

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

Final Report

Aberdeen City Council

Project number: 60666961

November 2022

Quality information

Prepared by	Checked by	Verified by	Approved by
Charlie Fuller	Jo Duck	Emma Gilmour	Andrew Robb
Graduate Consultant	Senior Consultant	Regional Director	Principal Consultant

Revision History

Revision	Revision date	Details	Authorized	Name	Position
0	30-09-2022	Draft for Client Comment	AR	Andrew Robb	Project Manager
1	10-11-2022	Final Report following Client Comments	AR	Andrew Robb	Project Manager
2	30-11-2022	Final Report following further Client Comments	AR	Andrew Robb	Project Manager

Prepared for:

Aberdeen City Council
 Marischal College
 Broad Street
 Aberdeen
 AB10 1AB

Prepared by:

AECOM Limited
 120 Bothwell Street
 Aurora Building
 Glasgow G2 7JS
 United Kingdom

T: +44 (0)141 202 0500
 aecom.com

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1. Introduction

1.1 Overview

AECOM has been 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 is being guided by a Project Steering Group led by ACC and supported by Aberdeenshire Council, Nestrans and Sustrans. It was agreed with this group that the study would focus on the following stages of STAG (as detailed in the revised STAG Manager's Guide published in January 2022¹):

- Case for Change;
- Option Generation and Development; and
- Preliminary Options Appraisal.

1.2 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.

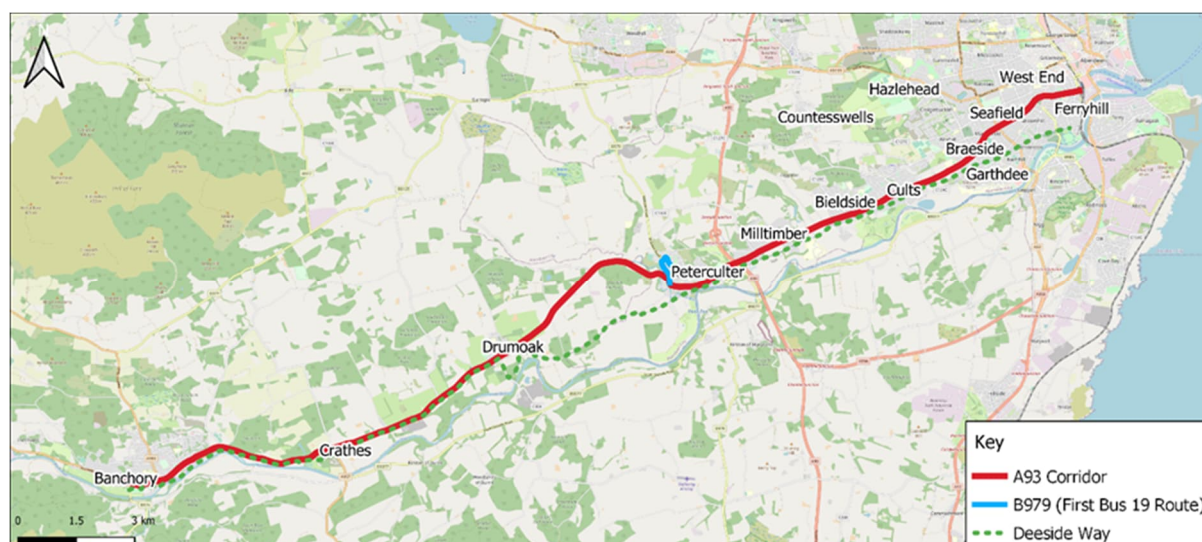


Figure 1.1: Study Area

1.3 Structure of Report

Following this introduction, the remainder of the report is structured as follows:

- Chapter 2 – Context Setting;
- Chapter 3 – Public and Stakeholder Engagement;
- Chapter 4 – Problems and Opportunities;
- Chapter 5 – Transport Planning Objectives;
- Chapter 6 – Option Generation, Sifting and Development;
- Chapter 7 – Option Appraisal Approach;
- Chapter 8 – Option Appraisal; and
- Chapter 9 – Summary and Next Steps.

¹ <https://www.transport.gov.scot/publication/scottish-transport-appraisal-guidance-managers-guide/>

A separate appendices document has been provided to complement this report. It includes:

- Appendix A – Problems, Issues, Constraints and Opportunities Technical Note;
- Appendix B – Transport Planning Objectives Technical Note;
- Appendix C – Option Generation, Sifting and Development Technical Note;
- Appendix D – Individual Option Appraisal; and
- Appendix E – Part 2 Consultation Outcomes.

2. Context Setting

2.1 Introduction

This chapter sets out the background context of the study, including the policy, geographic, socio-economic, transport, development, and environmental context for the work. It should be noted that full detail is provided in the *Problems, Issues, Constraints and Opportunities Technical Note* included as **Appendix A**.

2.2 Policy Context

This section provides an overview of national, regional and local strategies of relevance to this study.

2.2.1 National

At a national level, Scotland's second **National Transport Strategy (NTS2) (2020)**² provides the national transport policy framework, setting out a clear vision of a sustainable, inclusive, safe and accessible transport system which helps deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. It sets out four key priorities to support this vision: reducing inequalities; taking climate action; helping to deliver inclusive economic growth; and improving health and wellbeing. In addition to these priorities, the NTS2 supports the adoption of a Sustainable Travel Hierarchy, which promotes walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use. It also supports the adoption of a Sustainable Investment Hierarchy, which prioritises investment aimed at reducing the need to travel unsustainably and maintaining and safely operating existing assets ahead of new infrastructure investment.

Delivery of the NTS2 will be supported by accompanying NTS Delivery Plans, the **Climate Change Action Plan**³ and the second **Strategic Transport Projects Review (STPR2)**⁴. In the NTS Delivery Plan and The Climate Change Plan 2018-2032 Update, the Scottish Government sets out a commitment to develop and implement a coordinated package of policy interventions to support the reduction of car kilometres by 20% by 2030. In January 2022, the Scottish Government published its route map⁵ outlining steps needed to achieve this reduction. It sets out a range of sustainable travel behaviours grouped into the four categories of travel less, stay local, switch mode and combine a journey. STPR2 involves a whole-Scotland, evidence-based review of the performance of the strategic transport network across all transport modes and made draft recommendations in January 2022 for potential transport investments for Scottish Ministers to consider as national investment priorities in an updated 20-year (2022-2042) Infrastructure Investment Plan for Scotland. It is anticipated to conclude in the coming months. The work undertaken to develop Nestrans' Regional Transport Strategy 2040 (RTS2040) has fed into the development of STPR2, thus ensuring key issues for the North East are represented at a national level. The Scottish Government's **Programme for Scotland 2020-2021**⁶ also outlines the commitment towards delivering on health, economic and environment goals by investing £500m over the next five years in active travel infrastructure, access to bikes and behaviour change schemes to promote walking, wheeling and cycling. It also outlines a reaffirmed commitment to a £500m Bus Partnership Fund (BPF) to support authorities' ambitions around tackling congestion so that bus journeys are quicker and more reliable, and more people make the choice to take the bus. The BPF was officially launched in November 2020, with funding awarded to eight partnerships in June 2021, including £12m for the North East Bus Alliance. The **Programme for Scotland 2021-2022**⁷ continues to support this focus under its action to 'Support a net zero nation'.

In addition to the above, the UK Government announced in March 2021 that the phase out date for the sale of new petrol and diesel cars and vans will be brought forward to 2030 and from 2035, all new cars and vans must be fully zero emission at the tailpipe⁸. In November 2021, the UK Government subsequently announced that all heavy goods vehicles in the UK will be zero-emission by 2040⁹.

A wider range of national policy and guidance, covering active travel and bus, provides direction on national aspirations for increasing the mode share of healthier, cleaner travel choices. This includes the **Cycling Action Plan for Scotland**¹⁰ and the national Walking Strategy: **Let's Get Scotland Walking**¹¹, which aim to increase the levels of walking and cycling as part of everyday journeys and promote the development of well-designed places

² <https://www.transport.gov.scot/media/47052/national-transport-strategy.pdf>

³ <https://sp-bpr-en-prod-cdnep.azureedge.net/published/2021/1/12/afbd2373-a14f-4a78-af9c-4fc5c775b23d/SB%2021-01.pdf>

⁴ <https://www.transport.gov.scot/our-approach/strategy/strategic-transport-projects-review-2/>

⁵ <https://www.transport.gov.scot/publication/a-route-map-to-achieve-a-20-per-cent-reduction-in-car-kilometres-by-2030/>

⁶ <https://www.gov.scot/publications/protecting-scotland-renewing-scotland-governments-programme-scotland-2020-2021/>

⁷ <https://www.gov.scot/publications/fairer-greener-scotland-programme-government-2021-22/documents/>

⁸ <https://www.gov.uk/government/consultations/consulting-on-ending-the-sale-of-new-petrol-diesel-and-hybrid-cars-and-vans>

⁹ <https://www.gov.uk/government/news/uk-confirms-pledge-for-zero-emission-hgvs-by-2040-and-unveils-new-chargepoint-design>

¹⁰ <https://www.transport.gov.scot/media/10311/transport-scotland-policy-cycling-action-plan-for-scotland-january-2017.pdf>

¹¹ <https://www.gov.scot/binaries/content/documents/govscot/publications/strategy-plan/2014/06/lets-scotland-walking-national-walking-strategy/documents/00452622-pdf/00452622-pdf/govscot%3Adocument/00452622.pdf>

and infrastructure to encourage walking and cycling. The passing of the **Transport (Scotland) Act (2019)**¹² also signals the intent at a national level to promote sustainable transport. The Act enables local authorities to introduce Workplace Parking Levies and supports authorities with options to influence and improve bus services in their area.

2.2.2 Regional

At a regional level, the Nestrans **Regional Transport Strategy (RTS) 2040**¹³ sets the long-term vision and direction for transport in the North East for the next 20 years. The key transport priorities within the RTS are linked to the priorities in the NTS2 and include improving journey efficiencies to enhance connectivity; reducing carbon emissions to support net zero targets; and creating a step change in public transport and active travel allowing for a 50:50 mode split. The RTS identifies a range of associated policies and actions including increasing the number of people travelling actively for health and the environment; improving the region's bus network; reducing emissions from transport; and planning and designing places for people, all of which are relevant in the context of this corridor study.

The **Regional Economic Strategy (2018-2023)**¹⁴ includes objectives associated with the promotion of modal shift and helping to maximise the benefits of improved transport infrastructure. Both the **Aberdeenshire Proposed Local Development Plan (2020)**¹⁵ and the **Aberdeen City Proposed Local Development Plan (2020)**¹⁶ identify opportunities for significant development within the study area. Both plans combined have allocated land for approximately 2,000 homes in addition to land allocations for business and retail along the corridor. The **Nestrans Active Travel Action Plan (2014-2035)**¹⁷ identifies the Deeside Corridor: Aberdeen to Banchory and Cairngorms National Park, as one of several strategic active travel corridors in the region.

Recently, there has also been renewed impetus given to the improvement of bus services in the region following the establishment of the **North East Scotland Bus Alliance**¹⁸ (building on work of the former Local Authority Bus Operators Forum). The Bus Alliance was formed in 2018 as a voluntary partnership of Nestrans, ACC, Aberdeenshire Council, First Bus Aberdeen, Stagecoach, and Bains Coaches. The overarching objectives of the Alliance are to:

- Arrest the decline in bus patronage in the North East of Scotland by 2022; and
- Achieve year on year growth in bus patronage to 2025.

Sub-objectives exist around increasing modal share of bus patronage, improving operational performance and customer satisfaction, reducing bus emissions, and improving service accessibility. In April 2020, the Bus Alliance published a new **Bus Action Plan**¹⁹ setting out the priority actions of the partners over the next five years.

2.2.3 Local

Locally, both the **Aberdeenshire Local Transport Strategy (LTS) (2012)**²⁰ and **Aberdeen City LTS (2016-2021)**²¹ aim to reduce non-sustainable journeys, increase the modal share of public transport and active travel, and make travel more effective. ACC is currently going through the process of updating its LTS. The 'Main Issues Consultation' took place in October and November 2021 and the analysis of problems and opportunities has now been undertaken which will inform the strategy. A draft LTS is anticipated to be published in 2023, and, following consultation on this, a final version will be developed. The **Sustainable Urban Mobility Plan (SUMP) (2019)**²² identifies the need to improve connectivity both within and to the city of Aberdeen, as well as improving the public transport experience, particularly in terms of improving journey times and reliability for passengers. These objectives are aimed at locking in the benefits of the Aberdeen Western Peripheral Route (AWPR) and preventing the erosion of these benefits, as would be anticipated should traffic be allowed to continue to grow to fill the additional road capacity that has been created. The **Aberdeen City Centre Masterplan (CCMP) (2015)**²³ aims to create a vibrant city centre, identifying 49 development and infrastructure projects to support this. A new **Roads Hierarchy for the North East**²⁴ was agreed in 2019 following a study to develop options to provide a system that reflects the new role of the city centre (as a destination) and makes the most effective use of the AWPR for distributing traffic around the city to the most appropriate radial route to reduce the extent of cross-city traffic

¹² <https://www.legislation.gov.uk/asp/2019/17/enacted>

¹³ <https://www.nestrans.org.uk/wp-content/uploads/2021/03/Nestrans-RTS-Final-Submitted.pdf>

¹⁴ <https://investaberdeen.co.uk/images/uploads/RES%20Action%20Plan%202018-2023%20FINAL.pdf>

¹⁵ <https://www.arcgis.com/apps/MapJournal/index.html?appid=0b6df3fd06024c798c89138dce7a6a7e>

¹⁶ <https://www.aberdeencity.gov.uk/sites/default/files/2020-05/Proposed%20Aberdeen%20Local%20Development%20Plan%202020.pdf>

¹⁷ https://www.nestrans.org.uk/wp-content/uploads/2017/02/ACTrAP_FINAL.pdf

¹⁸ https://www.nestrans.org.uk/wp-content/uploads/2017/09/5b_App-A-Region-Wide-QP-Agreement.pdf

¹⁹ https://www.nestrans.org.uk/wp-content/uploads/2020/04/Bus-Action-Plan-Published_April-2020.pdf

²⁰ <https://www.aberdeenshire.gov.uk/media/2374/2012finalts.pdf>

²¹ <https://www.aberdeencity.gov.uk/sites/default/files/Local%20Transport%20Strategy%20%282016-2021%29.pdf>

²² https://consultation.aberdeencity.gov.uk/planning/sump/supporting_documents/Draft%20Sustainable%20Urban%20Mobility%20Plan.pdf

²³ <https://www.aberdeencity.gov.uk/sites/default/files/2018-06/Aberdeen%20City%20Centre%20Masterplan%20and%20Delivery%20Programme.pdf>

²⁴ <https://www.nestrans.org.uk/wp-content/uploads/2019/06/North-East-Scotland-Roads-Hierarchy-Study-2019.pdf>

movements. In April 2020, ACC set out its net zero vision for Aberdeen in **A Climate-Positive City at the Heart of the Global Energy Transition**²⁵ and in March 2021, ACC published its **Climate Change Plan 2021-2025**²⁶ to outline its ambitions and support progress with public sector climate duties. Additionally, ACC introduced a **Low Emission Zone**²⁷ (LEZ) in May 2022, where only certain vehicles can enter based on their emissions standard. 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 area is shown in the diagram below and includes the eastern extent of the study corridor via Willowbank Road, Springbank Terrace and Wellington Place²⁸. An updated **Active Travel Action Plan** for 2021-2026²⁹ was approved at ACC's City Growth and Resources Committee in February 2021.

