832	Behaviour change projects/programmes (all ability, inclusion, equality, impact)	This option is covered by another option: National 43 "National behaviour change programme: Implement a national, long-term campaign to promote the benefits of active and sustainable travel and give information on appropriate local opportunities to do so" and National 45 "Regional behaviour change programmes: Support regional, long-term campaigns to promote the benefits of active and sustainable travel and give information on appropriate local opportunities to do so".



High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Tay Cities 2835	Sustainable travel planning to become widespread/mandatory for businesses	Option is captured through National and Regional Travel Behaviour Change groupings National 43 "National behaviour change programme: Implement a national, long-term campaign to promote the benefits of active and sustainable travel and give information on appropriate local opportunities to do so" and National 45 "Regional behaviour change programmes: Support regional, long-term campaigns to promote the benefits of active and sustainable travel and give information on appropriate local opportunities to do so".
Tay Cities 2838	Improve integration of all transport modes: improve timetable coordination, ease of interchange, better active travel connections to public transport, etc	Option is vague - constituent elements already captured within other options, including National 8 "Cycle/public transport integration: Development of specialist cycle carriages on rural railways for example, in the Borders, SW forests and Highlands", National 75 "PT Timetable Integration: Co-ordinate timetabling between PT modes, especially in rural areas, e.g. bus to/from train and ferry" and National 78 "Public transport Integration: Improve co-operation, interchange and timetabling between public transport modes – and allows for flexibility of services to cope with delays better (e.g. connecting services waiting on delayed services)".

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Tay Cities 2844	Financial incentives to encourage active travel	Option is captured through National and Regional Travel Behaviour Change groupings National 43 "National behaviour change programme: Implement a national, long-term campaign to promote the benefits of active and sustainable travel and give information on appropriate local opportunities to do so" and National 45 "Regional behaviour change programmes: Support regional, long-term campaigns to promote the benefits of active and sustainable travel and give information on appropriate local opportunities to do so".
Tay Cities 2845	Travel demand management measures in Tay Cities Region	This option is covered by another option. Tay Cities 2755 "Travel demand management measures in Tay Cities Region"
Tay Cities 2855	Implement minimum standards for all bus and rail stations. Suggested locations include Perth	This option is covered by another option. Tay Cities 2805 "Improved physical and mobility impaired access at all public transport services and stations, including step-free access, easy-read timetables and passenger assistance."
Tay Cities 2867	Develop a strategic EV ultra-rapid network with more, reliable EV charging points	A number of other options capture this under the EV car schemes grouping. These include (but are not limited to) National 469 "EVs: Provide further support for low carbon vehicle infrastructure development and procurement. This could include: 1) increase the amount of money available in the Challenge Fund; 2) Lead/support trialling of low carbon solutions (potentially in rural areas)"
Tay Cities 2871	Grade Separation of Junctions on the A90 Kingsway in Dundee	This option is covered by another option/grouping. Tay Cities 2780 -A90 Dundee on-line improvements

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Tay Cities 2872	Low Emission Zone(s) in some or all of the region's Air Quality Management Areas (Dundee, Perth, Cupar, Crieff)	National 37 "Deployment of Low Emission Zone (LEZ) for area / route where only certain vehicles are allowed to enter, based on their emissions standards"
Tay Cities 2873	Introduce a 20mph speed limit on more routes and in more villages, town and residential areas in the region. (Example provided was Crail)	This option is covered by another option/grouping. National 102 "Urban traffic speeds: Implement 20mph zones in urban and suburban areas of Scotland's cities and towns to improve real and perceived road safety"
Tay Cities 2874	Change to road layouts in towns to prioritise active travel and incentivise shift away from cars.	This option is covered by another option/grouping. National 14 "Liveable neighbourhoods: Make suburban neighbourhoods in Scotland's cities and towns more conducive for active travel by improving conditions for walking, wheeling and cycling and reducing traffic dominance"

