A93 Banchory to Aberdeen City Multi-Modal Study - STAG-Based Appraisal

Executive Summary

Aberdeen City Council

Project number: 60666961

November 2022

Delivering a better world

Executive Summary

Background

In September 2021, AECOM was commissioned by Aberdeen City Council (ACC) to develop a Scottish Transport Appraisal Guidance (STAG)-based appraisal of options for improving transport connections (particularly public transport and active travel connections) along the A93 corridor from Banchory in Aberdeenshire to South College Street in Aberdeen City.

The study has been guided by a Project Steering Group led by ACC and supported by Nestrans, Aberdeenshire Council and Sustrans.

Study Area

The study area is the west-east corridor between Corsee Road in Banchory and the Wellington Place/South College Street Junction in Aberdeen City along Station Road, North Deeside Road, Great Western Road, Willowbank Road, Springbank Terrace and Wellington Place. The study corridor is 18 miles (29km) long. The Deeside Way, a long-distance active travel route that runs to the south of the A93 corridor, is also in the vicinity of the study area.

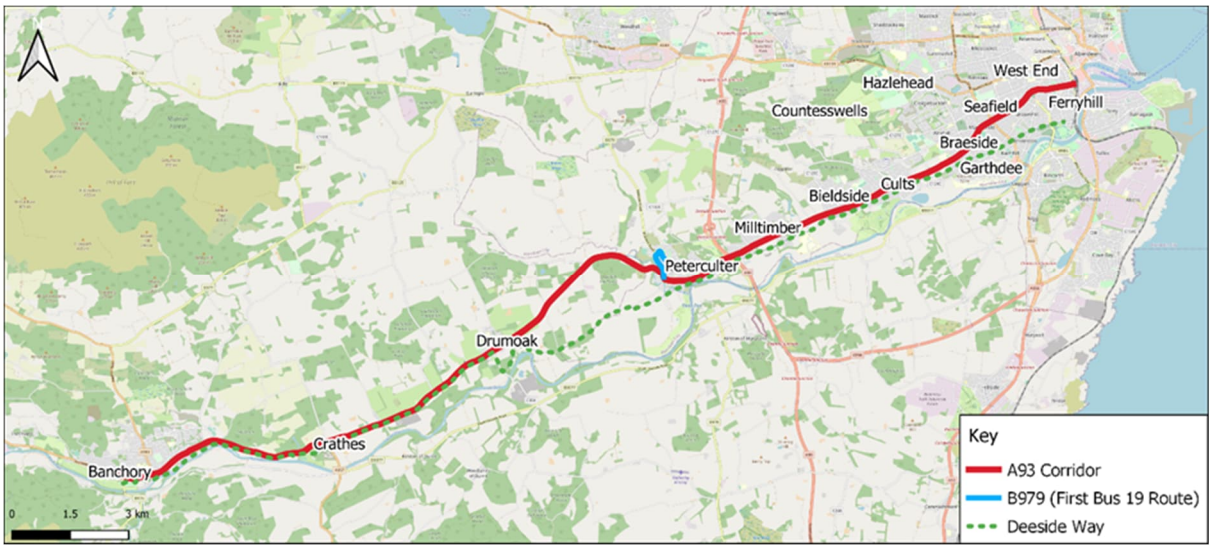


Figure 1: Study Area

Context Setting

An extensive desktop exercise was undertaken to set the context for the study. Key tasks included:

- A review of relevant national, regional and local policy documents;
- A review of previous studies to gather information on problems and opportunities previously identified and options previously developed for sections of the study corridor;
- A review of the geographic context, setting out features of key settlements located along the study corridor;
- A review of the socio-economic context, considering key indicators such as population, employment, car availability, deprivation and health;
- A review of the transport context, supported by origin destination analysis; active travel infrastructure and usage counts; bus infrastructure, usage and journey time variability; journey time analysis to/from key settlements to/from principal destinations; overview of the road network and traffic volumes; overview of road safety incidents; electric vehicle charging infrastructure; and freight routes and counts;
- A review of the planning context, providing information on relevant development allocations and planning applications along the corridor; and
- A review of the environmental context, outlining the key environmental constraints along the study corridor.

Problems and Opportunities

Within STAG, problems, issues, constraints and opportunities (PICOs) are described as follows:

- **Problem:** undesirable or harmful circumstances with the transport system;
- **Opportunity:** where a change to the transport system may lead to a positive outcome;
- **Issue:** uncertainty that the study may not be in a position to resolve, but must work within the context of; and
- **Constraint:** circumstances which may impact on the delivery of the potential interventions or option generation and development.

