

Appendix G: Groupings Related to Recommendations

Introduction

At Case for Change stage, retained options were collated into groupings with similar options. Preliminary appraisal was then undertaken at a grouping level. This appendix provides an overview of the outcome of this appraisal.

Appraisal Process

Appraisal was based on an assessment of overall performance against the TPOs, STAG and deliverability criteria and with consideration of alignment with established policy directives, Impact Assessments and performance against Future Transport Scenarios. If, during the appraisal process, it was found that some constituent options within a Grouping performed well but others performed relatively poorly, this was reflected either in the reporting or by reconstituting the contents of the Groupings to amalgamate or disaggregate them.

The following pages present Table 1 which outlines how the groupings link to recommendations and Table 2 which presents options that were not retained, the high-level rationale for why and the stage the option was removed. For completeness, Table 2 includes options that were not retained at Case for Change stage.

Table 1: Groupings linked to recommendations

Case for Change Grouping Name (February 2021)	STPR2 Appraisal Findings/Recommendation
Access to Bikes	Recommendation #9 - Improving access to bikes
Active Travel Hubs	Grouping does not form a standalone recommendation in STPR2. However, recommendations #6 Behavioural change initiatives, #9 Improving access to bikes and #22 Framework for the delivery of mobility hubs include related measures.
Connect More Settlements to the National Cycle Network (NCN)	Grouping does not form a standalone recommendation in STPR2. However, recommendations #3 Village-town active travel connections, #4 Connecting towns by active travel and #5 Long-distance active travel network include related measures.
Cycle / Public Transport Integration	Grouping does not form a standalone recommendation in STPR2. However, recommendations #6 Behavioural Change Initiatives and #9 Improving access to bikes include related measures.
Current National Cycle Network	Grouping does not form a standalone recommendation in STPR2. However, recommendations #3 Village-town active travel connections, #4 Connecting towns by active travel and #5 Long-distance active travel network include related measures.
Information & Signage for Active Travel	Grouping does not form a standalone recommendation in STPR2. However, recommendations #1 Connected neighbourhoods, #2 Active freeways and cycle parking hubs, #3 Village-town active travel connections, #4 Connecting towns by active travel and #5 Long-distance active travel network include related measures.
Major Trip Attractor Accessibility by Active Travel	Grouping does not form a standalone recommendation in STPR2. However, recommendations #2 Active freeways and cycle parking hubs and #4 Connecting towns by active travel include related measures.
Liveable Neighbourhoods	Recommendation #1 - Connected neighbourhoods
Strategic Road Severance	Recommendation #37 - Improving active travel on trunk roads through communities
Public Bike Hire Schemes	Grouping does not form a standalone recommendation in STPR2. However, recommendation #9 Improving access to bikes includes related measures.
Quiet Roads	Grouping does not form a standalone recommendation in STPR2. However, recommendation #3 Village-town active travel connections includes related measures.
School Active Travel	Recommendation #8 - Increasing active travel to school

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Strategic Expansions of the National Cycle Network	Grouping does not form a standalone recommendation in STPR2. However, recommendations #3 Village-town active travel connections, #4 Connecting towns by active travel and #5 Long-distance active travel network include related measures.
Footway Enhancements on Strategic Routes	Grouping does not form a standalone recommendation in STPR2. However, recommendations #3 Village-town active travel connections, #4 Connecting towns by active travel and #5 Long-distance active travel network include related measures.
Strategic Active Travel Corridors within and between Urban Areas (Active Freeways)	Recommendation #2 - Active freeways and cycle parking hubs
Thriving Centres	Grouping does not form a standalone recommendation in STPR2. However, recommendation #1 Connected neighbourhoods includes related measures.
Transport Node Connectivity	Grouping does not form a standalone recommendation in STPR2. However, recommendation #1 Connected neighbourhoods includes related measures.
Village – Town Active Travel Connections	Recommendation #3 - Village-town active travel connections
Former Rail Route Re-use for active travel	Grouping does not form a standalone recommendation in STPR2. However, recommendations #3 Village-town active travel connections, #4 Connecting towns by active travel and #5 Long-distance active travel network include related measures.
Urban Placemaking	Grouping does not form a standalone recommendation in STPR2. However, recommendation #1 Connected neighbourhoods includes related measures.
School Streets	Grouping does not form a standalone recommendation in STPR2. However, recommendation #8 Increasing active travel to school includes related measures.
National Behaviour Change Programme	Recommendation #6 - Behavioural change initiatives
Regional Behaviour Change Programmes	Recommendation #6 - Behavioural change initiatives
Expansion of Car Clubs	Grouping does not form a recommendation in STPR2.
Improved Information on Sustainable Travel Modes	Grouping does not form a standalone recommendation in STPR2. However, recommendation #6 Behavioural change initiatives includes related measures.

Case for Change Grouping Name (February 2021)	STPR2 Appraisal Findings/Recommendation
Sustainable Travel towns/Cities	Grouping does not form a standalone recommendation in STPR2. However, recommendations #1 Connected neighbourhoods, #2 Active freeways and cycle parking hubs, #6 Behavioural change initiatives, #8 Increasing active travel to school, #9 Improving access to bikes, #10 Expansion of 20mph limits and zones and #22 Framework for the delivery of mobility hubs include related measures.
Road Safety Campaigns	Recommendation #7 - Changing road user behaviour
Travel Demand Management	Grouping considered within Climate Change Plan Route Map (published January 2022).
Low Emission Zones (LEZ)	Low Emission Zones (LEZs) are committed in Scotland's four biggest cities (Aberdeen, Dundee, Edinburgh and Glasgow) and are planned to be introduced in the near future.
Bus Priority Infrastructure	Recommendation #14 - Provision of strategic bus priority measures
Decarbonisation of the Bus Network	Recommendation #26 - Decarbonisation of the bus network
Demand Responsive Transport (DRT) / Community Transport	Recommendation #20 - Investment in Demand Responsive Transport and Mobility as a Service
Central & North East Scotland Rail Improvements	Recommendation #16 - Perth-Dundee-Aberdeen rail corridor enhancements
Glasgow, West Coast and South West Scotland Rail Improvements	Recommendation #17 - Edinburgh/Glasgow-Perth/Dundee rail corridor enhancements
	Recommendation #45 - High speed and cross-border rail enhancements
Edinburgh, East Coast and Borders Rail Improvements	Recommendation #17 - Edinburgh/Glasgow-Perth/Dundee rail corridor enhancements
	Recommendation #45 - High speed and cross-border rail enhancements
Highland and Far North Rail Improvements	Recommendation #15 - Highland Main Line rail corridor enhancements
Decarbonisation of the Rail Network	Recommendation #25 - Decarbonisation of the rail network
High Speed Rail	Recommendation #44 - Rail freight terminals and facilities
	Recommendation #45 - High speed and cross-border rail enhancements
New Rail Lines, Including Re-Opening of Disused Lines for rail services	Grouping does not form a recommendation in STPR2. However, elements of the Grouping may be appropriate to

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	be taken forward at a regional or local level in accordance with the relevant railway processes.
New Rail Stations	Grouping does not form a recommendation in STPR2. However, elements of the Grouping may be appropriate to be taken forward at a regional or local level in accordance with the relevant railway processes.
New Sleeper Routes	Grouping does not form a recommendation in STPR2.
Rolling Stock Quality	To be considered as part of the ScotRail franchise process.
Public Transport Network Coverage, Frequency and Service Integration	Grouping does not form a recommendation in STPR2.
Mobility Hubs and Multi-modal Interchanges	Recommendation #22 - Framework for the delivery of mobility hubs
Regional Passenger Facilities/Station Enhancements	Recommendation #19 - Infrastructure to provide access for all at railway stations
	Recommendation #21 - Improved public transport passenger interchange facilities
Integrated Public Transport Ticketing	Recommendation #23 - Smart, integrated public transport ticketing
Ferry Service Improvements on the CHFS and NIFS network	Recommendation #24 - Ferry vessel renewal and replacement, and progressive decarbonisation
	Recommendation #42 - Investment in port infrastructure to support vessel renewal and replacement, and progressive decarbonisation
New Ferry Routes (Internal to Scotland)	Grouping does not form a recommendation in STPR2
New International Ferry Routes	Grouping does not form a recommendation in STPR2
Decarbonisation of Ferry Network	Recommendation #24 - Ferry vessel renewal and replacement, and progressive decarbonisation
Fixed Links	Recommendation #41 - Potential Sound of Harris, Sound of Barra fixed links and fixed link between Mull and Scottish mainland
North West Scotland Trunk Road Network Improvements	Recommendation #30 - Trunk road and motorway safety improvements to progress towards 'Vision Zero'
	Recommendation #31 - Trunk road and motorway climate change adaptation and resilience

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	Recommendation #32 - Trunk road and motorway renewal for reliability, resilience and safety
North East Scotland Trunk Road Network Improvements	Recommendation #30 - Trunk road and motorway safety improvements to progress towards 'Vision Zero'
	Recommendation #31 - Trunk road and motorway climate change adaptation and resilience
	Recommendation #32 - Trunk road and motorway renewal for reliability, resilience and safety
South West Scotland Trunk Road Network Improvements	Recommendation #30 - Trunk road and motorway safety improvements to progress towards 'Vision Zero'
	Recommendation #31 - Trunk road and motorway climate change adaptation and resilience
	Recommendation #32 - Trunk road and motorway renewal for reliability, resilience and safety
South East Scotland Trunk Road Network Improvements	Recommendation #30 - Trunk road and motorway safety improvements to progress towards 'Vision Zero'
	Recommendation #31 - Trunk road and motorway climate change adaptation and resilience
	Recommendation #32 - Trunk road and motorway renewal for reliability, resilience and safety
Low Emission/Ultra Low Emission/Electric Vehicle National Action Plan	Recommendation #28 - Zero emission vehicles and infrastructure transition
Road Safety (Vision Zero) Measures	Recommendation #7 - Changing road user behaviour
Trunk Road Space Reallocation	Grouping does not form a recommendation in STPR2.
Review of speed limits (national)	Recommendation #10 - Expansion of 20mph limits and zones
	Recommendation #38 - Speed Management Plan
Decarbonisation of Freight Deliveries	Recommendation #28 - Zero emission vehicles and infrastructure transition
Freight Consolidation Measures	Recommendation #27 - Behavioural change and modal shift for freight
Freight Rest Stops	Recommendation #36 - Strategy for improving rest and welfare facilities for hauliers
Freight Reliability and Efficiency Improvements	Recommendation #27 - Behavioural change and modal shift for freight

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Last-Mile Logistics	Recommendation #27 - Behavioural change and modal shift for freight
Sustainable Modal Shift of Freight	Recommendation #27 - Behavioural change and modal shift for freight
Rail Freight Enhancements	Recommendation #15 - Highland Main Line rail corridor enhancements
	Recommendation #16 - Perth-Dundee-Aberdeen rail corridor enhancements
	Recommendation #17 - Edinburgh/Glasgow-Perth/Dundee rail corridor enhancements
	Recommendation #45 - High speed and cross-border rail enhancements
Connected Autonomous Vehicles (CAV)	Grouping was combined with Control Centre of the Future and forms part of recommendation #33 Future Intelligent Transport Systems
Co-operative Intelligent Transport Systems (C-ITS)	Grouping was combined with Control Centre of the Future and forms part of recommendation #33 Future Intelligent Transport Systems
Transport Scotland Operational Communications	Grouping was combined with Intelligent Transport Systems (ITS) Roadside Infrastructure on Motorways and Trunk Road Network and forms part of recommendation #35 Intelligent Transport System renewal and replacement
Nationwide Open Data, Passenger Information and Communications	Grouping was combined with Control Centre of the Future and forms part of recommendation #33 Future Intelligent Transport Systems
Adaptive Traffic Control on the Trunk Road	Grouping was combined with Intelligent Transport Systems (ITS) Roadside Infrastructure on Motorways and Trunk Road Network and forms part of recommendation #35 Intelligent Transport System renewal and replacement
Incident Management System Upgrade	Recommendation #34 - Traffic Scotland System renewal
Control Centre of the Future	Recommendation #33 - Future Intelligent Transport Systems
Intelligent Transport Systems (ITS) Roadside Infrastructure on Motorways and Trunk Road Network	Recommendation #35 - Intelligent Transport System renewal and replacement
Improve Routes to Major Ports and Airports	Recommendation #39 - Sustainable access to Grangemouth Investment Zone
	Recommendation #40 - Access to Stranraer and the ports at Cairnryan

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Improved Resilience of the trunk road and rail networks	Recommendation #29 - Access to Argyll (A83)
	Recommendation #31 - Trunk road and motorway climate change adaptation and resilience
	Recommendation #32 - Trunk road and motorway renewal for reliability, resilience and safety
Mobility as a Service (MaaS) Digital Platform	Recommendation #20 - Investment in Demand Responsive Transport and Mobility as a Service
Glasgow Metro	Recommendation #11 - Clyde Metro
Edinburgh Mass Transit Options	Recommendation #12 - Edinburgh and South East Scotland Mass Transit
Aberdeen Mass Transit Options	Recommendation #13 - Aberdeen Rapid Transit

Table 2: Options not retained

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
National 8	Cycle/public transport integration: Development of specialist cycle carriages on rural railways for example, in the Borders, SW forests and Highlands	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
National 9	Cycle/public transport integration: Enable carriage of more bikes on interurban buses, all trains and ferries	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
National 31	Increase presence of parkland corridors in urban areas	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
National 35	Car clubs: Expansion in car club availability and use	Option sifted out based on appraisal performance	Preliminary Appraisal
National 37	Deployment of Low Emission Zone (LEZ) for area / route where only certain vehicles are allowed to enter, based on their emissions standards	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
National 52	Travel Demand Management: Measures to effectively manage travel demand and encourage more sustainable travel options.	Option being progressed elsewhere	Preliminary Appraisal
National 63a	East Linton Station	Option being progressed elsewhere	Preliminary Appraisal
National 63b	Reston Station	Option being progressed elsewhere	Preliminary Appraisal
National 64	Rail Line (Existing) Upgrade: Progress & implement "Edinburgh Waverley Western Approach enhancement" Network Rail project. This includes implementing the 'Almond Chord' scheme.	Option sifted out based on appraisal performance	Preliminary Appraisal
National 69	Options that will support the introduction of HS2 services to Scotland, once HS2 Phase 2a/2b is completed in England, with a circa 3 hour 40 minutes journey time between Glasgow/ Edinburgh and London	Option being progressed elsewhere	Preliminary Appraisal

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
National 71	Construct a new rail route linking the Highland Main Line (HML) and West Highland Line (WHL) to reduce the need for rail traffic to travel through Glasgow	Option sifted out based on appraisal performance	Preliminary Appraisal
National 73	Rolling Stock Stabling: Improve management of rolling stock through providing more stabling and maintenance facilities across the rail network	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
National 74	Improve the quality of rail rolling stock across Scotland, including improvements to on board facilities.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
National 75	PT Timetable Integration: Co-ordinate timetabling between PT modes, especially in rural areas, e.g. bus to/from train and ferry.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
National 76	Improved public transport integration and public transport/active travel integration: Better integration of public transport services (coordinated timetables, better interchange facilities, integrated ticketing, etc) and between public transport and active travel (good active travel routes to public transport nodes, cycle facilities at stops/stations, etc)	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
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).	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
National 86	Bus Stops: Improve the quality of bus stop facilities in both rural and urban areas, including the shelters and ensuring stops are properly marked	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal

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National 93	Rail Station Interface: Promote commercial uses for station land/buildings such as food shops, creches as this will reduce the need to make multiple journeys by car and will increase the revenue for the rail sector via rent	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
National 98	Developing ferry links and economic ties with Scandinavian nations	Option sifted out based on appraisal performance	Preliminary Appraisal
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 better addresses the same problem / opportunity	Case for Change
National 117	Freight Handling Capacity on the Forth: Construct a new/expand current multimodal container freight handling facilities.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
National 122	Freight: Take into account the outcomes from the Timber Exit Point Study, to make the loading and transport of timber safer than currently practiced. This includes: 1) Improved access/exit points at woodland/timber sites; 2) safe loading facilities off the public road network; and 3) more engagement with Local Authorities and enforcement of timber, traffic and pedestrian management when loading occurs on public roads	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
National 146	Smarter/Joined Up Sat-Nav systems within cars with real time re-routing to balance capacity.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
National 160	Deployment of SMART Lighting scheme to use remote management solution that ensures that the right amount of light is provided where and when required	Option being progressed elsewhere	Preliminary Appraisal
National 161	Bus Information Provision: Address the difficulty in ensuring that Traveline and bus stop information can be updated quickly when services change for rural areas	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
National 162	Improved information, with main attractors providing information on sustainable travel options	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
National 168	Increased 2+1 provision on roads accessing ports and airports.	Option does not address problems / opportunities	Preliminary Appraisal
National 172	Rail Network Climate Adaptation	Option being progressed elsewhere	Preliminary Appraisal
National 175a	MaaS: Roll out a Scotland-wide MAAS service across all transport modes. Features could include: - Real time information (RTI)	Option being progressed elsewhere	Preliminary Appraisal
National 196	PT Accessibility, Equality & Safety: Improve the quality of buses to allow greater access for all members of society e.g. wheelchair users, pram owners	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
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	Case for Change
National 204	Deployment of technology to apply a road charging mechanism. Scheme would include distance or time-based fees and congestion charges	Another option better addresses the same problem / opportunity	Case for Change
National 205	Deployment of technology (WIM, OHD, etc.) for the protection of critical infrastructure, to protect and maintain the value of TS infrastructure assets	Another option better addresses the same problem / opportunity	Case for Change
National 206	Enhance the digital connectivity, broadband and mobile networks across the strategic road network	Option is out of scope for STPR2	Case for Change
National 207	Undertake review of ferry fares, with possible reversal of fare reductions introduced since 2008 (Clyde & Hebridean Network)	Option is out of scope for STPR2	Case for Change
National 208	Make last minute flights cheaper	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
National 209	Allow ADS for health appointments and also 'friends and family)	Option is out of scope for STPR2	Case for Change
National 210	Bus Priority: Utilise disused assets, such as old rail lines, for bus schemes	Another option better addresses the same problem / opportunity	Case for Change
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	Option is out of scope for STPR2	Case for Change
National 212	Ensure that coach parking facilities are provided at locations that are attractive to passengers	Option is out of scope for STPR2	Case for Change
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;	Option is out of scope for STPR2	Case for Change
National 214	EVs: Add new ultra-low emission vehicles to public sector fleets	Another option better addresses the same problem / opportunity	Case for Change
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.	Option is out of scope for STPR2	Case for Change
National 216	Extension of Eco driving training/promotion for car drivers	Option is out of scope for STPR2	Case for Change
National 217	Increase the HGV speed limit	Another option better addresses the same problem / opportunity	Case for Change
National 218	Integrate our own investment to incentivise sustainable travel i.e. not invest in ULEV loans but grant fund public transport	Option is out of scope for STPR2	Case for Change
National 219	Provide grants for private tenants to provide cycle-sheds/charging points	Option is out of scope for STPR2	Case for Change

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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	Another option better addresses the same problem / opportunity	Case for Change
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	Case for Change
National 222	Use of rail for the movement of freight	Another option better addresses the same problem / opportunity	Case for Change
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 out of scope for STPR2	Case for Change
National 224	Audit public sector transport provision and assess what could be operated more efficiently through partnership	Option is out of scope for STPR2	Case for Change
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 is out of scope for STPR2	Case for Change
National 226	Centralise employment to city centres to increase the demand for public transport, therefore making services more viable/potentially cheaper	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
National 227	Child road safety training: Provide every child with comprehensive road safety education	Option is out of scope for STPR2	Case for Change
National 228	Conduct a review of investments in cycle measures (such as on road/off road/segregate/electric bikes etc)	Option is out of scope for STPR2	Case for Change
National 229	Conduct a review of Mass transit (i.e. bus/tram/train integration) and implement findings	Option is out of scope for STPR2	Case for Change
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	Case for Change
National 231	Consider legislative changes to the service registration rules to increase the effectiveness of the registration regime	Option is out of scope for STPR2	Case for Change
National 232	Consider worst-case scenario when planning and designing transport system for the future, to combat against climate change	Option is out of scope for STPR2	Case for Change
National 233	Covered cycleways: Provide covered weather protection on well-used cycleways	Option does not address problems / opportunities	Case for 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 is out of scope for STPR2	Case for Change
National 235	Cycle training: Provide all school pupils and any adult that wants it with training to ride a bike safely on road	Option is out of scope for STPR2	Case for Change
National 236	Develop and implement new legislation to enforce better coordination of roadworks to reduce disruption	Option is out of scope for STPR2	Case for Change
National 237	Develop Apprenticeship Scheme(s) to attract more staff to the bus industry	Option is out of scope for STPR2	Case for Change
National 238	Develop living accommodation closer to work environments	Option is out of scope for STPR2	Case for Change

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National 239	Develop location neutral working hubs	Option is out of scope for STPR2	Case for Change
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	Another option better addresses the same problem / opportunity	Case for Change
National 241	Develop simpler more convenient public transport to encourage wider use to reduce congestion and carbon emissions	Another option better addresses the same problem / opportunity	Case for Change
National 242	Development of Scenario route planning management tool, for real-time response to efficiently routing traffic	Option is out of scope for STPR2	Case for Change
National 243	Digital Connectivity: Ensure, through legislation, that all new builds/properties are capable of access to gigabit connections	Option is out of scope for STPR2	Case for Change
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 is out of scope for STPR2	Case for Change
National 245	Digital Connectivity: Improve mobile phone connectivity to improve better access to bus information applications.	Option is out of scope for STPR2	Case for Change
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 is out of scope for STPR2	Case for Change

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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 is out of scope for STPR2	Case for Change
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 is out of scope for STPR2	Case for Change
National 249	Digital Railway: Roll out a 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.	Another option better addresses the same problem / opportunity	Case for Change
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 is out of scope for STPR2	Case for Change
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	Case for Change
National 252	Ensure, through legislation, that all new builds/properties are capable of access to gigabit connections	Option is out of scope for STPR2	Case for Change
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 is out of scope for STPR2	Case for Change

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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.	Another option better addresses the same problem / opportunity	Case for Change
National 255	EVs: Development a business model for charging infrastructure in partnership with Network Companies	Option is out of scope for STPR2	Case for Change
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	Case for Change
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	Option is being progressed elsewhere	Case for Change
National 258	EVs: Ensure public chargers are sited in areas attractive to all users (e.g. lighting, CCTV)	Another option better addresses the same problem / opportunity	Case for Change
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	Case for Change
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)	Another option better addresses the same problem / opportunity	Case for Change
National 261	EVs: take steps to better integrate electric vehicle policy within wider energy systems policy including renewable generation and energy storage systems.	Option is out of scope for STPR2	Case for Change
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 being progressed elsewhere	Case for Change

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National 263	Fares & Concession Schemes: Expand concessionary travel schemes across Scotland and user groups to provide more equitable access	Option is out of scope for STPR2	Case for Change
National 264	Fares & Concession Schemes: Fare reductions and concessionary travel extended to cover those on low incomes and job seekers	Option is out of scope for STPR2	Case for Change
National 265	Fares & Concessions: Implement a reduced public transport fares system to encourage private car users to switch to public transport	Option is out of scope for STPR2	Case for Change
National 266	Fares & Concessions: Provide free public transport for all at the point of use to help remove all car parks	Option is out of scope for STPR2	Case for Change
National 267	Fares & Concessions: Reducing fare differentials 'fare cap'	Option is out of scope for STPR2	Case for Change
National 268	Fares & Concessions: Trial free bus travel for certain groups	Option is out of scope for STPR2	Case for Change
National 269	Fares & Ticketing (Rail): Enable/encourage/assist business to help employees through subsidising/loads (on season tickets)	Option is out of scope for STPR2	Case for Change
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 is out of scope for STPR2	Case for Change
National 271	Free bikes for every individual in Scotland along with safety training	Option is out of scope for STPR2	Case for Change
National 272	Free electric bikes for over 50s	Option is out of scope for STPR2	Case for Change

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
National 273	Freight Handling Capacity on the Forth: Construct a new/expand current multimodal container freight handling facilities where the resultant building exceeds 10,000 square metres. Supporting transport infrastructure 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 is out of scope for STPR2	Case for Change
National 274	Freight Modal Shift: Enable modal shift of freight from road to rail or water where appropriate	Another option better addresses the same problem / opportunity	Case for Change
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 is out of scope for STPR2	Case for Change
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	Case for Change
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	Case for Change
National 278	Implement a fossil fuel trading scheme	Option is out of scope for STPR2	Case for Change
National 279	Implement car free days to promote the use of active travel and public transport	Option is out of scope for STPR2	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
National 280	Implement measures to reduce travel time between Scotland and the major cities in the North of England to enhance economic activity	Another option better addresses the same problem / opportunity	Case for Change
National 281	Improve accessibility to alternative modes of travel to the car	Another option better addresses the same problem / opportunity	Case for Change
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 is out of scope for STPR2	Case for Change
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 is out of scope for STPR2	Case for Change
National 284	Improve enforcement of the law on road safety and vehicle emissions standards possibly through the use of tolls	Option is out of scope for STPR2	Case for Change
National 285	Improve enforcement of the use of segregated lanes, including consideration of electronic-based enforcement measures	Option is out of scope for STPR2	Case for Change
National 286	Improve existing assets through design, consultation and renovation	Another option better addresses the same problem / opportunity	Case for Change
National 287	Improve national guidance to ensure that local policies support implementation of bus schemes	Option is out of scope for STPR2	Case for Change
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	Case for Change
National 289	Improve on the enforcement of bus contracts, including vehicle checks, driver checks and operational compliance checks in rural areas	Option is out of scope for STPR2	Case for Change