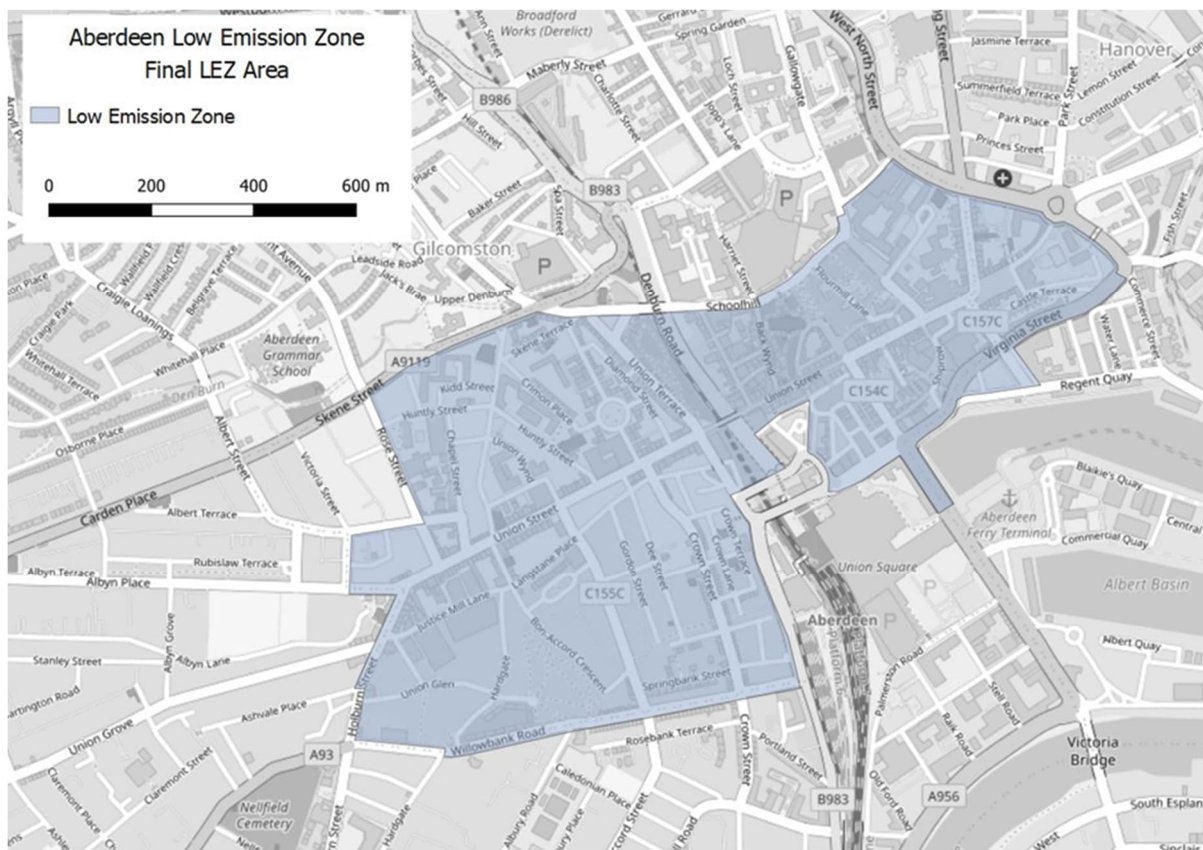


Figure 2.1: Aberdeen's LEZ Area

The policy review presented above enables a number of themes to be identified, including support for more trips to be undertaken using sustainable modes of travel and the requirement to meet net zero commitments being outlined at national, regional, and local policy levels. As such, the key focus of this study on developing options for improving public transport and active travel connections along the A93 corridor strongly aligns with the national, regional, and local policy context.

2.3 Geographic Context

The study area encompasses the A93 corridor between Banchory in Aberdeenshire and South College Street in Aberdeen City. An overview of the key settlements located along the corridor are summarised as follows:

- **Banchory** is situated in Aberdeenshire, approximately 18 miles west of the city centre. The population was estimated to be 7,204³⁰ in 2020. In addition to the A93, other road links include the A980 to Torphins, the B977 and B9125 to Garlogie and the B974 south to Fettercairn. The majority of residential areas and services are located to the north of the A93. There are two primary schools (Banchory Primary and Hill of Banchory Primary) and one secondary school (Banchory Academy) located in the town. Banchory has a busy town centre with shops, restaurants, and hotels. There are a number of off-street car parks within the town centre

²⁵ <https://committees.aberdeencity.gov.uk/documents/s109162/Appendix%201%20-%20Aberdeen%20Energy%20Transition%20Vision.pdf>

²⁶ <https://data.climateemergency.uk/media/data/plans/aberdeen-city-council-23971ac.pdf>

²⁷ <https://www.aberdeencity.gov.uk/sites/default/files/2021-06/Proposal%20to%20make%20a%20LEZ%20Scheme.pdf>

²⁸ <https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/low-emission-zone>

²⁹ <https://consultation.aberdeencity.gov.uk/place/draft-active-travel-action-plan-consultation/>

³⁰ All population figures are based on mid-2020 small area population estimates from National Records of Scotland: <https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-estimates/small-area-population-estimates-2011-data-zone-based/mid-2020>

and on-street parking along the High Street. Local buses serve the community, including regular connections to Aberdeen.

- **Crathes** is situated in Aberdeenshire, approximately 14 miles west of the city centre. It had an estimated population of 1,048 in 2020. In addition to the A93, other road links include the A957 Slug Road to Stonehaven. In recent years, 45 homes have been built in Crathes between the A93 and the River Dee. There is a community desire for the hall in Crathes and associated parking facilities to be conserved for community use and for the establishment of a potential mini-Park and Ride (P&R) site. Crathes Primary School is located two miles north of the A93 and is within the catchment area for Banchory Academy.
- **Drumoak** is situated in Aberdeenshire, approximately 11 miles west of the city centre. It had an estimated population of 815 in 2020. Park Bridge, which previously facilitated a link between the A93 and the B9077 across the River Dee at Drumoak, was closed to traffic in early 2019. A community group has since been established campaigning for the reinstatement of the bridge for use by vehicles. Drumoak School is located in the north of the village and is within the catchment area for Banchory Academy.
- **Peterculter** is situated in Aberdeen City, approximately seven miles west of the city centre. The population was estimated to be 4,763 in 2020. The Deeside Junction to the east of Peterculter provides a strategic linkage to the AWPR, offering connections south to Stonehaven, Perth, and Dundee and to the A90(T) north of Aberdeen. There is one primary school (Culter School) located in the north of the village and Linn Moor Residential School and Campus, which provides specialist education and transitioning care for children and young people living with complex and additional support needs. The village is within the catchment area for Cults Academy. Culter has a busy village centre with shops, pubs, and cafes. There are sections of on-street parking on the A93 throughout the village.
- **Milltimber** is situated in Aberdeen City, approximately five miles west of the city centre. It had an estimated population of 3,702 in 2020. The majority of residential areas are located to the north of the A93, as is Milltimber School, the primary school located within the village. The village is within the catchment area for Cults Academy.
- **Bielside** is situated in Aberdeen City, approximately four miles west of the city centre. It had an estimated population of 4,449 in 2020. The majority of residential areas are located to the north of the A93. There is a row of four shops in the village centre, with on-street parking available for approximately 10 cars. There are no public schools in Bielside, however, Camphill School is located to the south of the A93, which is run by an independent charity supporting children and young people with additional support needs.
- **Cults** is situated in Aberdeen City, approximately three miles west of the city centre. The population was estimated to be 3,931 in 2020. There is one primary school (Cults School) and one secondary school (Cults Academy) in Cults, which is the main secondary school for young people living within the sections of the study area within the Aberdeen City boundary. Cults has a busy village centre with shops, cafes, and a hotel/restaurant. There is on-street parking along the south side of the carriageway throughout the village centre.
- **Braeside, Mannofield, Broomhill and Seafield** is a neighbourhood area to the west of the city centre in Aberdeen. The population was estimated to be 13,557 in 2020. The A93 extends through the middle of this neighbourhood area, with Braeside and Seafield located to the north of the A93 and Mannofield and Broomhill located to the south. With the exception of a row of shops on the A93 through Mannofield, this section of the study corridor is largely residential. Schools within this area include Aberdeen International School, Airyhall Primary School, Broomhill Nursery and Primary School, and Ashley Road Primary School. The majority of this area is within the secondary school catchment area for Harlaw Academy; however, pupils may also attend Hazlehead Academy or Aberdeen Grammar School.
- **Garthdee** is situated in Aberdeen, approximately two miles south-west of the city centre. It had an estimated population of 5,610 in 2020. Garthdee is connected to the A93 via three separate road links – Anderson Drive (A92) at Great Western Road; Pitfodels Station Road; and Westerton Road to the east of Cults. As part of a planning application to the east of Cults, there are plans to implement a new link road between the A93 and Garthdee. There is one primary school in Garthdee (Kaimhill School), which is within the catchment area for Harlaw Academy. Robert Gordon University Campus is also located within the Garthdee area.

2.4 Socio-Economic Context

The key findings from a detailed review of the socio-economic context for the study are presented below.

Table 2.1: Key Findings from Socio-Economic Review

	Key Findings
Population	<ul style="list-style-type: none"> There has been an increase in population for the majority of the key settlements between 2001 and 2020. Population increase was particularly notable in Crathes, where a 77% increase was observed. This is likely due to the housing that has been built in the village in recent years. Peterculter was the only settlement along the corridor that saw a population decline between 2001 and 2020 (-3%). Population growth in Aberdeen City has been in line with the national average (8%) over the 2001 to 2020 period, whilst the rate of growth in Aberdeenshire has been significantly above the national average (15%).
Age Profile	<ul style="list-style-type: none"> There is generally an older population in settlements along the corridor relative to the Aberdeen City and Aberdeenshire averages for those aged 65 and over (16% and 20% respectively). This is with the exception of Crathes in Aberdeenshire, where 85% of people are younger than 65, perhaps indicating that the housing built in this location has been occupied by younger people and families. Garthdee in Aberdeen City also has a lower proportion of older people (14% aged 65 and over).
Employment	<ul style="list-style-type: none"> Economic activity in settlements along the corridor is generally lower than the Aberdeen City and Aberdeenshire averages (73% and 75% respectively), particularly in Milltimber (68%) and Bielside (68%). This may be associated with a higher proportion of retired people based on the age structures discussed above. Unemployment rates are low within the study area, with the majority of settlements equal to or below the respective Aberdeen or Aberdeenshire averages (4% and 3%). Drumoak has a slightly higher unemployment rate (4%) compared to the Aberdeenshire average of 3%.
Car/Van Availability	<ul style="list-style-type: none"> There is very high car/van availability in each of the key settlements within the Aberdeenshire section of the corridor relative to the national average of 69%. It is particularly high in Crathes (97%) and Drumoak (94%); car/van availability in Banchory is 87%, which is slightly higher than the average for Aberdeenshire (86%). Car/van availability in Aberdeen City is in line with the national average of 69%. With the exception of Garthdee where 62% of households have access to at least one car/van, car/van availability is very high in the other key settlements along the study corridor within Aberdeen City. Households with access to at least one car/van is especially high in Milltimber (95%), Bielside (94%) and Cults (91%).
Distance Travelled to Work	<ul style="list-style-type: none"> The Aberdeenshire settlements are generally in line with the Aberdeenshire average (43%) in terms of those travelling less than 10km for work (Banchory 39% and Crathes 42%). However, those in Drumoak travel further than average (only 27% travelling less than 10km for work), which reflects locations within Aberdeen City and other parts of Aberdeenshire being the most common destinations for those in Drumoak. The vast majority of those living east of Milltimber – Bielside (82%); Cults (82%); Braeside, Mannofield, Broomhill and Seafield (84%) and Garthdee (81%) – travel less than 10km for work, significantly above the national average of 62% and in line with the average for Aberdeen City (82%). Peterculter (35%) and Milltimber (66%) have significantly smaller proportions of those travelling less than 10km for work, reflecting their location further west on the corridor.
Transport Poverty	<ul style="list-style-type: none"> Within Aberdeenshire, communities are generally identified to be at a medium risk of transport poverty. This is with the exception of some small sections within Banchory and Drumoak, which are identified to be at a high risk of transport poverty. The majority of communities within Aberdeen City are identified to be at medium risk of transport poverty, though southern sections of Peterculter and Cults are identified to be at high risk of transport poverty. Garthdee has a varied risk of transport poverty. There is low risk of transport poverty in the eastern section of the corridor.
SIMD	<ul style="list-style-type: none"> Nearly half of data zones (47%) in the study area are in the top 10% least deprived. No data zones in the study area are in the top 20% most deprived in Scotland. There are four data zones (8%) in the top 50% most deprived in Scotland, concentrated in Garthdee.
Health & Physical Activity	<ul style="list-style-type: none"> General health is shown to be good in the study area, with between 86% and 91% reporting very good or good health across the majority of settlements along the study corridor. This is higher than the average for Aberdeen City (85%), equal with the average for Aberdeenshire (86%) and higher than the average for Scotland (82%). This is with the exception of Garthdee, where 81% reported very good or good health. This is slightly lower than the average for Scotland (82%).