A localised corridor review was undertaken to determine PICOs along the study corridor and annotated satellite images were used to outline the results. The localised corridor review was supported by a review of strategic issues for the corridor. The diagram below outlines the key strategic PICOs that were identified.

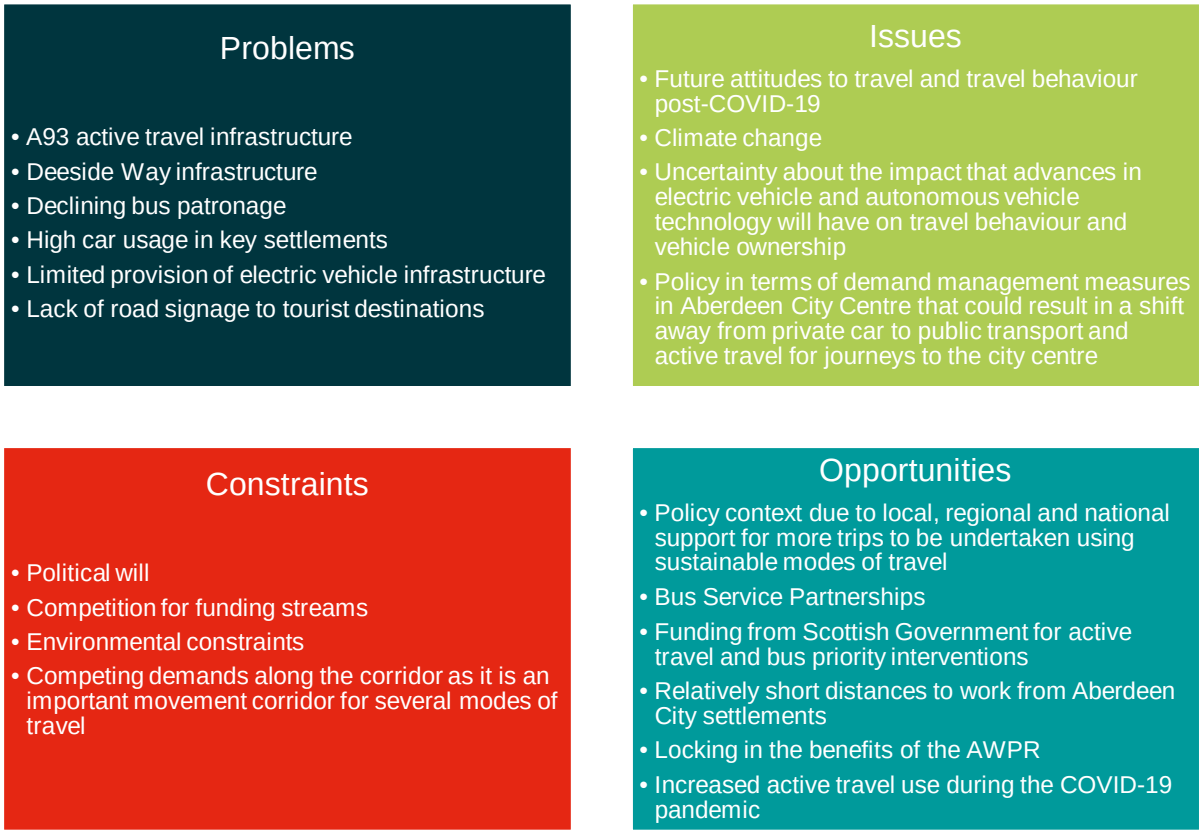


Figure 2: Strategic Problems, Issues, Constraints and Opportunities

Public and Stakeholder Engagement

Public and stakeholder engagement was undertaken at two stages during the A93 Multi-Modal Corridor Study – to support the identification of problems, issues, constraints and opportunities and to provide feedback on the option packages developed for the corridor.

The first phase of engagement was undertaken in Autumn 2021 and involved one-to-one discussions with stakeholders, a study tour with representatives from ACC, Aberdeenshire Council, Nestrans and other key stakeholders, a study tour with elected members from Aberdeenshire Council, an online Placecheck exercise and school engagement including workshops with pupils at Banchory Primary and Cults Academy.