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
National 290	Improve perceptions of and skills in the freight industry through greater training opportunities, career development and marketing of services	Option is out of scope for STPR2	Case for Change
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 is out of scope for STPR2	Case for Change
National 292	Improve the integration of planning/transport infrastructure with wider infrastructure (e.g. energy and digital)	Option is out of scope for STPR2	Case for Change
National 293	Improve the management of cycling infrastructure with Transport Scotland taking overall responsibility for the NCN	Option is out of scope for STPR2	Case for Change
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	Case for Change
National 295	Improve the utilisation of diversionary rail routes to provide greater resilience to the rail network	Another option better addresses the same problem / opportunity	Case for Change
National 296	Improvement to ORR data stats	Option is out of scope for STPR2	Case for Change
National 297	Incorporate active travel networks into housing developments e.g. cycle lanes, footpaths	Another option better addresses the same problem / opportunity	Case for Change
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	Case for Change
National 299	Increase partnership working between the public sector, developers and operators to leverage private sector investment	Option is out of scope for STPR2	Case for Change

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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 out of scope for STPR2	Case for Change
National 301	Increase the number of train drivers available in Scotland	Option is being progressed elsewhere	Case for Change
National 302	Increase/support development of skilled workforce in travel economy transport	Option is out of scope for STPR2	Case for Change
National 303	Increased links onto trunk roads from new housing developments	Option is out of scope for STPR2	Case for Change
National 304	Increased regulation, prohibition, restriction of motor vehicle access in town / city centres (incl. workplace parking levy and car-free city centres)	Option is out of scope for STPR2	Case for Change
National 305	Install solar-powered lighting to improve safety at night in rural areas	Option does not address problems / opportunities	Case for Change
National 306	Introduce a freight ferry service linking between Campbeltown – Ballycastle (Northern Ireland)	Option does not address problems / opportunities	Case for Change
National 307	Introduce car tax breaks for car owners who car share	Option is out of scope for STPR2	Case for Change
National 308	Invest in public transport to provide additional services.	Another option better addresses the same problem / opportunity	Case for Change
National 309	ITS: Switch to more flexible road space such as allowing for tidal flows	Another option better addresses the same problem / opportunity	Case for Change
National 310	Link new housing with transport infrastructure so networks can cope. Significant opportunity with NPF4 Strategic Sites Review	Option is out of scope for STPR2	Case for Change
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 is out of scope for STPR2	Case for Change

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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 is out of scope for STPR2	Case for Change
National 313	Maintenance & Asset Management: Improve the existing network by targeted minor works – current policy seems to favour roads or nothing.	Option is out of scope for STPR2	Case for Change
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 is out of scope for STPR2	Case for Change
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 is out of scope for STPR2	Case for Change
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 better addresses the same problem / opportunity	Case for Change
National 317	Negotiate stretching emission standards for new cars and vans beyond 2021	Option is out of scope for STPR2	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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 better addresses the same problem / opportunity	Case for Change
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.	Another option better addresses the same problem / opportunity	Case for Change
National 320	New Rail Stations: Identify locations for new railway stations (on existing network) to increase accessibility to the rail network	Another option better addresses the same problem / opportunity	Case for Change
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	Option is out of scope for STPR2	Case for Change
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 better addresses the same problem / opportunity	Case for Change
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 is out of scope for STPR2	Case for Change
National 324	Parking supply - Reduce car parking supply in urban areas and/or increase its cost to incentivise use of active modes	Option is out of scope for STPR2	Case for Change
National 325	Parking: Develop a National smart parking app	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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	Option is being progressed elsewhere	Case for Change
National 327	Promote Rail Travel: Target areas where rail is not currently an attractive option with improvements to change perceptions.	Option does not address problems / opportunities	Case for Change
National 328	Promotion of sustainable travel: Promote walking and cycling friendly businesses	Another option better addresses the same problem / opportunity	Case for Change
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 is out of scope for STPR2	Case for Change
National 330	PT Accessibility, Equality & Safety: Address safety concerns of women at bus shelter & train platforms	Another option better addresses the same problem / opportunity	Case for Change
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 is out of scope for STPR2	Case for Change
National 332	PT Accessibility, Equality & Safety: Increase the amount of user involvement in designing new/replacement public vehicles.	Option is out of scope for STPR2	Case for Change
National 333	Public Transport Fares: Implement a national fare structure/system that is consistent across mode and by distance	Option is out of scope for STPR2	Case for Change
National 334	Publish clear policy guidance which does not rely on retro-fitting technology	Option does not address problems / opportunities	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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 better addresses the same problem / opportunity	Case for Change
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 better addresses the same problem / opportunity	Case for Change
National 337	Rail Line (Existing) Upgrade: Route 6: Central Belt - Inverness - RA10 Permissions - in 2,896 mm high x 2,550 mm/2,600 mm wide on IKA/FKA/IDA - W10/W12 with Electrification - Longer Loops, Length 640m - Journey Time Improvements/Better Paths - Removal of RT3973 restrictions - Requirement for new or improved freight terminal facilities	Another option better addresses the same problem / opportunity	Case for Change

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
National 338	Rail Line (Existing) Upgrade: Route 9: Central Belt - Aberdeen via Fife - 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 - Journey Time Improvements/Better Paths - Removal of one train working on the Aberdeen - Waterloo branch - Requirement for new or improved freight terminal facilities	Another option better addresses the same problem / opportunity	Case for Change
National 339	Rail Line (Existing) Upgrades: Need to identify which rail routes are in highest demand and target these with infrastructure improvements	Another option better addresses the same problem / opportunity	Case for Change
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.	Another option better addresses the same problem / opportunity	Case for Change
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	Another option better addresses the same problem / opportunity	Case for Change
National 342	Rail Service & Timetable Improvements: Implement measures to reduce journey times between Inverness, Aberdeen and the Central Belt	Another option better addresses the same problem / opportunity	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
National 343	Rail Service & Timetable Improvements: Train lengthening on various corridors to meet 2023/24 demand stated in the Network Rail Scotland Route Study	Another option better addresses the same problem / opportunity	Case for Change
National 344	Rail Station Capacity: Extend platforms on routes where extra capacity is needed.	Another option better addresses the same problem / opportunity	Case for Change
National 345	Reduce car use through reduced parking provision, increased parking prices and workplace parking levy	Option is out of scope for STPR2	Case for Change
National 346	Reduce the use of single occupancy vehicles through restrictions on road use and action on parking availability and price in urban areas	Option is out of scope for STPR2	Case for Change
National 347	Reform employment practices for gig economy and levelling of employment cost burdens (e.g. Freight Train Driver, HGV Driver, Bicycle Courier)	Option is out of scope for STPR2	Case for Change
National 348	Remove barriers limiting access to all modes of transport in particular those who need car travel such as mothers with young children	Another option better addresses the same problem / opportunity	Case for Change
National 349	Resolve key capacity constraints to enable longer trains, increased service frequency etc. that is needed to enable STPR2, NR, NTS2 aspirations and proposals	Another option better addresses the same problem / opportunity	Case for Change
National 350	Restructure the governance of PT operators	Option is out of scope for STPR2	Case for Change
National 351	Review and change land use planning in order to link up sustainable travel options	Option is out of scope for STPR2	Case for Change
National 352	Road Safety: Improve the safety, capacity and performance of the strategic inter-city road network	Another option better addresses the same problem / opportunity	Case for Change
National 353	Road User Charging: Disincentivise travelling on the road during peak times via congestion charging, increased	Another option better addresses the same problem / opportunity	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
	parking fines or single occupancy trips to help finance infrastructure improvements		
National 354	Road User Charging: Use Road user charging to replace fuel duty when all vehicles become electric	Option is being progressed elsewhere	Case for Change
National 355	Roads Dedicated Lanes: Implement dedicated freight lanes/large vehicle lanes	Option does not address problems / opportunities	Case for Change
National 356	Roads Hierarchy: Development of a ‘Trunk Road-Lite’ Network	Option is out of scope for STPR2	Case for Change
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	Case for Change
National 358	Roll out Environmental education in schools to build on the recent climate emergency protests	Option is out of scope for STPR2	Case for Change
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	Another option better addresses the same problem / opportunity	Case for Change
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 better addresses the same problem / opportunity	Case for Change

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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	Case for Change
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 out of scope for STPR2	Case for Change
National 363	Supporting measures to reduce emissions generated by the shipping sector (both vessels/boats/ferries; and port infrastructure)	Option is out of scope for STPR2	Case for Change
National 364	Target 2025 for electrification of all transport	Another option better addresses the same problem / opportunity	Case for Change
National 365	Tax incentives to promote working from home (accepting that this is not available to all)	Option is out of scope for STPR2	Case for Change
National 366	Tax incentives to reduce on-street parking and increase green / blue / commercial space	Option is out of scope for STPR2	Case for Change
National 367	Tax out of town shopping centres, which generate high no. of private car trips.	Option is out of scope for STPR2	Case for Change
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 is out of scope for STPR2	Case for Change
National 369	Transformative upgrade in public sector fleet vehicles, including local authority and blue light vehicles	Option does not address problems / opportunities	Case for Change
National 370	Transport Scotland to be the 'broker' to join up transport services and provide the technology to enable multimodal journeys	Option is out of scope for STPR2	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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	Option is out of scope for STPR2	Case for Change
National 372	Travel Planning for Public & Private Sector: enforcement of travel plans, ensuring organisations adhere to them	Option is out of scope for STPR2	Case for Change
National 373	Travel Planning for Public & Private Sector: Use of video conferencing, for health/education (e.g. in the Highlands)	Option is out of scope for STPR2	Case for Change
National 374	Undertake an audit existing bus and coach assets to understand if they need to be removed if not needed or maintained whilst identify gaps	Option is out of scope for STPR2	Case for Change
National 375	Widen carriageways to 7.3 metres to allow for contraflows and increase resilience and safety especially on rural roads	Another option better addresses the same problem / opportunity	Case for Change
National 376	Work with police and local authorities to improve enforcement of bus passenger priorities and no parking at bus stops	Option is out of scope for STPR2	Case for Change
National 377	Work with RTPs to ensure the forthcoming Regional Transport Strategies have a strong bus component	Option is out of scope for STPR2	Case for Change
National 378	Work with Transport Authorities to conduct a nationwide review of bus stop information	Option is out of scope for STPR2	Case for Change
National 379	Work with transport authorities to improve bus services, including by establishing Bus Forums in each authority area	Option is out of scope for STPR2	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
National 380	Workplace Facilities: assist/enable workplaces to provide changing, shower and cycle parking facilities at places of work for employees and customers	Option is out of scope for STPR2	Case for Change
National 381	Travel plans: Implement effective travel plans at schools, workplaces and major trip attractors	Another option better addresses the same problem / opportunity	Case for Change
National 382	E-scooter promotion: Legalise on-street use of, then promote the use of, e-scooters	Option is out of scope for STPR2	Case for Change
National 383	Travel plans: Implement effective travel plans at schools, workplaces and major trip attractors	Another option better addresses the same problem / opportunity	Case for Change
National 384	Car share: Significant expansion in car share use	Another option better addresses the same problem / opportunity	Case for Change
National 385	Disincentivise unsustainable business travel: Make changes to ensure that no one receives financial benefit from driving for business	Option is out of scope for STPR2	Case for Change
National 386	Reduce the need to travel: Encourage home working and other measures which reduce the need to travel	Option is out of scope for STPR2	Case for Change
National 387	Workplace parking levy: Introduce WPL	Option is out of scope for STPR2	Case for Change
National 388	Ban single occupancy car use: Restrict use of cars occupied by only one person	Option is out of scope for STPR2	Case for Change
National 389	Financial incentives to encourage active travel: Support to purchase bikes/equipment or financial incentives to encourage active travel	Option is out of scope for STPR2	Case for Change
National 390	Eco-driver training: Promotion of eco-driver training	Option is out of scope for STPR2	Case for Change
National 391	Child road safety training: Provide all children with road safety training	Option is out of scope for STPR2	Case for Change

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
National 392	Cycle training: Provide all school pupils and any adult that wants it with training to ride a bike safely on road	Option is out of scope for STPR2	Case for Change
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	Case for Change
National 394	Road space reallocation and/or removal of parking: Reduction of traffic and/or parking capacity to reduce the attractiveness of car use	Option is out of scope for STPR2	Case for Change
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	Another option better addresses the same problem / opportunity	Case for Change
National 396	Implement more Public Service Obligations (PSOs) to ensure isolated communities retain air service connectivity	Option is out of scope for STPR2	Case for Change
National 397	Create HIAL owned airline to supply air services in circumstances where commercial flights have been withdrawn	Option is out of scope for STPR2	Case for Change
National 398	Reintroduce unaccompanied minor flights	Option is out of scope for STPR2	Case for Change
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 is out of scope for STPR2	Case for Change
National 400	Enhance air connections between islands and mainland destinations to enable longer day trips	Option is out of scope for STPR2	Case for Change
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 is out of scope for STPR2	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
National 402	Air timetables need to allow better integration with inter-isle air/ferry services in the Northern Isles	Option is out of scope for STPR2	Case for Change
National 403	Consider specific needs of disabled passengers (relating to internal air services)	Option is out of scope for STPR2	Case for Change
National 404	Check-through hold luggage on all connections including where there are different carriers	Option is out of scope for STPR2	Case for Change
National 405	Shorter check-in times for internal flights	Option is out of scope for STPR2	Case for Change
National 406	Replace current aircraft fleet with larger aircraft	Option is out of scope for STPR2	Case for Change
National 407	Schools Programme to attract young people into the industry, dovetailing with university and college courses	Option is out of scope for STPR2	Case for Change
National 408	Investing in the necessary digital infrastructure required for semi-autonomous vehicle usage	Option is out of scope for STPR2	Case for Change
National 409	Establishing an "emergency resilience network," where public sector warehousing is introduced to hold stocks in case of supply chain issues	Option is out of scope for STPR2	Case for Change
National 410	Reinvestigating the need for Scotland to have a European independent ferry route, such as Forsyth to Zeebrugge	Another option better addresses the same problem / opportunity	Case for Change
National 411	Enhance Freight Transport Modelling capability in Scotland	Option is out of scope for STPR2	Case for Change
National 412	An enhanced Scottish freight appraisal technique, putting into place the right appraisal characteristics based on recent research	Option is out of scope for STPR2	Case for Change
National 413	Introducing ERTMS (European Railway Traffic Management System)	Option is out of scope for STPR2	Case for Change

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
National 414	Recognising the move towards semi-autonomous vehicles and implementing the required legislation for the platooning of vehicles, for example.	Option is out of scope for STPR2	Case for Change
National 415	Developing Centres of Excellence for Logistics	Option does not address problems / opportunities	Case for Change
National 416	Freight awareness training for LA planners and officers	Option is out of scope for STPR2	Case for Change
National 417	Courses to upskill the existing workforce, related to digitalisation for example	Option is out of scope for STPR2	Case for Change
National 418	The provision of eco-driving training - for both diesel/petrol HGV drivers, and electric	Option is out of scope for STPR2	Case for Change
National 419	The updating of a national best practice for freight in Scotland, for operators to follow	Option does not address problems / opportunities	Case for Change
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	Case for Change
National 421	Local Authorities adopting best practice through their fleets	Option is out of scope for STPR2	Case for Change
National 422	Improved signage for HGVs in areas where safety is a concern	Option does not address problems / opportunities	Case for Change
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	Case for Change
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	Case for Change
National 425	Increasing awareness, uptake and process reform of modal shift grants across Scotland	Option does not address problems / opportunities	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
National 426	Safeguarding sites in urban areas for logistics sites, particularly within city centres where last-mile logistics is required	Option is out of scope for STPR2	Case for Change
National 427	Altering the planning process to ensure that sites constructed alongside railways and waterways are stipulated to utilise sustainable transport modes	Option is out of scope for STPR2	Case for Change
National 428	Safeguarding rail sites for future rail terminal opportunities	Option is out of scope for STPR2	Case for Change
National 429	Safeguarding wharves for water freight opportunities	Option is out of scope for STPR2	Case for Change
National 430	Continuously improving the access to ports by road and rail for freight	Another option better addresses the same problem / opportunity	Case for Change
National 431	Adding permanent chill storage facilities at Scottish Airports, to allow high value seafood/whiskey through Scotland rather than LHR	Option is out of scope for STPR2	Case for Change
National 432	Utilising buses and coaches to provide capacity for freight into rural areas	Option is out of scope for STPR2	Case for Change
National 433	Transport Scotland underwrite a multi-user freight train running a regular circuit along the lines of: Grangemouth > Inverness > Aberdeen > Rosyth/Leith.	Option is out of scope for STPR2	Case for Change
National 434	Scope and identify monitoring process for implementing CLPs	Option is out of scope for STPR2	Case for Change
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 is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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	Case for Change
National 437	Promoting opportunities in the logistics sector to diversify workforce, with emphasis placed on encouraging women and BAME into the industry	Option is out of scope for STPR2	Case for Change
National 438	Collaborating with other Combined Authorities/LAs/Central Government to deliver a standardised approach to polluting vehicles	Option is out of scope for STPR2	Case for Change
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 industry.	Option is out of scope for STPR2	Case for Change
National 440	"Freight Awareness Training" for LA planning officers	Option is out of scope for STPR2	Case for Change
National 441	Safeguarding of land use transfer points for logistics usage, particularly last mile within urban areas	Option is out of scope for STPR2	Case for Change
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 is out of scope for STPR2	Case for Change
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 is out of scope for STPR2	Case for Change
National 444	Collaboration with Central Government on improving regulation that governs driver's working conditions	Option is out of scope for STPR2	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
National 445	Launching Skills & Apprenticeships initiatives for people coming into the sector, and pairing them with employers	Option is out of scope for STPR2	Case for Change
National 446	The shared usage of Bus Lanes, which would allow a more reliable freight service	Option does not address problems / opportunities	Case for Change
National 447	Exploring options for the increased use of existing assets (rail, waterway, trams) for servicing and delivery activities	Another option better addresses the same problem / opportunity	Case for Change
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 is out of scope for STPR2	Case for Change
National 449	Promote and facilitate the use of locker banks, click and collect and collection/return points	Option is out of scope for STPR2	Case for Change
National 450	Programme of RDC to Rail Connected Sites identification study, land zoning, and build out – with rail connection funding package.	Option is out of scope for STPR2	Case for Change
National 451	Supportive NPF4 policy to relocate existing RDC's to Rail Connected sites (over time) to include financial penalties / incentives.	Option is out of scope for STPR2	Case for Change
National 452	Linked Strategic Freight highway enhancements to support first / last mile and transfer infrastructure provision (State Purchase / Private Sector Lease Back)	Option is out of scope for STPR2	Case for Change
National 453	Wider Water Bottling Freight Package (for export to England) – links to site identification option outlined earlier – heavy / bulk / long distance – all ideal rail freight options.	Option is out of scope for STPR2	Case for Change
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	Case for Change

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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 is out of scope for STPR2	Case for Change
National 456	Transport Scotland to continue to invest in, operate and maintain technology that helps protect the structure of our road network.	Another option better addresses the same problem / opportunity	Case for Change
National 457	Continue to support digital corridors and the rollout of national broadband through share ducting use and reciprocal agreements as required. Tie in with Scottish Government Mobile Connectivity Action Plan	Option is out of scope for STPR2	Case for Change
National 458	Roads Hierarchy: Commit to bringing up to specification all trunk roads and provide support to enhance regionally significant roads. - higher quality road links between locations could reduce the cost of operating services between them. This could in turn lead to improved connectivity	Another option better addresses the same problem / opportunity	Case for Change
National 463	Network average speed control areas to reduce congestion/emissions, particularly around CAZs and AQMAs	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
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)	Option is out of scope for STPR2	Case for Change

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
National 467	EVs: Enable a large-scale increase of EVs across Scotland to help support 'whole-system' energy solutions by: <ul style="list-style-type: none"> • providing significant and distributed energy storage capacity, able to absorb intermittent loads from renewable generation; • helping to integrate more micro-generation; • increasing overall energy efficiency; and • potentially providing a source of grid power input when required. 	Another option better addresses the same problem / opportunity	Case for Change
National 468	EVs: introduce large scale pilots across the country, removing barriers and encouraging private motorists to use ULEVs;	Another option better addresses the same problem / opportunity	Case for Change
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)	Another option better addresses the same problem / opportunity	Case for Change
National 470	EVs: Support local authorities in deploying measures that encourage adoption of EVs	Another option better addresses the same problem / opportunity	Case for Change
National 471	EVs: Support the development of innovative EV charging hubs across Scotland	Another option better addresses the same problem / opportunity	Case for Change
National 472	EVs: Support the increased deployment and experience of the ChargePlace Scotland Network	Another option better addresses the same problem / opportunity	Case for Change
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	Another option better addresses the same problem / opportunity	Case for Change
National 474	Introduce measures to reduce visitor numbers/car based visitor numbers (Clyde & Hebridean Network)	Option is out of scope for STPR2	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
National 475	Consider a more balanced approach of additional capacity and demand management measures (Clyde & Hebridean Network)	Option is out of scope for STPR2	Case for Change
National 477	PT Accessibility, Equality & Safety: Invest in the bus fleet to improve accessibility on existing routes	Option is out of scope for STPR2	Case for Change
Argyll & Bute 502	Improve timetables (including increasing frequency) on the West Highland Main Line (WHML) to improve connections	Option sifted out based on appraisal performance	Preliminary Appraisal
Argyll & Bute 503	Increased flexibility of rail services operating between Taynuilt and Dalmally	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Argyll & Bute 504	Increase strategic (long distance) rail services through school holiday periods	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Argyll & Bute 505	HMNB Clyde Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Argyll & Bute 506	Improved rail connectivity between Oban and London through the introduction of a sleeper service, either as a standalone service or linking with the Fort William to London service.	Option sifted out based on appraisal performance	Preliminary Appraisal
Argyll & Bute 507	Train carriage provision on ferries for the movement of passengers and / or freight, with associated extension of rail network	Option sifted out based on appraisal performance	Preliminary Appraisal
Argyll & Bute 509	Expand rail network into rural parts of Argyll & Bute	Option sifted out based on appraisal performance	Preliminary Appraisal
Argyll & Bute 510	Increase the number and frequency of rail services to provide a more resilient network and providing connections to the Central Belt	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Argyll & Bute 511	Increased capacity for rail services operating between Helensburgh Central and Craigendoran	Option sifted out based on appraisal performance	Preliminary Appraisal

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Argyll & Bute 519b	Consolidate island services at either Port Ellen or Port Askaig.	Option being progressed or considered elsewhere (Islands Connectivity Plan)	Preliminary Appraisal
Argyll & Bute 519c	Remove connection to Colonsay and Oban.	Option being progressed or considered elsewhere (Islands Connectivity Plan)	Preliminary Appraisal
Argyll & Bute 522	Improve on-board facilities for ferry passengers, providing access for all.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Argyll & Bute 523	Enhance Islay - Kennacraig ferry route: increase capacity for freight/improve day capacity through introduction of an overnight freight service	Option being progressed or considered elsewhere (Islands Connectivity Plan)	Preliminary Appraisal
Argyll & Bute 525	New pier and marshalling facility at Craignure (Mull) to provide long-term accommodation of larger vessels	Option being progressed elsewhere	Preliminary Appraisal
Argyll & Bute 527	New rail connection to/from Cowal linking to the WHL or rail network in Inverclyde or North Ayrshire, including fixed link or ferry crossings	Option sifted out based on appraisal performance	Preliminary Appraisal
Argyll & Bute 530	New rail connection to/from Kintyre linking to Cowal, including fixed link or ferry crossing	Option sifted out based on appraisal performance	Preliminary Appraisal
Argyll & Bute 532	Introduce new ferry route between Arran and Bute	Option does not address problems / opportunities	Preliminary Appraisal
Argyll & Bute 533	Introduce new passenger/vehicle ferry service between Carradale and Arran	Option does not address problems / opportunities	Preliminary Appraisal
Argyll & Bute 534	Introduce new small ferry service between Helensburgh and Gourock	Option does not address problems / opportunities	Preliminary Appraisal
Argyll & Bute 535	Introduce new ferry service between Dunoon town centre and Gourock town centre	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Argyll & Bute 536	Introduce new passenger/vehicle ferry service between Lismore and Port Appin	Option being progressed or considered elsewhere (Islands Connectivity Plan)	Preliminary Appraisal
Argyll & Bute 537	A82 Tarbet to Inverarnan Upgrade: Single carriageway, largely on-line upgrade, between Tarbet and Inverarnan, to reduce journey times and reduce accident numbers / severity	Option being progressed elsewhere	Preliminary Appraisal
Argyll & Bute 539	New road link between the A82 and Cowal, including fixed link or ferry crossings	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 540	New fixed link between Cowal and Inverclyde, linking to the A78	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 541	New road link between Cowal and Bute & Bute and North Ayrshire, linking to the A78, including fixed link or ferry crossings	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 542	New road link between Cowal and Kintyre, including fixed link or ferry crossing	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 543	New road connection between the A83 (west of R&BT) and A82 (north of Ardlui) through Glen Kinglass	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 544	New road connection between the A83 (within the vicinity of Clachan) and A82 (north of Inverarnan) through Glen Fyne	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 546	New road link between Helensburgh and Cowal, including fixed link or ferry crossings	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 558	Changes to short sea shipping policy to facilitate the movement of greater volumes of freight via water	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Argyll & Bute 560	A816 Lochgilphead to Oban: Improvements focussing on removal of pinch points, improving road alignment and excessive bends.	Option sifted out based on appraisal performance	Preliminary Appraisal