2.5 Transport Context

The key findings from a detailed review of the transport context for the study are presented below.

2.5.1 Active Travel

Deeside Way

The Deeside Way (National Cycle Route 195) runs on or parallel with the study corridor. It follows traffic-free paths and some short quiet-road sections along the former Deeside Railway line between Duthie Park in Aberdeen City and Ballater in the west of Aberdeenshire. The Deeside Way can be used by pedestrians and cyclists, with many sections also suitable for equestrian users. The quality of the surface is variable along its length, with tarmac surfacing on the section between Duthie Park and Peterculter and variable quality of surfacing to the west of this point. As discussed further in **Chapter 6**, the Deeside Way is the subject of investigation as part of other studies and therefore options for the Deeside Way have not been developed as part of the A93 Multi-Modal Corridor Study.

Existing Pedestrian Infrastructure

The existing pedestrian infrastructure along the study corridor is shown in the diagrams below.

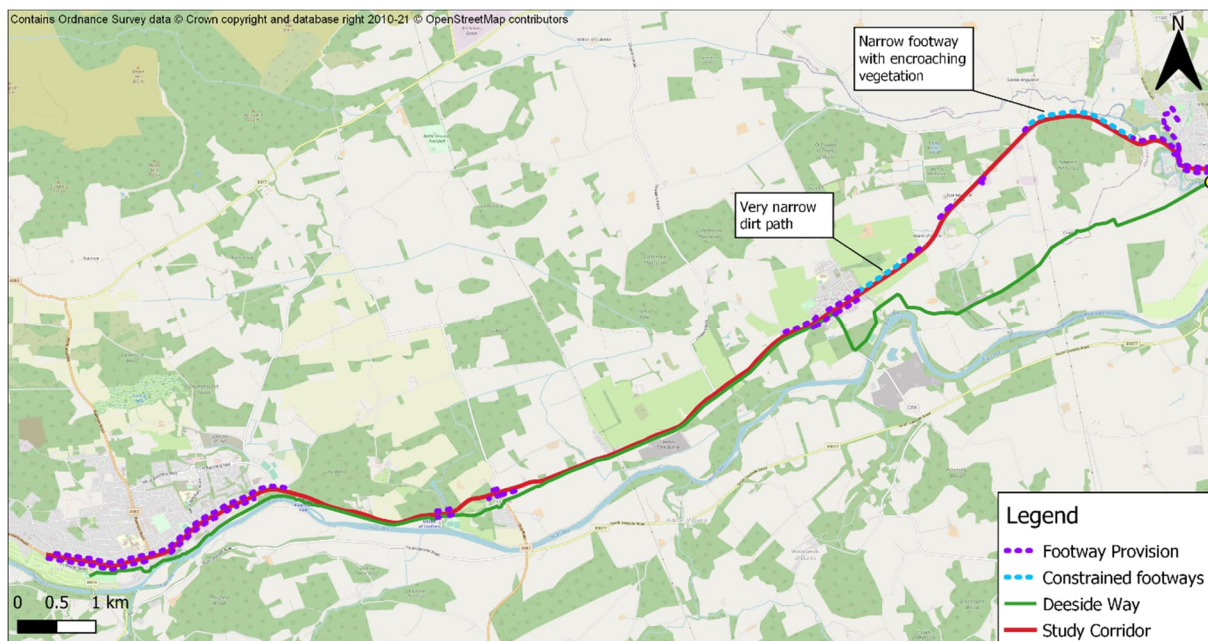


Figure 2.2: Existing Pedestrian Infrastructure in Aberdeenshire

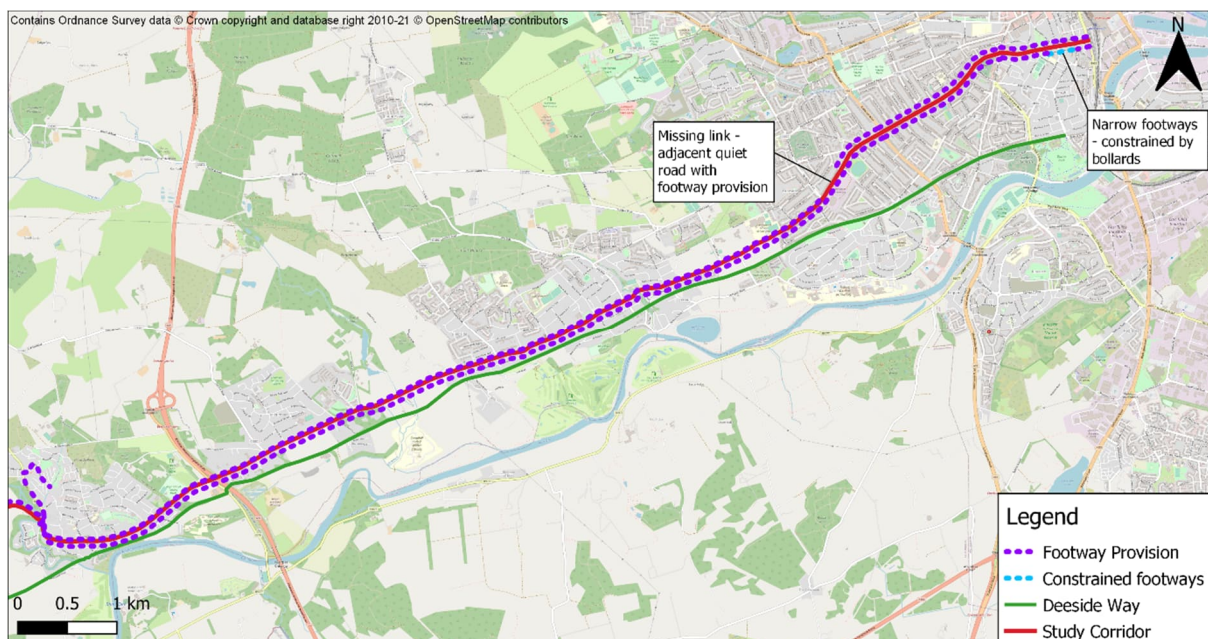


Figure 2.3: Existing Pedestrian Infrastructure in Aberdeen City

As shown, footways are not provided along extensive sections of the corridor within Aberdeenshire, particularly in rural areas outwith the key settlements. There is good footway provision along the Aberdeen City section of the corridor. Whilst there is a missing link on the north side of the carriageway between Springfield Road and Gordon Terrace; St John’s Terrace, directly adjacent to the A93, has footway provision.

Existing Cycling Infrastructure

The existing cycling infrastructure within the Aberdeen City section of the corridor is shown below. There is no dedicated cycling provision within the Aberdeenshire section of the corridor separate to the Deeside Way.

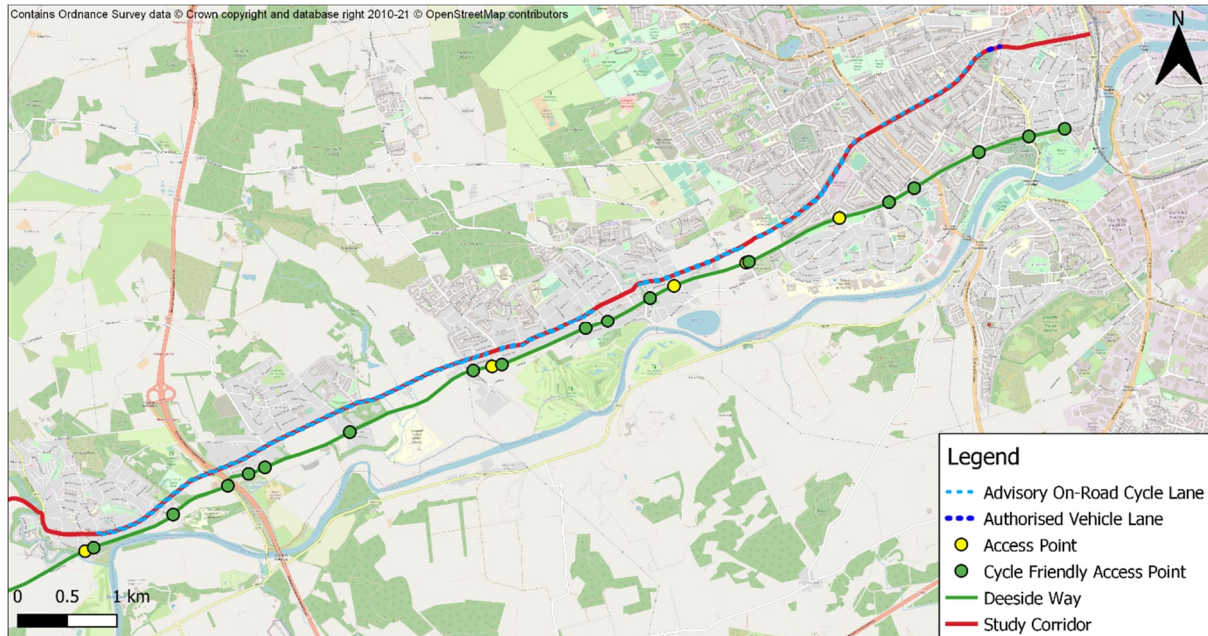


Figure 2.4: Existing Cycling Infrastructure within Aberdeen City

Active Travel Counts

There are three active travel counters located on the Deeside Way between Banchory and Duthie Park – at Banchory, Peterculter and Duthie Park. There are no active travel counters located on the A93 itself throughout the study corridor.

Analysis of the active travel counters has been undertaken, with key results presented below. Due to issues with the count technology throughout a number of the years under review, average daily pedestrian and cycle counts have been used for the analysis.

Table 2.2: Average Daily Active Travel Counts (2018-2021)

	Average Daily Active Travel Counts				
	2018	2019	2020	2021	% Change
Pedestrians	190	249	389	398	+109%
Cyclists	113	134	190	139	+23%

Across all sites, there was a notable increase in average daily pedestrian and cycle counts in 2020 relative to the previous years, reflecting the effects of the COVID-19 pandemic and the increase in demand for travel by active modes during this time.

2.5.2 Public Transport

Existing Bus Priority Infrastructure

There is no bus priority infrastructure on the A93 corridor, with the exception of a short section of authorised vehicle lane for approximately 60m on approach to Holburn Street on Great Western Road. The authorised vehicle lane can be used by buses, cyclists and taxis and is in operation 07:30-09:30 and 16:00-18:00 from Monday to Saturday.

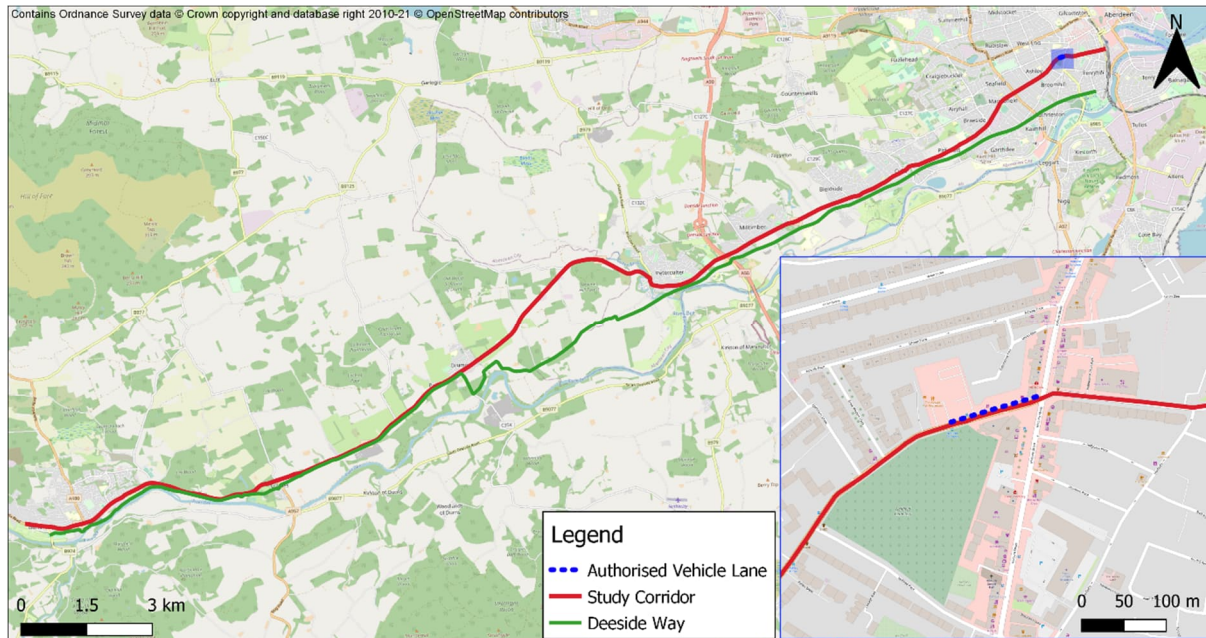


Figure 2.5: Existing Bus Priority

Bus Patronage

In recent years, there has been a trend of ongoing decline in bus use in Scotland, a trend also evident in the North East, albeit not to the same extent as in some other parts of the country. To provide a baseline of bus patronage along the corridor that can be monitored in future years to assess the impact of any interventions that are implemented, data was provided by the two main bus operators that service the A93 corridor. Given commercial sensitivities, numbers have been presented as an index. FY2019/20 has been taken as the base year, as shown in Table 2.3.