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Tay Cities 2882	Prioritise active travel users, their safety and discourage car use by introducing road bumps, restrictions on parking, publicity of air pollution and improving safety of routes	<p>This option is quite vague and is considered to be captured under a number of other options including,</p> <p>Tay Cities 2750 "Maintain, improve and expand the national cycle routes. Increase number of segregated routes"</p> <p>Tay Cities 2747 "Provide a safe, high quality, connected walking and cycling network across Scotland that is accessible to all users, with direct routes. This could include: wider pavements where necessary with segregated cycle paths on urban main roads and shared paths in rural areas. Repair and maintenance could use council funds. Targeted locations include Forth Road Bridge, Forfar, North of Tay, Dundee, Fife, Perth, routes to school, routes following the dismantled railways"</p> <p>Tay Cities 2752 "Introduce pedestrian and cyclist priority traffic lights"</p> <p>Tay Cities 2743 "Implement more traffic-free zones, for example: - around schools, workplaces and food outlets -in cities (unless essential)</p>
Tay Cities 2883	Replacement of current DMU (Diesel Multiple Units) and HST rolling stock for HML, accounting for requirements in the Rail Decarbonisation plan	Option is captured as part of National 61 "Continued rolling programme of rail decarbonisation, including consideration of batteries and alternative fuel sources".
Tay Cities 2884	Perth - Edinburgh Rail Corridor Improvements	Captured as part of another option. Tay Cities 2759 "Perth - Edinburgh Rail Corridor Improvements, to increase capacity, frequency, reliability, and reduce journey times on existing route."

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Tay Cities 2887	Rail Enhancements on the Highland Mainline between Perth and Inverness	Option is captured by Tay Cities 2764 "Highland Mainline improvements potentially including: - electrification of the route, more passing places or ""dynamic loops"" to improve flexibility of service, increased speed limits on sections with steep gradients, -differential speed restrictions for different types of trains"
Tay Cities 2888	Dual remaining single-track sections of the rail network within the Tay Cities region	<p>Captured as part of other options.</p> <p>Tay Cities 2759 "Perth - Edinburgh Rail Corridor Improvements, to increase capacity, frequency, reliability, and reduce journey times on existing route."</p> <p>Tay Cities 2764 "Highland Mainline improvements potentially including: - electrification of the route, more passing places or ""dynamic loops"" to improve flexibility of service, increased speed limits on sections with steep gradients, -differential speed restrictions for different types of trains"</p> <p>Tay Cities 2760 "Dundee to Aberdeen rail Corridor Enhancements (electrification and double-tracking between Usan Junction and South Esk Viaduct at Montrose as well as other potential interventions)</p> <p>Tay Cities 2761 "Dundee to Edinburgh rail Corridor Enhancements (electrification, new sections of line, line speed enhancements and other potential interventions)"</p> <p>Tay Cities 2762 "Glasgow to Arbroath rail Corridor Enhancements (including electrification, re-signalling, re-control, line speed enhancements )"</p>

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Tay Cities 2889	Improve rail connectivity in the region. This could involve an expansion of lines and number of stations in the region, including: <ul style="list-style-type: none"> <li>- Local rail network in Tayside</li> <li>- Connectivity between NE Fife and the rail network</li> <li>- re-instatement of disused rural lines</li> </ul>	This option is quite vague and a number of other options look to address this including (but not limited to) <ul style="list-style-type: none"> <li>Tay Cities 2768 "New rail station at Newburgh and/or Oudenarde"</li> <li>Tay Cities 2769 "New rail station at Wormit"</li> <li>Tay Cities 2770 "New rail station at Dundee West"</li> </ul>
Tay Cities 2890	Improve rail services in the region. This includes: <ul style="list-style-type: none"> <li>- reduced journey times</li> <li>- increased comfort</li> <li>- increase capacity (this could be through dualling lines)</li> <li>-improved reliability</li> <li>-reduced fares</li> <li>- increased frequency (suggested locations include: Edinburgh and Fife, Perth and Dundee, rural stations e.g. Blair Atholl)</li> </ul>	Captured as part of other options. <ul style="list-style-type: none"> <li>Tay Cities 2759 "Perth - Edinburgh Rail Corridor Improvements, to increase capacity, frequency, reliability, and reduce journey times on existing route."</li> <li>Tay Cities 2764 "Highland Mainline improvements potentially including: - electrification of the route, more passing places or ""dynamic loops"" to improve flexibility of service, increased speed limits on sections with steep gradients, -differential speed restrictions for different types of trains"</li> <li>Tay Cities 2760 "Dundee to Aberdeen rail Corridor Enhancements (electrification and double-tracking between Usan Junction and South Esk Viaduct at Montrose as well as other potential interventions)"</li> <li>Tay Cities 2761 "Dundee to Edinburgh rail Corridor Enhancements (electrification, new sections of line, line speed enhancements and other potential interventions)"</li> <li>Tay Cities 2762 "Glasgow to Arbroath rail Corridor Enhancements (including electrification, re-signalling, re-control, line speed enhancements )"</li> </ul>