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Argyll & Bute 561	Construction of a distributor / relief road around Oban to reduce congestion within the town, to support development and to improve access to Oban ferry terminal	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Argyll & Bute 562	Improvements to non-trunk roads with strategic function	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Argyll & Bute 563	Improve direct access to Oban ferry port, including improvements to the road system and replacement Albany Rd bridge (over the rail line)	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Argyll & Bute 565	Improve parts of the rail network prone to flooding	Option being progressed elsewhere	Preliminary Appraisal
Argyll & Bute 566	Increase carriage capacity of trains, including provision for cycles, luggage etc.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Argyll & Bute 572	Integrate timetables (bus / rail / ferry / air), including: - Oban-Fort William / Fort William-Inverness bus - local bus integration with rail services - make allowances for mobility impaired passengers when integrating services	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Argyll & Bute 576	More competitive procurement strategy for ferry routes	Option is out of scope for STPR2	Case for Change
Argyll & Bute 577	Reduce air fares	Option is out of scope for STPR2	Case for Change
Argyll & Bute 578	Establish Oban airport as H&I hub, linking central belt, islands and Inverness	Option is out of scope for STPR2	Case for Change
Argyll & Bute 579	Port / Harbour Infrastructure - wave protection (breakwater) infrastructure at locations including but not limited to; Gourock Jetty, Kilcreggan Pier, Cloanaig, Dunstaffnage	Another option better addresses the same problem / opportunity	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
	Bay, island communities such as Mull (Fishnish), Colonsay and Gigha / Tayinloan		
Argyll & Bute 580	Port / Harbour Infrastructure - development of mixed use ferry / fishing infrastructure	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 581	Upgrading B class roads to A class	Option is out of scope for STPR2	Case for Change
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	Case for Change
Argyll & Bute 583	Appoint auditor for existing A83 R&BT works	Option is out of scope for STPR2	Case for Change
Argyll & Bute 584	Increase funding for island roads (recognising challenges around constructing on peat)	Option is out of scope for STPR2	Case for Change
Argyll & Bute 585	Improve road closure procedures (resulting from accidents and overnight maintenance) to minimise disruption	Option is out of scope for STPR2	Case for Change
Argyll & Bute 586	Cable car gondola project between Dunoon and Rothesay	Option does not address problems / opportunities	Case for Change
Argyll & Bute 587	Safer walking / cycling routes through reduced speeds and provision of additional pedestrian / toucan crossings	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Argyll & Bute 588	Prioritisation and integration of walking and cycling links within all infrastructure improvements / developments	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 589	Reduce bus fares to increase patronage (possible extension to existing concessions)	Option is out of scope for STPR2	Case for Change
Argyll & Bute 590	Provision of school buses for pre-school children to attend ELC Units	Option is out of scope for STPR2	Case for Change
Argyll & Bute 591	Improve comfort and safety of bus shelters	Option is out of scope for STPR2	Case for Change
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. Examples:</p> <ul style="list-style-type: none"> - 316 service (Coulport - Helensburgh), extend beyond 10pm - Lochgilphead - Oban - Between Oban and wider area - Glendaruel to Colintrave, Tighnabruaich, Strachur and Dunoon - Sunday bus service: Dunoon - Inveraray, Kintyre - In and around Dunoon, especially north and westbound e.g. Dunoon to Inveraray and beyond - Rothesay - Dunoon (via ferry) - Arrochar - Local bus to Westport Beach Kintyre - Tarbet/Arrochar to urban centres (for further Education, employment or onward travel) 	Option is out of scope for STPR2	Case for Change
Argyll & Bute 593	New bus route serving HMNB Clyde	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Argyll & Bute 594	Provide express bus link between Glasgow / Central Belt and Dunoon / Cowal via ferry	Option is out of scope for STPR2	Case for Change
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	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 596	Improve rolling stock provision on West Highland Main Line (WHML)	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 597	Extend rail network to the islands via fixed links	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 598	Alternatives to ferries, such as hydro foil, water taxis / buses (sea lochs) or submarines	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 599	Port / Harbour Infrastructure - improved harbour infrastructure at locations including but not limited to; Campbeltown, various locations across Mid Argyll, Kintyre and Islay, Fionaphort / Iona and Craignure Pier	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 600	Re-design the ferry network from first principles, including but not limited to governance, ownership and operation	Option is out of scope for STPR2	Case for Change
Argyll & Bute 601	Centralisation of ferry ownership, including on routes such as Lismore to Port Appin	Option is out of scope for STPR2	Case for Change
Argyll & Bute 602	Reduce ferry docking fees at locations including Gourock	Option is out of scope for STPR2	Case for Change
Argyll & Bute 603	Increased air services between Argyll & Bute airports and other domestic airports (Glasgow, Western isles)	Option is out of scope for STPR2	Case for Change
Argyll & Bute 604	Bring air services together to stimulate competition offering new routes	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Argyll & Bute 605	Increase air service provision on routes including: - Edinburgh / Glasgow to Oban (link to Barra) - Campbeltown - Glasgow (better aircraft to improve reliability) - Coll - Glasgow - Colonsay - Glasgow - Islay - Edinburgh (leaving time for passengers' onward journey to Jura)	Option is out of scope for STPR2	Case for Change
Argyll & Bute 606	Increase air service provision on routes including: - Edinburgh / Glasgow to Oban (link to Barra) - Campbeltown - Glasgow (better aircraft to improve reliability) - Coll - Glasgow - Colonsay - Glasgow - Islay - Edinburgh (leaving time for passengers' onward journey to Jura)	Option is out of scope for STPR2	Case for Change
Argyll & Bute 607	Increase air service provision on routes including: - Edinburgh / Glasgow to Oban (link to Barra) - Campbeltown - Glasgow (better aircraft to improve reliability) - Coll - Glasgow - Colonsay - Glasgow - Islay - Edinburgh (leaving time for passengers' onward journey to Jura)	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Argyll & Bute 608	Increase air service provision on routes including: - Edinburgh / Glasgow to Oban (link to Barra) - Campbeltown - Glasgow (better aircraft to improve reliability) - Coll - Glasgow - Colonsay - Glasgow - Islay - Edinburgh (leaving time for passengers' onward journey to Jura)	Option is out of scope for STPR2	Case for Change
Argyll & Bute 609	Increase air service provision on routes including: - Edinburgh / Glasgow to Oban (link to Barra) - Campbeltown - Glasgow (better aircraft to improve reliability) - Coll - Glasgow - Colonsay - Glasgow - Islay - Edinburgh (leaving time for passengers' onward journey to Jura)	Option is out of scope for STPR2	Case for Change
Argyll & Bute 610	Develop Machrihanish air base to encourage inward investment	Option is out of scope for STPR2	Case for Change
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	Option is out of scope for STPR2	Case for Change
Argyll & Bute 612	Replace ferries with fixed links including, but not limited to; Portavadie to Tarbert, Colointraive to Rhubodach (Cowl to Bute)	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 613	Upgrade trunk roads to DMRB standard (A82, A83, A85 & A828) better accommodating heavy vehicles	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Argyll & Bute 614	Dual A82 between Balloch and Tarbet to reduce frustration and accidents numbers / severity	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 615	Targeted improvement to protect non trunk roads (e.g. A816, B833) from coastal erosion and / or flooding	Option is out of scope for STPR2	Case for Change
Argyll & Bute 616	Targeted safety schemes on non trunk roads (A815, A816 & B833)	Option is out of scope for STPR2	Case for Change
Argyll & Bute 617	Upgrade non-trunk roads (A815, A816, A846 & A848) to trunk road standard	Option is out of scope for STPR2	Case for Change
Argyll & Bute 618	Road infrastructure provision for new developments	Option is out of scope for STPR2	Case for Change

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Argyll & Bute 619	<p>Increase funding and improve allocation</p> <ul style="list-style-type: none"> - better balance of funding between non trunk roads and trunk roads / motorways - 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 - similar level of investment in upgrading the primary route network in Argyll as is invested in Central Belt and East Coast - allow greater focus on local 'minor' road network - additional funding allocated to local authorities for the road network to be brought up to an acceptable standard - adopt 'new' trunk roads and spend SG money on them, with A&BC money spent on other roads (e.g. A826) - 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 - more money spent on the island roads to cope with the increase in HGV and tourist vehicles 	Option is out of scope for STPR2	Case for Change
Argyll & Bute 620	<p>Road Hierarchy Changes</p> <ul style="list-style-type: none"> - 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 	Option is out of scope for STPR2	Case for Change
Argyll & Bute 621	<p>Improve maintenance of trunk roads to reduce disruption</p> <ul style="list-style-type: none"> - clear vegetation - improve surfacing - improve drainage 	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Argyll & Bute 622	Improve quality of road repairs to extend life and reduce overall disruption	Option is out of scope for STPR2	Case for Change
Argyll & Bute 623	Targeted maintenance improvements to reduce accidents - Provide more deer fencing to reduce strikes - Improve road surface / drainage	Option is out of scope for STPR2	Case for Change
Argyll & Bute 624	Road improvements on islands - New road on Kerrera to connect the north and south ends of the island (removing requirement for 2 separate ferry services to the island) - New bridge on the A849 at Pennyghael, Mull (to ensure continued connectivity to / from Iona) - Replace the B844 Kilninver Bridge (to ensure continued reliable road link to / from Luig / Seil B99 / Easdale islands) - Road improvements on Mull and Islay (removal of single track sections)	Option is out of scope for STPR2	Case for Change
Argyll & Bute 625	Road improvements on islands - New road on Kerrera to connect the north and south ends of the island (removing requirement for 2 separate ferry services to the island) - New bridge on the A849 at Pennyghael, Mull (to ensure continued connectivity to / from Iona) - Replace the B844 Kilninver Bridge (to ensure continued reliable road link to / from Luig / Seil B99 / Easdale islands) - Road improvements on Mull and Islay (removal of single track sections)	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Argyll & Bute 626	Road improvements on islands - New road on Kerrera to connect the north and south ends of the island (removing requirement for 2 separate ferry services to the island) - New bridge on the A849 at Pennyghael, Mull (to ensure continued connectivity to / from Iona) - Replace the B844 Kilninver Bridge (to ensure continued reliable road link to / from Luing / Seil B99 / Easdale islands) - Road improvements on Mull and Islay (removal of single track sections)	Option is out of scope for STPR2	Case for Change
Argyll & Bute 627	Road improvements on islands - New road on Kerrera to connect the north and south ends of the island (removing requirement for 2 separate ferry services to the island) - New bridge on the A849 at Pennyghael, Mull (to ensure continued connectivity to / from Iona) - Replace the B844 Kilninver Bridge (to ensure continued reliable road link to / from Luing / Seil B99 / Easdale islands) - Road improvements on Mull and Islay (removal of single track sections)	Option is out of scope for STPR2	Case for Change
Argyll & Bute 628	Introduce driver education initiatives	Option is out of scope for STPR2	Case for Change
Argyll & Bute 629	Introduce one way system for motorised vehicles around town centres	Option is out of scope for STPR2	Case for Change
Argyll & Bute 630	Improve digital connectivity (broadband and mobile) across the region. Geographically specific examples include north of Dunoon	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Argyll & Bute 631	Expand bus network into rural parts of Argyll & Bute	Option is out of scope for STPR2	Case for Change
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 is out of scope for STPR2	Case for Change
Argyll & Bute 633	Increase strategic (long distance) bus services through school holiday periods	Option is out of scope for STPR2	Case for Change
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	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 635	More interaction between delivery authorities, such as Local Authority / SUStrans / HITRANS	Option is out of scope for STPR2	Case for Change
Argyll & Bute 636	Improve and better maintain roads / footpaths	Option is out of scope for STPR2	Case for Change
Argyll & Bute 637	Provision of improved / new toilet facilities on major routes	Option does not address problems / opportunities	Case for Change
Argyll & Bute 638	Enforcement of timber traffic forest road network usage	Option is out of scope for STPR2	Case for Change
Argyll & Bute 639	Increase grant support for coastal freight	Option is being progressed elsewhere	Case for Change
Argyll & Bute 640	Enforce on-pavement parking ban and parking on cycle lanes	Option is out of scope for STPR2	Case for Change
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 being progressed elsewhere	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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	Option is out of scope for STPR2	Case for Change
Argyll & Bute 643	Apply RET to Dunoon to Gourock ferry service (Western Ferries)	Option is out of scope for STPR2	Case for Change
Argyll & Bute 644	Reduce car parking prices (in towns and rural areas)	Option is out of scope for STPR2	Case for Change
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	Option is out of scope for STPR2	Case for Change
Argyll & Bute 646	Provision of cluster employment hot desks in local centres to reduce need for longer commutes and home working support	Option is out of scope for STPR2	Case for Change
Argyll & Bute 647	Provision of moving platforms instead of lifts / stairs where applicable	Option does not address problems / opportunities	Case for Change
Argyll & Bute 648	Utilise locally generated renewable energy to power transport systems	Option is out of scope for STPR2	Case for Change
Argyll & Bute 649	B836/A8003/B8000 Road Upgrade Dunoon – Colintrai – Portavadie: Improve key cross Cowal routes to 'A' class standard, including widening and improved road alignment	Option is out of scope for STPR2	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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	Case for Change
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	Case for Change
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	Case for Change
Argyll & Bute 653	Fixed crossing points between mainland & Mull, mainland & Jura and Jura & Islay	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 654	Fixed crossing points between mainland & Mull, mainland & Jura and Jura & Islay	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 655	Improvements to the road system and replacement bridge improving flow of traffic to/from Oban port	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 656	Replacement of railway tracks with tramline tracks to allow ease of access for lorries entering /leaving Oban port	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 657	Consider new freight only ferry routes, including potential for overnight freight services in Argyll and Bute	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 661	Upgrade detour route for A82 closure	Option is out of scope for STPR2	Case for Change
Argyll & Bute 662	Increase comfort and capacity on buses, including provision for cycles, luggage etc.	Option is out of scope for STPR2	Case for Change

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Argyll & Bute 663	Improve provision for impaired mobility passengers (including enforcement) on PT, Ferries and at Ferry Terminals	Option is out of scope for STPR2	Case for Change
Argyll & Bute 664	Consider the suitability and application of alternative traction technologies and / or electrification on the rail network within A&B, in-line with Scottish Government commitments to decarbonise the rail network by 2035.	Another option better addresses the same problem / opportunity	Case for Change
Argyll & Bute 666	Improvements to non-trunk roads that are designated diversion routes	Option is out of scope for STPR2	Case for Change
Argyll & Bute 667	Improve access to Oban transport interchange via A85	Option is out of scope for STPR2	Case for Change
Argyll & Bute 668	Use of low carbon (i.e. electric) distribution vans within key town boundaries	Option is out of scope for STPR2	Case for Change
Argyll & Bute 669	Enhance Ardrossan - Campbeltown ferry route improve vessels, reliability and resilience	Option being progressed or considered elsewhere (Islands Connectivity Plan)	Preliminary Appraisal
Ayrshire & Arran 678	Improve accessibility of bikes on buses in the region (i.e. better cycle storage and opportunities to book in advance e.g. using an app)	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Ayrshire & Arran 679	Increase cycle storage on trains	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Ayrshire & Arran 680	Enhance Arran - Ardrossan ferry route: increase capacity for bicycles	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Ayrshire & Arran 701	Reduce number of stops for buses across the region to reduce journey times and encourage people to walk	Option does not address problems / opportunities	Preliminary Appraisal
Ayrshire & Arran 708	Improved east-west rail connections within Ayrshire (e.g. direct services between Kilmarnock, Ardrossan and Largs)	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
	and north-south rail connections within Ayrshire (e.g. direct services between Largs-Ayr)		
Ayrshire & Arran 712	Dual the rail line south of Ayr	Option sifted out based on appraisal performance	Preliminary Appraisal
Ayrshire & Arran 715	Increase frequency of trains south of Ayr & Kilmarnock	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Ayrshire & Arran 716	Half-hourly trains with an increased number of carriages operating from Glasgow to Ardrossan South Beach and then splitting for Ardrossan Harbour and Largs Ardrossan-Largs rail frequency improved to half-hourly.	Option sifted out based on deliverability criteria	Preliminary Appraisal
Ayrshire & Arran 718	Re-open Ayr and Dalmellington rail link with the introduction of steam trains to support tourism.	Option sifted out based on appraisal performance	Preliminary Appraisal
Ayrshire & Arran 719	Short new rail curve from Drybridge to Gailes (opening up options for an intra-Ayrshire rail network) e.g. some Glasgow-Kilmarnock services extended via Drybridge and on via Irvine to Ardrossan OR back to Glasgow via Kilwinning – such trains would reverse at Kilmarnock station or utilise an alternative route (partly still in use) via east side of Kilmarnock to Riccarton and Gatehead – suitable new stations included.	Option sifted out based on appraisal performance	Preliminary Appraisal
Ayrshire & Arran 720	Reopen Ayr - Mauchline branch line for passenger services.	Option sifted out based on appraisal performance	Preliminary Appraisal
Ayrshire & Arran 721	New Rail Line from Lugton to Kilwinning	Option sifted out based on appraisal performance	Preliminary Appraisal
Ayrshire & Arran 722	Re-open former Cumnock - Ochiltree - Drongan - Annbank - Ayr railway	Option sifted out based on appraisal performance	Preliminary Appraisal
Ayrshire & Arran 723	Fill in the rail link between Largs (Northbound) to Wemyss Bay centre	Option sifted out based on appraisal performance	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Ayrshire & Arran 724	Mauchline Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Ayrshire & Arran 725	Ardrossan North Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Ayrshire & Arran 726	Largs Marina Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Ayrshire & Arran 727	Cumnock Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Ayrshire & Arran 728	Pinwherry Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Ayrshire & Arran 729	Ayr South Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Ayrshire & Arran 730	Kilmarnock North West Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Ayrshire & Arran 731	Kilmarnock East Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Ayrshire & Arran 732	Kilmarnock South Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Ayrshire & Arran 733	Drybridge Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Ayrshire & Arran 734	Hurlford Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Ayrshire & Arran 735	Upgrades to train carriages on trains between Glasgow and Kilmarnock.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Ayrshire & Arran 737	Increase Park and Ride capacity (Ayr Station)	Option does not address problems / opportunities	Preliminary Appraisal
Ayrshire & Arran 740	Increase parking spaces at Kilwinning rail Station	Option does not address problems / opportunities	Preliminary Appraisal

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Ayrshire & Arran 741	Increase parking spaces at Auchinleck rail Station	Option does not address problems / opportunities	Preliminary Appraisal
Ayrshire & Arran 748	Improve ferry access for persons with reduced mobility (e.g. trolley for luggage)	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Ayrshire & Arran 749	Enhance Cumbrae - Largs ferry route: increase capacity	Option being progressed or considered elsewhere (Islands Connectivity Plan)	Preliminary Appraisal
Ayrshire & Arran 750	Enhance Arran - Ardrossan ferry route: increase frequency	Option being progressed or considered elsewhere (Islands Connectivity Plan)	Preliminary Appraisal
Ayrshire & Arran 751	Enhance Cumbrae - Largs ferry route: increase frequency	Option being progressed or considered elsewhere (Islands Connectivity Plan)	Preliminary Appraisal
Ayrshire & Arran 753	Enhance Arran - Ardrossan ferry route: improve Brodick ferry terminal to create more shelter and improve ferry reliability	Option does not address problems / opportunities	Preliminary Appraisal
Ayrshire & Arran 754	New passenger terminal on East Pier at Troon to increase resilience of Arran to mainland corridor.	Option does not address problems / opportunities	Preliminary Appraisal
Ayrshire & Arran 755	Introduce new ferry route between Cumbrae and Bute: Largs - Millport - Kilchattan Bay (Bute)	Option does not address problems / opportunities	Preliminary Appraisal
Ayrshire & Arran 756	Introduce new ferry route between Troon and Arran	Option does not address problems / opportunities	Preliminary Appraisal
Ayrshire & Arran 775	Reallocate road space to cycle paths and wider pavements on the trunk road network around Ayr, Troon and Prestwick	Option sifted out based on deliverability criteria	Preliminary Appraisal
Ayrshire & Arran 776	Development of HGV /Large Vehicle Lanes (e.g. new priority and utilising existing bus lanes)	Option sifted out based on appraisal performance	Preliminary Appraisal
Ayrshire & Arran 779	Development and promotion of the Timber Transport Network across the region, including use of roads installed to access wind farm sites	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Ayrshire & Arran 783	Electronic timetables at all bus stops across Ayrshire.	Option sifted out based on appraisal performance	Preliminary Appraisal
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)	Option is out of scope for STPR2	Preliminary Appraisal
Ayrshire & Arran 788	Increased investment in island road infrastructure, including A841 on Arran.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Ayrshire & Arran 790	Rail realignment at Saltcoats to mitigate impact of rising sea levels	Option being progressed elsewhere	Preliminary Appraisal
Ayrshire & Arran 797	Development of new harbour facility at Ardrossan (new linkspan, quay improvements, terminal building, passenger access system, car parking and marshalling area)	Option being progressed elsewhere	Preliminary Appraisal
Ayrshire & Arran 798	Enhance Cumbrae - Largs route: upgrade marshalling and queueing arrangements at both terminals to ease pressure associated with RET/demand growth	Option being progressed or considered elsewhere (Islands Connectivity Plan)	Preliminary Appraisal
Ayrshire & Arran 800	Information/signage on available cycle storage on trains.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Ayrshire & Arran 805	Pennyburn Roundabout (A78/A738) Improvements e.g. to ensure service reliability for bus routes	Option being progressed or considered elsewhere (Bus Partnership Fund)	Preliminary Appraisal
Ayrshire & Arran 806	Better bus facilities for wheelchair users (improved bus ramps)	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Ayrshire & Arran 807	Additional EV and E-Bike Charge Points across the region (including roadside laybys).	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 808	Make it possible to book bikes onto ferries in advance.	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 809	Promote use of Park & Ride sites for major events	Option does not address problems / opportunities	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Ayrshire & Arran 810	Larger park and ride parking facilities across the region	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 811	Year round ferry service for isolated communities (Ardrossan to Campbeltown)	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 812	Review of RET to maximise benefits for island communities, e.g. reserved spaces and review of visitor fares during peak season	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 813	Upgrade A760 from A737 to A78	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 814	Upgrade A714 (improve carriageway standard, realignment, straightening)	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 815	Reduce size of ferries between Ardrossan and Brodick (to aid docking?)	Option is being progressed elsewhere	Case for Change
Ayrshire & Arran 816	New Ardrossan - Arran ferries to improve reliability.	Option is being progressed elsewhere	Case for Change
Ayrshire & Arran 817	Replacement ferry found from worldwide search to fill the gap before Glen Sannox is completed.	Option is being progressed elsewhere	Case for Change
Ayrshire & Arran 818	Reinstate ferry link between Troon and Northern Ireland	Option sifted out based on deliverability criteria	Case for Change
Ayrshire & Arran 819	Smaller electric buses for rural areas (South Ayrshire)	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 820	Introduction of short sections of new (or converted) road for exclusive use of automated vehicles.	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 821	Promotion of cycle-based tourism in the region	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 822	Deployment of traffic free areas to encourage Active Travel	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 823	Bikes to be banned from busy commuting trains	Option does not address problems / opportunities	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Ayrshire & Arran 824	Tourist bus from the ports to Stranraer, which integrates with rail services	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 825	Development of more public transport services through / at Prestwick Airport.	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 826	Improved Public Transport Service from key locations in the region to Largs	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 827	Enforcement of priority seating on public transport.	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 828	Cheaper/subsidised bus fares for all users	Option is out of scope for STPR2	Case for Change
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	Case for Change
Ayrshire & Arran 830	Ayrshire inter-connected core bus route network with half-hourly frequency	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 831	Glasgow-Kilmarnock half-hourly bus service extended hourly to Dumfries and Carlisle.	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 832	Increase in the number of bus services between North and South Ayrshire.	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 833	More frequent buses (Garnock valley)	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 834	Improve frequency of Sunday buses, especially in rural areas.	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 835	Introduce new bus services on the Dalry bypass.	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 836	Increase bus service frequency on Arran with particular focus on the peak summer period	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Ayrshire & Arran 837	Extend the bus route between Ayr and New Cumnock to Kirkconnel.	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 838	Reintroduction of direct bus services between Cumnock Valley and Glasgow	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 839	Integrate or provide direct bus services from South Ayrshire to Ayr Hospital.	Option is out of scope for STPR2	Case for Change
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	Case for Change
Ayrshire & Arran 841	Express bus between Prestwick and Kilmarnock	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 842	Express bus stop for Fenwick	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 843	Free bus travel at all times for school age children.	Option is out of scope for STPR2	Case for Change
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	Case for Change
Ayrshire & Arran 845	Development of Ayrshire wide Community Transport	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 846	High speed rail services from Ayr to Edinburgh via Glasgow and Carstairs.	Option sifted out based on deliverability criteria	Case for Change
Ayrshire & Arran 847	Light Rail Network between Ayrshire and Glasgow	Option does not address problems / opportunities	Case for Change
Ayrshire & Arran 848	New Rail Line (Pinwherry to Cairnryan)	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 849	Platform alterations to permit 7 or 8 coach trains on main Glasgow-Ayrshire services.	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Ayrshire & Arran 850	Increase frequency of trains south of Ayr and south of Kilmarnock	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 851	Half-hourly rail service from Largs to Glasgow	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 852	Extend half-hourly Glasgow-Ayr service running through to Girvan	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 853	Increased train frequency between Kilmarnock and Auchinleck	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 854	Ardrossan-Largs rail infrastructure improvements (double tracking).	Another option better addresses the same problem / opportunity	Case for Change
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	Case for Change
Ayrshire & Arran 856	Reduced fares on trains	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 857	Investment in ferry replacement programme	Option is being progressed elsewhere	Case for Change
Ayrshire & Arran 858	Review of RET to maximise benefits for island communities, e.g. reserved spaces and review of visitor fares during peak season	Option is out of scope for STPR2	Case for Change
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	Case for Change
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	Case for Change
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.	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 862	Free car parking at Ardrossan South Beach rail station.	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Ayrshire & Arran 863	Parking charges at station car parks.	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 864	Upgrade A70 (improve carriageway standard, realignment, straightening)	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 865	Upgrade A71 (improve carriageway standard, realignment, straightening)	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 866	Upgrade A736 (improve carriageway standard, realignment, straightening)	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 867	A737 Beith Bypass Improvements	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 868	Full dualling of the A737	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 869	Dual A76 between Mauchline and Kilmarnock	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 870	Full Dualling of the A76 between Kilmarnock and Dumfries	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 871	Full Dualling of the A77 between Ayr and Stranraer	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 872	Upgrade A77 to motorway standard as far as Prestwick	Option does not address problems / opportunities	Case for Change
Ayrshire & Arran 873	Resurface A77	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 874	Full dualling of the A78 north of Ardrossan	Another option better addresses the same problem / opportunity	Case for Change
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	Case for Change
Ayrshire & Arran 876	Fixed link to Arran	Another option better addresses the same problem / opportunity	Case for Change