Table 2.3: Index of Patronage on A93 Corridor (19/20-21/22)

Financial Year	Index of Year Patronage on A93 Corridor	
	First Bus	Stagecoach
2019/20 (Base Year)	100	100
2020/21	28.4	25.9
2021/22	63.3	65.3

The significant decline in patronage in 2020/21 on the 2019/20 base year is attributed to the COVID-19 pandemic which placed significant restrictions on movement and discouraged use of public transport, consequently contributing to a large decline in bus use. As shown in the table, bus use has recovered to an extent during 2021/22 although it remains significantly below that recorded during the 2019/20 base year.

Bus Journey Time Variability

A high-level analysis of bus stop reliability (delay and dwell times) has been conducted across bus stops serving First Bus services along the A93 corridor. **Table 2.4** shows a summary of the average length of delay/dwell times by direction and time period.

It should be noted that:

- All times are in seconds;
- The data is for March to June 2019 (inclusive) and figures presented are averages calculated across each journey undertaken during this time period;
- The analysis has been split by time of day according to the following categories: AM Peak (07:00-10:00), Inter Peak (IP) (10:00-16:00), and PM Peak (16:00-19:00);
- There are two bus services recorded as serving the stops (Service 16B and 19) – the analysis has not been split by service number and it is noted that the Service 19 represents ~99.9% of the records; and
- A negative delay value at a stop is assumed to indicate that previously delayed services are generally (i.e. on average) able to recoup time at that stop.

Table 2.4: Delay and Dwell Times by Direction and Time Period

Direction	Delay (seconds)			Dwell (seconds)		
	AM Peak	Inter Peak	PM Peak	AM Peak	Inter Peak	PM Peak
Eastbound	117	140	112	27	24	25
Westbound	37	155	93	26	21	24
Both Directions	77	147	103	26	23	24
Peterculter Terminus	34	120	73	139	103	124

There is a clear increase in delays during the inter peak period (10:00-16:00) in both directions. The westbound direction is generally more delayed during this period, but less delayed during the AM and PM peaks. Dwell times are relatively consistent across the stops, with expected increases at the terminus in Peterculter. There is no correlation between the average length of delay and the dwell time at the stops.

Rail Services

There are currently no rail lines or services operating along the study corridor. Settlements along the A93 were historically connected to the rail network through the Deeside Railway, which provided a rail link from Aberdeen to Ballater. The former railway line is now used as a long distance active travel route via the Deeside Way. In July 2021, a group called 'Campaign for North East Rail' published its Detailed Case³¹ for proposals to reinstate historic railway lines in the North East of Scotland. This includes assessment to support the aspiration to restore the Deeside Railway as far as Banchory, with an integrated bus link to Braemar that would meet every train.

The RTS 2040 references the recent feasibility work that was undertaken to investigate the potential for reopening of the rail line to Fraserburgh and Peterhead³², noting that the work concluded that demand was unlikely to be sufficient to justify the capital cost and the revenue would not be sufficient to cover the operational costs of the reopening. Taking into account the findings of that work, the RTS 2040 notes that it is considered that it would be even more challenging to build a positive business case for reopening of the Deeside Line due to high car ownership levels on the corridor, development on parts of the route and its existing popularity as an active travel corridor. However, it concludes that alignments should be protected, and the situation kept under review as policies around carbon abatement, changes in demand, and changes in appraisal may make this more viable in the future.

³¹ <https://www.campaignfornortheastrail.org/proposals>

³² It should be noted that the Campaign for North East Rail group has been awarded Just Transition funding for a new feasibility study examining a proposal to reinstate railway lines in the region, including to Fraserburgh, Peterhead and Banchory.

2.5.3 Road Network

Overview

The A93 route itself forms the majority of the road network along the study corridor between Banchory and Aberdeen City. As shown in the diagram below, the route is classified as tertiary to the east of Holburn Street following revisions to the roads hierarchy within Aberdeen City.

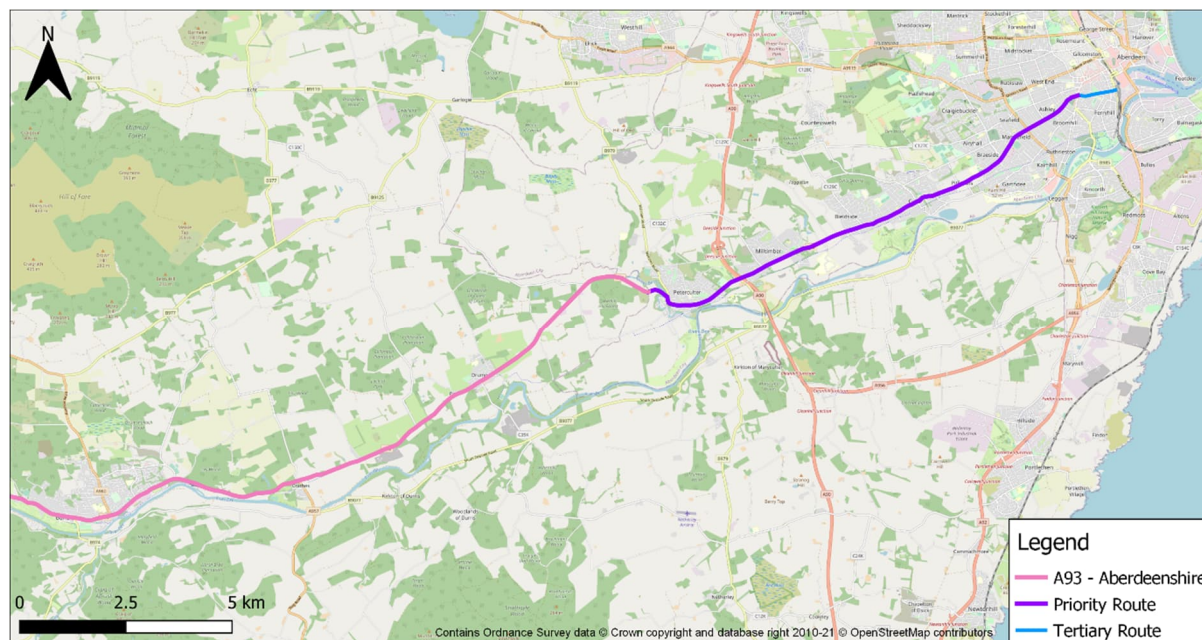


Figure 2.6: Banchory to Aberdeen City Study Corridor Road Network

The A93 connects Aberdeen and Braemar via Cults, Peterculter, Banchory, Aboyne and Ballater. From Braemar, the A93 continues south to Blairgowrie and Perth. Within the Aberdeenshire section of the study area, it is a single carriageway route with a variable speed limit. There is a 60mph speed limit outwith residential areas in Aberdeenshire; this slows to between 20mph (e.g., within Banchory Town Centre) and 40mph (e.g., through Park (west of Drumoak)). Within Aberdeenshire, Aberdeenshire Council is responsible for the operation and maintenance of the A93.

Within Aberdeen City, the A93 is formed by the North Deeside Road, St John's Terrace and Great Western Road, connecting Peterculter, Milltimber and Cults to the city centre. A strategic connection to the AWPR is provided at the Deeside Junction. This provides connections south to Stonehaven, Perth and Dundee and a direct connection to the A90(T) north of Aberdeen. Within ACC's revised roads hierarchy, the A93 is maintained as a priority route, indicating that it is a primary corridor for movement, suitable for large volumes of traffic. It is generally a single carriageway route, with widening on approach to some junctions. The speed limit is 30mph along its length and ACC is responsible for the operation and maintenance of this section of the study corridor.

The eastern extents of the study corridor (east of Holburn Street) comprise Willowbank Road, Springbank Terrace and Wellington Place. Within ACC's revised roads hierarchy, this section of the corridor has been reclassified as a tertiary route, meaning that it is a local route serving local destinations and facilitating access from secondary destinations to principal destinations. The road is single carriageway with a 30mph speed limit and ACC is also responsible for the operation and maintenance of this section of the study corridor.

Traffic Volumes

There is an automatic traffic counter (ATC) located to the west of Bairds Brae (Pitfodels) on the A93. The table below provides a monthly summary from the counter for 2019, 2020 and 2021. The average daily traffic flows were lower throughout each month of 2021 relative to 2019. This may reflect the continued impact of the COVID-19 pandemic on travel patterns (e.g., increased working from home), which could persist as a long-term societal change into the future.

Table 2.5: ATC Monthly Summary – Average Daily Traffic Flows (Source: ACC)

	Average Daily Traffic Flows in Both Directions				
	2019	2020	2021	% Change (2020-2021)	% Change (2019-2021)
January	10,701	10,275	5,564	-46%	-48%
February	11,385	10,892	6,325	-42%	-44%
March	11,403	8,126	7,377	-9%	-35%
April	11,113	3,365	8,510	153%	-23%
May	11,689	4,451	9,402	111%	-20%
June	11,689	6,268	9,768	56%	-16%
July	11,689	7,968	9,259	16%	-21%
August	13,533	7,928	9,924	25%	-27%
September	13,105	8,810	10,127	15%	-23%
October	11,980	8,662	9,500	10%	-21%
November	11,618	8,943	10,400	16%	-10%
December	10,818	8,520	9,729	14%	-10%

Road Safety

Analysis of recent road safety incident information along the study corridor using [CrashMap](#) found that there were no fatal incidents recorded along the corridor between 2016 and 2020. However, it should be noted that there was a fatal incident involving a motorcyclist between Peterculter and Drumoak in October 2021. The highest number of incidents involving vulnerable users (pedestrians and cyclists) were recorded along the Peterculter to Cults section of the corridor, including two serious incidents involving pedal cycles. These were recorded within Cults, at the A93 junctions at Kirk Brae and Westerton Road. Overall, there were 28 slight incidents, 13 serious incidents and zero fatal incidents recorded along the study corridor between 2016 and 2020.

2.5.4 Freight

Freight Routes

The A93 corridor between Banchory and the AWPR Deeside Junction is a secondary freight route. As per the principles of the roads hierarchy, such routes should not be used or promoted for through freight traffic. To the east of the AWPR Deeside Junction, the A93 is not a freight route and there are weight restrictions (7.5T) on three roads connecting North Deeside Road to Inchgarth Road – St Devenick's Place, Westerton Road and Pitfodels Station Road.

Freight Counts

Figure 2.7 presents average daily two-way freight flows for count locations in the west of the study corridor using information from ACC and Aberdeenshire Council counters. It should be noted that due to limitations with the data available, 2018 information is presented for five of the six sites, which is prior to the opening of the AWPR.

Figure 2.8 presents average daily freight flows from 2017 and 2019 along links in the eastern section of the corridor using information from ACC's City Centre Model. As shown, freight flows along the corridor are relatively low, reflecting that the A93 is not a primary freight route. Counts are generally higher in the east of the corridor between Anderson Drive and Holburn Street than in the west of the corridor in Peterculter and Milltimber. To the east of Holburn Street, freight flows decrease to South College Street.

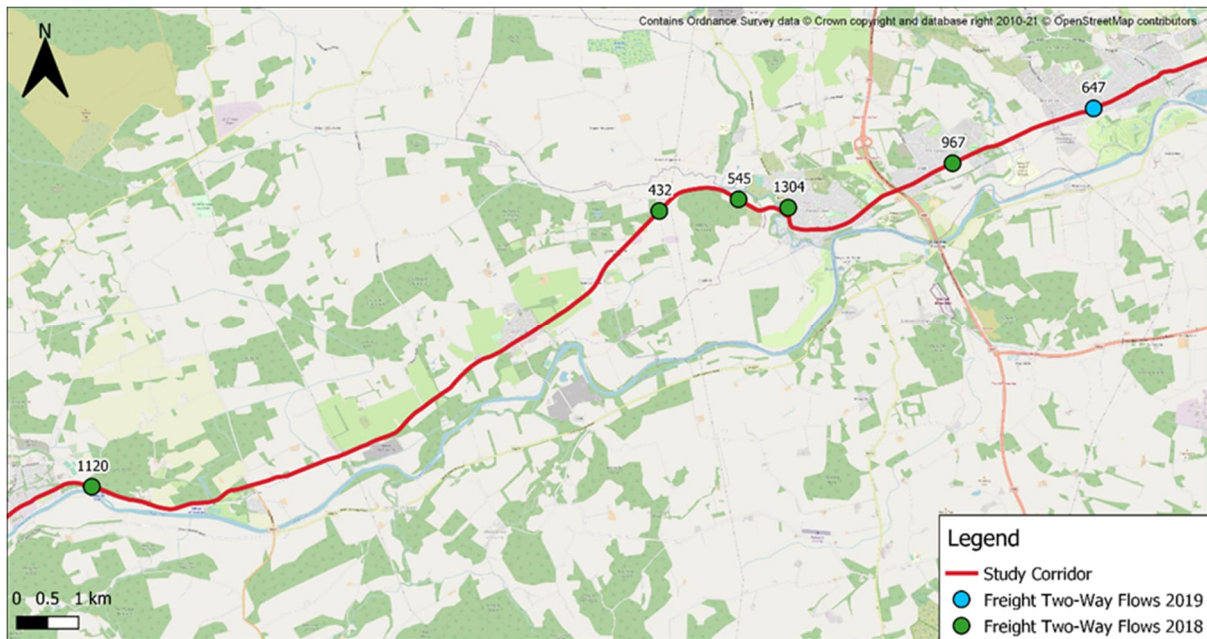


Figure 2.7: Average Daily Two-Way Freight Flows (Source: ACC and Aberdeenshire Council)