The second phase of engagement was undertaken in Summer 2022 and focused on gaining public and stakeholder feedback on the six devised option packages for the corridor to inform the appraisal of each option package in terms of public acceptability. For this phase of engagement, consultees accessed study information through the AECOM-hosted Virtual Consultation Room, which was linked through the ACC website, including a feedback form which was developed to collate responses to inform the appraisal. The online consultation materials were supplemented by three in-person drop-in events along the corridor in Mannofield, Peterculter and Banchory and two online live Q&A sessions with members of the AECOM project team.

Transport Planning Objectives

In line with STAG, development of Transport Planning Objectives (TPOs) was driven by an understanding of the evidence-based problems and opportunities identified along the study corridor. The final TPOs for the study are:

- **TPO1 –** Increase the modal share of active travel on the A93 road corridor for all journey types;
- **TPO2** – Improve accessibility to active travel and public transport infrastructure on the A93 corridor from nearby communities;
- **TPO3** – Increase the modal share of public transport on the A93 road corridor for all journey types;
- **TPO4** – Support sustainable communities along the A93 corridor; and
- **TPO5** – Support the role of the A93 corridor as the gateway to Royal Deeside.

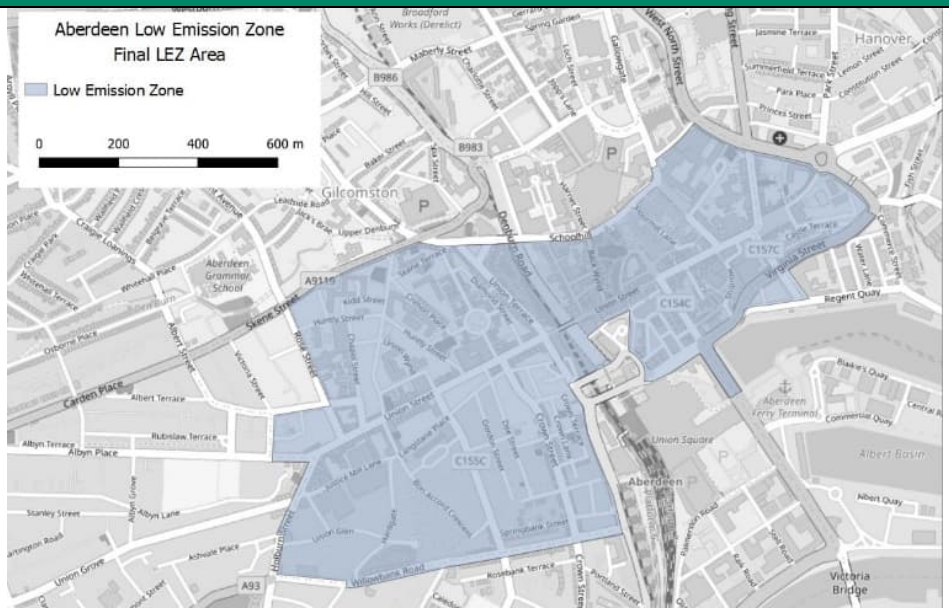
Do-Minimum

In line with STAG, all generated options must be appraised against a Do-Minimum scenario. The Do-Minimum for the A93 Multi-Modal Corridor Study assumes the interventions presented in the table below are in place.

Table 1: Committed Transport Projects included within the A93 Multi-Modal Corridor Study

Scheme	Description
Crathes mini transport hub	• Aberdeenshire Council is currently exploring the potential to deliver a 'Mobility Hub' facility in Crathes[1]. • In advance of completion of the mini hub project, Aberdeenshire Council is progressing other work associated with the uncontrolled pedestrian crossing/refuge connecting the north side of the A93 to the south side, including street lighting.
South College Street Junction Improvements Project	• This project supports the City Centre Masterplan's aims to improve the public realm in the city centre by providing additional road capacity to accommodate the rerouting of vehicular traffic arising from the implementation of public realm enhancements along Guild Street and Union Street. • A preferred option was adopted by ACC in 2017. As the design has progressed, further work, including traffic modelling, has been carried out to ensure the project will perform effectively. In May 2020, ACC resolved to progress a Compulsory Purchase Order to acquire the land necessary to build the project. ACC took ownership of the land and rights in land required for the project in April 2021. • The project consists of the following main elements[2]: o An additional traffic lane along South College Street between Bank Street and Wellington Place; o An additional lane on Palmerston Place; o A new traffic signal-controlled junction at the intersection of Palmerston Place/A956 North Esplanade West; o The alteration of the existing traffic signal-controlled junctions at the South College Street/Wellington Place junction and the South College Street/Millburn Street/Palmerston Place junction adding additional approach lanes and improving operational coordination; o New and altered walking and cycling infrastructure along South College Street and Palmerston Place; and o Reconfigured parking and loading areas on South College Street between Millburn Street and Riverside Drive. • Indicative programming anticipates full opening of the project in Spring 2023.
Low Emission Zone (LEZ)	• ACC introduced an LEZ in May 2022, where only certain vehicles can enter based on their emissions standards. It has been introduced with a two year 'grace' period meaning that between 2022 and May 2024, drivers will not be fined for entering the LEZ with a non-compliant vehicle. The LEZ will then come into full effect in June 2024. • The LEZ includes the eastern extent of the study corridor via Willowbank Road, Springbank Terrace and Wellington Place[3] (see below).