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Ayrshire & Arran 877	Upgrade B714 (carriageway standard, realignment, straightening, widening, flattening, connection to Dalry Bypass)	Option is out of scope for STPR2	Case for Change
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	Case for Change
Ayrshire & Arran 879	A71 Bypass (Newmilns)	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 880	Full dualling of A70 between Ayr and M74 (via Cumnock)	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 881	Full dualling of A71 between Kilmarnock and M74	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 882	Fixed link (tunnel or bridge) to Northern Ireland	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 883	New road from Dalry bypass to Kilwinning	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 884	Kilmarnock Southern Orbital (similar to Glasgow Southern Orbital in East Kilbride)	Option sifted out due to poor performance against transport planning objectives / sifting criteria	Case for Change
Ayrshire & Arran 885	Motorway from Glasgow to Stranraer	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 886	Improvements to road link from south end of Dalry Bypass towards the Three Towns	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 887	Improvements to road link from south end of Dalry Bypass towards West Kilbride/Hunterston	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 888	Increased enforcement of parking restrictions, particularly abuse of blue badge use.	Option is out of scope for STPR2	Case for Change
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	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Ayrshire & Arran 890	Close Prestwick Airport	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 891	Increased range of destinations from Glasgow Prestwick Airport.	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 892	Higher taxation of air travel to and from Scotland.	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 893	Increased revenue and capital funding for local roads & pavements.	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 894	Increased revenue and capital funding for rail	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 895	Increased revenue and capital funding for bus	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 896	Increased revenue and capital funding for DRT	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 897	Increased revenue and capital funding for active travel	Option is out of scope for STPR2	Case for Change
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	Case for Change
Ayrshire & Arran 899	Increased investment in high quality interchange at key locations	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 900	Government scheme to encourage purchase of electric vehicles	Option is being progressed elsewhere	Case for Change
Ayrshire & Arran 901	Funding for employers to improve shower and changing facilities for staff who cycle to work	Another option better addresses the same problem / opportunity	Case for Change
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	Case for Change
Ayrshire & Arran 903	Public transport in public control/ownership (either by Local Authority or Scottish Government)	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Ayrshire & Arran 904	Publicity for public transport networks should be improved with a stronger focus on routes with a half-hourly, or better, frequency	Another option better addresses the same problem / opportunity	Case for Change
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	Case for Change
Ayrshire & Arran 906	Increased printing and distribution of bus timetables and maps.	Another option better addresses the same problem / opportunity	Case for Change
Ayrshire & Arran 907	Install "Keep your Distance" signage on the A76	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 908	Rural homes should not be constructed close to timber logging sites.	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 909	Ayrshire - Ireland / Troon - Dublin ferry route	Option sifted out based on deliverability criteria	Case for Change
Ayrshire & Arran 910	Free shuttle bus service between port and Troon railway station	Option is out of scope for STPR2	Case for Change
Ayrshire & Arran 912	Smaller bus vehicles on Arran for routes with low patronage.	Option is out of scope for STPR2	Case for Change
Borders 913	Extension of Borders Railway Services: Link Borders Railway and Fife Circle, providing interchange at Edinburgh Gateway; West Edinburgh; and potential future link to Glasgow	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Borders 914	Borders Railway Extension - South/West: Extend the Borders Railway to Hawick and / or Carlisle	Option sifted out based on appraisal performance	Preliminary Appraisal
Borders 915	Borders Railway Extension - South/East: Extend the Borders Railway towards East Coast Main Line (ECML) via Berwick-upon-Tweed	Option sifted out based on appraisal performance	Preliminary Appraisal
Borders 916	New Rail Stations: New rail stations on the existing Borders Railway	Option sifted out based on appraisal performance	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Borders 918	Increase Bus Services to Strategic Health Service Facilities [to progress without revenue funding]: Increase bus service provision between Scottish Borders and Borders General Hospital and other strategic health facilities [e.g. Edinburgh Royal Infirmary]	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Borders 919	Express Bus Services [to progress without revenue funding]: Provision of express bus services to key external markets (Edinburgh, Newcastle and Carlisle, including airports)	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Borders 920	East-West Bus Services [to progress without revenue funding]: Increase number and frequency of east-west bus services, including extending timetable into evening	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Borders 927	Freight Route: Implement a freight route signage strategy, including the provision of specific real time Satnav route information	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Borders 928	Develop Forestry Route Network: Improve network of internal forestry tracks	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Borders 928a	Develop Forestry Route Network: Improve connections to roads and railway, including 'low-tech' timber pickup facilities	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Borders 930	Enhanced Rail Services: Increase the frequency, capacity and service quality of the existing Borders Railway [e.g. service capacity, bike storage, Wi-Fi, reliability and punctuality]	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Borders 933	Upgrade A1 to Dual Carriageway	Another option better addresses the same problem / opportunity	Case for Change
Borders 934	Additional bus services (East/West) - Increase bus services from Peebles to Berwick corridor (east/west link)	Another option better addresses the same problem / opportunity	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Borders 935	Borders Railway Extension (e.g. Hawick, Carlisle, Berwick-upon-Tweed)	Another option better addresses the same problem / opportunity	Case for Change
Borders 936	Improve east/west movement in the Scottish Borders as currently travel in the area is focused on north/south movement e.g. A68, A7 etc.	Another option better addresses the same problem / opportunity	Case for Change
Borders 937	Transport infrastructure improvements in Scottish Borders (to encourage development)	Option is out of scope for STPR2	Case for Change
Borders 938	Widening of A68 from Pathhead to Tynehead	Another option better addresses the same problem / opportunity	Case for Change
Borders 939	Selkirk Bypass	Another option better addresses the same problem / opportunity	Case for Change
Borders 940	Express bus services (Borders to Carlisle)	Another option better addresses the same problem / opportunity	Case for Change
Borders 941	Improvements to Borders Railway (e.g. double tracking)	Another option better addresses the same problem / opportunity	Case for Change
Borders 942	Borders bus network connecting towns and from towns to Edinburgh, Carlisle, Newcastle	Another option better addresses the same problem / opportunity	Case for Change
Borders 943	Introduce timber pickup facilities so reduce HGV movements on non trunk roads	Another option better addresses the same problem / opportunity	Case for Change
Borders 944	Improve service quality of Borders Railway [e.g. service capacity, bike storage, Wi-Fi, reliability and punctuality]	Another option better addresses the same problem / opportunity	Case for Change
Borders 945	New rail stations on existing Borders Railway	Another option better addresses the same problem / opportunity	Case for Change
Borders 946	Hawick Bypass	Option does not address problems / opportunities	Case for Change
Borders 947	Galashiels Bypass	Another option better addresses the same problem / opportunity	Case for Change
Borders 948	Lauder Bypass	Another option better addresses the same problem / opportunity	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Borders 949	Langholm Bypass	Another option better addresses the same problem / opportunity	Case for Change
Borders 950	A7 Dualling	Another option better addresses the same problem / opportunity	Case for Change
Borders 951	A7 Improvements	Another option better addresses the same problem / opportunity	Case for Change
Borders 952	A68 Improvements	Another option better addresses the same problem / opportunity	Case for Change
Borders 953	A68 Dualling	Another option better addresses the same problem / opportunity	Case for Change
Borders 954	A698 Improvements	Another option better addresses the same problem / opportunity	Case for Change
Borders 955	A699 Improvements	Another option better addresses the same problem / opportunity	Case for Change
Borders 956	A703 Improvements	Another option better addresses the same problem / opportunity	Case for Change
Borders 957	Improve A697 linking Scottish Borders to Northumberland	Another option better addresses the same problem / opportunity	Case for Change
Borders 958	Improvements to A72 at Peebles	Another option better addresses the same problem / opportunity	Case for Change
Borders 959	Improvements to the A7 south of Galashiels	Another option better addresses the same problem / opportunity	Case for Change
Borders 960	Improving east-west links such as on the A72 in Tweeddale	Another option better addresses the same problem / opportunity	Case for Change
Borders 961	New Road Bridge in Peebles	Option is out of scope for STPR2	Case for Change
Borders 962	Burnmouth Rail Station	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Borders 963	Electrification1 - Extend electrification of rail network (e.g. Borders Railway, Edinburgh South Suburban Line)	Another option better addresses the same problem / opportunity	Case for Change
Borders 964	Provide improved public transport links between the Scottish Borders and the City of Edinburgh.	Another option better addresses the same problem / opportunity	Case for Change
Borders 965	Introduce more carriages on Borders Railway	Another option better addresses the same problem / opportunity	Case for Change
Borders 966	Additional bus services (airport) - Bus services from wider region to Edinburgh Airport	Option is out of scope for STPR2	Case for Change
Borders 967	A re-opened railway line from Edinburgh to Peebles to Innerleithen to Tweedbank. Build tunnels.	Another option better addresses the same problem / opportunity	Case for Change
Borders 968	A7 route improvements (Partial dualling, Overtaking lanes, Selkirk Bypass)	Another option better addresses the same problem / opportunity	Case for Change
Borders 969	A68 route improvements (Partial dualling, Overtaking lanes, Soutra-Oxton improvements)	Another option better addresses the same problem / opportunity	Case for Change
Borders 970	East West Road Improvement Programme	Option sifted out due to poor performance against transport planning objectives / sifting criteria	Case for Change
Borders 971	Improve roads from Peebles to Berwick corridor (east/west link)	Another option better addresses the same problem / opportunity	Case for Change
Borders 972	The capacity, quality and cost of the Borders railway should be improved.	Option sifted out due to poor performance against transport planning objectives / sifting criteria	Case for Change
Borders 973	Secondary Network Safety Measures: Package of safety measures and improvements to secondary road network performing strategic function	Option is out of scope for STPR2	Case for Change
Borders 974	Burnmouth Rail Station	Option does not address problems / opportunities	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 988	Bus Priority Corridors (Edinburgh arterial routes, East Lothian, Ballingry-Rosyth, A8-A89, A71)	Option being progressed or considered elsewhere (Bus Partnership Fund)	Preliminary Appraisal
Edinburgh & South East Scotland 989	Bus Rapid Transit (e.g. Edinburgh to St Andrews, Dunfermline)	Option being progressed or considered elsewhere (Bus Partnership Fund)	Preliminary Appraisal
Edinburgh & South East Scotland 991	Improved north/south rail connections Livingston/Bridges/Fife	Option sifted out based on appraisal performance	Preliminary Appraisal
Edinburgh & South East Scotland 995	Extend North Berwick platform to accommodate 8-carriage trains, therefore increasing capacity on the ECML	Option sifted out based on appraisal performance	Preliminary Appraisal
Edinburgh & South East Scotland 997	Extend platforms at Longniddry and Prestonpans	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1005	Commuter service on borders railway to Gorebridge only. Increase capacity in between existing services	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1006	Provide through train services beyond Edinburgh to destinations like Bathgate	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
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	Option sifted out based on appraisal performance	Preliminary Appraisal
Edinburgh & South East Scotland 1010	Re-open Haddington branch line and station	Option sifted out based on appraisal performance	Preliminary Appraisal
Edinburgh & South East Scotland 1011	Re-opening of the Kincardine Line connecting Dunfermline to Alloa, with potential for new intermediate stations at Kincardine, High Valleyfield and Cairneyhill.	Option sifted out based on appraisal performance	Preliminary Appraisal
Edinburgh & South East Scotland 1013	Halbeath / Inverkeithing rail spur	Option sifted out based on appraisal performance	Preliminary Appraisal
Edinburgh & South East Scotland 1014	Blindwells Station	Option sifted out based on appraisal performance	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1015a	Oudenarde Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Edinburgh & South East Scotland 1016	Halbeath P&R Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Edinburgh & South East Scotland 1017	Newburgh Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Edinburgh & South East Scotland 1018	Kirkliston Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Edinburgh & South East Scotland 1020	Kirkcaldy East Rail Halt	Option sifted out based on appraisal performance	Preliminary Appraisal
Edinburgh & South East Scotland 1022	Integrated timetables for bus/rail journeys	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1023	Increase provision at existing Park and Ride sites (Ferrytoll, Halbeath, Ingliston, Inverkeithing, Hermiston)	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Edinburgh & South East Scotland 1025	Increase/Free parking at rail stations (Fife, Longniddry, Prestonpans, Musselburgh, Wallyford, Dalgety Bay, Burntisland, Inverkeithing, Dunfermline Queen Margaret, West Calder)	Option does not address problems / opportunities	Preliminary Appraisal
Edinburgh & South East Scotland 1028	Create new public transport corridor connecting Penicuik to Eskbank (via old railway line) with hub at Eskbank Railway station	Option being progressed or considered elsewhere (Bus Partnership Fund)	Preliminary Appraisal
Edinburgh & South East Scotland 1029	Introduce a rail service to Penicuik extending to Peebles	Option sifted out based on deliverability criteria	Preliminary Appraisal
Edinburgh & South East Scotland 1030	Improved public transport links to the M90 at Masterton and Admiralty Junctions, along the A823(M), A985 and A921.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Edinburgh & South East Scotland 1031	Improve public transport connections between Gogar Roundabout and Maybury Junction.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1032	Improve public transport connections westbound along A90 in Edinburgh on Hillhouse Road.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Edinburgh & South East Scotland 1034	Reinstate passenger/freight RoRo service between Rosyth and Europe	Option sifted out based on appraisal performance	Preliminary Appraisal
Edinburgh & South East Scotland 1035	Create new ferry route between South Fife and Edinburgh (commuter ferry/hovercraft)	Option does not address problems / opportunities	Preliminary Appraisal
Edinburgh & South East Scotland 1061	M8 extension (link) to Edinburgh Airport	Option sifted out based on appraisal performance	Preliminary Appraisal
Edinburgh & South East Scotland 1066	New road linking Edinburgh Airport and Gogar Roundabout	Option sifted out based on appraisal performance	Preliminary Appraisal
Edinburgh & South East Scotland 1074	Rail connection for freight to Cameronbridge Distillery from the Levenmouth line	Option being progressed elsewhere	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1085	Improve accident data in relation to a better understanding cycle related collisions	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Edinburgh & South East Scotland 1088	Increase frequency services west of Edinburgh - Currie Rail corridor	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
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.	Option sifted out based on appraisal performance	Preliminary Appraisal
Edinburgh & South East Scotland 1093	A801 public transport improvements	Option does not address problems / opportunities	Case for Change
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)	Option being progressed or considered elsewhere (Bus Partnership Fund)	Preliminary Appraisal
Edinburgh & South East Scotland 1102	Reallocation of road space to HOV Lanes for Electric Vehicles	Option does not address problems / opportunities	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1105	Freight consolidation hubs to allow sustainable last mile of delivery by e-bike/tram	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1106	Additional lane in both directions M8 (Edinburgh to Newhouse)	Option sifted out due to poor performance against transport planning objectives / sifting criteria	Case for Change
Edinburgh & South East Scotland 1107	Trunk the A8 between Newbridge and Gogar	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1108	LEZ - Expansion of proposed LEZ in Edinburgh (e.g. Musselburgh)	Option is being progressed elsewhere	Case for Change
Edinburgh & South East Scotland 1109	Flexible / Home working - government initiative (Digital Connectivity)	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1110	Improve active travel routes to leisure sites	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1111	Parking1 - Reduce parking provision (schools, arterial routes, new developments)	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1112	Government incentive to electrify vans	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1113	Restrict private car use on roads within Edinburgh city centre	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1114	Improve the Education, guidance and legislation on E-bike and cycling	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1115	Increase local authority revenue budgets to improve maintenance of existing network	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1116	Freight consolidation hubs for road and rail to facilitate the transfer of goods for last mile of delivery	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1117	Improve the availability and reduce the costs associated with electric car and continue to develop the EV charging network.	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1118	Scrappage scheme to transfer cars to Public Transport or Electric Vehicles	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1119	Rail journey time reductions to Edinburgh	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1120	Improve funding mechanisms and investment for active travel	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1121	Establish EV delivery group	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1122	Line upgrades between Portobello and Waverley	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1123	Parking2 - Increase parking enforcement	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1124	Replace roads with sustainable network (active travel, PT)	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1125	Increase to subsidised public transport	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1126	New bus service - Orbital Bus Routes (Bypass)	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1127	Revise LEZ plans to reduce single occupancy journeys (ITS)	Option is being progressed elsewhere	Case for Change
Edinburgh & South East Scotland 1128	Development1 - Prioritise sustainable hierarchy in development planning and delivery	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1129	New rail stations at East Linton and Reston	Option is being progressed elsewhere	Case for Change
Edinburgh & South East Scotland 1130	Improving existing assets before new infrastructure is considered	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1131	Improve and widen EV charging network in rural areas	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1132	A71 route improvements	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1133	Tram2 - New line on South Suburban Line or other disused rail	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1134	Improve journey times for new rail services (Fife to East Lothian)	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1135	Construct road network adjacent to existing for resilience and PT/freight use	Option sifted out based on deliverability criteria	Case for Change
Edinburgh & South East Scotland 1136	Yellow box marking enforcement	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1137	Free public transport	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1138	Underground/Metro system in Edinburgh	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1139	Parking3 - Parking charging mechanisms (Levy)	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1140	Expansion of car share schemes	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1141	A720 Sheriffhall Roundabout Grade Separation	Option is being progressed elsewhere	Case for Change
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.	Option is being progressed elsewhere	Case for Change
Edinburgh & South East Scotland 1143	Edinburgh Control System Renewal	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1144	Edinburgh Waverley Western Approach enhancements (network capacity)	Option is being progressed elsewhere	Case for Change
Edinburgh & South East Scotland 1145	Creation of Strategic Freight Network	Option sifted out based on deliverability criteria	Case for Change
Edinburgh & South East Scotland 1146	Relocation of Prestonpans Station	Option does not address problems / opportunities	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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 is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1148	Bus Priority Enforcement	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1149	Bus priority measures throughout region	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1150	Haddington Town Centre Design Project	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1151	Delivery of Local Authority Active Travel Plan	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1152	New station at Musselburgh parkway	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1153	Parking5 - Deliver Local Authority parking strategy	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1154	Centralisation of planning in respect to transport	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1155	Introduce single car occupancy penalties (ITS)	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1156	Congestion charging - Edinburgh City Centre	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1157	Improved use of technology to provide real time congestion information	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1158	A720 grade separation of route	Option does not address problems / opportunities	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1159	Implement Sesplan 2 Active Travel options	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1160	Promote use of travel plans (employers, schools)	Another option better addresses the same problem / opportunity	Case for Change
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)	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1162	Express bus services (region-wide)	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1163	Improved vehicle access to Edinburgh Airport	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1164	Repair existing road/footway infrastructure	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1165	Free buses	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1166	Ban single occupancy cars on congested routes	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1167	A720 improvements linked to developments	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1168	Additional bus services (health) - Increase bus services to health services (whole region, West Lothian, Penicuik)	Option is out of scope for STPR2	Case for Change
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	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1170	Develop a Freight route signing strategy	Option does not address problems / opportunities	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1171	Additional bus services (rural areas) - Increase rural bus services	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1172	Additional bus services (local) - Local Bus Service Improvements (e.g. Fife, Midlothian, Howgate, Auchendinny, Haddington to Blindwells)	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1173	Road maintenance programme	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1174	Increase overtaking opportunities on all road	Option does not address problems / opportunities	Case for Change
Edinburgh & South East Scotland 1175	Levenmouth Rail Link	Option is being progressed elsewhere	Case for Change
Edinburgh & South East Scotland 1176	Winchburgh Rail Station	Option is being progressed elsewhere	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1177	New Winchburgh M9 junction	Option is being progressed elsewhere	Case for Change
Edinburgh & South East Scotland 1178	Dunfermline Northern Relief Road	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1179	Dunfermline western distributor road	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1180	Remove fees for buses/tour buses at Edinburgh Airport	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1181	Grade separation of Redhouse roundabout, Fife	Option does not address problems / opportunities	Case for Change
Edinburgh & South East Scotland 1182	Forth crossing to accommodate buses, trams and cyclists	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1183	A701 relief road	Option is being progressed elsewhere	Case for Change
Edinburgh & South East Scotland 1184	A702 link road	Option is being progressed elsewhere	Case for Change
Edinburgh & South East Scotland 1185	Maybury Junction Improvements	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1186	Flexible rail ticketing	Option is out of scope for STPR2	Case for Change
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	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1188	Improved bus services along A702	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1189	Rationalisation of bus stops within city centre	Option is being progressed elsewhere	Case for Change
Edinburgh & South East Scotland 1190	Re-open Dunfermline to Alloa	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1191	Dual Carriageway A915 Kirkcaldy to Leven	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1192	Provide a direct connection between Kirkcaldy and Leith via cable car	Option sifted out based on deliverability criteria	Case for Change
Edinburgh & South East Scotland 1193	Reduce Rail Fares	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1194	Improvements to rail network between Edinburgh and Glasgow to reduce journey times	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1195	Link Dunbar to North Berwick line	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1196	Increased developer contributions	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1197	Additional bus services (West Edinburgh)	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1198	Increased number of Electric Vehicle charging points within City of Edinburgh	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1199	Re-open left turn onto Colme Street from Charlotte Square	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1200	Link road over River Avon to M9	Option is being progressed elsewhere	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1201	Junction improvements on Trunk Roads	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1202	Publicly funded franchised bus service for Scotland	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1203	A720 ITS messaging	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1204	Express bus services (Livingston to Linlithgow)	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1205	One way through South Queensferry High Street	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1206	Parking6 - Parking provision to include EV charging	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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.	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1208	Increased frequency of services between Carstairs to Edinburgh	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1209	Introduce a rail link to Edinburgh Airport	Option does not address problems / opportunities	Case for Change
Edinburgh & South East Scotland 1210	Introduce access roads into Dunbar	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1211	Removal of drop off and pick up charge at Edinburgh Airport for Public transport	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1212	New rail station at Leith	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1213	M9 link at Newbridge into Edinburgh	Option sifted out based on deliverability criteria	Case for Change
Edinburgh & South East Scotland 1214	Ensure the canal cycle paths condition is appropriately maintained	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1215	Reinstate lost railway lines that were decommissioned in the Beeching Report	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1216	Rationalisation of bus services through Edinburgh city centre	Option is being progressed elsewhere	Case for Change
Edinburgh & South East Scotland 1217	Improve bus shelters (aesthetics/provision)	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1218	Improve existing Halbeath Park and Ride site	Another option better addresses the same problem / opportunity	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1219	Improve A90 link into Edinburgh	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1220	Bus services linking peripheral rail stations (Edinburgh Park, Edinburgh gateway)	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1221	Parking7 - Reduce Parking costs	Option is out of scope for STPR2	Case for Change
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	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1223	Introduce a direct link road from Penicuik to Gorebridge	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1224	A720 M8 Grade separated junction	Another option better addresses the same problem / opportunity	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1225	introduce a double track railway between Prestonpans and East Linton	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1226	Have a consistent public transport policy in terms or pricing throughout Scotland	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1227	Freight consolidation hubs in West Edinburgh with links to tram or rail routes into City Centre	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1228	Review of X5 bus route	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1229	New slips from B800 to M9 Spur including dedicated right turn lane.	Option does not address problems / opportunities	Case for Change
Edinburgh & South East Scotland 1230	Road Junction Upgrade: Signalise Both Kettlebridge and Cross Keys Junctions	Another option better addresses the same problem / opportunity	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1231	Road Junction Upgrade: Staggered Junction at Kettlebridge	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1232	Road Junction Upgrade: Roundabout at Kettlebridge	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1233	Development of an integrated operations and management plan for the city centre	Option is being progressed elsewhere	Case for Change
Edinburgh & South East Scotland 1234	Working with transport providers to develop a public transport optimisation plan for the city centre	Option is being progressed elsewhere	Case for Change
Edinburgh & South East Scotland 1235	Implementation of car free streets in Old Town as identified in the Strategy	Option is being progressed elsewhere	Case for Change