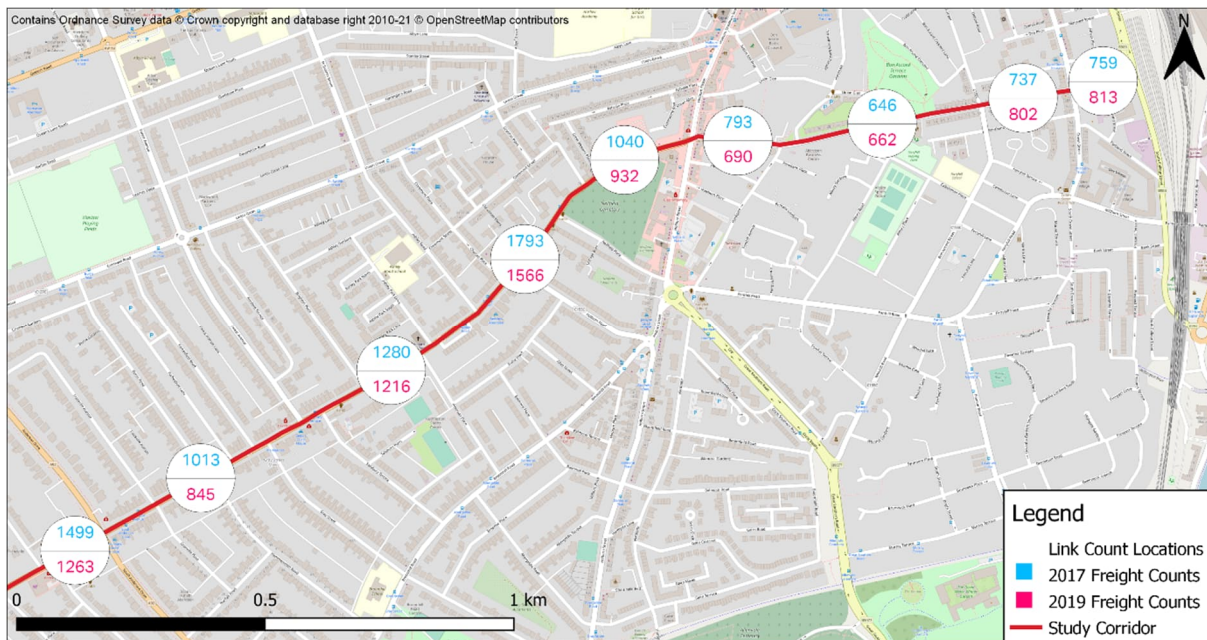


Figure 2.8: A93 AADF Link Counts – Freight Vehicles (HGVs and LGVs)

2.6 Planning Context

The review of the planning context included a review of the Proposed Local Development Plans (LDPs) of ACC and Aberdeenshire Council and a review of relevant planning applications along the corridor. This section provides a summary of the key findings from this review, with full details provided in the *Problems, Issues, Constraints and Opportunities Technical Note* included as **Appendix A**.

2.6.1 Development in Aberdeenshire

The majority of development planned for the corridor within Aberdeenshire is focused in Banchory, with plans for approximately 450 homes and a P&R facility included within the Proposed LDP. There are two relevant planning applications in Banchory as follows:

- APP/2019/1306 – This application refers to the OP1 allocation in Banchory within the Proposed LDP 2020. It comprises 32 housing units with associated infrastructure and open space. The application was approved in November 2021.

- APP/2020/0685 – This application refers to the OP2 allocation in Banchory within the Proposed LDP 2020. It comprises 390 houses as well as commercial and business development. The application received approval in December 2020. It follows previous applications for the site with planning reference APP/2018/2796 and APP/2014/1973 which were approved in March 2019 and August 2017 respectively.

2.6.2 Development in Aberdeen City

Within the ACC local authority area, there are 13 allocations within the Proposed LDP 2020 which are of relevance to the A93 Multi-Modal Corridor Study. An overview of the development allocations within each settlement is provided in the table below.

Table 2.6: Details of Development Allocations in Aberdeen City

Settlement	Description
Peterculter	306 homes, a hydroelectric scheme, fish pass, football pitch, changing facilities and car parking
Milltimber	573 homes and 5 hectares of employment land and site of Milltimber Primary School likely to be available for residential development with a capacity of 102 units.
Cults	318 homes
Countesswells	3,000 homes and 10 hectares of employment land
Garthdee	35 homes

There are eight relevant planning applications within the Aberdeen City section of the study corridor as detailed in the table below.

Table 2.7: Details of Planning Applications in Aberdeen City

Ref	Location	Decision	Description
200535/PPP	Milltimber	Refused, appeal in progress	Residential-led mixed use development of up to 99 residential units and retail of up to 2,000m ² with associated infrastructure.
181224/PPP	Pitfodels	Pending	Residential-led development for the retired/elderly (including affordable housing), a 50 bed care home and approximately 500m ² of ancillary retail/community use, with public open space and associated infrastructure including a link road between the A93 and Inchgarth Road.
120177	Milltimber	Approved, under construction	Two-phased sustainable residential and mixed use extension to Milltimber, comprising 550 houses.
190857/PAN	Milltimber	Further consultation required	Mixed-use major development incorporating a new retirement community, the extension to and conversion of Binghill House to a care home, new purpose built retirement and residential accommodation of up to 140 units and other supporting uses including retail and community allotments.
180661/PAN	Milltimber	Approved	Residential development containing up to 40 homes and associated infrastructure and landscaping.
170109/PAN	Milltimber	Further consultation required	Residential development of approximately 16 units with associated access roads and public space.
140438	Countesswells	Approved with Legal Agreement	Capacity to eventually include 3,000 homes, employment, education, retail and community land with new access roads and landscaping.
210936/PAN	Peterculter	Further consultation required	Major residential development of approximately 250 units of affordable and private housing with associated infrastructure and community space as well as an energy centre.

2.7 Environmental Context

The *Problems, Issues, Constraints and Opportunities Technical Note* included as **Appendix A** includes a detailed overview of the environmental considerations which are present along and in the vicinity of the A93 corridor and is supported by Environmental Constraints Mapping. The review provides consideration of the following:

- Ecology and Biodiversity – identifying designated ecological interests within the study area;
- Landscape Character – describing the landscape character within the study area;
- Land Use – providing an overview of the existing use of the land within the study area;
- Cultural Heritage and Archaeology – identifying designated heritage and archaeological interests within the study area;
- Water Resources and Flood Risk – identifying key waterbodies/quality and the risk of flooding within the study area;
- Outdoor Access and Recreation – identifying outdoor recreational resources within the study area; and
- Air Quality – identifying any Air Quality Management Areas (AQMAs) within the study area.

The key points emerging from the review of the environmental context include:

- There are small areas with a high likelihood of surface water flooding scattered throughout the study corridor and along the course of the River Dee which runs adjacent to the study corridor; and
- There are four conservation areas for historical environmental records, and three Garden and Designed Landscapes within the study area.

3. Public and Stakeholder Engagement

3.1 Introduction

This chapter provides an overview of the public and stakeholder engagement exercises that were undertaken as part of this study. Further detail on the first phase of engagement is provided in the *Problems, Issues, Constraints and Opportunities Technical Note* included as [Appendix A](#) and further detail on the second phase of engagement is provided in the *Part 2 Consultation Outcomes* note included as [Appendix E](#).

3.2 Part 1 (Autumn 2021)

The purpose of the initial stage of engagement, undertaken in Autumn 2021, was to determine the problems, issues, constraints and opportunities along the study corridor. A number of steps were involved in delivering the first stage of the engagement process, as outlined below.

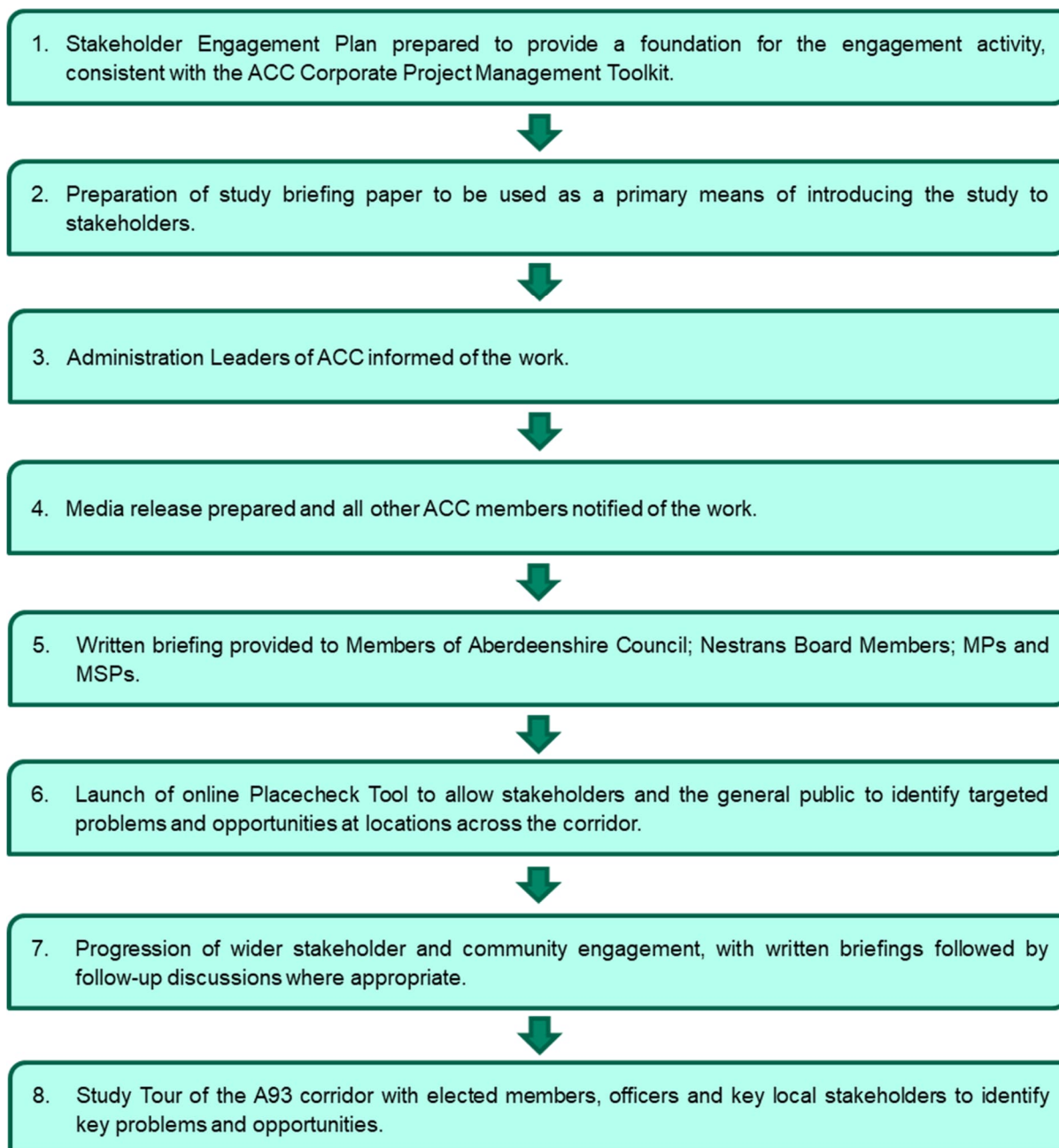


Figure 3.1: Part 1 Engagement Activities

3.2.1 Stakeholder Discussions

The table below presents the key findings from this phase of stakeholder engagement.

Table 3.1: Key Outcomes from Part 1 Stakeholder Engagement

Stakeholder	Key Findings
Aberdeen Cycle Forum	<ul style="list-style-type: none"> • Deeside Way is negatively impacted by a lack of lighting provision, lack of regular maintenance (leaf sweeping and winter gritting) and limited wayfinding between the A93 and Deeside Way. • Capacity concerns on the Deeside Way due to the constrained width. • Poor connections between the Deeside Way and A93. • Access points on and off the Deeside Way are not well suited to bikes, due to steps, steep ramps, gates and barriers. • Advanced stop lines along the A93 do not have suitable cycle lane lead ins to access and gain benefit. • West of Peterculter, the Deeside Way is less direct, less coherent and less well surfaced. Between Peterculter and Drumoak, the Deeside Way becomes more remote from the A93 corridor. Hence this section offers good potential for improvement by way of segregated cycle paths on-road or close and parallel to the A93. • Cyclists currently use other minor roads and the South Deeside Road to avoid cycling on the A93. • To create a continuous route, the infrastructure needs to continue onward to city centre destinations and to connect up with other schemes.
ACC, AC and Nestrans Officers	<ul style="list-style-type: none"> • Provision of real-time information at bus stops is currently targeted at central locations however there is a wish for wider roll out. • There is a lack of awareness of how to access live bus information. Furthermore, there can be a reluctance to access this information via apps. • Key problems identified included on-street parking; the variety of users and width of the Deeside Way; bus journey times and comfort; and congestion along the corridor. • Key opportunities identified included widening / segregation along the Deeside Way; provision of bus lane(s) and signal priority. • Location specific problems identified include the junction with Anderson Drive (A92); on-street parking in Cults, Peterculter and Banchory; Deeside Way crossings of Milltimber Brae and Pittengullies Brae; the junction with B979 Malcolm Road and the Deeside Way between Peterculter and Crathes. • Constraints identified include the adopted road network width; lighting; path widths; maintenance; and flooding. • Risk and uncertainties identified include future development; technology; travel behaviour; environment; local policy; and deliverability.
ACC Environment	<ul style="list-style-type: none"> • Conflict between users is the number one issue raised by members of the public, with conflicts often involving cyclists travelling very quickly, though it was noted that the number who complain only make up a small proportion of users. • There are a number of considerations with regards lighting, including the maintenance burden that would be introduced for the Council, the potential disruption to wildlife and problematic messaging around walking in the dark. • Path widening could disrupt biodiversity and would have an impact on drainage. • Main accessibility complaint on the Deeside Way is the steepness and condition of the stepped accesses. • The Deeside Way is not one of the priority routes for winter maintenance and resources have to be balanced across the network. Gritting can have an adverse effect on wildlife in the area and can lead to increased flooding in some locations. • The Deeside Way is a green corridor and there is an aspiration to ensure it is retained as such.
Banchory Walking to Health Group	<ul style="list-style-type: none"> • There is a reluctance to use public transport since the COVID-19 pandemic. • Limited suitable and direct public transport from people's homes to the shops in Banchory. An on-demand bus service was discontinued due to COVID-19 and it would benefit from having set times if it were to restart. • The bus stop on the High Street (in Banchory) opposite Mount Street is located too far from the formal pedestrian crossing.