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Tay Cities 2892	Dual the rail lines between Montrose and Usan	<p>Captured as part of other options.</p> <p>Tay Cities 2759 "Perth - Edinburgh Rail Corridor Improvements, to increase capacity, frequency, reliability, and reduce journey times on existing route."</p> <p>Tay Cities 2760 "Dundee to Aberdeen rail Corridor Enhancements (electrification and double-tracking between Usan Junction and South Esk Viaduct at Montrose as well as other potential interventions)"</p> <p>Tay Cities 2761 "Dundee to Edinburgh rail Corridor Enhancements (electrification, new sections of line, line speed enhancements and other potential interventions)"</p> <p>Tay Cities 2762 "Glasgow to Arbroath rail Corridor Enhancements (including electrification, re-signalling, re-control, line speed enhancements )"</p>
Tay Cities 2893	Prevent regular flooding on the railway line from Perth to Pitlochry by raising the level of the tracks above the flood plain.	Merged with National 172 "Climate Change Mitigation & Adaptation: forecast where on the Scottish rail network climate change will impact on infrastructure; and implement adaptation measures to increase resilience on those sections of the network. Example locations include coastal routes such as WCML, ECML, Fife Circle, Largs branch. "

High Level Rationale for Sifting Out: Another option better addresses the same problem/opportunity		
Reference	Option Title	Rationale
Tay Cities 2895	Provide suburban rail services across Dundee	Captured as part of other options.. Tay Cities 2760 "Dundee to Aberdeen rail Corridor Enhancements (electrification and double-tracking between Usan Junction and South Esk Viaduct at Montrose as well as other potential interventions)" Tay Cities 2762 "Glasgow to Arbroath rail Corridor Enhancements (including electrification, re-signalling, re-control, line speed enhancements )"
Tay Cities 2840	Provide information on travel options including nationally recognised MaaS and national car clubs	This option is covered by several other option, including Tay Cities 2753 "Promotion of Active and Sustainable travel"
Tay Cities 2848	Implement car-free days in city centres	This option is covered by another option. National 279 "Implement car free days to promote the use of active travel and public transport"
Tay Cities 2851	Provide more healthcare centred transfers between main hospital sites in region	This option is covered by another option/grouping. Grouping Public Transport Network Coverage, Frequency and Service Integration: Options to improve the network coverage, frequency and service integration of bus and rail, excluding revenue funding. Particularly access to key services such as healthcare, education, leisure and retail.
Tay Cities 2860	Driverless vehicles	Option does not meet identified regional problem/opportunity although noted that options under the grouping "CAV: Connected Autonomous Vehicles (CAV): Measures related to Connected Autonomous Vehicles (CAV), i.e. the operation of vehicles without direct driver input to control. This grouping relates to all modes of transport."



<b>High Level Rationale for Sifting Out: Option is being progressed elsewhere</b>		
Reference	Option Title	Rationale
Tay Cities 2808	Cross Tay Link Road	Option is being progressed by Perth & Kinross Council.
Tay Cities 2824	Develop the A9 as a Multimodal corridor, with safe and accessible public transport and active travel connections.	Option is already being developed by Transport Scotland.
Tay Cities 2831	Introduce a major transport hub at Perth, which allows rail and trunk road interchanges	This option is being progressed through Tay Cities Deal, so out of scope for STPR2
Tay Cities 2853	Perth Station layout track remodelling (not relocation)	This option is being progressed through Tay Cities Deal, so out of scope for STPR2
Tay Cities 2854	Perth Station Building Upgrade	This option is being progressed through Tay Cities Deal, so out of scope for STPR2
Tay Cities 2858	A9 Upgrading - Dualling between Perth and Inverness	Option is being progressed by Transport Scotland.
Tay Cities 2859	Improved safety measures on the A9 (Keir Roundabout to Inverness)	Average Speed Cameras have been deployed on this section of the A9.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Tay Cities 2807	Deployment of the Perth Innovation Highway (Tay Cities Regional Deal) project as a 'living lab' to demonstrate the integration on future mobility infrastructure to support climate change adaptation, with a zero carbon energy framework, set within a digitally connected platform.	STPR2 considers the specific transport elements of the Perth Innovation Highway through other options (including National 114 “Develop Multimodal freight consolidation centres” and National 116 “Creating a network of micro-consolidation centres across Scotland within urban areas, creating a central hub for last-mile logistics delivery by bike”) but does not take a view at this stage that the Perth West site is necessarily the most appropriate for them.
Tay Cities 2814	Provide more safe bicycle storage including mandatory safe and secure cycle parking in all new developments	Cycle parking is out of scope
Tay Cities 2817	Improve Dundee airport e.g. Radar, surveillance and communication facilities, terminal building upgrades, expansion of main airport	Option relates to airport expansion / operations which are out with scope of STPR2
Tay Cities 2818	Open Leuchars airport to the public	Option relates to air services, which are out of scope of STPR2