Edinburgh & South East Scotland 1236	Closure of Waverley Bridge in conjunction with City Centre Transformation and Waverley Masterplan	Option is being progressed elsewhere	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1237	Implementation of the George Street and First New Town project	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1238	Rose Street (Hanover to Frederick) improvements	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1239	Lothian Road (include Tollcross and West End junction/interchange improvements)	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1240	Introduce a public realm at Charlotte Square	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1241	St Andrew Square (two remaining sides)	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1242	Edinburgh city centre hopper bus	Option is out of scope for STPR2	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1243	Implementation of the City Centre Transformation Strategy	Option is being progressed elsewhere	Case for Change
Edinburgh & South East Scotland 1244	North Bridge Refurbishment	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1245	Further rollout of bike hire scheme (including E Bikes)	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1246	Burnshot Bridge Replacement (including AT improvements)	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1247	Implement Musselburgh's Sustainable Travel Masterplan	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1248	Musselburgh Town Centre	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1249	Salters Road A1 Jct	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1250	Bankton A1 Jct	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1251	Bothwell Gardens Roundabout Signalisation	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1252	Northern Link Road (NLR) - East End including bridge crossing of Fife Circle Railway & closure of Kingseat Road level crossing.	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1253	Western Distributor Road (WDR) - Grange Drive including bridge crossing of Fife Circle Railway	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1254	Northern Link Road (NLR) - A823 - Whitefield Road - excludes NLR through DUN 044 and DUN 039	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1255	Western Distributor Road (WDR) - Coal Road including bridge crossing of Dunfermline - Alloa Railway	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1256	Western Distributor Road (WDR) - William Street/Rumblingwell junction upgrade	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1257	Northern Link Road (NLR) - Halbeath Road/Whitefield Road/ Linburn Road junction upgrade	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1258	Western Distributor Road (WDR) - William Street	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1259	Appin Crescent Bypass	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1260	Redhouse Roundabout Phases 1 & 2 (Delivered by Developer)	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1261	Mitchelston Roundabout (Delivered by Developer)	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1262	Gallatown Roundabout (Delivered by Developer)	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1263	Standing Stane Link Road	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1264	Randolph Road Improvements (Delivered by Developer)	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1265	Chapel Interchange Signalisation	Option does not address problems / opportunities	Case for Change
Edinburgh & South East Scotland 1266	Oriel Road/Forth Avenue/Abbotshall Road junction improvements (Delivered by Developer)	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1267	Bankhead Roundabout signalisation	Option does not address problems / opportunities	Case for Change
Edinburgh & South East Scotland 1268	Preston Roundabout signalisation	Option does not address problems / opportunities	Case for Change
Edinburgh & South East Scotland 1269	Cupar Strategic Growth Opportunity – Northern Relief Road	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1270	St Andrews Link Road	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1271	New rail stations at Cameronbridge on the proposed Leven line	Option is being progressed elsewhere	Case for Change
Edinburgh & South East Scotland 1272	Leven link road	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1273	Charleston Rail Chord	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1274	North East Fife Rail interventions	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1275	Implement North Fife Connectivity Appraisal (include STAR link - LRDF)	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1276	New station at Wormit	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1277	Standing Stane Road Action Plan	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1278	SUSTRANS Community Links Plus/Places for Everyone	Option is being progressed elsewhere	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1279	Expansion Fife EV (Electric Vehicle) charging network	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1280	A7 urbanisation scheme	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1281	Additional bus services (East/West) - Increased bus services for east-west movements in region (East Lothian through Edinburgh)	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1282	A801 dualling between M8 and A7066	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1283	Upgrade of C26 Mossend Road to 6.5 metre distributor standard from New Link Road roundabout to B7015	Option is out of scope for STPR2	Case for Change
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	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1285	New road link from B7015 / C26 to Simpson Parkway / Macintosh Road, Livingston	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1286	Upgrade of B7015 from C26 Mossend Road to Rosebank Road, Livingston	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1287	West facing slips at M9 J3 Linlithgow	Option sifted out due to poor performance against transport planning objectives / sifting criteria	Case for Change
Edinburgh & South East Scotland 1288	Broxburn distributor road from Clarkson Road to A89 Peniel Place	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1289	Distributor Road Broxburn to Glendevon, Winchburgh	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1290	Distributor road link from B9080 both sides of the existing village to new motorway junction	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1291	A71 Bus Lanes from B7015 junction to Wilkieston	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1292	Wilkieston north relief road to B7030	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1293	Signalisation of A71 / B7031 junction	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1294	B7031 road widening between B7015 and A71 and junction improvement at B7015	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1295	New distributor road A706 Blaeberryhill Road junction to B7066 Polkemmet	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1296	Edinburgh Waverley Western Approaches (EWWA) - capacity/ performance improvement on Haymarket corridor.	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1297	Improvements to ECML	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1298	Road journey time reductions to Edinburgh	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1299	Bus journey time reductions to Edinburgh	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1300	A801 road improvements	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1301	Provide improved public transport coverage in rural areas using timetabled services	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1302	Monitoring and maintenance of existing assets before new infrastructure is considered	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Edinburgh & South East Scotland 1303	Invest in maintaining existing road/footway infrastructure	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1304	Additional bus services (Edinburgh to Dundee via Halbeath)	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1305	Borders-Edinburgh bus services should be improved.	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1306	Provision of traffic signals at Station Road Ratho on A8, incorporating queue relocation towards Newbridge Roundabout	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1307	Improvements to the road infrastructure on the A921.	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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 by road.	Another option better addresses the same problem / opportunity	Case for Change
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.	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1310	Consolidation Centre to the West/South of Edinburgh - between A702/A70 junction and M8/A720	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1311	Micro consolidation centres for Edinburgh city centre	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1312	Implementing Direct Vision Standard Across the Region	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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	Another option better addresses the same problem / opportunity	Case for Change
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 problems / opportunities	Case for Change
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	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1316	Creating a Freight Forum for the SEStran area	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1317	Improving the freight forum by putting in place improved online facilities to support a continued discussion	Option sifted out due to poor performance against transport planning objectives / sifting criteria	Case for Change
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"	Option does not address problems / opportunities	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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.	Option is out of scope for STPR2	Case for Change
Edinburgh & South East Scotland 1320	Re-instate ferry from Rosyth to Europe	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1321	Creation of a new ferry and cruise ship terminal at Cockenzie / Preston Links. Development of routes to/from Europe	Option sifted out based on deliverability criteria	Case for Change
Edinburgh & South East Scotland 1322	Creation of a new ferry and cruise ship terminal at Cockenzie / Preston Links. Development of routes to/from Europe	Another option better addresses the same problem / opportunity	Case for Change
Edinburgh & South East Scotland 1324	Better enforcement of bus lanes on arterial routes	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Forth Valley 1329	Develop and maintain cycle/bus integration	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Forth Valley 1330	Develop and maintain cycle/bus integration	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Forth Valley 1449	Implement bus priority (incl. lanes and signalling): City Centre to University/Alloa	Option being progressed or considered elsewhere (Bus Partnership Fund)	Preliminary Appraisal
Forth Valley 1450	Implement bus priority (incl. lanes and signalling): City Centre to Falkirk, via Forth Valley Royal Hospital	Option being progressed or considered elsewhere (Bus Partnership Fund)	Preliminary Appraisal
Forth Valley 1454	Improve the frequency of rail between Alloa and Stirling	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Forth Valley 1455	Create and sustain a 30 minute rail service between Alloa and Glasgow	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Forth Valley 1457	Introduce through rail services from Stirling to Cumbernauld and Motherwell	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Forth Valley 1460	Increased number of carriages on trains and extended platforms to accommodate this between Edinburgh and Dunblane	Option sifted out based on appraisal performance	Preliminary Appraisal
Forth Valley 1461	Re-open the Stirling to Oban rail line as a tourist route	Option sifted out based on appraisal performance	Preliminary Appraisal
Forth Valley 1463	Cambus Station	Option sifted out based on appraisal performance	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Forth Valley 1464	New electrified line connecting Balfron, Kilearn and Strathblane	Option sifted out based on appraisal performance	Preliminary Appraisal
Forth Valley 1465	New Rail Line from Alloa to Oakley	Option sifted out based on appraisal performance	Preliminary Appraisal
Forth Valley 1466	Re-open the rail line between Doune and Crianlarich	Option sifted out based on appraisal performance	Preliminary Appraisal
Forth Valley 1467	New Railway along the M80 Corridor, connecting Auchenbowie and Dunipace Denny	Option sifted out based on appraisal performance	Preliminary Appraisal
Forth Valley 1468	New Railway in the South Forth Valley, connecting Airth and Fallin	Option sifted out based on appraisal performance	Preliminary Appraisal
Forth Valley 1469	Cornton Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Forth Valley 1470b	Plean Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Forth Valley 1470c	Cowie Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Forth Valley 1470d	Balloch to Drymen Line Extension	Option sifted out based on appraisal performance	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Forth Valley 1471	Bannockburn Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Forth Valley 1472	Causewayhead Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Forth Valley 1473	Bonnybridge Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Forth Valley 1475	Develop integrated bus and rail timetables	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Forth Valley 1479	Multimodal integration improvements (incl. access to and between modes), such as improving car parks at railway stations like Bridge of Allan	Option does not address problems / opportunities	Preliminary Appraisal
Forth Valley 1484	Improve the frequency of rail to Glasgow	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Forth Valley 1487	Improve connectivity to healthcare in key towns and villages, such as Alloa and Criankarich	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Forth Valley 1488	Increase weekend bus and rail services (incl. Saturday daytime and Sunday evening)	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Forth Valley 1491	Connectivity from rural locations to education & employment hubs, particularly for young people	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Forth Valley 1492	Develop better public transport options for tourists	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Forth Valley 1493	Support the provision of late night public transport during cultural events	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Forth Valley 1516	Road infrastructure improvements (incl. new routes, maintenance and resilience): new M9 junction, J10a to A84, for additional access to Prudential	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Forth Valley 1522	Road infrastructure improvements (incl. new routes, maintenance and resilience): A811/M9 Gateway	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Forth Valley 1525	Downgrade motorways to dual carriageway and use hard shoulders as cycle lanes	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Forth Valley 1530	Create off-road timber freight routes to reduce pressure/conflict on roads	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Forth Valley 1531	A direct freight line (together with associated infrastructure enhancements) between the Dunfermline to Longannet line and Rosyth, allowing services from Stirling and the West Coast Main Line to access Rosyth directly, by-passing Inverkeithing station and junctions	Option sifted out based on appraisal performance	Preliminary Appraisal
Forth Valley 1543	Provision of HOV lanes to encourage car share	Option does not address problems / opportunities	Preliminary Appraisal
Forth Valley 1545	Conversion of the Grangemouth branch to support passenger services to the industrial area.	Option sifted out based on appraisal performance	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Forth Valley 1547	Improve Public Transport connectivity from rural locations to education & employment areas, such as Grangemouth	Option sifted out based on appraisal performance	Preliminary Appraisal
Forth Valley 1548	Better rail and bus connectivity to ports (e.g. Cairnryan)	Option is out of scope for STPR2	Preliminary Appraisal
Forth Valley 1553	Regional Cycle Network – most settlements in urban areas within walking distance of major settlements	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1558	Road infrastructure improvements (incl. new routes, maintenance and resilience): A84 / Blair Drummond Safari Park junction improvements	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1559	Road infrastructure improvements (incl. new routes, maintenance and resilience): A84 / B8075 junction improvements	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1560	Road infrastructure improvements (incl. new routes, maintenance and resilience): A84 / A873 junction improvements	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1561	Improve connectivity between Kilbagie and Gartarry Roundabouts	Option is out of scope for STPR2	Case for Change
Forth Valley 1562	New rail freight facility to serve Highland Spring at Blackford	Option is being progressed elsewhere	Case for Change
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	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Forth Valley 1564	Lengthen siding at Grangemouth to allow 775m trains	Option is being progressed elsewhere	Case for Change
Forth Valley 1565	M876 / M9 junction widening	Another option better addresses the same problem / opportunity	Case for Change
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 is out of scope for STPR2	Case for Change
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	Case for Change
Forth Valley 1568	Grangemouth Refinery (longer term) – repurposing for Rail Connected Retail Distribution Centre(s) – transfer from existing sites	Option does not address problems / opportunities	Case for Change
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 problems / opportunities	Case for Change
Forth Valley 1570	Implement Fast hourly direct trains between all major cities / towns (e.g. Stirling to Inverness)	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1571	Re-nationalise Scotrail	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Forth Valley 1572	Increased frequency and reduced journey times of rail services - make more comparable with the car	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1573	Develop a Freight hub at Grangemouth	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1574	Support the return of bus subsidies on less profitable routes	Option is out of scope for STPR2	Case for Change
Forth Valley 1575	Improve overall frequency of buses	Option is out of scope for STPR2	Case for Change
Forth Valley 1576	Impose restrictions on car use once alternative public transport (at a reasonable ticket price) is in place	Option is out of scope for STPR2	Case for Change
Forth Valley 1577	Increase the number of direct services/routes between Forth Valley and Edinburgh	Option is out of scope for STPR2	Case for Change
Forth Valley 1578	Develop a joint ticket for rail, bus and tram that can be bought on the bus	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1579	Increase the number of direct services/routes between Clackmannanshire and Stirling University	Option is out of scope for STPR2	Case for Change
Forth Valley 1580	Develop water transport links, such as along the River Forth through Stirling	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Forth Valley 1581	Open up travel options for kayaking & canoeing routes on water ways for leisure	Option does not address problems / opportunities	Case for Change
Forth Valley 1582	Implement Direct bus services connecting Clackmannan and Falkirk/Grangemouth	Option is out of scope for STPR2	Case for Change
Forth Valley 1583	Create bus links to Aberdeen and Dundee from Clackmannan	Option is out of scope for STPR2	Case for Change
Forth Valley 1584	Implement a Cyclist education programme to enable cyclists to better comply with road laws and regulations	Option is out of scope for STPR2	Case for Change
Forth Valley 1585	Reduce the cost of rail travel	Option is out of scope for STPR2	Case for Change
Forth Valley 1586	Implement Direct bus services connecting Clackmannan and Falkirk/Grangemouth	Option is out of scope for STPR2	Case for Change
Forth Valley 1587	Ensure maintenance of footways and cycleways throughout the year, particularly in Winter	Option is out of scope for STPR2	Case for Change
Forth Valley 1588	Promote Town Centre Accessibility Schemes	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1589	Remove freight from the roads	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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 problems / opportunities	Case for Change
Forth Valley 1591	Increase and improve the provision of interchange sites (incl. Park & Choose/Ride): junction 11, M9	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1592	Increase the number of direct services/routes between Alloa and Falkirk	Option is out of scope for STPR2	Case for Change
Forth Valley 1593	Extend the railways beyond their current extent/coverage (incl. new lines and stations): Rail link Alloa to Rosyth to Edinburgh circular	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1594	Taxi - create recognised routes for sharing	Another option better addresses the same problem / opportunity	Case for Change
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	Case for Change
Forth Valley 1596	The development of special provision for powered two-wheelers to offer them some degree of priority over the private car	Option is out of scope for STPR2	Case for Change
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	Case for Change
Forth Valley 1598	Provide a suitable regional concessionary fares scheme to encourage more use of the rail network, particularly during peak hours	Option is out of scope for STPR2	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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	Option is out of scope for STPR2	Case for Change
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	Case for Change
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	Case for Change
Forth Valley 1602	Introduction of direct rail services between Motherwell and Stirling	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1603	Extend Glasgow-Alloa trains to Dunfermline and Edinburgh	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1604	Road infrastructure improvements (incl. new routes, maintenance and resilience): Coalsnaughton bypass	Option is out of scope for STPR2	Case for Change
Forth Valley 1605	Road infrastructure improvements (incl. new routes, maintenance and resilience): A9 capacity enhancements (e.g. dualling, 2+1, climbing lanes etc.)	Option is being progressed elsewhere	Case for Change
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	Option is being progressed elsewhere	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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	Case for Change
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	Case for Change
Forth Valley 1609	Filtered permeability of towns / settlements in favour of active travel	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1610	Road infrastructure improvements (incl. new routes, maintenance and resilience): bypass around Manor Powis Roundabout	Option is out of scope for STPR2	Case for Change
Forth Valley 1611	Integrate transport and land use planning (incl. private and sustainable transport)	Option is out of scope for STPR2	Case for Change
Forth Valley 1612	Implement a Student pass for buses which makes it cheaper to travel for pupils and students	Option is out of scope for STPR2	Case for Change
Forth Valley 1613	Improve the provision of public transport information for journey planning	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1614	Active travel infrastructure improvements (incl. facilities, capacity and segregation): conveyor belts to speed up walking	Option does not address problems / opportunities	Case for Change
Forth Valley 1615	Enhance re-regulation of the bus industry	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Forth Valley 1616	Funding to improve and maintain bus services	Option is out of scope for STPR2	Case for Change
Forth Valley 1617	Increase maintenance funding for active travel infrastructure	Option is out of scope for STPR2	Case for Change
Forth Valley 1618	Reduce Match funding requirements	Option is out of scope for STPR2	Case for Change
Forth Valley 1619	Increase LA funding from TS	Option is out of scope for STPR2	Case for Change
Forth Valley 1620	Update Cycling by Design	Option is being progressed elsewhere	Case for Change
Forth Valley 1621	Funding to improve and maintain cycling (incl. cycle schemes and provision)	Option is out of scope for STPR2	Case for Change
Forth Valley 1622	Legislate for emerging technologies, such as MaaS and autonomous vehicles	Option is out of scope for STPR2	Case for Change
Forth Valley 1623	Promote and sustain digital hubs and IT training	Option is out of scope for STPR2	Case for Change
Forth Valley 1624	Extend the railways beyond their current extent/coverage (incl. new lines and stations)	Another option better addresses the same problem / opportunity	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Forth Valley 1625	Implement a CPO Legislation change to enable landowners to give up some of their land, allowing infrastructure to be built	Option is out of scope for STPR2	Case for Change
Forth Valley 1626	Ensure that the maximum permitted distance you can live from your workplace is 5 miles	Option does not address problems / opportunities	Case for Change
Forth Valley 1627	Minimum standards for EV charging infrastructure - must be included in future planning regulations	Option is out of scope for STPR2	Case for Change
Forth Valley 1628	Create safe off-road cycling infrastructure	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1629	Road infrastructure improvements (incl. new routes, maintenance and resilience): A811 Connections to M9	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1630	Road infrastructure improvements (incl. new routes, maintenance and resilience): A801 Avon Gorge Improvement	Option is being progressed elsewhere	Case for Change
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	Case for Change
Forth Valley 1632	Grangemouth Flood Protection Scheme	Option is being progressed elsewhere	Case for Change
Forth Valley 1633	Road infrastructure improvements (incl. new routes, maintenance and resilience): A904 corridor	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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	Case for Change
Forth Valley 1635	Extend the railways beyond their current extent/coverage (incl. new lines and stations): Clackmannan	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1636	Road infrastructure improvements (incl. new routes, maintenance and resilience):A811 re-alignment	Option is out of scope for STPR2	Case for Change
Forth Valley 1637	Introduce a park and ride site for local and strategic trips in the south of the region, for example near Linlithgow	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1638	Increase and improve the provision of interchange sites (incl. Park & Choose/Ride): local and strategic trips for traffic from Clackmannanshire	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1639	Explore low carbon transport and travel hubs at park and choose sites	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1640	Improve integration of Stirling bus and rail stations	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1641	Reform Strategic Timber Transport Fund	Option does not address problems / opportunities	Case for Change
Forth Valley 1642	Improve Road demand management (incl. charging and space allocation for different modes) on non-trunk roads	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Forth Valley 1643	Create 'Hop on/hop off' bus services connecting between key tourist and service centres	Option is out of scope for STPR2	Case for Change
Forth Valley 1644	Road infrastructure improvements (incl. new routes, maintenance and resilience): Icehouse brae improvements	Option is out of scope for STPR2	Case for Change
Forth Valley 1645	Road infrastructure improvements (incl. new routes, maintenance and resilience): A91, Stirling corridor improvements	Option is out of scope for STPR2	Case for Change
Forth Valley 1646	Electric Vehicle Infrastructure Improvements: A9 charging points	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1647	Multimodal transport infrastructure improvements (incl. cycle parking/storage and interchange possibilities): interchange hubs at key destinations	Another option better addresses the same problem / opportunity	Case for Change
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	Case for Change
Forth Valley 1649	Implement fair public transport fares (incl. flexible and structuring types) - make cost of journeys equitable	Option is out of scope for STPR2	Case for Change
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	Case for Change
Forth Valley 1651	Promote and support the development of safe cycle routes in rural areas to keep cyclists and drivers safe	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Forth Valley 1652	Reform roads funding	Option is out of scope for STPR2	Case for Change
Forth Valley 1653	Improve rural bus services, creating links to the nearest rail station	Option is out of scope for STPR2	Case for Change
Forth Valley 1654	Improve security on public transport	Option is out of scope for STPR2	Case for Change
Forth Valley 1655	Integrated ticketing marketing campaign	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1656	Renationalise buses and trains	Option is out of scope for STPR2	Case for Change
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	Case for Change
Forth Valley 1658	Implement free bus travel for all	Option is out of scope for STPR2	Case for Change
Forth Valley 1659	Improve interregional connectivity by public transport, such as to South Lanarkshire	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1660	Develop a Freight consolidation centre, such as in Grangemouth or Falkirk	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Forth Valley 1661	Reduce the cost of travel on buses	Option is out of scope for STPR2	Case for Change
Forth Valley 1662	Increase funding for local authorities' roads maintenance budgets	Option is out of scope for STPR2	Case for Change
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	Case for Change
Forth Valley 1664	Ensure better provision of bus services out with core working hours during the week	Option is out of scope for STPR2	Case for Change
Forth Valley 1665	Implement speed restrictions on A907 Cambus to Alloa	Option is out of scope for STPR2	Case for Change
Forth Valley 1666	Create a direct fast bus from Falkirk to Glasgow	Option is out of scope for STPR2	Case for Change
Forth Valley 1667	Ban petrol and diesel vehicles from city centres	Option is out of scope for STPR2	Case for Change
Forth Valley 1668	Extend the rail network beyond current extent: re-open Alloa to Dunfermline rail line	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1669	Increase and improve the provision of interchange sites (incl. Park & Choose/Ride): Falkirk Central & Falkirk Grahamston	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Forth Valley 1670	Increase car parking in Larbert	Option is out of scope for STPR2	Case for Change
Forth Valley 1671	Implement sanctions on bus companies who provide poor services	Option is being progressed elsewhere	Case for Change
Forth Valley 1672	Promote and support the provision of EV Charging at Railway Stations in Forth Valley, such as Falkirk High	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1673	Extend the railways beyond their current extent/coverage (incl. new lines and stations): Bannockburn	Another option better addresses the same problem / opportunity	Case for Change
Forth Valley 1674	Create a bus service from Alloa to Dunfermline along A907, via Blairhall and Oakley	Option is out of scope for STPR2	Case for Change
Forth Valley 1678	Road infrastructure improvements (incl. new routes, maintenance and resilience): A876 capacity enhancements (e.g. dualling, 2+1, climbing lanes etc.)	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Forth Valley 1680	Implement improved temporary signing when planned road closures are in place	Option is out of scope for STPR2	Case for Change
Forth Valley 1681	Improve comfort of trains and buses	Option is out of scope for STPR2	Case for Change
Forth Valley 1682	Increase capacity on buses for disabled users / users with prams	Option is out of scope for STPR2	Case for Change
Glasgow City	Roll out 'bike' buses in Glasgow, much like Borders to Edinburgh.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Region 1685			
Glasgow City Region 1686	More spaces for cycles on trains and rural buses.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Glasgow City Region 1687	Increased cycling facilities on public transport. Cycle racks on buses, trains and subway.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Glasgow City Region 1735	Implement low emission zones across GCR.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Glasgow City Region 1742	Better capacity planning for buses at peak times.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Glasgow City Region 1753	Increased number of carriages on trains from Glasgow to Lanark line.	Option sifted out based on appraisal performance	Preliminary Appraisal
Glasgow City Region 1755	Increased number of carriages for trains on Ayrshire and Inverclyde lines.	Option sifted out based on appraisal performance	Preliminary Appraisal
Glasgow City	Additional train per hour on Wemyss Bay line.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Region 1756			
Glasgow City Region 1757	Increased number of carriages on trains on Glasgow to Gourock and Wemyss Bay lines.	Option sifted out based on appraisal performance	Preliminary Appraisal