Stakeholder	Key Findings
	<ul style="list-style-type: none"> • Fast cyclists have forced other users to stop using the Deeside Way. • Additional signage along the Deeside Way should be implemented to encourage cyclists to slow down.
Culter; Cults, Bieldside and Milltimber; and Garthdee Community Councils	<ul style="list-style-type: none"> • Tarmac on the Deeside Way has encouraged cyclists to travel at fast speeds. • People with sight problems have stopped using the Deeside Way as a result of the fast-approaching cyclists scaring / interfering with guide dogs. • Lighting along Deeside Way would have an impact on wildlife and the local residents. • Education and awareness raising of best practices when using the Deeside Way would be beneficial. • The access routes to the Deeside Way could be improved. • There is a lack of live bus information on the First Bus app. • Poor frequencies of evening and Sunday bus services. • Issues with the accessibility of new hydrogen buses, particularly towards the rear of the lower deck. • The current bus timetables are conservative, resulting in buses waiting to avoid being early. • There are very few bus services which are circular, most of them simply go in and out of the city. A bus service from Culter to Westhill and Kingswells would be helpful. • Narrow footways in Milltimber are exacerbated by overhanging hedges on the footway. • Segregated, safe lanes for bikes would be better but would be difficult to implement. • On-road cycle lanes are insufficient and result in cyclists having to negotiate the weakest part of the road surface. • On-street parking / parking on double yellow lines is a key issue in Peterculter – difficulties of negotiating parked cars, particularly for HGVs and buses. Inadequate provision of off-road parking in Peterculter and Cults results in cars parking illegally. • There is a significant amount of informal P&R on the A93, and it would be beneficial to formalise this. • Revised speed limit of 30mph on sections of the A93 is generally being adhered to and is regarded as being positive for active travel users of the corridor. However, additional flashing speed limit signs would be welcomed. • A one-way system may help to improve traffic flow and the bottleneck caused when traffic is turning into Pitfodels Station Road from North Deeside Road. • When heading east, the right turn at Anderson Drive is problematic - it would benefit from a filter lane.
First Aberdeen	<ul style="list-style-type: none"> • Issues with the layout of the hydrogen buses towards the rear of the lower deck and lack of seating. • There are pinch points along the route at the AWPR, Kirk Brae and the A92 junction (at Anderson Drive). • The high number of cyclists using the route can delay buses due to the lack of overtaking opportunities. • Prioritising east-west movements at the A93/A92 junction would improve bus journey times. • There needs to be greater incentive for operators to invest in the route in terms of bus priority infrastructure. • The decision to pedestrianise Union Street between Bridge Street and Market Street forces cars to divert, which could cause knock-on effects elsewhere on the network.
Inchmarlo, Brathens and Glassel Community Council	<ul style="list-style-type: none"> • There is a lack of live bus information. • The cost of the bus and long journey times make the bus unattractive to use. • There is a conflict between cyclists travelling at high speeds and other users on the Deeside Way. • Lack of sustainable travel connections between Inchmarlo and Banchory. • Lack of suitable all-day parking facilities in settlements along the corridor for commuters.

Stakeholder	Key Findings
	<ul style="list-style-type: none"> • Stagecoach service 201 should operate as an express service once it enters the city boundary. • Scope to implement a 'Park and Pedal' facility – potential location is the area of land where the Deeside Way meets the AWPR. • Deeside Way to be widened and tarmacked – allowing for separation of cyclists and pedestrians and allowing for directional lanes to be introduced. • Demand Responsive Transport (DRT) service to connect Inchmarlo with the core bus service in Banchory would be welcomed.
Robert Gordon University	<ul style="list-style-type: none"> • The Anderson Drive/Great Western Road junction is problematic for active travel users, with fast approaching traffic and long wait times for pedestrians and narrow pavements. • Relocate parking outside shops in Cults to another area to allow for cycle lanes to be implemented. • Deeside Way is not well signposted, particularly for access points. • Deeside Way would benefit from a specific maintenance plan to allow for it to be used as an active travel route throughout the year. • The lack of lighting along the Deeside Way affects usage of the path during the shorter days due to safety concerns. It is also difficult to see other path users if lights and/or reflective clothing are not worn. • The Banchory section of the 201 service is not direct along the route of the A93 due to routeing via Hill of Banchory, which leads to delays. A more direct route, or fewer stops, should be investigated, perhaps with additional express services at peak times. • Banchory-Aberdeen bus journeys would benefit from having more competitive prices. • Potential for placing stations of the upcoming city-wide eBike hire scheme along the corridor.
Scottish Ambulance Service	<ul style="list-style-type: none"> • Ambulances are forced onto the other side of road when turning left onto B979 from A93 at Malcolm Road. • Sweeping bend on the Rob Roy Bridge causes issues for ambulances. • Ambulances do not use the A93 when transferring patients due to the poor surface making the journey uncomfortable for patients. • The current bus service is not suitable for shift workers. • There are no direct bus services to ARI - passengers are required to change in the city centre which makes using the bus for commuting to the hospital unattractive.
Stagecoach	<ul style="list-style-type: none"> • There has been a rationalisation of services during the last few years which has affected the core service (201) on the A93. • Lumphanan, Torphins and Tarland are served but have a challenging service pattern – time vs value is a key challenge. • There are constraints on service penetration within Banchory itself (e.g., through Hill of Banchory) due to pressure from those travelling from further west wishing a more direct link into Aberdeen. • It is unclear if the Crathes mini P&R has a P&R function or if it is just a convenient communal place to park. The catchment area is difficult to define. People from Banchory / Drumoak are unlikely to travel to Crathes to catch the bus into Aberdeen. • 'Sunday drivers' on the A93 are an issue which can cause some delay to bus operations. • There will be a redistribution of the bus fleet across core corridors once the new fleet of 22 electric double decker buses are introduced. Electric vehicles are not appropriate for the A93 corridor due to the length of the route. • Some journeys throughout the day require 70+ seats to cope with the number of school passengers. • No engineering facilities in Ballater and the remoteness of the corridor has impacted the response time to incidents which has a knock-on effect on service reliability. • Low-floor vehicles are better for those with mobility issues; however, the long-distance route better lends itself to coaches as they provide more comfort.

Stakeholder	Key Findings
	<ul style="list-style-type: none"> • The variation of the vehicle fleet on this corridor can create difficulties for those looking to undertake multi-modal journeys (e.g., bikes on buses) as there is uncertainty over whether vehicles will be able to accommodate them. • Available space on the corridor is limited which impacts the ability of buses to pass slower moving traffic such as cyclists. • Banchory is susceptible to flare up with congestion at peak times. • Stagecoach receives complaints about the Corsee Road, Burnett Road, Mount Street loop – some residents complain of buses passing too close to parked cars; however, buses are routed this way as this is the only option for turning services. • It would be beneficial to ascertain whether there is a better/more suitable terminus location – Raemoir Road/Hill of Banchory is still used for this. • The study should consider how best to prioritise east-west movements at the A93 junction with Anderson Drive (the A92).
Torphins Community Council	<ul style="list-style-type: none"> • Demand for an increased number of connecting paths to the A93 from neighbouring villages. • Demand for improved sustainable connections between Torphins and Banchory. • Demand for a series of cafés along the Deeside Way to encourage visiting tourists to use active modes of transport. • Bus is not a suitable mode of transport for people who work outwith the city centre due to there being no direct bus route. • Implement a feeder service taking passengers to the core service i.e., from Torphins to Banchory. • It would be beneficial for bikes to be allowed to be taken on board buses. • More secure cycle parking facilities. • The cost of the bus and long journey times make the bus unattractive. An express service would help improve bus journey times.
Visit Aberdeenshire	<ul style="list-style-type: none"> • Lack of road signage to tourist attractions and services on the A93 for those travelling on the AWPR. • A93 should expect to see an increase in tourist-related traffic facilitated by cruise traffic associated with the new Aberdeen South Harbour. • A93 corridor will be a strategic route to the Gravitare North East mountain biking trail centre located on the edge of Durriss Forest. • A93 is part of the North East 250 touring route which aspires to provide more electric charging points. • There is a demand for increased cycle parking for tourists.

3.2.2 Study Tours

To aid identification of problems and opportunities along the study corridor, AECOM led two Study Tours on the A93 corridor.

The first Study Tour was attended by representatives from ACC, Aberdeenshire Council, Nestrans and other key stakeholders. Five locations along the corridor were visited during the Study Tour including the A92 (Anderson Drive) / A93 (Great Western Road) Junction, Cults, AWPR Deeside Junction, Peterculter and Banchory.

A summary of the key findings is presented below:

- At the Anderson Drive / Great Western Road Junction, the key issues raised related to on-road provision for cyclists, traffic signal phasing, traffic volumes and accessibility for pedestrians. Opportunities discussed included a review of traffic signal phasing, revisions to junction geometry and reduction to vehicle speeds.
- Key issues in Cults related to on-street car parking, footway provision and overall maintenance. Opportunities discussed included the potential for placemaking, segregated cycling infrastructure and improved bus stop provision.
- At the AWPR Deeside Junction, it was noted that staggered signalised crossings can be difficult for active travel users to navigate. Potential active travel opportunities noted at the junction include implementing segregated cycling facilities and improving links to the Deeside Way.
- In Peterculter, issues were raised relating to on-street parking, however, it was acknowledged that a greater proportion is likely attributed to residents' parking compared with on-street parking in Cults. Safety issues were raised for all users at the junction with Malcolm Road (B979) through lack of visibility and the requirement for

vehicles eastbound on the A93 wishing to turn onto Malcolm Road needing to cross onto the other side of the carriageway to complete the manoeuvre. Opportunities discussed included the potential for placemaking, improved formal crossing provision, traffic calming interventions and formalisation of P&R opportunities at the former rail station.

- Key issues in Banchory related to the convoluted bus route increasing bus journey times (though it should be noted that 58% of passengers board on the Hill of Banchory loop as opposed to 42% along the High Street³³), on-street parking on the High Street and a lack of crossing facilities. Opportunities identified included reducing vehicle speeds, improving carriageway surfacing, cycle lane provision, improved north-south connections, footway widening, improving provision of cycle parking and more direct bus routing.
- Key issues discussed regarding the Deeside Way included conditions for equestrian users, conflict between users of the route, connections to and from the Deeside Way and lighting considerations. Opportunities discussed included maintaining a verge next to the path for equestrian users, education, improved lighting, improvements at Pittengullies Brae and improved surfacing within the Aberdeenshire section of the route.

The second Study Tour was attended by three elected members of Aberdeenshire Council and focused on locations within Drumoak, Crathes and Banchory. A summary of the key findings is presented below:

- The volume and speed of traffic using the A93 deters the majority of active travel users from travelling on it and the footway width and condition was raised as a concern due to uneven surfacing and lack of accessibility for wheelchair users within communities.
- People can be deterred from public transport use by the length of bus journey times and reliability of the services. In addition, the emphasis on online tickets and information is not suitable for all users and particularly not for elderly users.
- Various issues were raised with the Deeside Way, including access to the Deeside Way at Drumoak, conflict between users on the route, poor surfacing between Drumoak and Banchory and the routing of the Deeside Way between Peterculter and Crathes.
- Opportunities discussed for the Deeside Way included the potential for improved wayfinding signage, improved surfacing and alternative routing. In terms of bus travel, it was suggested that an express Stagecoach service within Aberdeen City may increase the attractiveness of this mode.

3.2.3 Placecheck

To allow stakeholders and the general public to identify targeted problems and opportunities at locations throughout the corridor, an online 'Placecheck' was available from Friday 29th October 2021 until Wednesday 1st December 2021. Placecheck is an online map-based exercise that allows the user to highlight the location of specific issues/problems by placing a point at the location and adding the detail of the problem. Placecheck asks three questions: what do we like about a place; what do we dislike about a place; and what do we need to work on?

A total of 383 comments were received from 94 different participants, with the split across response categories shown below.

Table 3.2: Split of Responses to the Online Placecheck

Category	Number	Percentage
Things I like	36	9%
Things I don't like	135	35%
Things to work on	212	55%

An initial cleaning of responses was undertaken to identify any comments that did not require further analysis. 72 comments were identified as not requiring further analysis. Common reasons included comments relating to areas outwith the study area (27), positive statements about the study corridor that did not translate to a transport opportunity (20), repeated comments from the same user (7), and issues being considered as part of other ongoing studies (6).

The remaining 311 comments were categorised into themes to determine the key problems and opportunities emerging from this element of the consultation exercise. The table below provides a summary of the themes raised. It should be noted that comments could cover a number of themes and therefore numbers do not total 311.