[1] https://como.org.uk/shared-mobility/mobility-hubs/what/
[2] https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/south-college-street-junction-improvements-project-phase-1
[3] https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/low-emission-zone

Scheme	Description
	
City Centre Masterplan	• As part of the City Centre Masterplan, general traffic will be restricted on Market Street, Guild Street and Bridge Street. This is scheduled to be delivered in early 2023 and may have impacts on the eastern section of the study corridor along Willowbank Road.

Option Generation

A long list of options was developed based on a number of sources including consultation with ACC, Aberdeenshire Council and Nestrans officers, stakeholders, Community Council groups and members of the public; a review of previous studies to identify historical proposals that remain viable options; a review of statutory planning and policy documents; and outputs from the evidence-led process followed by the team undertaking the appraisal.

This resulted in the development of 59 active travel options, 26 public transport options and 43 'other' options.

Option Sifting

Based on the high level performance of options against the TPOs, Deliverability Criteria, Position in the Sustainable Investment Hierarchy, Identified Problems and Opportunities in the study area and Aberdeenshire Council policy, it was recommended that the options presented in the table below be sifted from further consideration.

Table 2: Options to be Sifted from Further Consideration

Ref	Title
AT5	Review priority at the A93/Anderson Drive Junction for people walking, cycling and wheeling
AT10	Implement an additional access point to the Deeside Way from the west of Duthie Park
AT22	Implement crossing facilities on South Anderson Drive at Ruthrieston Road
AT28	Implement an active travel bridge over the B979
AT30	Implement a separate bridge parallel to Rob Roy Bridge for active travel use only
AT42	Implement with-flow segregated cycling infrastructure along the A93 corridor in Aberdeen City
AT46	Implement a continuous cycle lane between Peterculter and Drumoak
AT50	Implement a continuous path along the banks of the River Dee from Duthie Park to Peterculter
AT51	Re-instate Shakkin' Briggie in Cults for active travel use
AT52	Implement aspirational core path AP10 between Binghill Road and Bieldside
AT53	Implement aspirational core path AP4 between Contlaw Road and Bucklerburn Road
AT54	Implement a direct cycle route from Peterculter to Westhill and Kingswells via Blacktop Hill
PT3	Implement bus lanes in both directions along the A93 corridor
PT6	Consider options for an alternative terminus arrangement in Peterculter
PT7	Consider options for an alternative terminus arrangement in Banchory
PT12	Introduce a bus service between Cults and the supermarkets in Garthdee

Ref	Title
PT13	Introduce a bus service between the A93 corridor and Aberdeen Royal Infirmary
PT14	Introduce a bus service on the South Deeside Road
PT15	Introduce a bus service between Peterculter and Westhill/Kingswells
PT16	Introduce a bus service between Crathes and Stonehaven
PT18	Implement orbital bus services using the AWPR to enhance connections north and south
PT19	Reinstate the railway line along the A93 corridor
PT20	Implement tram services along the A93 corridor
PT22	Trial alternative routing of the First 19 service via Union Terrace and Schoolhill
PT23	Trial express running of the Stagecoach 201 service within the Aberdeen City boundary
O9	Develop an education campaign for the A93 corridor to promote understanding and respect between different users
O11	Conduct a review of road surface maintenance along the corridor, including on-road cycle lining
O13	Reopen Park Bridge to vehicles
O15	Prioritise the A93 corridor for enforcement of pavement parking in line with the Transport Scotland Act 2019
O29	Reduce the speed limit on Anderson Drive
O30	Reduce the speed limit on the A93 between Peterculter and Drumoak
O36	Reduce the speed limit on the A93 in Crathes to 30mph and extend this speed limit 50m to the east
O37	Extend 20mph speed limit throughout Banchory

Option Packaging

Following a process of option development, options were grouped into six packages for the purposes of appraisal and consultation as follows:

- **Active Travel – Strategic Routes:** made up of 12 active travel options, focused on providing dedicated priority for active travel users on the A93 corridor. It includes options for linear active travel provision such as segregated routes, shared use paths and on-road cycle lanes and options for active travel provision at junctions including through protected junctions, cycle early release signals and improved pedestrian phasing.