Glasgow City Region 1758	Increased number of carriages on trains on Glasgow to Ayr	Option sifted out based on appraisal performance	Preliminary Appraisal
Glasgow City Region 1760	Rail Service Frequency Enhancement between Glasgow and the Ayrshire Coast	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Glasgow City Region 1761	Increased number of carriages on trains and extended platforms to accommodate this between Glasgow and the Ayrshire Coast	Option sifted out based on appraisal performance	Preliminary Appraisal
Glasgow City Region 1762	Increased number of carriages on trains and extended platforms to accommodate this between Glasgow and Kilmarnock	Option sifted out based on appraisal performance	Preliminary Appraisal
Glasgow City Region 1763	Double-deck Trains between Glasgow and the Ayrshire Coast	Option sifted out based on appraisal performance	Preliminary Appraisal
Glasgow City	Double-deck trains between Glasgow and Kilmarnock	Option sifted out based on appraisal performance	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Region 1764			
Glasgow City Region 1765	Increased number of carriages on trains and extended platforms to accommodate this between Glasgow and Inverclyde	Option sifted out based on appraisal performance	Preliminary Appraisal
Glasgow City Region 1766	Reduced rail journey times between Glasgow and Inverclyde	Option sifted out based on appraisal performance	Preliminary Appraisal
Glasgow City Region 1768	Increased number of carriages on trains and extended platforms to accommodate this on Glasgow Low Level corridor.	Option sifted out based on appraisal performance	Preliminary Appraisal
Glasgow City Region 1772	Shorter Journey Times between Balloch and Glasgow	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Glasgow City Region 1773	New modern trains on West Highland line.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Glasgow City Region 1774	Improved rail access from Lanarkshire to Edinburgh.	Option sifted out based on appraisal performance	Preliminary Appraisal
Glasgow City	Re-opening of the Lanark to Edinburgh line	Option sifted out based on appraisal performance	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Region 1779			
Glasgow City Region 1781	New rail lines to Blackwood, Kirkmuirhill and Lesmahagow	Option sifted out based on appraisal performance	Preliminary Appraisal
Glasgow City Region 1784	Re-opening of Hamilton and Rutherglen rail link.	Option does not address problems / opportunities	Preliminary Appraisal
Glasgow City Region 1792	Abronhill Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Glasgow City Region 1793	Symington Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Glasgow City Region 1793a	Thankerton Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Glasgow City Region 1793b	Carnwath Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Glasgow City	Abington Station	Option sifted out based on appraisal performance	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Region 1793c			
Glasgow City Region 1793d	Lamington Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Glasgow City Region 1794a	Line Extension East Kilbride to Eaglesham	Option sifted out based on appraisal performance	Preliminary Appraisal
Glasgow City Region 1795b	Reston Station	Option being progressed elsewhere	Preliminary Appraisal
Glasgow City Region 1809	Increase parking provision at Lenzie rail station.	Option does not address problems / opportunities	Preliminary Appraisal
Glasgow City Region 1810	New park and ride at Airdrie rail station.	Option does not address problems / opportunities	Preliminary Appraisal
Glasgow City Region 1811	New park and ride at Wishaw rail station.	Option does not address problems / opportunities	Preliminary Appraisal
Glasgow City	Increase parking provision at Hawkhead rail station.	Option does not address problems / opportunities	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Region 1812			
Glasgow City Region 1813	Reconfiguration and extension of parking provision at Hairmyres rail station. Suggestion of linking with nearby hospital.	Option does not address problems / opportunities	Preliminary Appraisal
Glasgow City Region 1814	Reconfiguration and extension of parking provision at Uddingston rail station.	Option does not address problems / opportunities	Preliminary Appraisal
Glasgow City Region 1815	Increase parking provision at Newton rail station.	Option does not address problems / opportunities	Preliminary Appraisal
Glasgow City Region 1816	Reconfiguration and extension of parking at Hamilton West rail station.	Option does not address problems / opportunities	Preliminary Appraisal
Glasgow City Region 1817	Decked extension at Peacock Way car park (associated with Hamilton West station)	Option does not address problems / opportunities	Preliminary Appraisal
Glasgow City Region 1818	Reconfiguration and extension of parking at Rutherglen rail station.	Option does not address problems / opportunities	Preliminary Appraisal
Glasgow City	Blantyre Rail station - Reconfiguration and extension of existing P&R car park	Option does not address problems / opportunities	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Region 1819			
Glasgow City Region 1820	Lanark Rail station - Construction of a new surface P&R car park	Option does not address problems / opportunities	Preliminary Appraisal
Glasgow City Region 1821	Improve signage and extension of parking provision at Cambuslang rail station.	Option does not address problems / opportunities	Preliminary Appraisal
Glasgow City Region 1822	Merryton Rail station - Reconfiguration and extension of existing P&R car park	Option does not address problems / opportunities	Preliminary Appraisal
Glasgow City Region 1823	New car park at Merryton rail station	Option does not address problems / opportunities	Preliminary Appraisal
Glasgow City Region 1824	East Kilbride - Reconfiguration and extension of existing P&R car park (Rail)	Option does not address problems / opportunities	Preliminary Appraisal
Glasgow City Region 1825	Larkhall - At grade extension of existing P&R car park (Rail)	Option does not address problems / opportunities	Preliminary Appraisal
Glasgow City	Carlisle - At grade extension of existing P&R car park (Rail)	Option does not address problems / opportunities	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Region 1826			
Glasgow City Region 1827	Increase of parking provision at Carluke rail station.	Option does not address problems / opportunities	Preliminary Appraisal
Glasgow City Region 1828	Extension of car park at Carstairs rail station.	Option does not address problems / opportunities	Preliminary Appraisal
Glasgow City Region 1829	Chatelherault - Reconfiguration and extension of existing P&R car park (Rail)	Option does not address problems / opportunities	Preliminary Appraisal
Glasgow City Region 1830	New park and ride at Balloch rail station	Option does not address problems / opportunities	Preliminary Appraisal
Glasgow City Region 1831	New park and ride at Dalreoch rail station	Option does not address problems / opportunities	Preliminary Appraisal
Glasgow City Region 1836	Increased integration between all public transport modes and operators. Improved connectivity between bus stops and rail stations.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Glasgow City	Improved general accessibility to public transport. Bring public transport 'closer' to people, reduce walking	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Region 1839	distances to bus stops or train stations. Promote Accessible Travel Framework.		
Glasgow City Region 1840	Improved PT provision to the Scottish countryside.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Glasgow City Region 1841	Design for new bus infrastructure at Regent Street, Lunderston Bay/A770.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Glasgow City Region 1842	Bus infrastructure improvements including bus laybys in Cumbernauld	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Glasgow City Region 1855	A82 - Sort the flooding problem at Bowling/Milton.	Option being progressed elsewhere	Preliminary Appraisal
Glasgow City Region 1862	Road safety projects in Hamilton.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Glasgow City Region 1864	Speed Enforcement Measures on the M80/M9 Corridor between Glasgow and Stirling	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Glasgow City	Speed Enforcement Measures on the M8 and A8 between Glasgow and Inverclyde	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Region 1865			
Glasgow City Region 1869	East Renfrewshire M77 Strategic Corridor	Option being progressed elsewhere	Preliminary Appraisal
Glasgow City Region 1870	M77 Junction 4 improvement. i.e. provision of south facing slips	Option being progressed elsewhere	Preliminary Appraisal
Glasgow City Region 1876	Roll On-Roll Off Rail Freight Enhancements between Glasgow and the Border via Lockerbie/Dumfries	Option sifted out based on deliverability criteria	Preliminary Appraisal
Glasgow City Region 1905	Improved bus service between Lanark and Edinburgh.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Glasgow City Region 1906	Dedicated bus lanes surrounding Glasgow Airport, including bus lane on M8 to Glasgow City Centre.	Option being progressed elsewhere	Preliminary Appraisal
Glasgow City Region 1918	Allandale Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Glasgow City	Work in partnership with Transport Scotland, ScotRail and Network Rail to increase the number of services between	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Region 1928	Cumbernauld and Glasgow (on the EGIP line) and between Cumbernauld and Motherwell		
Glasgow City Region 1933	Better connectivity to airports and ferries.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 1934	New ferries, specifically to serve the Dunoon route.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 1935	M80 Corridor - Increase number of lanes between Glasgow and Stirling, increase capacity around Cumbernauld.	Option sifted out due to poor performance against transport planning objectives / sifting criteria	Case for Change
Glasgow City Region 1936	Enhancements to Rail Freight, and moving road freight onto rail, between Glasgow and the Border via West Coast Main Line	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 1937	Enhancements to Rail Freight, and moving road freight to rail, between Glasgow and the Border via Dumfries	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 1938	Moving transport off public roads, and onto rail. Freight etc.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City	Selective Upgrades to the A77	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Region 1939			
Glasgow City Region 1940	Improvements to the strategic road network in West Dunbartonshire	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 1941	A82 road upgrades between Glasgow and Inverness.	Another option better addresses the same problem / opportunity	Case for Change
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.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 1943	Work in partnership with Transport Scotland, ScotRail and Network Rail to increase the number of services between Cumbernauld and Glasgow (on the EGIP line) and between Cumbernauld and Motherwell and bring improvements to Motherwell train station.	Option is being progressed elsewhere	Case for Change
Glasgow City Region 1944	Increase number of coach pick-ups or shared taxis to and from airports.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 1945	Increased focus and investment in active travel measures. Reduce funding of trunk road and major road infrastructure.	Option is out of scope for STPR2	Case for Change
Glasgow City	General public transport network and service resilience, key choke points across the rail network.	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Region 1946			
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.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 1948	Climate Change - Decrease air travel infrastructure investment.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 1949	Subsidise change to EV, scrapping of old petrol/diesel cars in exchange for EV.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 1950	Being able to access trains from Glasgow - which I find is currently limited due to demand at peak times (to Glasgow is easier)	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 1951	Apply Glasgow City Centre's 'smart grid system' across whole region, utilising TROs to change road use.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 1952	Bascule Bridge over the White Cart to be prepared for the GAIA (Glasgow Airport Investment Area).	Option is out of scope for STPR2	Case for Change
Glasgow City	Downgrade of the M8 through Glasgow City Centre, and instead re-route traffic by the M73/M74.	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Region 1953			
Glasgow City Region 1954	Resident permit parking, and increased charging for households with more than one car.	Option is out of scope for STPR2	Case for Change
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.	Option is being progressed elsewhere	Case for Change
Glasgow City Region 1956	Bishopbriggs Relief Road active travel corridor.	Option is being progressed elsewhere	Case for Change
Glasgow City Region 1957	Heritage Inverclyde Coastal Trail and Greenock Town Centre proposal.	Option does not address problems / opportunities	Case for Change
Glasgow City Region 1958	Increased provision of segregated footpaths and cycleways. Network of greenways, safer and better maintained.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 1959	Increased focus in the planning process for active travel. Mandatory infrastructure provided by developers.	Option is out of scope for STPR2	Case for Change
Glasgow City	Improved cycling infrastructure. Well linked to strategic centres and regions, safe and segregated routes, take examples from other successful cities.	Another option better addresses the same problem / opportunity	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Region 1960			
Glasgow City Region 1961	Safer pedestrian and cycle network. Well surfaced and maintained, direct, well lit.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 1962	Connect missing links of existing active travel network, footpaths, cycle routes and greenways.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 1963	Accelerate 'Avenues' project in Glasgow City Centre.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 1964	Improve maintenance of pathways, especially to public transport. Specifically in autumn/winter.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 1965	Improved maintenance of cycle routes. Potholes, better surfaces etc.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 1966	Make new cycle lanes narrower so that road space isn't taken.	Option does not address problems / opportunities	Case for Change
Glasgow City	Work with employers to help get more people using active travel, including subsidised public transport.	Option is out of scope for STPR2	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Region 1967			
Glasgow City Region 1968	Community led active travel, not by local authority.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 1969	Focus on active travel during planning process, rather than road users.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 1970	Expansion of Next bike rental scheme, more collection points at key locations.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 1971	Priority towards active travel infrastructure in deprived areas.	Another option better addresses the same problem / opportunity	Case for Change
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	Case for Change
Glasgow City Region 1973	Promotion of active travel as a means to reduce carbon emissions.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City	Secure and adequate cycle parking at transport hubs.	Another option better addresses the same problem / opportunity	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Region 1974			
Glasgow City Region 1975	Improve air quality and promote sustainable travel.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 1976	Improved promotion of active travel infrastructure.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 1977	Greater investment in active travel, and green travel. Make sure investment is best possible strategy.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 1978	Safer pedestrian and cycle routes, particularly around City Centre construction sites.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 1979	Improvements to maintenance of footways and footpaths. Continuous footpaths between housing developments and bus stops required.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 1980	Increase number of flight routes from Glasgow, Edinburgh and Prestwick.	Option is out of scope for STPR2	Case for Change
Glasgow City	More frequent air travel services, internal UK flights.	Option is out of scope for STPR2	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Region 1981			
Glasgow City Region 1982	Decrease air fares or Air Passenger Duty, currently too expensive.	Option is out of scope for STPR2	Case for Change
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 problems / opportunities	Case for Change
Glasgow City Region 1984	Taxation of all flying in proportion to their level of pollution	Option is out of scope for STPR2	Case for Change
Glasgow City Region 1985	Electrification of air travel.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 1986	Increase Air Passenger Duty.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 1987	Bring both of Glasgow's airports under single ownership. 'Glasgow Airport Authority'.	Option is out of scope for STPR2	Case for Change
Glasgow City	Improve current frequency of bus services between Bearsden/Milngavie and Bishopbriggs/Kirkintilloch.	Option is out of scope for STPR2	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Region 1988			
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	Case for Change
Glasgow City Region 1990	Extension of Fastlink to other routes.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 1991	Improvements to bus access in Branchton.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 1992	North Local Area Partnership Cumbernauld Bus Station Improvement Study	Option is out of scope for STPR2	Case for Change
Glasgow City Region 1993	New bus based park and ride at Eurocentral.	Option is being progressed elsewhere	Case for Change
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.	Option is out of scope for STPR2	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 1995	Measures to assess decline in bus usage and promote bus use.	Option does not address problems / opportunities	Case for Change
Glasgow City Region 1996	Improved road quality of key bus corridors, to improve comfort/experience.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 1997	Strategic funding for bus operators, to provide national coverage, affordability and quality.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 1998	Provide real time passenger information displays at bus stops. Specific suggestion in Paisley Town Centre.	Another option better addresses the same problem / opportunity	Case for Change
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.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2000	More buses to and from Braehead, Silverburn, Forge etc, from Paisley along Paisley Road West.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2001	Public ownership of bus service only.	Option is out of scope for STPR2	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2002	General bus stop improvements. More local stops, raised kerbing, better planning of placement, improved shelters.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2003	4a bus, changes to route.	Option does not address problems / opportunities	Case for Change
Glasgow City Region 2004	Make bus timetables coincide with opening and closing of schools in nearby area.	Option does not address problems / opportunities	Case for Change
Glasgow City Region 2005	Improve bus services between Cambuslang and East Kilbride.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2006	Direct bus link between Drumchapel and QEUH.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2007	Remove bus lanes. They reduce traffic flow and increase travel time for cars.	Option does not address problems / opportunities	Case for Change
Glasgow City Region 2008	Put yellow lines at bus stops on Broomloan Road	Option is out of scope for STPR2	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2009	Review of buses in Greater Glasgow, and consideration of 'free at point of use' strategy.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2010	A reduction in buses along Hope Street and Union Street, to reduce pollution.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2011	Increase in inter community buses.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2012	Update timetables on poles on Broomloan Road and Summertown Road.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2013	Parking restrictions on bus routes.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2014	Extend rural bus services to travel through village centres, rather than just the edge of the village.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2015	Bus service between Barrhead and Eastwood. Suggestion of 'right development in right places'.	Option is out of scope for STPR2	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2016	Bus prioritisation measures on motorways and trunk road network (M8, M74, M77 etc)	Option is being progressed elsewhere	Case for Change
Glasgow City Region 2017	Bus prioritisation measures on motorways and trunk road network, where hard shoulders are available (M8, M74, M77 etc)	Option is being progressed elsewhere	Case for Change
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	Case for Change
Glasgow City Region 2019	Make all buses in Glasgow electric.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2020	Direct bus links into City Centre.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2021	Accessible strategic park and ride facilities supporting the M77, with dedicated bus lane on motorway.	Option is being progressed elsewhere	Case for Change
Glasgow City Region 2022	Utilise River Clyde for water transport, ferries and freight.	Option is out of scope for STPR2	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2023	Better use the River Clyde for pedestrian and freight services.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2024	Additional capacity on ferries.	Option does not address problems / opportunities	Case for Change
Glasgow City Region 2025	Use of ferries across the Clyde all year round, and additional routes.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2026	Increased number of services for ferries to Scottish islands.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2027	Review whether RET (Road Equivalent Tariff) should apply to all ferry users, rather than only island residents.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2028	Repair the linkspan at Gourock so it can be used as a port of refuge.	Option is being progressed elsewhere	Case for Change
Glasgow City Region 2029	Proper planning for use of rural roads for freight, with agreed routes.	Option does not address problems / opportunities	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2030	Restrictions of HGV travel and deliveries to out with peak travel periods.	Option does not address problems / opportunities	Case for Change
Glasgow City Region 2031	Motorway passing places for HGVs.	Option does not address problems / opportunities	Case for Change
Glasgow City Region 2032	Mossend Rail freight study,	Option is out of scope for STPR2	Case for Change
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.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2034	Generally increased connectivity to/from Glasgow City Centre.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2035	South Lanarkshire - Stewartfield Way Transport Capacity Improvements.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2036	Strategic repurposing of the road network to prioritise people friendly public spaces.	Another option better addresses the same problem / opportunity	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2037	A803 improvements. Mitigate congestion and improve air quality. Bus priority works at junction 15, feasibility report produced.	Option is being progressed elsewhere	Case for Change
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	Case for Change
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.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2040	Feasibility and design for improvements at Lilybank Road & Gibshill Road	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2041	Bridge widening at Lilybank Road (Local road in Port Glasgow) to improve safer access to schools by active travel.	Option is out of scope for STPR2	Case for Change
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 out of scope for STPR2	Case for Change
Glasgow City Region 2043	Provide alternatives within transport, to allow for flexibility of services.	Option is out of scope for STPR2	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2044	Electricity grid upgrades to support the roll out of EV, for cars and buses.	Option does not address problems / opportunities	Case for Change
Glasgow City Region 2045	Glasgow Airport Investment Area.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2046	Clyde Waterfront and Renfrew Riverside project.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2047	Work with partners to develop the gateway to Loch Lomond and the Trossachs National Park through strategic accessibility improvements	Another option better addresses the same problem / opportunity	Case for Change
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.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2049	Better and clearer road signage, especially for diversionary routes.	Option does not address problems / opportunities	Case for Change
Glasgow City Region 2050	Investment in infrastructure that enables people to consider various methods of transport.	Another option better addresses the same problem / opportunity	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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	Case for Change
Glasgow City Region 2052	Better equipped transport for bad weather. Improved transport network resilience.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2053	When new developments are proposed, public transport and active travel should be prioritised. Carbon emission assessments should also be undertaken.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2054	Improved training for all road users. Including car drivers overtaking cyclists, and promotion of active travel.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2055	Rail, foot, cycle and ferry options should be feasible and attractive for rural tourism.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2056	Scottish hub airport (e.g. Schiphol) with integrated public transport options.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2057	Better connected active travel provision from the outskirts of Glasgow into the City Centre.	Another option better addresses the same problem / opportunity	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2058	Increased investment in public transport infrastructure. Suggestions of tram/metro, transport hubs and physical improvements such as seating and shelters.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2059	Connectivity and overview of infrastructure and transport planning in Glasgow.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2060	Priority for commuters to park cars in the city, if public transport options from their home is limited.	Option sifted out due to poor performance against transport planning objectives / sifting criteria	Case for Change
Glasgow City Region 2061	Decrease price of transport as whole, parking, congestion charges etc.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2062	Taxis banned from bus/cycle lanes.	Option sifted out due to poor performance against transport planning objectives / sifting criteria	Case for Change
Glasgow City Region 2063	Focus on public transport instead of private cars. Car free days, restricted lane usage, more affordable fares.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2064	Major pedestrianisation of City Centres and removal of through traffic.	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2065	No HS2 for Eurocentral, need to look at another method for Eurocentral Priority Growth Area.	Option does not address problems / opportunities	Case for Change
Glasgow City Region 2066	Accessible strategic park and ride facilities supporting the M74, with bus priority measures on motorway.	Option is being progressed elsewhere	Case for Change
Glasgow City Region 2067	Accessible strategic park and ride facilities supporting the M80, with bus priority measures on motorway.	Option is being progressed elsewhere	Case for Change
Glasgow City Region 2068	Accessible strategic park and ride facilities supporting the M8, with bus priority measures on motorway.	Option is being progressed elsewhere	Case for Change
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 progressed elsewhere	Case for Change
Glasgow City Region 2070	Put a roof on motorway at Charing Cross, and remove some motorway slip roads.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2071	Investing in more transport links to remote or isolated areas.	Option is out of scope for STPR2	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2072	Improved conditions of roads and pavements (they are shocking in the Arden area)	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2073	Specific roads made safer to cycle on by reducing speed of motor vehicles.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2074	Improved road network in and around cities, completion of any 'missing links' in the transport network.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2075	Increased integration between Local Authorities, developments and transport links.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2076	North Lanarkshire - Community Growth Area; Lanarkshire Orbital Transport Corridor.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2077	Buchanan Galleries: expansion of shopping centre and relocation of multi-storey car park.	Option does not address problems / opportunities	Case for Change
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.	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2079	Improve mobile technology and digital connectivity on public transport. Buses, trains and subway.	Option is out of scope for STPR2	Case for Change
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.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2081	Encourage businesses to site new premises out with the City Centre, to reduce traffic entering congested network.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2082	Generally improved drainage and addressing flooding.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2083	Promote idea of multiple economic nuclei around the main cities, rather than only in a few cities currently.	Option is out of scope for STPR2	Case for Change
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.	Option is out of scope for STPR2	Case for Change
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	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2087	Deliver City Centre transformation (City Centre Development Framework).	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2088	Improved land use planning to make out of town shopping centres be park and ride sites during the week.	Option does not address problems / opportunities	Case for Change
Glasgow City Region 2089	Integrated and partnered land use planning. Should increase evidence and strategic demand.	Option is out of scope for STPR2	Case for Change
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.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2091	GCC to actively engage with the Vacant and Derelict Land Commission.	Option is out of scope for STPR2	Case for Change
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	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2093	Workplace parking levy.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2094	Repurpose road spaces and prioritise towards sustainable modes of transport. Pedestrianise more roads etc.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2095	Reduced fares based on low income.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2096	Increased funding for Equalities Act, and community projects.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2097	Reduced fares based on age (young, elderly etc.)	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2098	Buy all surface parking in Central Glasgow and sell it for high-density, mixed use development.	Option is out of scope for STPR2	Case for Change
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	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2100	Major funding initiative for community transport.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2101	Require every street/road to be classified as local/strategic/in-between and redesigned.	Option does not address problems / opportunities	Case for Change
Glasgow City Region 2102	Ban/reduction on all new road building and road expansions.	Option does not address problems / opportunities	Case for Change
Glasgow City Region 2103	Legislation for personal transport such as e-scooters.	Option does not address problems / opportunities	Case for Change
Glasgow City Region 2104	Maximum parking requirements rather than minimum, in planning terms.	Option does not address problems / opportunities	Case for Change
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	Case for Change
Glasgow City Region 2106	Increase speed limits to reduce journey times.	Option does not address problems / opportunities	Case for Change