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Tay Cities 2819	<p>Increase investment in bus services, particularly in rural areas/area outlying cities and towns, to improve services. Including</p> <ul style="list-style-type: none"> <li>- improved frequency e.g. for example every hour from 5am to midnight and every 30 mins between 7 and 9am.</li> <li>- improved reliability</li> <li>- more stops in rural areas</li> <li>-increasing number of direct bus routes</li> <li>-introducing integrated ticketing</li> <li>-reducing bus ticket cost</li> <li>-more available seating.</li> </ul> <p>Suggested locations include Kirriemuir, Forfar, Glen Areas, Perth, Crail, Edinburgh, St Andrews to Kinross, Dollar and Stirling and between Perth and Oban, Pitlochry and Crianlarich</p>	Option relates primarily to funding and fares and is out of scope.
Tay Cities 2822	Promote use of alternative routes for HGVs that avoids local/pedestrian areas e.g. Brechin to Montrose and route to Highland Spring factory in Blackford	Option relates to local roads, so is out of scope for STPR2
Tay Cities 2825	Improve affordability and connectivity of public transport	Affordability aspect relates largely to fares and is out of scope. Connectivity elements are addressed by bus package options, including National 308.

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Tay Cities 2826	Adopt and enforce minimum active travel standards for new/existing developments (residential, retail and industrial), including: <ul style="list-style-type: none"> <li>- safe, high quality walking infrastructure and segregated cycle routes</li> <li>- Promotion of actively travel to users of new developments</li> <li>- prioritising active travel movements over private car movements</li> <li>- better parking at residential areas</li> </ul>	Option relates to development planning guidance, which is out of scope.
Tay Cities 2829	Consider a joint transport fleet; health, social services, education (single transport manager / fleet control / traffic management	Option relates to changes to the governance framework within which transport delivery and operation takes place, so it out of scope for STPR2.
Tay Cities 2833	Introduce parking garages for St Andrews town centre out with the university staff	Car parking is out of scope for STPR2 unless associated with a strategic intervention.
Tay Cities 2834	Disincentivise unsustainable modes of transport for business travel	Option relates to legislative changes and is out of scope for STPR2.
Tay Cities 2836	Decentralise employment and services to reduce the need to travel	Option is out of scope of STPR2 - requires changes to planning policies.
Tay Cities 2837	Promote the use of IT to reduce the number of unnecessary journeys including patient consultations, meetings, education/tuition	Digital connectivity is out with scope of STPR2

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Tay Cities 2839	Develop a Tay Cities Regional Transport Model	Option is out of scope of STPR2 - not in itself a transport project.
Tay Cities 2841	Dedicate 10% of transport infrastructure budget to Active Travel	Changes to the way in which transport is regulated, delivered and operated is out of scope
Tay Cities 2842	Encourage/Requirement for Councils to have a dedicated active travel committee	Option relates to governance framework, which is out of scope for STPR2.
Tay Cities 2846	Nationalise public transport	Option relates to legislative changes, which is out of scope for STPR2.
Tay Cities 2847	Enforce automatic penalties for driving through a red light	Option relates to enforcement, which is out of scope for STPR2.
Tay Cities 2849	Increased investment in community transport for rural areas (including support of volunteer drivers)	Option relates to revenue funding, which is out of scope for STPR2.
Tay Cities 2850	Introduce free public transport. This could be limited to those who do not own a car	Option relates to fares, which is out of scope for STPR2.
Tay Cities 2852	Perth Integrated Public Transport Hub Masterplan	Option is being progressed through Tay Cities Deal, so out of scope for STPR2

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Tay Cities 2862	Introduce tiered Vehicle Excise Duty rates based on number of vehicles per household	Changes in vehicle regulation and vehicle excise duty are out of scope.
Tay Cities 2863	Introduce workplace parking levy	Option is not in scope, powers already available to Local Authorities
Tay Cities 2864	Restrict the amount of car parking available in the region, and enforce parking restrictions, such as: <ul style="list-style-type: none"> <li>- removal of car parking opportunities in city centres;</li> <li>- ban kerbside parking on major routes;</li> <li>- ban parking on cycle paths, and enforce;</li> <li>- No parking zones around schools, and enforce</li> </ul>	Option is not in scope, powers already available to Local Authorities
Tay Cities 2865	Increase parking capacity in Newburgh	Option relates to car parking, which is out of scope for STPR2.
Tay Cities 2866	Develop a Cupar northern bypass to alleviate congestion and reduce HGV through traffic	Option relates to local road network, which is out of scope for STPR2.
Tay Cities 2868	Measures to reduce agricultural vehicles travelling on roads, to: <ul style="list-style-type: none"> <li>- to reduce congestion and driver frustration from slow speeds; and</li> <li>- to reduce/stop the amount of materials from agricultural vehicles/machinery (e.g. soil) littering carriageways</li> </ul>	Options which require legislative change are out of scope