- **Active Travel – Other Measures:** made up of 35 active travel options, focused on providing improved connections to the Deeside Way (through enhanced route connections, wayfinding and access controls), Park & Pedal facilities on the corridor, enhanced availability of cycle parking and additional crossing facilities on the route.;

- **Public Transport – Priority:** made up of four public transport options and one other option, focused on providing dedicated priority for buses on the A93 corridor, including the potential for an eastbound or westbound bus lane and traffic signal priority through junctions.

- **Public Transport – Other Measures:** made up of nine public transport options, focused on the potential for a Park & Ride facility within the community of Banchory and the potential for Demand Responsive Services to/from communities on the corridor. A series of other supporting measures are being considered to improve public transport on the A93 corridor, including improvements to bus stop infrastructure, ticketing options to enable multi-modal journeys, improvements to boarding and alighting times, enhanced opportunity to take bikes on buses, improved frequency of services and alternative routeing of services.

- **Neighbourhoods and Placemaking:** made up of 11 options, focused on providing a series of measures to create a sense of place and enhance the environment for the local communities on the A93 corridor. This package also includes consideration of the 20-minute neighbourhood concept, which allows people to be able to meet most of their essential needs within a 20 minute walk or cycle of their home. The aim is to reduce the volume and speed of traffic and improve accessibility for local people to walk, cycle, wheel and spend time outdoors in their community.

- **Other Measures:** made up of 23 other options, containing a series of other supporting measures to improve travel facilities on the A93 corridor, including junction reviews, a review of speed limits and speed limit signage as appropriate, reviews of parking in the neighbourhood centres and the potential implementation of a link road between North Deeside Road and Inchgarth Road.

Option Appraisal

In line with STAG, a high-level appraisal of the option packages against the TPOs, STAG Criteria (Environment; Climate Change; Health, Safety and Wellbeing; Economy; and Equality and Accessibility) and Implementability Criteria (Feasibility; Affordability and Public Acceptability) was undertaken.

A seven-point scale assessment was undertaken for each package against the TPOs and STAG Criteria. This considers the relative size and scale of the likely impacts, in qualitative terms.

Table 3: STAG Seven-Point Scale

Impact	Description
Major positive impact (+3)	These are positive impacts which, depending on the severity of impact, should be a principal consideration when assessing an option.
Moderate positive impact (+2)	The option is anticipated to have a moderate positive impact which, when taken in isolation may not determine the appraisal of an option but would form a key consideration when considered alongside other factors.
Minor positive impact (+1)	The option is anticipated to have a minor positive impact. Minor positive impacts are those which are worth noting but are not likely to contribute materially to determining whether an option is taken forward.
Neutral impact (0)	The option is anticipated to have a neutral impact.
Minor negative impact (-1)	The option is anticipated to have a small negative impact. Small impacts are those which are worth noting but are not likely to contribute materially to determining whether an option is taken forward.
Moderate negative impact (-2)	The option is anticipated to have a moderate negative impact which, when taken in isolation may not determine the appraisal of an option but would form a key consideration when considered alongside other factors.
Major negative impact (-3)	These are negative impacts which, depending on the severity of impact, should be a principal consideration when assessing an option.

The Implementability Criteria was assessed based on the extent of risk (low, medium and high). Affordability takes account of the anticipated cost of the option; whilst high-level cost estimates have been provided as part of the option appraisal, further work will be required to develop costs during further stages of option development.

Table 4: Implementability Criteria

STAG Criteria	Description
Feasibility	The feasibility of construction or implementation and operation of an option and the status of its technology (e.g. proven, prototype, in development, etc.) as well as any cost, timescale or deliverability risks associated with the construction or operation of the option, including consideration of the need for any departure from design standards that may be required.
Affordability	The scale of the financing burden on the promoting authority and other possible funding organisations and the risks associated with these. The level of risk associated with an option's ongoing operating or maintenance costs and its likely operating revenues (if applicable).
Public Acceptability	An assessment of the likely public response to an option, including consideration of the outcomes of consultation thus far.

Rejected Options

Based on the findings of the appraisal, it is recommended that the options presented in the table below are removed from further consideration at this stage.