³³ Information provided by Stagecoach

Table 3.3: Description of Themes emerging from Placecheck Exercise

Theme	Description	Number of Times Raised
Cycling infrastructure	Comments relating to lacking infrastructure between Banchory and Peterculter (11), the poor quality of the existing advisory cycle lanes on the A93 between Peterculter and the city centre (10), opportunities for contraflow cycling (generally to support connections between the Deeside Way and Union Street in the city centre) (8), opportunities for new cycle lane locations (6) and opportunities for cycle parking (2). Other comments related to cycling infrastructure to support new active travel connections, segregation on the Deeside Way and the lack of infrastructure on the AWPR Slip Road.	48
Signage and information	Comments relating to wayfinding signage on the Deeside Way (9), information signage on the A93 and Deeside Way regarding other users (5), wayfinding signage to the Deeside Way (4), signage to facilities from the Deeside Way (4), tourist information signage (3), speed limit signage (2) and signage to other path facilities (2).	31
Traffic speeds	Comments relating to reduced speed limits (15), implementation of traffic calming measures (11), traffic speeds discouraging active travel (7), lack of speed limit enforcement (1), on-street parking acting as an effective speed control measure (1) and one comment promoting the return of the 40mph limit along this section to reduce dangerous overtaking and tailgating (1).	30
Driver behaviour	Comments relating to vehicles travelling in excess of the speed limit (10), vehicles lacking respect for cyclists (e.g., by overtaking too close or in inappropriate locations) (8), vehicles parking on pavements (5), vehicles entering or parking in the advisory cycle lanes (4), vehicles ignoring yellow line restrictions (2) and vehicles and taxis idling on Banchory High Street (1).	29
Surfacing	Comments relating to surfacing on the Deeside Way in Aberdeenshire (16), including comments promoting extension of the tarmac surface (7), comments relating to poor quality of the carriageway surface (4) and the surfacing of other off-road paths (3).	24
Active travel connectivity	Comments relating to new path connections, including to the south of the River Dee (12) and Torphins (4).	24
Railway/Tram	Comments relating to reopening of the Deeside Railway Line (23) and implementation of a tram network (5). Three comments emphasised the need to retain the active travel route alongside any railway/tram implementation.	24
Maintenance	Comments relating to maintenance on the Deeside Way (10), cycle lane on the A93 (5), maintenance of other paths between Peterculter and Drumoak (3), maintenance of the A93 road surface (2) and maintenance of the road surface on Milltimber Brae (2).	23
Accessibility	Comments relating to issues with accessing the Deeside Way, including at Pittengullies Brae (4), Duthie Park (3), Holburn Street (2), Hardgate (1), Auchinyell Road (1) and Mannofield (1). Other comments included on-street parking and illegal parking reducing accessibility for wheelchair users (2), sections of the Deeside Way where the surface makes the route unusable for those with mobility issues (2) and the barriers at Park Bridge being inaccessible for recumbent cycles and cargo bikes (1).	17
Parking	Comments relating to on-street parking creating a dangerous environment for active travel users, particularly in Banchory (5), Peterculter (4), Cults (2) and Bielside (1). One comment proposing free parking in Banchory to promote use of businesses along the High Street.	16
Deeside Way routing	Comments relating to the routing of the Deeside Way within Aberdeenshire, particularly in Drumoak (9) and Crathes (6) where Deeside Way users are required to use the pavement on the south side of the carriageway. One comment relating to proposed alternative routing of the Deeside Way in the section between Peterculter and Coalford.	16
Active travel priority	Locations along the corridor proposed for new active travel bridges, including Milltimber Brae (3), Rob Roy Bridge (2), Pittengullies Brae (1) and Anderson Drive (1). Other comments relating to opportunities for active travel through the closure of Park Bridge (6), early release for cyclists at traffic signals (1), enhanced priority for pedestrians on Banchory High Street (1) and enhanced priority for sustainable modes on Anderson Drive (1).	16
Pedestrian infrastructure	Comments relating to lacking pedestrian infrastructure, particularly between Peterculter and Drumoak and opportunities for upgrades to existing paths to enhance pedestrian connectivity.	15

Theme	Description	Number of Times Raised
Crossing facilities	Comments include locations where new active travel crossing facilities would be beneficial (10), locations that are considered dangerous for crossing currently (2), issues with existing crossing facilities (1) and the potential for upgrade of existing crossing facilities (1). Milltimber Brae was noted most frequently as a location for new crossing facilities (3).	14
Bus journey times	Problem categories relating to long bus journey times and its lack of competitiveness relative to car travel.	12
Public transport connectivity	Problem categories relating to a lack of public transport services connecting to locations on the A944 such as Westhill and Aberdeen Royal Infirmary (5), South Deeside (3), Torphins and Stonehaven. One comment relating to the closure of Park Bridge to vehicles preventing access to the 201 bus service for those living to the south of the river.	11
Junction layout	Junction locations along the corridor that are problematic and would benefit from review – Dee Street, Hill of Banchory East, Malcolm Road (2), Pittengullies Brae, Abbotshall Road, Pitfodels Station Road, A92 Anderson Drive, Holburn Street.	9
Width	Opportunities for widening of the Deeside Way (4) and paths in other locations (e.g., on the north side of the A93 between Drumoak and Mains of Drum) and issues with narrow roads including Pitfodels Station Road, Crown Street and Countesswells Road.	8
Bus reliability	Problem categories relating to late running of services, missing services and bus breakdowns – comments generally targeted at the Stagecoach 201 service.	7
Park Bridge reopening to vehicles	Problem categories relating to the negative impacts of the Park Bridge closure to vehicles including increased vehicle miles, reduced connectivity between communities on either side of the river and increased traffic in Peterculter as a result of the bridge being closed to vehicles. ³⁴	6
Bus stops	Problem categories relating to the location of bus stops and infrastructure at bus stops e.g., lack of lighting.	4
Conflict between users	Problem categories relating to conflicts at some entry points to the Deeside Way, conflicts between users on the Deeside Way itself due to cyclists travelling at high speeds and proposals for segregation between pedestrians and cyclists on the route.	4
Bus routeing	The bus routeing within Banchory acts as a deterrent to using the bus (2) and the bus routeing along the A93 within Aberdeen City makes it inconvenient for those living to the north of the A93 up a steep hill (1).	3
Express bus services	Opportunity to introduce express bus services at certain times of the day to reduce bus journey times from Aberdeenshire. Suggestions include reducing the number of stopping locations within Aberdeen City and providing a more direct service along the A93 within Banchory.	3
Bus frequency	Bus service frequency is a deterrent to using the bus, including comments from Torphins, Banchory and Drumoak.	3
Lighting	The lack of lighting on the Deeside Way limits its use during winter months and lighting provision would increase feelings of safety.	3
Environment	Constrained sections of the Deeside Way that are prone to flooding and sections of path prone to icy conditions.	2
Future travel patterns	Uncertainty over future travel patterns.	2
Tourism	Opportunity to promote the Deeside Way to tourists e.g., through cafés, shops, information panels etc.	2
Demand responsive services	Opportunity to implement demand responsive bus services for settlements north and south of the A93 corridor.	1
Bus vehicle fleet	Opportunity to implement hydrogen vehicles for bus travel ³⁵ .	1
Cost of bus services	Cost of bus services is a deterrent to using the bus.	1
Multi-modal journeys	Opportunity to encourage multi-modal journeys by ensuring bikes can be taken on buses.	1
Placemaking	Opportunity to add more seating areas along the Deeside Way.	1

³⁴ It should be noted that the same number of comments were received in support of the continued closure of Park Bridge to vehicles, due to the opportunities it provides for active travel.

³⁵ Assumed to be in relation to Stagecoach services as the First 19 service fleet is already hydrogen-based.

3.2.4 A93 Corridor – School Engagement

Three workshop sessions were completed as part of the initial phase of engagement – two with Primary 7 classes at Banchory Primary (10th May 2022) and one with an S2 Geography class at Cults Academy (16th May 2022). At all workshops, pupils were given a presentation on the role of a Transport Planner and then were asked to think about what they like and don't like with the transport network in their local area using large maps and sticky notes. Pupils at Cults Academy were then asked to design their own Streets using [StreetMix](#) online.

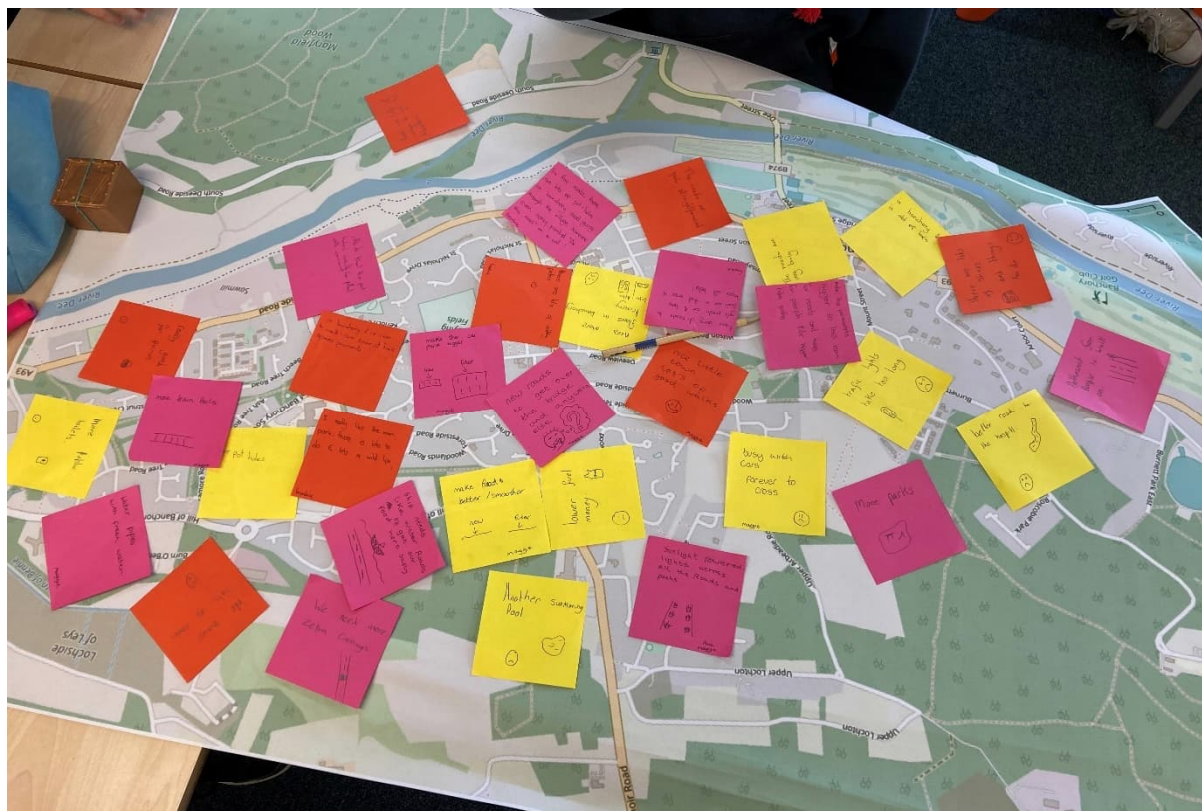


Figure 3.2: School Engagement Workshop Exercise

Approximately 88 pupils took part across the three workshops, including 63 at Banchory Primary and 25 at Cults Academy. The table below provides a summary of the key points of feedback from the workshops with pupils.

Table 3.4: Key Findings from the School Engagement Workshops

Things I like	Things I don't like	Things to work on
<ul style="list-style-type: none"> Reduction of the speed limit between Peterculter and Cults Provision of bus stops in Bieldside Deeside Way Facilities in Peterculter and Cults Quiet roads that are safe for walking e.g. Cults Avenue and Cairn Road Wide pavements and crossing points in Milltimber Easy to make journeys on foot in Peterculter Recreational walks in Foggieton Woods First Bus app Path connections providing shortcuts through communities 	<ul style="list-style-type: none"> Poor bus service provision to the south of the River Dee e.g. via South Deeside Road High cost of bus services Poor bus service reliability Narrow pavements, including on North Deeside Road and Westerton Road High speeds of traffic, including on North Deeside Road and South Deeside Road Topography of the area presents a challenge to active travel Condition of roads High volumes of traffic Poor path connections and poor condition where path connections exist Lack of crossing points 	<ul style="list-style-type: none"> Increased number of crossing points Increased pavement widths Improved surfacing of paths Improved dedicated cycling infrastructure Introduction of e-bike hire Improved accessibility of buses for wheelchair users and prams Improved comfort on buses Introduction of a school bus for pupils travelling from Milltimber Improved bus journey times Increased parking in communities, particularly in proximity to schools Introduction of speed reduction measures on North Deeside Road

Things I like	Things I don't like	Things to work on
	<ul style="list-style-type: none"> • Delays at the A93/Ballieswells Road Junction • Long wait time for pedestrians at the A93/Kirk Brae Junction • A93/Malcolm Road Junction • Deeside Way is not wide enough for pedestrians and cyclists • Volume of parked cars on Quarry Road 	<ul style="list-style-type: none"> • Increased number of electric car charging points • Increased street lighting in communities • Improved access across the River Dee • Consolidation of bus stops in Cults

3.3 Part 2 (Summer 2022)

The second stage of consultation was undertaken in Summer 2022 and focused on gaining public and stakeholder feedback on the six devised option packages for the corridor as outlined in **Section 6.8.3**. The feedback received will help to inform the appraisal of each option package in terms of public acceptability. The consultation period lasted four weeks between 22nd July and 19th August 2022.

3.3.1 Virtual Consultation Room

Consultees accessed study information through the AECOM-hosted Virtual Consultation Room which was linked through the ACC website. This interactive platform as shown in **Figure 3.3** below, displayed materials related to the study Transport Planning Objectives (TPOs), problems, issues, constraints and opportunities and option packages showing indicative layouts, benefits, design considerations and precedent images. The online feedback form was also linked through this platform.