Appendix G: Groupings Related to Recommendations

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2107	Ensure drivers pay a fair share of the social cost of using cars, increased air pollution etc.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2108	Free public transport for students/elderly.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2109	Improved public transport journey times and reliability.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2110	Free public transport for all.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2111	Subsidising of public transport services. Potentially operating as 'not for profit'.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2112	Improved public transport between villages to hospitals and GP services.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2113	Reduction in cost of public transport.	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2114	Re-regulation of bus service/operators, to improve efficiency of routing and timetabling.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2115	Public ownership of public transport.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2116	General review of ticketing and fares on public transport.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2117	Free public transport for commuters.	Option is out of scope for STPR2	Case for Change
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	Case for Change
Glasgow City Region 2119	Improve and increase links to south of Glasgow.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2120	Transport for Glasgow' creation.	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2121	Improved security measures at bus stops and train stations, and on buses and trains. CCTV etc.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2122	More buses/train carriages during rush hour.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2123	Review transport infrastructure of other European cities, and address balance of road, cycling and pedestrian infrastructure.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2124	Make public transport affordable to rural Scotland. Suggestion of using wind farm funds to subsidise fares.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2125	More transparent communications for communities to provide input on the standards of public transport.	Option does not address problems / opportunities	Case for Change
Glasgow City Region 2126	Reduce reliance on private car and taxis by expanding public transport network.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2127	Improve or increase bus routes and facilities at Croy rail station.	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2128	Invest (ideally nationalise) all public transport, creating an integrated network.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2129	Climate Change - Invest in public transport, to reduce car usage.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2130	Provide a greater reliability for public transport.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2131	Work with SPT and ScotRail to improve public transport options to key employment sites.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2132	Increase rail capacity in Glasgow network.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2133	Partick Signalling Upgrade/4-track Hyndland East Junction to Partickhill.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2134	Improved train timetabling. Glasgow Queen Street High Level corridors, reliability.	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2135	24 hour public transport service.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2136	Forecast passenger growth into/from Glasgow. Suggestion of train lengthening, increased number of services.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2137	More frequent trains from Carstairs and Carluke to Edinburgh.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2138	Later public transport to and from Glasgow, during weekdays and weekends. Buses, trains and subway operating times to be extended.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2139	Public ownership of rail service only.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2140	Connection of HS2 to Glasgow. Suggestion of one 'Central' rail station in Glasgow City.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2141	Ban alcohol on all train services, out with dining carriages.	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2142	Improving the layout of trains to improve space efficiency.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2143	More reliable train services. Not allowed to cancel stops on a service with no notice.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2144	Further develop Queen Street station to model St. Pancras in London.	Option is being progressed elsewhere	Case for Change
Glasgow City Region 2145	Generally more security in rail stations.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2146	Increased investment in rail infrastructure. Improved reaction and resilience to problems on network.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2147	Improvements to the Lanarkshire rail infrastructure and network, journey times and more park and ride facilities.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2148	More services stopping at Carstairs train station.	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2149	More carriages on trains on Glasgow to Wemyss Bay line.	Another option better addresses the same problem / opportunity	Case for Change
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	Case for Change
Glasgow City Region 2151	Improve station facilities and environment.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2152	Lengthen Trains and Platforms in Strathclyde	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2153	Enable movement between M74 and Kingston Bridge to re-route traffic.	Option sifted out due to poor performance against transport planning objectives / sifting criteria	Case for Change
Glasgow City Region 2154	Better use of existing roads, reprioritise misfit road space towards all sustainable modes.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2155	Easier diversionary options when roads are closed.	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2156	HOV lanes on all trunk roads (M8, M74, M77 etc)	Option is being progressed elsewhere	Case for Change
Glasgow City Region 2157	Cardowan Link road study.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2158	Gartloch Road Upgrade.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2159	M8 Corridor - Improve general performance, 3 lane motorway for full stretch between Glasgow and Edinburgh.	Option sifted out due to poor performance against transport planning objectives / sifting criteria	Case for Change
Glasgow City Region 2160	M74 to A723 - Airbles Road, Hamilton Road to Ravenscraig. Spine Road Upgrade.	Option is out of scope for STPR2	Case for Change
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 sifted out based on deliverability criteria	Case for Change
Glasgow City Region 2162	Reallocation/repurposing of road network – taking traffic on alternative routes to alleviate congestion.	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2163	More one-way streets to keep the flow moving; no on-street parking.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2164	Increase in EV charging points. Suggestions of Glasgow City, South Lanarkshire and at home. Providing a charging point at every parking space in Glasgow.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2165	Reduce reliance on trunk road network. E.g. One road in/out towns in West Dunbartonshire and Inverclyde.	Option sifted out due to poor performance against transport planning objectives / sifting criteria	Case for Change
Glasgow City Region 2166	Reduce car park/shopping centre parking charges.	Option does not address problems / opportunities	Case for Change
Glasgow City Region 2167	East End Regeneration Route (completion of route)	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2168	Provide alternative to Charing Cross section of M8, possibly re-route through Clyde Tunnel.	Option sifted out due to poor performance against transport planning objectives / sifting criteria	Case for Change
Glasgow City Region 2169	Improve and maintain road infrastructure/structures on trunk road network (Suggestions for improving M8 urban sections; Woodside viaduct)	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2170	Demand managed motorways and bus lanes.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2171	Renfrew Northern Distributor Road. New road proposed to link with new Renfrew-Yoker bridge.	Option is out of scope for STPR2	Case for Change
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 is out of scope for STPR2	Case for Change
Glasgow City Region 2173	Improved structure of road maintenance. Repair existing roads before investing in new roads.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2174	Improvements to road network in central belt/north of Scotland to alleviate congestion.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2175	Improved road quality, quicker/better repairs of road surface (e.g. potholes).	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2176	A78 relief road for Greenock.	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2177	Motorway/Dual Carriageway expansion to Aberdeen/Inverness.	Option does not address problems / opportunities	Case for Change
Glasgow City Region 2178	Increase use of car sharing/pool. Provide incentives.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2179	Upgrade of A73 to motorway.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2180	A82 road upgrades in the Glasgow area.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2181	Alternative route to A8 through Greenock.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2182	Enhancement of the rural roads network, i.e. A71 and consideration of provision of alternative diversionary routes	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2183	A82 upgrade.	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2184	Allocate A82 (Great Western Road) and A739 as trunk road network.	Option is out of scope for STPR2	Case for Change
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.	Option sifted out due to poor performance against transport planning objectives / sifting criteria	Case for Change
Glasgow City Region 2186	Bypass from west of Inverclyde (Inverkip and Wemyss Bay) to Glasgow.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2187	Tighter enforcement of traffic laws.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2188	Improvements to A72	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2189	Significant reallocation of public road space to active travel modes. Pedestrianise town centres.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2190	Relaxing of car parking charges.	Option does not address problems / opportunities	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2191	Improve maintenance of roads between north Glasgow and villages of west Stirlingshire.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2192	Improve maintenance of roads to Stranraer.	Option does not address problems / opportunities	Case for Change
Glasgow City Region 2193	Upgrades required to the Clyde Tunnel and the roads which feed into the network.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2194	M8/M74/M77 - Kinning Park merge improvements.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2195	Generally more roads, e.g. Between Erskine and Inchinnan. To cope with housing developments in the area.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2196	Deterrent sentencing for drivers who endanger and injure cyclists.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2197	Linking of M77 and M8 on southside of Glasgow.	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2198	Support and incentives for swapping traditional cars for EV.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2199	Improve the road in deprived area such as Springburn in North Glasgow. -When it is raining in Springburn (Atlas Road), the water overflow and block the circulation of cars.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2200	Improvements of roads around Carnwath	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2201	M8/M77 Kinning Park flyover. More sensible way of merging the motorways rather than the existing 'loop' route.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2202	M8/M74 merge at Kingston Bridge.	Option sifted out due to poor performance against transport planning objectives / sifting criteria	Case for Change
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 is out of scope for STPR2	Case for Change
Glasgow City Region 2204	Strategy to connect the west of Scotland more reliably to Scottish/UK motorway network.	Option does not address problems / opportunities	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2205	Increased investment in road maintenance and improved streetscapes. Decreased investment in 'big road' spending.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2206	End fuel subsidy.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2207	'Smart' traffic lights, to allow better flow of traffic and reduce pollution.	Option sifted out due to poor performance against transport planning objectives / sifting criteria	Case for Change
Glasgow City Region 2208	Front parking designed out of all new housing and businesses.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2209	Introduction of traffic lights to roundabouts in East Kilbride.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2210	Remove free parking in Glasgow, other than for disabled users.	Option sifted out due to poor performance against transport planning objectives / sifting criteria	Case for Change
Glasgow City Region 2211	Improve and maintain road infrastructure through Inverclyde. i.e. A78/A8	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2212	Toll the Clyde Tunnel, in order to pay for its maintenance.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2213	M8 Junction 15 improvement.	Option is being progressed elsewhere	Case for Change
Glasgow City Region 2214	Clyde Tunnel/Shieldhall Viaduct upgrades.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2215	Review of taxi utilisation in City Centre.	Option does not address problems / opportunities	Case for Change
Glasgow City Region 2216	Upgrade of M80 Junction 1/M8 Junction 13	Option is being progressed elsewhere	Case for Change
Glasgow City Region 2217	Extension of Glasgow Southern Orbital from East Kilbride to M73/M74	Option sifted out due to poor performance against transport planning objectives / sifting criteria	Case for Change
Glasgow City Region 2218	New Bypass Around Greenock	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Glasgow City Region 2219	New Motorway Link between the M73 and Coatbridge	Option is out of scope for STPR2	Case for Change
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	Case for Change
Glasgow City Region 2221	Forth and Clyde Canal as a route for goods or passengers.	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2222	Replacement of Life-Expired and Obsolete Gantry-Mounted ITS Equipment M8, M77, M74, M80 Motorways around Glasgow	Option is out of scope for STPR2	Case for Change
Glasgow City Region 2223	More carriages on trains on Glasgow to Ayr, and Edinburgh to North Berwick lines.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2224	Targeted expansion of the trunk road network with a focus on reducing congestion at pinch points through additional lanes, junction enhancements and more.	Another option better addresses the same problem / opportunity	Case for Change
Glasgow City Region 2228	Improve standard of all public transport, to be modernised. Cleanliness, storage, heated, wi-fi etc.	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Highlands & Islands 2262	Implementation of regional active travel strategy & the development of active travel master plans	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Highlands & Islands 2263	Bus priority measures in larger settlements such as Inverness, Fort William, Elgin	Option being progressed or considered elsewhere (Bus Partnership Fund)	Preliminary Appraisal
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 (South of Invergordon)	Option being progressed elsewhere	Preliminary Appraisal
Highlands & Islands 2275	Recasting of the Far North Line timetable to support tourism and day trips	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Highlands & Islands 2276	Construct Rail bridges over the Dornoch and Cromarty firths on the Far North Line	Option sifted out based on appraisal performance	Preliminary Appraisal
Highlands & Islands 2276a	Provide direct trains to Inverness Airport	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Highlands & Islands 2279	Creation of a new rail link between Inverness and Fort William	Option sifted out based on appraisal performance	Preliminary Appraisal
Highlands & Islands 2281	Creation of a new rail link to Aberfeldy	Option sifted out based on appraisal performance	Preliminary Appraisal
Highlands & Islands 2282	Electric trams/train through Stromness	Option sifted out based on appraisal performance	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Highlands & Islands 2283	Evanton Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Highlands & Islands 2284	The establishment of a railway station at Dalcross	Option is being progressed elsewhere	Case for Change
Highlands & Islands 2285	Introduce a sleeper rail service from Caithness area to London	Option sifted out based on appraisal performance	Preliminary Appraisal
Highlands & Islands 2288	Further integration with ferry and other transport modes	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Highlands & Islands 2300	Enhance Orkney inter-isle ferry routes: consider options for new greener fuels when investing in new vessels	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Highlands & Islands 2301	Enhance Armadale/Lochboisdale - Mallaig ferry route: relocate Mallaig ferry berth and linkspan to Loch Nevis for improved shelter	Option sifted out based on deliverability criteria	Preliminary Appraisal
Highlands & Islands 2304	Enhance Western Isles - Scottish Mainland ferry routes: increase frequencies and capacity to create 24-hour operation	Option being progressed or considered elsewhere (Islands Connectivity Plan)	Preliminary Appraisal
Highlands & Islands 2305	Enhance Orkney - Scottish Mainland ferry routes: increase frequencies	Option being progressed or considered elsewhere (Islands Connectivity Plan)	Preliminary Appraisal
Highlands & Islands 2311	Enhance Stornoway - Ullapool ferry route: operate Saturday evening return sailing from Stornoway to Ullapool	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Highlands & Islands 2312	Enhance Stornoway - Ullapool ferry route: run overnight freight sailing in standard RoPax mode	Option being progressed or considered elsewhere (Islands Connectivity Plan)	Preliminary Appraisal
Highlands & Islands 2316	Enhance Uig - Tarbert/Lochmaddy route: provide dedicated RoPax for each Tarbert-Uig and Lochmaddy-Uig, single core crew	Option being progressed or considered elsewhere (Islands Connectivity Plan)	Preliminary Appraisal
Highlands & Islands 2319	Enhance Castlebay - Oban ferry route: operate service 7 days per week all year round	Option is out of scope for STPR2	Preliminary Appraisal
Highlands & Islands 2326	Ferry link/Fixed link from South Ronaldsay (Orkney) to Scottish mainland and onward road connection to Inverness	Option sifted out based on deliverability criteria	Preliminary Appraisal
Highlands & Islands 2331	Fixed link between Outer Hebrides and Skye	Option sifted out based on appraisal performance	Preliminary Appraisal
Highlands & Islands 2332	Develop new ferry routes (Western Isles)	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Highlands & Islands 2347	Gov Funding/Grants to incentivise decarbonising freight of industry (timber & whiskey) & town centres	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Highlands & Islands 2362	Develop and implement a transport information strategy	Option is out of scope for STPR2	Preliminary Appraisal
Highlands & Islands 2363	Improvements to access and connections to harbours and ports (Buckie, Inverness & Wick)	Option is out of scope for STPR2	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Highlands & Islands 2364a	Highlands & Islands 2364a	Option is out of scope for STPR2	Preliminary Appraisal
Highlands & Islands 2365	Widening of the A835 allowing for better access to Ullapool harbour	Option sifted out based on appraisal performance	Preliminary Appraisal
Highlands & Islands 2366	Implementation of road improvements in Stornoway to single carriageway (2 lanes)	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Highlands & Islands 2370	Implement park & ride and bus priority measures in Inverness	Option being progressed or considered elsewhere (Bus Partnership Fund)	Preliminary Appraisal
Highlands & Islands 2271a	Improve the journey time of the Far North Line through the provision of passing loops, improvements in line speed and signal enhancements (North of Invergordon)	Option being progressed elsewhere	Preliminary Appraisal
Highlands & Islands 2374	Improve & increase integration of multi modal journeys (e.g. bikes on buses, multi-mode ticketing, timetabling)	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Highlands & Islands 2380a	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 (Kyle Line)	Option sifted out based on appraisal performance	Preliminary Appraisal
Highlands & Islands 2381	Rail extension to connect the Far North Line to Scrabster Ferry terminal	Option sifted out based on appraisal performance	Preliminary Appraisal
Highlands & Islands 2387	Improved access to Inverness Airport through the development of rail links and improved and increased parking options	Option sifted out based on appraisal performance	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Highlands & Islands 2407	Development of Morayhill Freight Terminal	Option being progressed elsewhere	Preliminary Appraisal
Highlands & Islands 2410	Reduce the prices of inter-island ferries for tourists	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2411	Better management of RET for inter-island and external ferry services from Orkney	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2412	Fair fares for Stromness to Scrabster service between Orkney and the Mainland	Option is out of scope for STPR2	Case for Change
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	Case for Change
Highlands & Islands 2414	Extend ADS to include business and student travel	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2415	Introduction of electric aircraft to flights out to the Islands - reducing carbon emissions - net zero	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2416	Increase the frequency of air travel using alternative aircrafts, more suitable for 'island-hopping' for example; Cessna 208, DHC-6 Twin Otter, the TecNan 92012 Traveller	Option is out of scope for STPR2	Case for Change
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 far differentials, etc	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Highlands & Islands 2418	Introduce a third aircraft to inter-isle air service provision	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2419	Provide funding to replace ferries operated by local authorities	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2420	Provide additional funding to operate local authority ferry services	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2421	Provide funding to maintain the Churchill barriers	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2422	Better management of RET for inter-island and external ferry services from Orkney	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2423	Prioritise ferry routes in the islands as they are the islands' equivalent of trunk road	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2424	Programme of investment in significant local road improvements on the Western Isles	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2425	The development of the A9/A96 Inshes to Smithton Link Road	Option is being progressed elsewhere	Case for Change
Highlands & Islands 2426	Reclassify the A961 as a trunk road,	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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	Case for Change
Highlands & Islands 2428	Inverness Southern Bypass from the A96 to the A82	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2429	Reduce the fares for travel between Orkney and the mainland to allow for affordable day trips	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2430	Implement improved harbour facilities at Buckie Harbour	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2431	Improved management of RET (fair fares) & increased air services	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2432	Improved management of RET (fair fares) & increased air services	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2433	Extend the air discount scheme to include business travel	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2434	Reduce the price of air travel for lifeline services	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2435	Introduce seaplanes as modes of travel between islands	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Highlands & Islands 2436	Improved accessibility to/from new developments by active travel	Option is out of scope for STPR2	Case for Change
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	Case for Change
Highlands & Islands 2438	Ringfenced & direct government funding to RTPs/LA's for active travel	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2439	Create safe cycling options within Inverness: redesign roundabouts in town and on the A82, Longman Drive and Kessock Bridge	Another option better addresses the same problem / opportunity	Case for Change
Highlands & Islands 2440	Provide national cycle tuition to support people wishing to cycle	Option is out of scope for STPR2	Case for Change
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	Case for Change
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	Another option better addresses the same problem / opportunity	Case for Change
Highlands & Islands 2443	Creation of strategic walking network between towns and villages within the Highland & Island area	Another option better addresses the same problem / opportunity	Case for Change
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	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Highlands & Islands 2445	Evening buses between Oban and Fort William (and vice versa)	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2446	Reintroduce a bus service to Inverness Airport from Elgin.	Option is out of scope for STPR2	Case for Change
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	Case for Change
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	Case for Change
Highlands & Islands 2449	Frequent and preferably free bus transport for commuters and others between Culbokie and Inverness	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2450	A bus service from Fort William to Kingussie	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2451	A bus service that goes from the village Dounby to Stromness	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2452	A bus service running from Ferness into Nairn via Ardclach / Believat	Option is out of scope for STPR2	Case for Change
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	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Highlands & Islands 2454	Strategic bus route connecting East to West (Fort William to Dalwhinnie)	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2455	Implement express coach service facilities between Aberdeen and Inverness	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2456	Provide a bus route on the A85	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2457	Increase frequency of service on the Far North Line	Another option better addresses the same problem / opportunity	Case for Change
Highlands & Islands 2458	Implement / extend the track dualling and electrification across the region	Another option better addresses the same problem / opportunity	Case for Change
Highlands & Islands 2459	Creation of a Dornoch Firth crossing for Far North Line	Another option better addresses the same problem / opportunity	Case for Change
Highlands & Islands 2460	Alter the rolling stock on the Highland main line Replacing HST's (Inter City) trains with Hitachi 801/2	Another option better addresses the same problem / opportunity	Case for Change
Highlands & Islands 2461	Crossing of A95 for Strathspey Steam Railway	Option is being progressed elsewhere	Case for Change
Highlands & Islands 2462	Implementation of Low Carbon rolling stock in the H&I region	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Highlands & Islands 2463	Implementation of coordinated and integrated ferry timetabling between the Islands and Mainland/inter-Island	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2464	Implement new infrastructure for inter-island ferry and air journeys on Orkney	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2465	Pedestrian ferry option (with cycle facility). Fort William – Camusnagaul – Corpach	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2466	Investment in ferry services and further integration with other transport modes (Cromarty - Nigg / H&I -Islands, Mull - Ardnamurchan Peninsula, Fort William - Camusnagaul - Corpach)	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2467	Investment in ferry services and further integration with other transport modes (Cromarty - Nigg / H&I -Islands, Mull - Ardnamurchan Peninsula, Fort William - Camusnagaul - Corpach)	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2468	Increase budget spending on ferries - to be proportionate to how important they are	Another option better addresses the same problem / opportunity	Case for Change
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	Case for Change
Highlands & Islands 2470	Free passenger travel/concession fares	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2471	Invest in the ferries that provide the lifeline inter island services	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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	Case for Change
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	Case for Change
Highlands & Islands 2474	Implement centralised public transport in pilot areas and corridors of the region	Option is out of scope for STPR2	Case for Change
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	Case for Change
Highlands & Islands 2476	implement improved connectivity inter-island/and the mainland	Another option better addresses the same problem / opportunity	Case for Change
Highlands & Islands 2477	Improve the maintenance of the trunk road network	Another option better addresses the same problem / opportunity	Case for Change
Highlands & Islands 2478	Programme of investment in significant local road improvements on the Orkney Isles	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2479	Programme of investment in significant local road improvements for tourism	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2480	Improve Inshes Roundabout on the B9006	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Highlands & Islands 2481	A96 Dualling	Option is being progressed elsewhere	Case for Change
Highlands & Islands 2482	Implement increased capacity improvements on the A941 and A98	Option is out of scope for STPR2	Case for Change
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	Case for Change
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	Case for Change
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	Case for Change
Highlands & Islands 2486	Increased capacity on the A890 Kishorn - Lochcarron - Strathcarron	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2487	Increased capacity on the A884 Carnoch - Lochaline	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2488	Portree Link Road- completing a link with the A87	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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	Case for Change
Highlands & Islands 2490	Ensure an up to date inventory is kept of the road network	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2491	Ensure that the road network is inspected	Option is out of scope for STPR2	Case for Change
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.	Option is being progressed elsewhere	Case for Change
Highlands & Islands 2493	Increase capacity on the A9 North of Inverness	Another option better addresses the same problem / opportunity	Case for Change
Highlands & Islands 2494	Corran ferry fixed link	Another option better addresses the same problem / opportunity	Case for Change
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	Case for Change
Highlands & Islands 2496	Improve the B8004 as an alternative to A82/A830 to improve resilience	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Highlands & Islands 2497	Implement commitments on A9/A96/A82	Option is being progressed elsewhere	Case for Change
Highlands & Islands 2498	Volume tourism - infrastructure to cope e.g. Ardnamurchan peninsula passing places, widening	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2499	Increased funding for local authority managed roads and bridges	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2500	A96 Nairn bypass	Option is being progressed elsewhere	Case for Change
Highlands & Islands 2501	A flyover at Berriedale Braes	Option is being progressed elsewhere	Case for Change
Highlands & Islands 2502	Dualling of all mainland trunk roads	Another option better addresses the same problem / opportunity	Case for Change
Highlands & Islands 2503	Speed Enforcement Measures on the A9 north of Inverness and on the A99	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2504	Online Trunk Road Improvements on the A82 South of Fort William, A83, A85 west of Tyndrum and A828	Another option better addresses the same problem / opportunity	Case for Change
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	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Highlands & Islands 2506	Provide an RET equivalent for freight.	Option is out of scope for STPR2	Case for Change
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	Case for Change
Highlands & Islands 2508	Expand capacity on air / sea/ road routes in the region	Another option better addresses the same problem / opportunity	Case for Change
Highlands & Islands 2509	Expand capacity on air / sea/ road routes in the region	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2510	Expand capacity on air / sea/ road routes in the region	Another option better addresses the same problem / opportunity	Case for Change
Highlands & Islands 2511	Secure the ongoing provision of lifeline service to the isles	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2512	Implement traffic management in the Kirkwall area	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2513	Implement electric car charging routes on strategic routes/trunk roads: A82, M8, A9	Another option better addresses the same problem / opportunity	Case for Change
Highlands & Islands 2514	Provide free travel to rural communities to encourage sustainable population growth	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Highlands & Islands 2515	Upgrade the island infrastructure to meet future tourist demands	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2516	Integrated ticketing system to encourage tourism on island areas.	Another option better addresses the same problem / opportunity	Case for Change
Highlands & Islands 2517	Development of park & ride sites and bus priority measures	Another option better addresses the same problem / opportunity	Case for Change
Highlands & Islands 2518	Re-evaluate public transport timetables – full coverage throughout week, especially Sunday	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2519	Implement smart ticketing, integrated ticketing across all modes in the region	Another option better addresses the same problem / opportunity	Case for Change
Highlands & Islands 2520	Integrated ticketing product between the regions of the UK. Allowing for seamless travel between countries	Another option better addresses the same problem / opportunity	Case for Change
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	Case for Change
Highlands & Islands 2522	Transfer decision making powers to locals	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2523	Review & develop STAG to support rural locations	Option is being progressed elsewhere	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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	Case for Change
Highlands & Islands 2525	Restricted access for camper vans on single track roads	Option sifted out due to poor performance against transport planning objectives / sifting criteria	Case for Change
Highlands & Islands 2526	Introduction of a workplace parking levy: supporting funding of active travel measures	Option is out of scope for STPR2	Case for Change
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	Case for Change
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	Case for Change
Highlands & Islands 2529	Improved winter maintenance on roads in Orkney	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2530	Implement continued combined education, engineering and enforcement in the region to support safe road use	Another option better addresses the same problem / opportunity	Case for Change
Highlands & Islands 2531	Invest in internal connectivity projects for Orkney	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2532	Stromeferry bypass/improvement project	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Highlands & Islands 2533	Implement aligned funding and coordinated investment within the region and nationally	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2534	Decentralisation of transport budgets & management of nationally funded networks/services	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2535	Greater support for community infrastructure to support growth to reduce travel e.g. more smaller new schools in new neighbourhoods instead of authorities extending remote existing schools)	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2536	Inclusion of Disability Awareness Training as part of the Taxi licensing process	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2537	Provide air connections from Inverness to London	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2538	Introduce an air link between Skye and the Central Belt	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2539	Develop Oban Airport	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2540	Island airports equipped to support larger aircrafts with increased capacity and increased frequency.	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2541	Increase capacity on the Inverness to Glasgow air service	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Highlands & Islands 2542	Creation of exemplar net zero airport within the Highland and Islands aviation region. (e.g. Skye Airport)	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2543	Improve PSO service routes from Wick Airport	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2544	Increase capacity on flight routes to the Islands/PSO flights	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2545	Development of a 5 day services operating twice a day from Wick to Edinburgh/Aberdeen	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2546	Development of a 5 day services operating twice a day from Wick to Edinburgh/Aberdeen	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2547	Other air operators to Orkney from the Mainland	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2548	Implement flights from Glasgow/Inverness to Benbecula	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2549	Implement flights from Glasgow/Inverness to Benbecula	Option is out of scope for STPR2	Case for Change
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 being progressed elsewhere	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Highlands & Islands 2551	Enhance runways on Eday, North Ronaldsay, Papa Westray Sanday, Stronsay, and Westray, with navigational aids, improved lighting and asphaltting of landing strips	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2552	Enhance runways on Eday, North Ronaldsay, Papa Westray Sanday, Stronsay, and Westray, with navigational aids, improved lighting and asphaltting of landing strips	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2553	Enhance runways on Eday, North Ronaldsay, Papa Westray Sanday, Stronsay, and Westray, with navigational aids, improved lighting and asphaltting of landing strips	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2554	Enhance runways on Eday, North Ronaldsay, Papa Westray Sanday, Stronsay, and Westray, with navigational aids, improved lighting and asphaltting of landing strips	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2555	Enhance runways on Eday, North Ronaldsay, Papa Westray Sanday, Stronsay, and Westray, with navigational aids, improved lighting and asphaltting of landing strips	Option is out of scope for STPR2	Case for Change
Highlands & Islands 2556	Enhance runways on Eday, North Ronaldsay, Papa Westray Sanday, Stronsay, and Westray, with navigational aids, improved lighting and asphaltting of landing strips	Option is out of scope for STPR2	Case for Change
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	Case for Change
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	Case for Change
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	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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	Case for Change
Highlands & Islands 2561	Tunnels for North Isles to replace internal ferry services	Option is out of scope for STPR2	Case for Change
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	Case for Change
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	Case for Change
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	Case for Change
Highlands & Islands 2579	Non-Motorised Users Infrastructure as part of A9 dualling	Option is being progressed elsewhere	Case for Change
North East 2585	Expand the rail network in the North East (to the benefit of both Passenger and Freight users) via new and/or reinstated railway line	Option sifted out based on appraisal performance	Preliminary Appraisal
North East 2586	North-West Aberdeen Station	Option sifted out based on appraisal performance	Preliminary Appraisal
North East 2586a	Newtonhill Station	Option sifted out based on appraisal performance	Preliminary Appraisal
North East 2586b	Kintore Station	Option being progressed elsewhere	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
North East 2587	Development of fully integrated public transport services across the region, including timetabling and multimodal interchanges/attractors - More effective timetable integration between all modes, particularly at interchanges (incl. air, rail and ferry) - Introduce more orbital/radial routes, with orbital services not going through City Centre - Clearer distinction between Express and Local services - Dial-a-Bus Services - City Centre Shuttle Buses	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
North East 2589	Timetable and capacity enhancements to deliver faster/more frequent services on core corridors - Introduce higher frequency and faster bus services (e.g. between Aberdeen, Peterhead and Fraserburgh) - Improved urban to rural connections	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
North East 2590	Improved access to healthcare strategy - Including collaboration with HTAP (Health & Transport Action Plan)	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
North East 2599	Realign the junction at Kirk St/ Charlotte Street (Peterhead) to allow freight lorries to easily make the turn	Option sifted out based on deliverability criteria	Preliminary Appraisal
North East 2600	Improve road access to major ports - Develop access strategy - Introduce route improvements, including road safety measures	Option is out of scope for STPR2	Preliminary Appraisal
North East 2602	Wayfinding App for Tourists - Develop an App providing leisure and tourist travellers with wayfinding information, and routes ('trails') which direct tourists to visitor attractions and amenities (e.g. resting, food and fuel/charging stops) across the region.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
North East 2613	ITS to manage vehicle entry to lanes and zones based on vehicle types, time of day, real-time emissions and congestion levels Dynamic Vehicle Lanes by vehicle type / time of entry / emissions levels, e.g.: - Bus only / HOV lanes - Freight vehicle restrictions / priority - Emissions Controlled Lanes Dynamic Controlled/LEZ Zone, using a congestion or emission based system plus Policy Instruments, e.g.: - Congestion Charge Zone - Low Emission Zone	Option sifted out based on appraisal performance	Preliminary Appraisal
North East 2616	Dual the A90 from Ellon to Peterhead to allow for more network capacity and reduction in journey times	Another option better addresses the same problem / opportunity	Case for Change
North East 2617	Consider future ownership/regulation/partnership models for buses - working with North East Bus Alliance - Regulated bus services - Public Ownership model - Bus Franchising, including 'packing' of profitable and non-profitable bus routes - Quality Contract Mechanism - Statutory Quality Partnership / Bus Improvement Partnerships - Revenue support for bus services	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
North East 2618	Revised approach to Development Planning Policy - Stricter enforcement and implementation of existing Planning Guidance - Reallocation of on-street and off-street parking supply - Alter junction analysis requirements to assess by per person - Build transport infrastructure in advance of infrastructure/housing supply - Update planning policy to ensure suitable active travel infrastructure is provided	Option is out of scope for STPR2	Case for Change
North East 2619	Maintain and expand routes* and destinations (domestic and international) served by Aberdeen International Airport - This option involves continued support of commercial services and supporting infrastructure at Aberdeen International Airport, for both regional, national and international routes.	Option is out of scope for STPR2	Case for Change
North East 2620	North/North West Radial Route Action Plans, including A947 Route Action Plan - A947 Aberdeen-Banff - A96: consideration of road links to new sections of A96 - Implement measures to increase road safety on key North/North West routes, such as the A947 and connections to the A96 - Improvements to and increase safety and resilience at A947/A98 junction and Banff Bridge, linking Banff and MacDuff.	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
North East 2621	Western Radial Routes Action Plans (A944, A93) - A944: including implementation of road safety measures, assessing impact of AWPR and future planned/proposed/possible development on corridor, and in Westhill - A93, including road safety measures	Option is out of scope for STPR2	Case for Change
North East 2622	Policy support for a digital working strategy (including Broadband Connectivity Improvements) for the region to reduce peak-time travel, and encourage communities to develop potential working hubs - e.g. Promote/incentivise flexible working approaches; Remote Working; Work Hubs; - Improve broadband infrastructure	Option is out of scope for STPR2	Case for Change
North East 2623	Local Transport Funding - Investigate additional measures for raising revenue for funding transport - Seek further private sector Investment for transport schemes - Alternative to Strategic Transport Fund which can be passed through Planning Bill - Philanthropy-funded transport schemes - Pension Funds / Bond issue - Scottish Futures Trust and Scottish National Investment Bank - Create regional investment "bank" as a financial vehicle for investment.	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2625	Provide better facilities to transport bikes on buses	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
The Shetland Islands 2626	Improve integration between ferry (external and inter isle) and bus services (Shetland)	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
The Shetland Islands 2627	Improve integration between air (external) and bus services (Shetland), by coordinating the bus timetable with the arrival of flights	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
The Shetland Islands 2628	Improve integration between Bus Services	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
The Shetland Islands 2629	Connect public transport network to tourism sites	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
The Shetland Islands 2631	Enhance Lerwick - Aberdeen ferry route: improve resilience of freight ferry service	Option being progressed or considered elsewhere (Islands Connectivity Plan)	Preliminary Appraisal
The Shetland Islands 2635	Enhance Lerwick - Aberdeen ferry route: provide 24-hour ferry service enabling an increase in service frequency	Option sifted out based on appraisal performance	Preliminary Appraisal
The Shetland Islands 2639	Enhance Lerwick - Aberdeen ferry route: provide later departures from Lerwick for freight	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
The Shetland Islands 2640	Improve transport connections to strengthen international economic relations (e.g. Faroe Islands, Iceland and Norway)	Option sifted out based on appraisal performance	Preliminary Appraisal
The Shetland Islands 2641	New ferry route between Lerwick and Rosyth/Leith	Option sifted out based on appraisal performance	Preliminary Appraisal
The Shetland Islands 2642	Create a directory of Community Transport provision and capacity	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
The Shetland Islands 2643	Widen A970 to two-lanes around bends	Option is out of scope for STPR2	Preliminary Appraisal
The Shetland Islands 2648	Provide Tingwall Airport with equipment to improve the resilience of the airport during winter weather conditions	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2649	Investment in inter-island air services and infrastructure, including airport, air strips and planes	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2650	Enhance the capacity of internal ferry services for both passengers and freight, e.g. larger ferry(ies) from Symbister to mainland Shetland	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
The Shetland Islands 2651	Increase the frequency of the Internal ferry services	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2652	Upgrade existing ferry services between Shetland (Mainland) and islands to improve inter-island connectivity	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2653	Improve the resilience of the freight ferry services both internally and externally	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2654	Reduce the operating costs of the freight services	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2655	Increase the capacity of the internal freight services	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2656	Retention and maintenance of MV 'Linga' to Whalsay	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2657	Introduce family and compassionate fares across modes	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
The Shetland Islands 2658	Expand Road Equivalent Tariff to Shetland	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2659	Nationalise External ferry services	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2660	Increase funding from central government sources to operate the internal ferry services	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2661	Establish a new fare structure for individuals and businesses on external passenger and freight services	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2662	Provide an external transport fleet that meets the needs of the users on both Passenger and Freight Services.	Another option better addresses the same problem / opportunity	Case for Change
The Shetland Islands 2663	Provision of off-road cycling lanes for racing/fast cycling	Another option better addresses the same problem / opportunity	Case for Change
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	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
The Shetland Islands 2665	Increase the frequency of Air travel between Sumburgh and Glasgow and Inverness	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2666	Increase the frequency of Air travel between Sumburgh and Glasgow and Inverness	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2667	Provide affordable flight and ferry services between the region and mainland Scotland	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2668	Provide affordable flight and ferry services between the region and mainland Scotland	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2669	Increase the capacity of internal air services	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2670	Increase the capacity of external air services	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2671	Implement an advanced landing system to build flight resilience during foggy conditions	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
The Shetland Islands 2672	Provide funding to allow community-run bus services to operate on a daily basis, with flexibility to cover people's needs	Option is out of scope for STPR2	Case for Change
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	Case for Change
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	Case for Change
The Shetland Islands 2675	Maintain bus services at current good standards.	Option does not address problems / opportunities	Case for Change
The Shetland Islands 2676	Nationalise bus services	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2677	Establish a Framework Bus Operator Forum to encourage annual meetings of bus operators	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2678	Internet connections for cruise liners	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
The Shetland Islands 2679	Improve the internal ferry timetable to provide later services	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2680	Redesign of the North breakwater at the South Voe of Symbister, Whalsay'	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2681	A new pier and linkspan to be built at the southern end of the existing harbour at Symbister.	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2682	Build a new ferry terminal in the North Voe of Symbister, Whalsay	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2683	Replace ferry vessels within internal network with similar capacity replacements when life expires	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2684	Upgrade Laxo Ferry Terminal to accommodate larger-sized ferries	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2685	Upgrade Vidlin Ferry Terminal to accommodate larger-sized ferries, incl. MV Linga	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
The Shetland Islands 2686	Construct a new North Voe ferry terminal on Whalsay, to replace existing Whalsay terminal	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2687	Upgrade Symbister terminal with an inward extension, to replace existing Whalsay terminal	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2688	Construct a ferry terminal at Grunna Voe, Vidlin	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2689	Proposed Ferry terminal at Symbister harbour with outward extension	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2690	Provide air services to allow a days work in Inverness or Glasgow	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2691	Provide air services to allow a days work in Inverness or Glasgow	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2692	Integrate transport policy and food policy	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
The Shetland Islands 2693	Expand Digital Infrastructure, including national grid connection, to improve efficiency of transport systems	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2694	Undertake pilot projects / research in the region to inform national policy	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2695	Retain Air Traffic Control staff at Sumburgh airport	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2696	Rollout promotion of working from home benefits to reduce the need to travel	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2697	Decentralise local authority jobs	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2698	Establish 7 Area Transport Forums	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2699	Area Transport Plans devised by Community Councils / Community Development Organisations	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
The Shetland Islands 2700	Introduce family and compassionate fares across modes	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2701	Develop transparent Island Growth Deal aims and outcomes	Option is being progressed elsewhere	Case for Change
The Shetland Islands 2702	Provide DDA-compliant feeder buses / fleets	Option is out of scope for STPR2	Case for Change
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	Case for Change
The Shetland Islands 2704	Upgrade single-track roads to single carriageways to increase road capacity	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2705	Widen A971 Murraster Bend to two-lanes around the bend	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2706	Construct A971 West Burrafirth Junction to Brig o' Walls Improvement Scheme	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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	Case for Change
The Shetland Islands 2708	Construct a new road on a new alignment to Cullivoe Road	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2709	Improve B9081 Mid Yell Link Road (to A968) section	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2710	Develop a fixed link between Shetland and Whalsay	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2711	Develop a fixed Link between Bressay and Shetland	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2712	Develop a fixed link between Shetland and Yell	Option is out of scope for STPR2	Case for Change
The Shetland Islands 2713	Develop a fixed link between Yell and Unst	Option is out of scope for STPR2	Case for Change