Table 5: Options Rejected from Further Consideration

Package	Option Title	Rationale
Active Travel – Strategic Routes	AT2: Create a protected junction at Great Western Road/Holburn Street Junction for cyclists	Recommended to combine with Option O1 in the Other Measures Package
	AT3: Increase pedestrian phasing at the A93/Anderson Drive Junction to support diagonal movements across the junction	Recommended to combine with Option O2 in the Other Measures Package
	AT4: Implement segregated cycle provision through the A93/Anderson Drive Junction	Recommended to combine with Option O2 in the Other Measures Package

Package	Option Title	Rationale
	AT43: Increase pavement width on the south side of the A93 in proximity to Anderson Drive	Recommended to combine with Option O2 in the Other Measures Package
	AT45: Implement a shared footway on the A93 corridor between Peterculter and Newmill Hill Forest and adjacent quiet road network to the north	Significant deliverability concerns associated with the need for land purchase to deliver this option
	AT48: Implement cycle lanes on either side of the carriageway through Drumoak and Park	Limited impact against the TPOs and STAG Criteria
Active Travel – Other Measures	AT23: Implement crossing facilities near Abbotshall Road	Recommended to combine with Option AT25 in the Active Travel – Other Measures package
	AT24: Upgrade informal crossing point east of Kirk Brae to formal crossing facilities	Option is not considered to provide significant benefits as there is an existing formal crossing point 90m to the west of this crossing and there are deliverability concerns associated with the Millden Road junction 15m to the east
	AT26: Implement a pedestrian island crossing at Bellenden Walk to enhance access to the Deeside Way via Milltimber Brae	Significant deliverability risks are anticipated due to the carriageway width in this location
	AT37: Implement a Park and Pedal facility near the AWPR Junction	Significant deliverability risks are anticipated due to the requirement for land acquisition and Option AT38 would be anticipated to provide the same benefits whilst making use of existing infrastructure
Public Transport – Priority	PT26: Increase east-west phasing of traffic signals at A92 Anderson Drive to give more priority to flows on the A93 corridor	Recommended to combine with Option O2 in the Other Measures Package
Public Transport – Other Measures	PT24: Trial a variation of the Stagecoach 201 service to travel direct through Banchory rather than via Hill of Banchory	Option has limited impacts against the majority of TPOs and STAG Criteria and would have negative impacts against the Equality and Accessibility Criterion. Furthermore, option has significant deliverability risks as the service operator has indicated that the majority of passengers board within the Hill of Banchory loop and therefore this trial is unlikely to be supported by Stagecoach

Selected Options

Based on the findings of the appraisal, it is recommended that the options presented in the table below are selected for further consideration.

Table 6: Options Selected for Further Consideration

Package	Ref	Title
Active Travel – Strategic Routes Package	**AT1**	Implement early release signals for cyclists at all signalised junctions along the A93 corridor
	AT6	Review priority and crossings at the AWPR Junction and surrounding area for people walking, cycling and wheeling
	AT41	Implement two-way segregated cycling infrastructure along the A93 corridor in Aberdeen City
	AT44	Implement a shared footway on the A93 corridor between Peterculter and Banchory
	AT47	Formalise pedestrian path on north side of carriageway between Drumoak and Drum Castle
	AT49	Implement cycling infrastructure along the High Street in Banchory
Active Travel – Other Measures Package	**AT7**	Conduct a route wide review of wayfinding signage to the Deeside Way
	AT8	Redesign access controls onto and on the Deeside Way to improve accessibility
	AT9	Implement a continuous cycle route from the Deeside Way (at Duthie Park) to Union Street

