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 |
| 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. |
| 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 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 |
|  | 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 uses 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 parking fines or single occupancy trips to help finance infrastructure improvements | Another option better addresses the same problem / opportunity | Case for Change |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 diverse 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 |
| 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 |
| 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 |
| National 467 | EVs: Enable a large-scale increase of EVs across Scotland to help support ‘whole-system’ energy solutions by: • 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 |
| 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 |
| 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 |
| 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 |
| 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 Bay, island communities such as Mull (Fishnish), Colonsay and Gigha / Tayinloan | Another option better addresses the same problem / opportunity | Case for Change |
| 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 Colintraive 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 |
| 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 | 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: - 316 service (Coulport - Helensburgh), extend beyond 10pm - Lochgilphead - Oban - Between Oban and wider area - Glendaruel to Colintraive, 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 |
| 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 |
| 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 |
| 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, Colintraive to Rhubodach (Cowal 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 |
| 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 |
| Argyll & Bute 619 | Increase funding and improve allocation - 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 | Road Hierarchy Changes - Change the specification of some roads so that Scandinavian water bound (forest type) roads are acceptable minor roads - Roads taken out of the hands of local council | Option is out of scope for STPR2 | Case for Change |
| Argyll & Bute 621 | Improve maintenance of trunk roads to reduce disruption - clear vegetation  - improve surfacing  - improve drainage | Option is out of scope for STPR2 | Case for Change |
| 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 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 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 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 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 |
| 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 |
| 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 – Colintraive – 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 |
| 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 |
| 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) and north-south rail connections within Ayrshire (e.g. direct services between Largs-Ayr) | Further assessment confirmed that this option is out of scope for STPR2 | Preliminary Appraisal |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 by be 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 Crianlarich | 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 Region 1685 | 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 |
| 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 Region 1756 | Additional train per hour on Wemyss Bay line. | Further assessment confirmed that this option is out of scope for STPR2 | Preliminary Appraisal |
| 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 Region 1764 | Double-deck trains between Glasgow and Kilmarnock | Option sifted out based on appraisal performance | Preliminary Appraisal |
| 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 Region 1779 | Re-opening of the Lanark to Edinburgh line | Option sifted out based on appraisal performance | Preliminary Appraisal |
| 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 Region 1793c | Abington Station | Option sifted out based on appraisal performance | Preliminary Appraisal |
| 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 Region 1812 | Increase parking provision at Hawkhead rail station. | Option does not address problems / opportunities | Preliminary Appraisal |
| 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 Region 1819 | Blantyre Rail station - Reconfiguration and extension of existing P&R car park | Option does not address problems / opportunities | Preliminary Appraisal |
| 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 Region 1826 | Carluke - At grade extension of existing P&R car park (Rail) | Option does not address problems / opportunities | Preliminary Appraisal |
| 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 Region 1839 | Improved general accessibility to public transport. Bring public transport 'closer' to people, reduce walking distances to bus stops or train stations. Promote Accessible Travel Framework. | Further assessment confirmed that this option is out of scope for STPR2 | Preliminary Appraisal |
| 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 Region 1865 | 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 |
| 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 Region 1928 | 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 | Further assessment confirmed that this option is out of scope for STPR2 | Preliminary Appraisal |
| 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 Region 1939 | Selective Upgrades to the A77 | Option is out of scope for STPR2 | Case for Change |
| 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 Region 1946 | 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 |
| 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 Region 1953 | 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 |
| 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 Region 1960 | 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 |
| 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 Region 1967 | 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 |
| 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 Region 1974 | Secure and adequate cycle parking at transport hubs. | Another option better addresses the same problem / opportunity | Case for Change |
| 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 Region 1981 | More frequent air travel services, internal UK flights. | Option is out of scope for STPR2 | Case for Change |
| 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 Region 1988 | Improve current frequency of bus services between Bearsden/Milngavie and Bishopbriggs/Kirkintilloch. | Option is out of scope for STPR2 | Case for Change |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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. Lentran, 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| Highlands & Islands 2551 | Enhance runways on Eday, North Ronaldsay, Papa Westray Sanday, Stronsay, and Westray, with navigational aids, improved lighting and asphalting 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 asphalting 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 asphalting 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 asphalting 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 asphalting 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 asphalting 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| 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 |
| Tay Cities 2819 | Increase investment in bus services, particularly in rural areas/area outlying cities and towns, to improve services. Including - 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.  Suggested locations include Kirriemuir, Forfar, Glen Areas, Perth, Crail, Edinburgh, St Andrews to Kinross, Dollar and Stirling and between Perth and Oban, Pitlochry and Crianlarich | Option is out of scope for STPR2 | Case for Change |
| Tay Cities 2820 | Bus Service Improvement Package: Improve public transport in the region. Possibly including: - 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 |
| 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 |
| 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 |
| 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 |
| 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 - to reduce/stop the amount of materials from agricultural vehicles/machinery (e.g. soil) littering carriageways | Option is out of scope for STPR2 | Case for Change |
| 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 |
| 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 |
| Tay Cities 2889 | Improve rail connectivity in the region. This could involve an expansion of lines and number of stations in the region, including: - 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 | Improve rail services in the region. This includes: - 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 | A68 Junction Improvements, including: - A68 Charlesfield Junction | Further assessment confirmed that this option is out of scope for STPR2 | Preliminary Appraisal |
| 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 |
| 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 |