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
The Shetland Islands 2714	Implement strategic travel plans (incl. car-sharing scheme, traffic reduction scheme and parking reduction scheme)	Another option better addresses the same problem / opportunity	Case for Change
South West 2717	Development of a rail link between Dumfries and Stranraer	Option sifted out based on appraisal performance	Preliminary Appraisal
South West 2718	Development of a rail link between Stranraer and Cairnryan	Option sifted out based on appraisal performance	Preliminary Appraisal
South West 2719	Development of a rail link between the Glasgow South Western Line and the West Coast Main Line	Option sifted out based on appraisal performance	Preliminary Appraisal
South West 2720a	Eastriggs Station	Option sifted out based on appraisal performance	Preliminary Appraisal
South West 2720c	Dunragit Station	Option sifted out based on appraisal performance	Preliminary Appraisal
South West 2720d	Thornhill Station	Option sifted out based on appraisal performance	Preliminary Appraisal
South West 2721	Beattock Station	Option sifted out based on appraisal performance	Preliminary Appraisal
South West 2732	Development of the Timber Transport Network: Package of measures to support the transport of timber freight by road, rail and sea in the South West of Scotland.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
South West 2736	Enhanced Rail Services on the West Coast Mainline: Package of measures to enhance rail services on the West Coast Mainline, such as increased services operating from and improved access to rail services at Lockerbie, including increased Park and Ride provision	Option being progressed elsewhere	Preliminary Appraisal

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
South West 2738	Improved transport integration at main hubs: Package of measures to improve integration of transport at main transport hubs and interchanges (e.g. Stranraer, Dumfries and Lockerbie), including improved integration of bus and rail times, improved cycle connectivity to rail stations and ticket integration.	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
South West 2739	Improve rail connectivity to Cairnryan from Stranraer	Another option better addresses the same problem / opportunity	Case for Change
South West 2740	Development of Enhanced Diversionary Routes and Route Planning: Package of measures and improvements to the secondary road network which performs a strategic function when the trunk road network is closed to increase resilience of the transport network.	Option is out of scope for STPR2	Case for Change
Tay Cities 2742	Provide/improve capacity for the carriage of bikes on trains and buses	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Tay Cities 2756	Introduce bus priority schemes at targeted locations such as all main roads, cities, congested urban areas and Kingsway	Option being progressed or considered elsewhere (Bus Partnership Fund)	Preliminary Appraisal
Tay Cities 2757	Improve the A91/A919 from St Andrews to the Tay Bridge to improve car and bus journey times	Option being progressed or considered elsewhere (Bus Partnership Fund)	Preliminary Appraisal
Tay Cities 2763	Provide direct rail links to Glasgow, Edinburgh and Inverness Airports, including access to Edinburgh from Fife and North East	Option sifted out based on appraisal performance	Preliminary Appraisal
Tay Cities 2766	New direct line from Dunfermline to Perth via Kinross	Option sifted out based on appraisal performance	Preliminary Appraisal
Tay Cities 2767	New rail line between Leuchars on the East Coast Main Line and St Andrews town centre	Option sifted out based on appraisal performance	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Tay Cities 2769	Wormit Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Tay Cities 2770	Dundee West Station	Option sifted out based on appraisal performance	Preliminary Appraisal
Tay Cities 2771	Increase parking capacity at train stations	Option does not address problems / opportunities	Preliminary Appraisal
Tay Cities 2772	Improve connectivity to essential services such as jobs, education and healthcare from rural areas	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Tay Cities 2773	Improve public transport connections in Scotland including: Minimal walking at modal interchanges. Improve links of bus times, rails and bus and rail times. Suggestions include services in rural areas, Dundee, between Edinburgh and Fife, Fife, and a bus route Leuchars	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Tay Cities 2774	Improve public transport to Ninewells hospital	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Tay Cities 2775	Provide public transport services suitable for those working unsociable hours including later trains	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Tay Cities 2776	Implementation of station improvement and facilities at Perth rail station	Option being progressed elsewhere	Preliminary Appraisal
Tay Cities 2784	Improve road link between A90 and Montrose (for improved road access in north Angus)	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Tay Cities 2791	Provide more real-time information for public transport including: - better information at bus stops including real time information - bus timetables more readily available in smaller towns and villages - online timetable for Glen routes	Option sifted out based on appraisal performance	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Tay Cities 2792	Improved road and/or rail connectivity at Perth Harbour	Option sifted out based on appraisal performance	Preliminary Appraisal
Tay Cities 2794	Improved road/rail/port connectivity including intermodal regional rail freight facilities at Montrose	Option is out of scope for STPR2	Preliminary Appraisal
Tay Cities 2795	Introduce a park and ride network and associated bus priority measures in Fife	Option being progressed or considered elsewhere (Bus Partnership Fund)	Preliminary Appraisal
Tay Cities 2796	Introduce more park and ride facilities and associated bus priority infrastructure at targeted locations such as: - Tay Bridge (This could also include Park & Stride @ South access Tay Bridge & Western Edge) - NSEW Dundee (1. Dundee West 2. A90 Dundee North at Forfar Road 3. A92 Dundee East at Monifieth 4. A92 South of Tay Bridge) - Perth (East and North), N.E Fife, Halbeath. - Rural locations	Option being progressed or considered elsewhere (Bus Partnership Fund)	Preliminary Appraisal
Tay Cities 2798	Reduce bus journey times (achieved through infrastructure improvements and/or more direct routes). Targeted routes include from towns to cities and within rural areas.	Option being progressed or considered elsewhere (Bus Partnership Fund)	Preliminary Appraisal
Tay Cities 2804	Improved bus/coach links to connect more parts of the region to Edinburgh airport	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
Tay Cities 2806	Strategic active travel link between Dundee and Perth	Option is being progressed elsewhere	Case for Change
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.	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Tay Cities 2808	Cross Tay Link Road	Option is being progressed elsewhere	Case for Change
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	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2810	Introduce a joint EV public sector fleet	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2811	Integrate Perth Active Travel Hub with bus and rail services	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2812	Provide a cycle route separate from the A90 between Perth and Dundee	Option does not address problems / opportunities	Case for Change
Tay Cities 2813	Provide eBike charging points	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2814	Provide more safe bicycle storage including mandatory safe and secure cycle parking in all new developments	Option is out of scope for STPR2	Case for Change
Tay Cities 2815	Create liveable neighbourhoods, including filtered permeability, school streets, placemaking	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2816	Make city centres car-free zones and prioritise active travel	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2817	Improve Dundee airport e.g. Radar, surveillance and communication facilities, terminal building upgrades, expansion of main airport	Option is out of scope for STPR2	Case for Change
Tay Cities 2818	Open Leuchars airport to the public	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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"> - improved frequency e.g. for example every hour from 5am to midnight and every 30 mins between 7 and 9am. - improved reliability - more stops in rural areas -increasing number of direct bus routes -introducing integrated ticketing -reducing bus ticket cost -more available seating. <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 Criannlarich</p>	Option is out of scope for STPR2	Case for Change
Tay Cities 2820	<p>Bus Service Improvement Package: Improve public transport in the region. Possibly including:</p> <ul style="list-style-type: none"> - improved frequency and reliability, including journey between towns and cities - lower fares (this could be through subsidies) - clear information on rail ticket prices -connectivity to other areas in Scotland -increased capacity - improved services in rural areas and for people unable to use scheduled services 	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2821	Introduce river Buses to link coastal towns Perth, Dundee, Newburgh, St Andrews, East Neuk	Option does not address problems / opportunities	Case for Change

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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 is out of scope for STPR2	Case for Change
Tay Cities 2823	Improved road links to Perth port	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2824	Develop the A9 as a Multimodal corridor, with safe and accessible public transport and active travel connections.	Option is being progressed elsewhere	Case for Change
Tay Cities 2825	Improve affordability and connectivity of public transport	Option is out of scope for STPR2	Case for Change
Tay Cities 2826	Adopt and enforce minimum active travel standards for new/existing developments (residential, retail and industrial), including: - safe, high quality walking infrastructure and segregated cycle routes - Promotion of actively travel to users of new developments - prioritising active travel movements over private car movements - better parking at residential areas	Option is out of scope for STPR2	Case for Change
Tay Cities 2827	Improve North Arbroath access	Option does not address problems / opportunities	Case for Change
Tay Cities 2828	Move towards a less carbonised transport system. This could include taxing car ownership, using more energy efficient technology, de-carbonising airport surface access and carbon offsetting	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2829	Consider a joint transport fleet; health, social services, education (single transport manager / fleet control / traffic management	Option is out of scope for STPR2	Case for Change
Tay Cities 2830	Introduce a Low Carbon Transport and/or Active Travel Hubs at major nodes on the strategic road network	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Tay Cities 2831	Introduce a major transport hub at Perth, which allows rail and trunk road interchanges	Option is being progressed elsewhere	Case for Change
Tay Cities 2832	Behaviour change projects/programmes (all ability, inclusion, equality, impact)	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2833	Introduce parking garages for St Andrews town centre out with the university staff	Option is out of scope for STPR2	Case for Change
Tay Cities 2834	Disincentivise unsustainable modes of transport for business travel	Option is out of scope for STPR2	Case for Change
Tay Cities 2835	Sustainable travel planning to become widespread/mandatory for businesses	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2836	Decentralise employment and services to reduce the need to travel	Option is out of scope for STPR2	Case for Change
Tay Cities 2837	Promote the use of IT to reduce the number of unnecessary journeys including patient consultations, meetings, education/tuition	Option is out of scope for STPR2	Case for Change
Tay Cities 2838	Improve integration of all transport modes: improve timetable coordination, ease of interchange, better active travel connections to public transport, etc	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2839	Develop a Tay Cities Regional Transport Model	Option is out of scope for STPR2	Case for Change
Tay Cities 2840	Provide information on travel options including nationally recognised MaaS and national car clubs	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2841	Dedicate 10% of transport infrastructure budget to Active Travel	Option is out of scope for STPR2	Case for Change
Tay Cities 2842	Encourage/Requirement for Councils to have a dedicated active travel committee	Option is out of scope for STPR2	Case for Change
Tay Cities 2843	Ban diesel vehicles in urban areas	Option sifted out based on deliverability criteria	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Tay Cities 2844	Financial incentives to encourage active travel	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2845	Introduce a congestion charge on single occupant private vehicles	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2846	Nationalise public transport	Option is out of scope for STPR2	Case for Change
Tay Cities 2847	Enforce automatic penalties for driving through a red light	Option is out of scope for STPR2	Case for Change
Tay Cities 2848	Implement car-free days in city centres	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2849	Increased investment in community transport for rural areas (including support of volunteer drivers)	Option is out of scope for STPR2	Case for Change
Tay Cities 2850	Introduce free public transport. This could be limited to those who do not own a car	Option is out of scope for STPR2	Case for Change
Tay Cities 2851	Provide more healthcare centred transfers between main hospital sites in region	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2852	Upgrade (and possibly collocate) Perth public transport hubs (bus and rail stations)	Option is out of scope for STPR2	Case for Change
Tay Cities 2853	Upgrade (and possibly collocate) Perth public transport hubs (bus and rail stations)	Option is being progressed elsewhere	Case for Change
Tay Cities 2854	Upgrade (and possibly collocate) Perth public transport hubs (bus and rail stations)	Option is being progressed elsewhere	Case for Change
Tay Cities 2855	Implement minimum standards for all bus and rail stations. Suggested locations include Perth	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2856	Consider a direct route from Perth to Fort William	Option does not address problems / opportunities	Case for Change
Tay Cities 2857	Consider a direct route from Perth to St Andrews, linking up villages on the way	Option does not address problems / opportunities	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Tay Cities 2858	A9 Upgrading - Dualling between Perth and Inverness	Option is being progressed elsewhere	Case for Change
Tay Cities 2859	Improved safety measures on the entire length of the A9 (Keir Roundabout to Inverness)	Option is being progressed elsewhere	Case for Change
Tay Cities 2860	Driverless vehicles	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2861	Restrict rural camper van parking	Option does not address problems / opportunities	Case for Change
Tay Cities 2862	Introduce tiered Vehicle Excise Duty rates based on number of vehicles per household	Option is out of scope for STPR2	Case for Change
Tay Cities 2863	Introduce workplace parking levy	Option is out of scope for STPR2	Case for Change
Tay Cities 2864	Restrict the amount of car parking available in the region, and enforce parking restrictions, such as: - removal of car parking opportunities in city centres; - ban kerbside parking on major routes; - ban parking on cycle paths, and enforce; - No parking zones around schools, and enforce	Option is out of scope for STPR2	Case for Change
Tay Cities 2865	Increase parking capacity in Newburgh	Option is out of scope for STPR2	Case for Change
Tay Cities 2866	Develop a Cupar northern bypass to alleviate congestion and reduce HGV through traffic	Option is out of scope for STPR2	Case for Change
Tay Cities 2867	Develop a strategic EV ultra-rapid network with more, reliable EV charging points	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2868	Measures to reduce agricultural vehicles travelling on roads, to: - to reduce congestion and driver frustration from slow speeds; and	Option is out of scope for STPR2	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
	- to reduce/stop the amount of materials from agricultural vehicles/machinery (e.g. soil) littering carriageways		
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	Option is out of scope for STPR2	Case for Change
Tay Cities 2870	Provide more funding to improve and maintain the road network including local roads	Option is out of scope for STPR2	Case for Change
Tay Cities 2871	Grade Separation of Junctions on the A90 Kingsway in Dundee	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2872	Low Emission Zone(s) in some or all of the region's Air Quality Management Areas (Dundee, Perth, Cupar, Crieff)	Another option better addresses the same problem / opportunity	Case for Change
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)	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2874	Change to road layouts in towns to prioritise active travel and incentivise shift away from cars.	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2875	Extend the trunk road network to address lack of LA funding	Option is out of scope for STPR2	Case for Change
Tay Cities 2876	Upgrading of roads linking with the East Neuk of Fife	Option is out of scope for STPR2	Case for Change
Tay Cities 2877	Widen roads towards St Andrews	Option is out of scope for STPR2	Case for Change
Tay Cities 2878	Enforce heavier penalties for road traffic infringements	Option is out of scope for STPR2	Case for Change

Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
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 is out of scope for STPR2	Case for Change
Tay Cities 2880	Introduce speed enforcement measures on the M80/M9/A9 Corridor between Glasgow and M80/M9/A9 Corridor between Glasgow and Perth	Option is out of scope for STPR2	Case for Change
Tay Cities 2881	St. Andrews West Link road (between A91 and B939)	Option is out of scope for STPR2	Case for Change
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	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2883	Replacement of current DMU (Diesel Multiple Units) and HST rolling stock for HML, accounting for requirements in the Rail Decarbonisation plan	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2884	Perth - Edinburgh Rail Corridor Improvements: - New direct line from Dunfermline to Perth via Kinross	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2885	Introduce rail concessionary tickets across Scotland	Option is out of scope for STPR2	Case for Change
Tay Cities 2886	Change Gleneagles Station from being served by long distance services, to commuter rail services (to reduce fare uplift beyond Dunblane)	Option sifted out due to poor performance against transport planning objectives / sifting criteria	Case for Change
Tay Cities 2887	Rail Enhancements on the Highland Mainline between Perth and Inverness	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2888	Dual remaining single-track sections of the rail network within the Tay Cities region	Another option better addresses the same problem / opportunity	Case for Change

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
Tay Cities 2889	<p>Improve rail connectivity in the region. This could involve an expansion of lines and number of stations in the region, including:</p> <ul style="list-style-type: none"> - Local rail network in Tayside - Connectivity between NE Fife and the rail network - re-instatement of disused rural lines 	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2890	<p>Improve rail services in the region. This includes:</p> <ul style="list-style-type: none"> - reduced journey times - increased comfort - increase capacity (this could be through dualling lines) -improved reliability -reduced fares - increased frequency (suggested locations include: Edinburgh and Fife, Perth and Dundee, rural stations e.g. Blair Atholl) 	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2891	Re-instate Forfar Rail Link	Option sifted out based on deliverability criteria	Case for Change
Tay Cities 2892	Dual the rail lines between Montrose and Usan	Another option better addresses the same problem / opportunity	Case for Change
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.	Another option better addresses the same problem / opportunity	Case for Change
Tay Cities 2894	Subsidise rail travel	Option is out of scope for STPR2	Case for Change
Tay Cities 2895	Provide suburban rail services across Dundee	Another option better addresses the same problem / opportunity	Case for Change
New 2902	<p>A68 Junction Improvements, including:</p> <ul style="list-style-type: none"> - A68 Charlesfield Junction 	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
New 2915	Winchburgh Station	Option being progressed elsewhere	Preliminary Appraisal
New 2916	Bridge of Earn Station	Option sifted out based on appraisal performance	Preliminary Appraisal
New 2917	Abernethy Station	Option sifted out based on appraisal performance	Preliminary Appraisal
New 2918	Blackford / Greenloaning Station	Option sifted out based on appraisal performance	Preliminary Appraisal
New 2919	Lochybridge Station	Option sifted out based on appraisal performance	Preliminary Appraisal
New 2937	Convert Rural Rail Routes to Light Rail	Option sifted out based on appraisal performance	Preliminary Appraisal
New 2975	M74, reconfigure entry/exit of Bothwell Services (exit to Raith Interchange)	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
New 2976	M8, Improvements accomodating GCC Works (such as ramp closures)	Further assessment confirmed that this option is out of scope for STPR2	Preliminary Appraisal
New 2997	Partial / targeted dualling at locations on the: A701 / A702, A737, A75, A76, A77, A78	Option sifted out based on appraisal performance	Preliminary Appraisal
New 2998	Bypasses at locations on the: A75, A76, A77, A78	Option sifted out based on appraisal performance	Preliminary Appraisal
New 2999	Junction Improvements at locations on the: A75, A77, A78, A8, A82, M6	Option sifted out based on appraisal performance	Preliminary Appraisal
New 3000	Motorway widening at locations on the: M74 south of Junction 6 Hamilton M77 south of Junction 4 Crookfur	Option sifted out based on appraisal performance	Preliminary Appraisal
New 3004	Partial / targeted dualling at locations on the: A1, A68, A7	Option sifted out based on appraisal performance	Preliminary Appraisal
New 3005	Bypasses at locations on the: A68, A7, A986	Option sifted out based on appraisal performance	Preliminary Appraisal

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Option Ref	Option Description	High Level Rationale for Options Not Retained	Removal Stage
New 3006	Junction Improvements at locations on the: A68, A720, A876, A985, M8, M80, M9	Option sifted out based on appraisal performance	Preliminary Appraisal
New 3011	Improve overtaking opportunities (WS2+1 and Climbing Lanes) at locations on the: A889, A99	Option sifted out based on appraisal performance	Preliminary Appraisal
New 3012	Partial / targeted dualling at locations on the: A82, A83, A830, A835, A84, A85, A86, A87 / A887, A889, A9, A99	Option sifted out based on appraisal performance	Preliminary Appraisal
New 3013	Bypasses at locations on the: A86: Bypass of Kingussie and Newtonmore A9: Bypasses, including Golspie & Brora	Option sifted out based on appraisal performance	Preliminary Appraisal
New 3014	Junction Improvements at locations on the: A82, A84, A85, A9	Option sifted out based on appraisal performance	Preliminary Appraisal
New 3019	Partial / targeted dualling at locations on the: A90 Ellon to Peterhead / Fraserburgh, A92 Glenrothes to the Tay Road Bridge, A95	Option sifted out based on appraisal performance	Preliminary Appraisal
New 3020	Junction Improvements at locations on the: A90	Option sifted out based on appraisal performance	Preliminary Appraisal