<b>High Level Rationale for Sifting Out: Option is out of scope for STPR2</b>		
Reference	Option Title	Rationale
Tay Cities 2869	HGV Restrictions, such as: - HGV demand management to reduce impact on road network - Restrictions on HGVs overtaking (e.g. steep hills) to reduce negative impact on traffic flow	Enforcement measures on their own are out of scope for STPR2. Demand management measures in the form of heavy/large vehicle restrictions are already in the remit of local authorities (and Transport Scotland for Trunk Roads).
Tay Cities 2870	Provide more funding to improve and maintain the road network including local roads	Option relates to routine / cyclic maintenance, which is out of scope for STPR2.
Tay Cities 2875	Extend the trunk road network to address lack of LA funding	Options relating to the trunking of (non-trunk) roads are out of scope for STPR2
Tay Cities 2876	Upgrading of roads linking with the East Neuk of Fife	Option relates to local road network, which is out of scope for STPR2.
Tay Cities 2877	Widen roads towards St Andrews	Option relates to local road network, which is out of scope for STPR2.
Tay Cities 2878	Enforce heavier penalties for road traffic infringements	Enforcement measures on their own are out of scope for STPR2.
Tay Cities 2879	Improve on the amount of maintenance, quality and safety of existing road infrastructure, including: mending pot holes; winter maintenance; cat eyes; painted markings on road; drainage; cleaning verges; and debris from accidents	Option relates to routine and cyclic maintenance, which is out of scope for STPR2.

High Level Rationale for Sifting Out: Option is out of scope for STPR2		
Reference	Option Title	Rationale
Tay Cities 2880	Introduce speed enforcement measures on the M80/M9/A9 Corridor between Glasgow and M80/M9/A9 Corridor between Glasgow and Perth	Enforcement measures on their own are out of scope for STPR2.
Tay Cities 2881	St. Andrews West Link road (between A91 and B939)	Option relates to local road network, which is out of scope for STPR2.
Tay Cities 2885	Introduce rail concessionary tickets across Scotland	Option relates to concessionary fares, which is out of scope for STPR2.
Tay Cities 2894	Subsidise rail travel	Option relates to concessionary fares which are out of scope for STPR2

High Level Rationale for Sifting Out: Option does not address regional problems/opportunities		
Reference	Option Title	Rationale
Tay Cities 2821	Create network of river transport (e.g. 'river buses') to link coastal towns of Perth, Dundee, Newburgh, St Andrews and East Neuk	Option sifted out as does not address regional problems / opportunities
Tay Cities 2827	Improve North Arbroath access	Does not address a specific regional strategic transport problem



<b>High Level Rationale for Sifting Out: Option does not address regional problems/opportunities</b>		
Reference	Option Title	Rationale
Tay Cities 2856	Consider a direct bus route from Perth to Fort William	Option does not address identified regional problem/opportunity
Tay Cities 2857	Consider a direct bus route from Perth to St Andrews, linking up villages on the way	Option does not address identified regional problem/opportunity
Tay Cities 2861	Restrict rural camper van parking	Option does not address identified regional problem/opportunity

<b>High Level Rationale for Sifting Out: Option sifted out based on deliverability criteria</b>		
Reference	Option Title	Rationale
Tay Cities 2843	Ban diesel vehicles in urban areas	Not deliverable in manner suggested: related to Scottish Government commitment to phase out all Internal Combustion Engine vehicles and to LEZ implementation
Tay Cities 2891	Re-instate Forfar Rail Link	Option is unlikely to be deliverable on affordability grounds. Bus solutions also likely to deliver similar outcomes for much less investment.

High Level Rationale for Sifting Out: Option sifted out due to poor performance against transport planning objectives/sifting criteria		
Reference	Option Title	Rationale
Tay Cities 2886	Change Gleneagles Station from being served by long distance services, to commuter rail services (to reduce fare uplift beyond Dunblane)	Whilst the option may provide a benefit to Gleneagles and other nearby communities, there is anticipated to be a detrimental impact on rail services and journey times between the North/North East/Tayside and the Central Belt.