Package	Ref	Title
	AT11	Implement a contraflow cycle lane on Duthie Terrace to facilitate connection to the Deeside Way
	AT12	Implement a contraflow cycle lane on Dee Street to facilitate connection between the Deeside Way and the city centre
	AT13	Implement a contraflow cycle lane on Ferryhill Place to facilitate connection between the Deeside Way and the city centre
	AT14	Implement a contraflow cycle lane on Ferryhill Terrace to facilitate connection between the Deeside Way and the city centre
	AT15	Implement a contraflow cycle lane on Fonthill Terrace to facilitate connection between the Deeside Way and the city centre
	AT16	Implement a contraflow cycle lane on Prospect Terrace to facilitate connection between the Deeside Way and the city centre
	AT17	Develop an integrated path network which connects settlements south of the River Dee with the A93 and Deeside Way
	AT18	Improve priority for Deeside Way users across Pittengullies Brae
	AT19	Implement an active travel link from Deeside Way to Drum Castle
	AT20	Implement enhanced path connections between Newmill Hill Forest and the Deeside Way
	AT21	Improve access to the Deeside Way in the west of Drumoak
	AT25	Implement additional formalised crossing facilities in Cults
	AT27	Implement improved crossing facilities for Deeside Way users across the B979
	AT29	Implement additional zebra crossing points in Peterculter
	AT31	Consider locations for additional crossing facilities within Drumoak
	AT32	Implement island crossing point east of Drumoak to enable safe crossing towards Drum Castle
	AT33	Implement island crossing point at Crathes to enable safe crossing between bus stops at Crathes Woods
	AT34	Implement a new pedestrian crossing over Station Road to facilitate access to Banchory Primary and Banchory Academy
	AT35	Implement crossing facilities on the western section of Banchory High Street
	AT36	Implement additional cycle parking within Cults, particularly near bus stops
	AT38	Implement a Park and Pedal facility at the former rail station in Peterculter using existing car parking in this location
	AT39	Implement additional cycle parking near bus stops and at the bus terminus in Peterculter
	AT40	Implement additional cycle parking within Banchory Town Centre
	AT55	Resurfacing of key active travel links within 20-minute neighbourhoods (e.g. The Bush in Peterculter)
	AT56	Develop a greater network of active travel connections from Park Bridge to the south of the river
	AT57	Redesign access controls at Park Bridge to allow for recumbent cycles and cargo bikes
	AT58	Implement a contraflow cycle lane on Bridge Street in Banchory
	AT59	Implement an enhanced network of connecting paths from Inchmarlo and Torphins to the A93 corridor
Public Transport – Priority Package	PT1	Implement an eastbound bus lane along the A93 corridor
	PT2	Implement a westbound bus lane along the A93 corridor
	PT25	Conduct a traffic signal review to consider bus priority at all traffic signals along the A93 corridor
	O43	Introduce adaptive timings at traffic signals along the corridor
Public Transport – Other Measures Package	PT4	Conduct a route wide review of bus stop provision and infrastructure
	PT5	Consider options to improve boarding and alighting times on bus services along the corridor
	PT8	Enhance opportunities for cycle carriage on bus services on the A93 corridor
	PT9	Utilise app technology to provide real-time information to bus passengers of the ability to take bikes on buses
	PT10	Implement ticketing options for multi-modal journeys
	PT11	Implement a P&R site in the east of Banchory

Package	Ref	Title
	PT17	Explore the feasibility of implementing Demand Responsive Services to allow surrounding settlements to connect with the A93 corridor (e.g. Inchmarlo and Torphins)
	PT21	Increase the frequency of bus services on the A93
Neighbourhoods and Placemaking Package	O19	Introduce placemaking and gateway features in Cults
	O20	Introduce placemaking and gateway features in Peterculter
	O21	Implement gateway signage on approach to Drumoak in both directions
	O22	Implement gateway signage on approach to Crathes in both directions
	O23	Introduce placemaking and gateway features in Banchory Town Centre
	O24	Implement package of measures to support 20-minute neighbourhood in Mannofield
	O25	Implement package of measures to support 20-minute neighbourhood in Cults
	O26	Implement package of measures to support 20-minute neighbourhood in Peterculter
	O27	Implement package of measures to support 20-minute neighbourhood in Banchory
	O41	Implement traffic calming measures on School Road in proximity to Culter School
	O42	Implement traffic calming measures on Banchory High Street
Other Measures Package	O1	Review the layout of the Great Western Road/Holburn Street Junction, including consideration of signal timings and lane allocation
	O2	Review the layout of the A93/Anderson Drive Junction
	O3	Review the layout of the A93/Pitfodels Station Road Junction
	O4	Review the layout of the A93/Abbotshall Road Junction
	O5	Review the layout of the A93/Malcolm Road Junction
	O6	Review the layout of the A93/Hill of Banchory East Junction
	O7	Review the layout and traffic signal phasing at the A93/Dee Street Junction in Banchory
	O8	Review pedestrian safety at island crossings along the corridor
	O10	Increase road signage to tourist destinations and services along the A93 corridor, particularly from the AWPR
	O12	Implement a link road between A93 and Inchgarth Road
	O14	Implement signage to discourage vehicles from parking on the access road designated as the Deeside Way in Drumoak
	O16	Conduct a review of parking in Cults
	O17	Conduct a review of parking in Peterculter
	O18	Conduct a review of parking in Banchory
	O28	Implement additional flashing speed limit signs along the A93 corridor
	O31	Reduce the speed limit on Kennerty Road
	O32	Increase the number of speed limit signs on approach to Drumoak in both directions
	O33	Extend 30mph speed limit 50m east at the eastern entrance to Drumoak
	O34	Reduce speed limit on Sunnyside Drive to 20mph
	O35	Extend 30mph speed limit from Drumoak to Park
	O38	Implement additional 20mph speed limit signage on the High Street in Banchory
	O39	Implement temporary 20mph speed limit to support movements to/from the International School on the A93
	O40	Implement traffic calming measures along Willowbank Road/Springbank Terrace

Small-Scale, Low Risk Options

As study options were developed and packages assembled, it became clear that there are several options which, if brought forward for early implementation, could offer ACC small-scale, low risk opportunities on the corridor that complement the overall aims and objectives of the study. These options are shown in the table below.

Table 7: Small-Scale, Low Risk Opportunities on the Corridor

Active Travel – Other Measures Package	
AT7	Conduct a route wide review of wayfinding signage to the Deeside Way
AT8	Redesign access controls onto and on the Deeside Way to improve accessibility
AT11	Implement a contraflow cycle lane on Duthie Terrace to facilitate connection to the Deeside Way
AT12	Implement a contraflow cycle lane on Dee Street to facilitate connection between the Deeside Way and the city centre
AT13	Implement a contraflow cycle lane on Ferryhill Place to facilitate connection between the Deeside Way and the city centre
AT14	Implement a contraflow cycle lane on Ferryhill Terrace to facilitate connection between the Deeside Way and the city centre
AT15	Implement a contraflow cycle lane on Fonthill Terrace to facilitate connection between the Deeside Way and the city centre
AT16	Implement a contraflow cycle lane on Prospect Terrace to facilitate connection between the Deeside Way and the city centre
AT36	Implement additional cycle parking facilities within Cults, particularly near bus stops
AT38	Implement a Park and Pedal facility at the former rail station in Peterculter using existing car parking in this location
AT39	Implement additional cycle parking near bus stops and at the bus terminus in Peterculter
AT40	Implement additional cycle parking within Banchory Town Centre
AT57	Redesign access controls at Park Bridge to allow for recumbent cycles and cargo bikes
AT58	Implement a contraflow cycle lane on Bridge Street in Banchory
Public Transport – Other Measures	
PT4	Conduct a route wide review of bus stop provision and infrastructure
PT17	Explore the feasibility of implementing Demand Responsive Services to allow surrounding settlements to connect with the A93 corridor (e.g. Inchmarlo and Torphins)
Other Measures	
O8	Review pedestrian safety at island crossings along the A93 corridor
O10	Increase road signage to tourist destinations and services along the A93 corridor, particularly from the AWPR
O14	Implement signage to discourage vehicles from parking on the access road designated as the Deeside Way in Drumoak
O16	Conduct a review of parking in Cults
O17	Conduct a review of parking in Peterculter
O18	Conduct a review of parking in Banchory
O28	Implement additional flashing speed limit signs along the A93 corridor
O31	Reduce the speed limit on Kennerty Road
O32	Increase the number of speed limit signs on approach to Drumoak in both directions
O33	Extend 30mph speed limit 50m east at the eastern entrance to Drumoak
O34	Reduce speed limit on Sunnyside Drive to 20mph
O35	Extend 30mph speed limit from Drumoak to Park
O38	Implement additional 20mph speed limit signage on the High Street in Banchory
O39	Implement temporary 20mph speed limit to support movements to/from the International School on the A93

Next Steps

Going forward, it is noted that the small-scale, low risk options identified provide early opportunities for ACC to progress these measures to delivery. While further work may be needed to gauge the scope of these, these measures can be progressed in isolation of any more detailed option development beyond this appraisal. However, in due course, these measures would themselves complement any packages or options ultimately delivered following more detailed work.

In this regard, in order to fully determine those packages (and options within packages) which have the potential for delivery along the corridor, detailed STAG-based appraisal is required, including more detailed design work, to confirm the package(s) that would move forward into an Outline Business Case (OBC) for delivery.

The work undertaken to date provides the foundation for ACC to take the outcomes of this study forward to further level of study. This will ensure a continued consistency in terms of route corridor appraisal in the city, with the Ellon P&R-Garthdee study now moving to OBC stage, with the other corridor studies currently at various stages of appraisal.

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