Figure 3.3: A93 Virtual Consultation Room

3.3.2 Feedback Form

A feedback form was developed to collate responses to inform the appraisal. It sought views on:

- Current use of the A93 corridor;
- Option concepts, including anticipated future behaviour;
- Prioritisation of options, in form of a ranking; and
- The accessibility of the consultation process, to inform the planning of future consultations.

Respondents were additionally asked a series of ‘About You’ questions to assess the representativeness of the sample.

Two versions of the questionnaire were available depending if the respondent was a member of the public or responding on behalf of an organisation. The questionnaire structure and topics were consistent but while the public version asked about potential changes to mode choice as a result of the implementation of option packages, the organisation version asked about potential impacts on the operation of the organisation.

The questionnaire was hosted on the Microsoft Forms platform and directly linked to the online consultation room. Printed versions of the questionnaire were available for those attending the in-person drop-in events to submit their responses.

3.3.3 Public Drop-In Events

The second phase of consultation also included three in-person drop-in events. The table below shows the date, location and venue of each event. All events took place between 16:00 and 20:00.

Table 3.5: Public Drop-In Events

Date	Location	Venue
26 th July 2022	Mannofield	Great Western Hotel (Aberdeen)
3 rd August 2022	Peterculter	Culter Village Hall
4 th August 2022	Banchory	Banchory West Church Hall

The events were attended by representatives from AECOM and Nestrans. During the events, attendees were provided with the opportunity to look at hard copies of the consultation materials available online and discuss the study in greater depth with members of the project team. There were approximately 40 attendees across the three public drop-in sessions.



Figure 3.4: Public Drop-In Event at Culter Village Hall

The key points of feedback gathered at the public drop-in events included:

- Limited support for the introduction of bus lane infrastructure on the corridor as it is generally considered that bus services are not delayed by general traffic on the corridor. Localised improvements at key junction locations were generally considered to be more appropriate.
- Safety concerns were raised for pedestrians and cyclists using the Deeside Way through Crathes, particularly the section alongside the main carriageway on approach to the A957 junction. It was proposed that the speed limit should be reduced from 40mph to 30mph throughout Crathes.
- Safety concerns were raised for all users at the Malcolm Road junction with the A93 in the west of Peterculter. It was noted that there has been previous attempts to introduce signage that prohibits certain vehicles from turning left onto Malcolm Road from the A93. It is understood through discussions with ACC that signage has been approved by Transport Scotland, with installation scheduled to take place during this financial year.
- Desire for improved connections by active travel and public transport between Peterculter and Westhill.
- Concerns were raised regarding the safety of existing advisory cycling infrastructure on the A93, with members of Grampian Cycle Partnership noting that they would opt to take quieter routes rather than travelling on the main A93. Members further highlighted issues with the Deeside Way for commuting due to high numbers of pedestrians and dog walkers using the route.
- Feedback was generally positive regarding the potential for formalisation of Park & Pedal facilities at the old rail station location in Peterculter.
- Bus reliability was raised as an issue, particularly on services to Banchory. It was suggested that one additional service during each peak period could alleviate these concerns.
- Safety concerns were raised for active travel users on the section of the corridor between Peterculter and Banchory due to use of the route by freight vehicles.
- An island crossing point would be beneficial to facilitate access to the bus stops in proximity to the Milton of Crathes junction.
- Support expressed for First Bus services trialling an extension of some services to the Retirement Park in Peterculter, although it was noted that the timing of these services may present a barrier to use of this service for some people.
- It was noted that it is difficult to increase the modal share of public transport when services are only provided radially and therefore, the majority of trips require interchange in the city centre.

3.3.4 Online Drop-In Sessions

Additionally, two online live Q&A sessions (hosted through the Virtual Consultation Room) took place with members of the AECOM project team available to answer any questions directly. These took place on:

- Wednesday 10th August – 19:00-20:00; and
- Wednesday 17th August – 19:00-20:00.

No members of the public engaged with the online live Q&A sessions.

3.3.5 Consultation Promotion

In order to inform people about the consultation, several methods were used to promote the Virtual Consultation Room, public drop-in event and online Q&A including:

- Social media posts from ACC and Nestrans;
- Emails direct to key stakeholders; and
- Emails direct to Community Councils.

Local Elected Members, MSPs and MPs were also contacted to raise awareness of the consultation and support its promotion.

3.3.6 Responses

The number of responses for each response mechanism is shown in the table below.

Table 3.6: Type of Respondent by Response Mechanism

	Online Questionnaire	Online Q&A	Direct Email	Total
Total	50	0	2	52

Detailed findings from the consultation are presented in *Part 2 Consultation Outcomes (Appendix E)* and relevant feedback has been incorporated within the Public Acceptability section of the Deliverability Appraisal of each option package in **Chapter 8**.

4. Problems and Opportunities

4.1 Introduction

This chapter identifies actual and perceived problems, issues, constraints and opportunities (PICO) within the study area. Within STAG, PICOs are described as follows:

- **Problem:** existing and future problems within the transport and land use system;
- **Issue:** uncertainty that the study may not be in a position to resolve, but must work within the context of;
- **Constraint:** representing the bounds within which a study is being undertaken; and
- **Opportunity:** changes to improve the transport and land use system to realise opportunities;

Throughout this chapter, localised PICOs are presented along various sections of the corridor before consideration is given to non-location specific issues and wider issues that should be borne in mind as the study progresses. The key below is used across the PICO diagrams in the following sections.

Problem

Issue

Constraint

Opportunity

Other

4.2 Localised Corridor Review

4.2.1 Banchory (West)

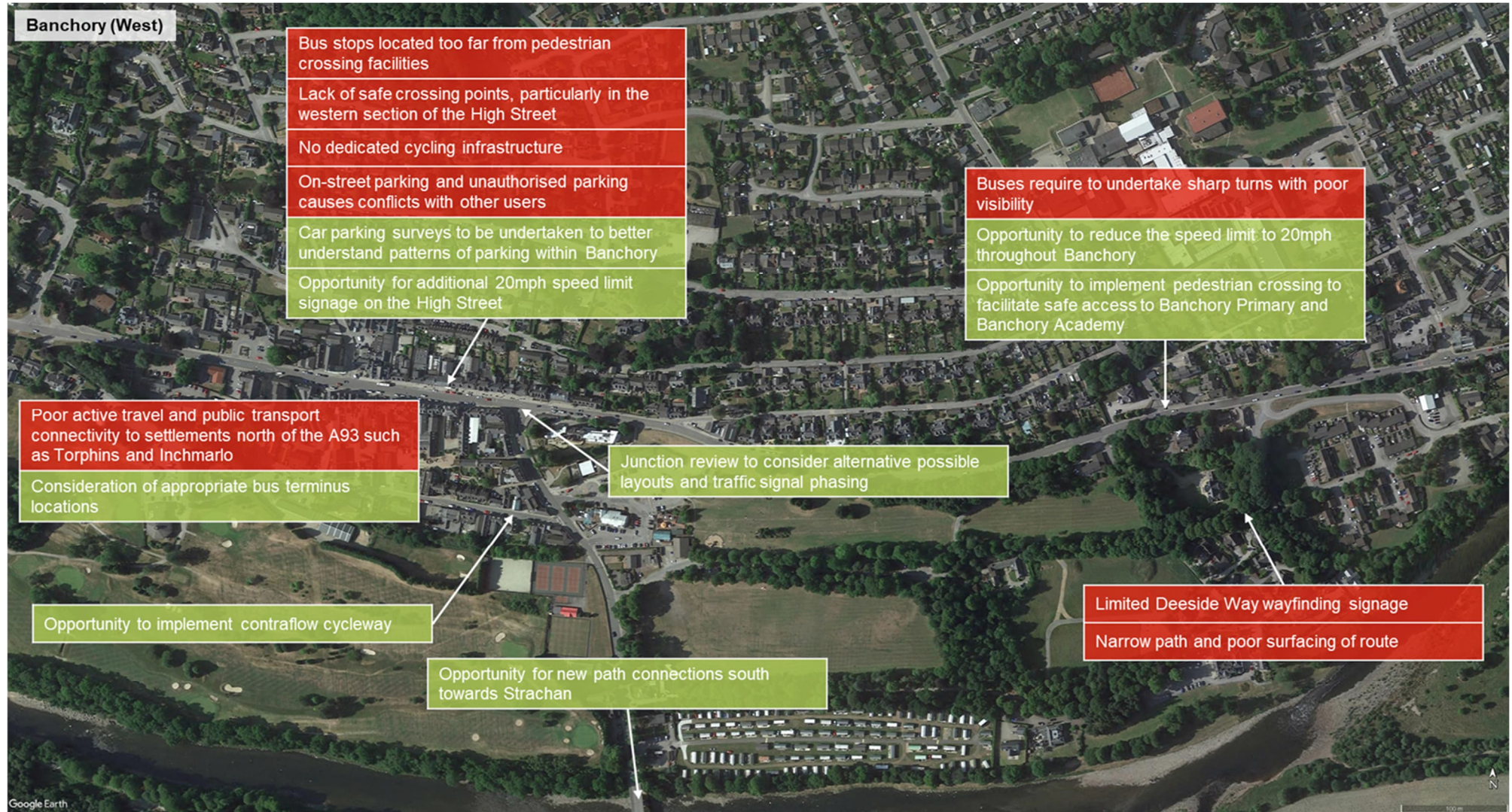


Figure 4.1: Banchory (West) PICO (Image Source: Google Earth)

4.2.2 Banchory (East)

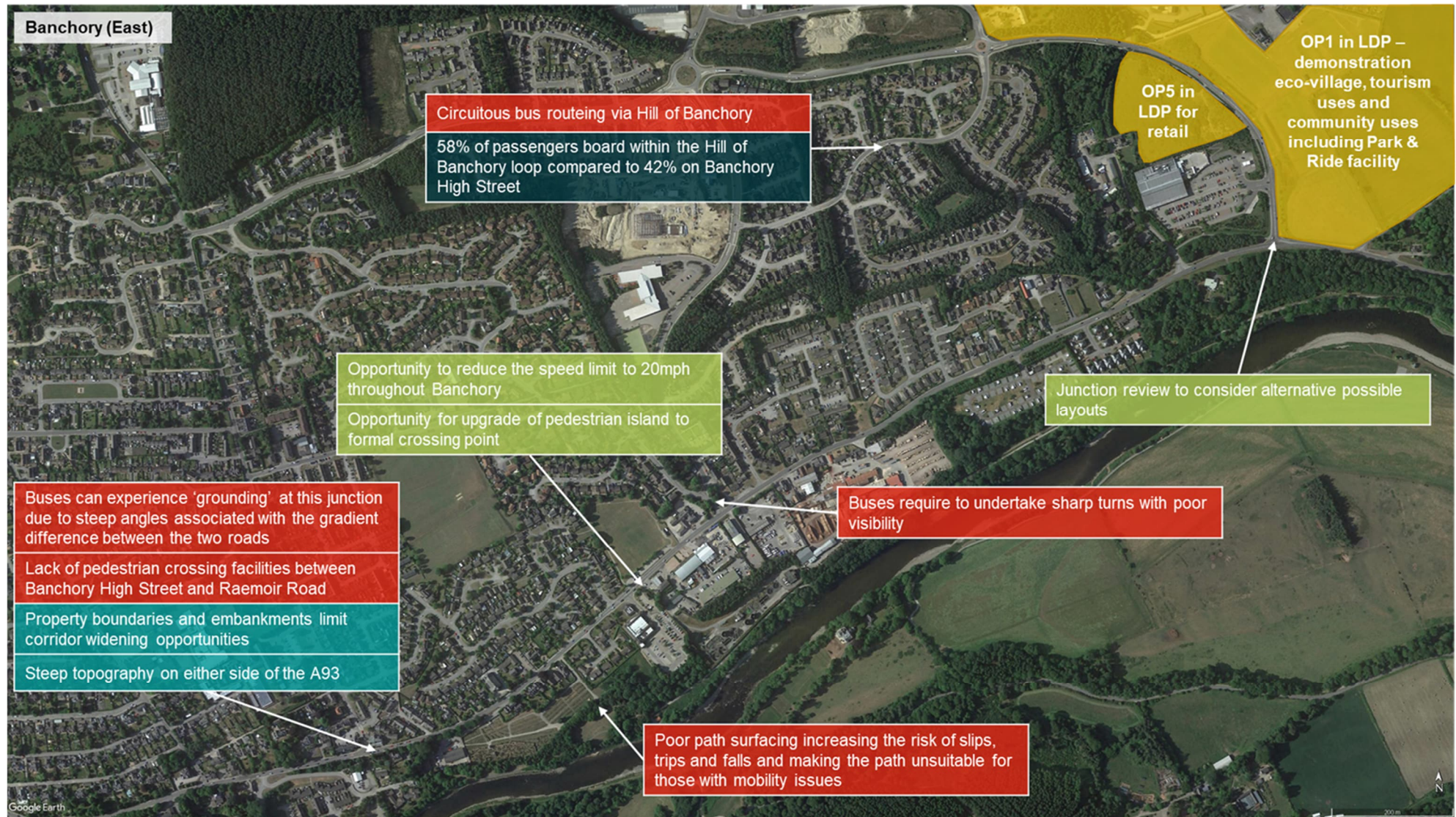


Figure 4.2: Banchory (East) PICOs (Image Source: Google Earth)

4.2.3 Crathes



Figure 4.3: Crathes PICOs (Image Source: Google Earth)

4.2.4 Drumoak



Figure 4.4: Drumoak PICOs (Image Source: Google Earth)

4.2.5 Drumoak to Peterculter



Figure 4.5: Drumoak to Peterculter PICOs (Image Source: Google Earth)

4.2.6 Peterculter (West)

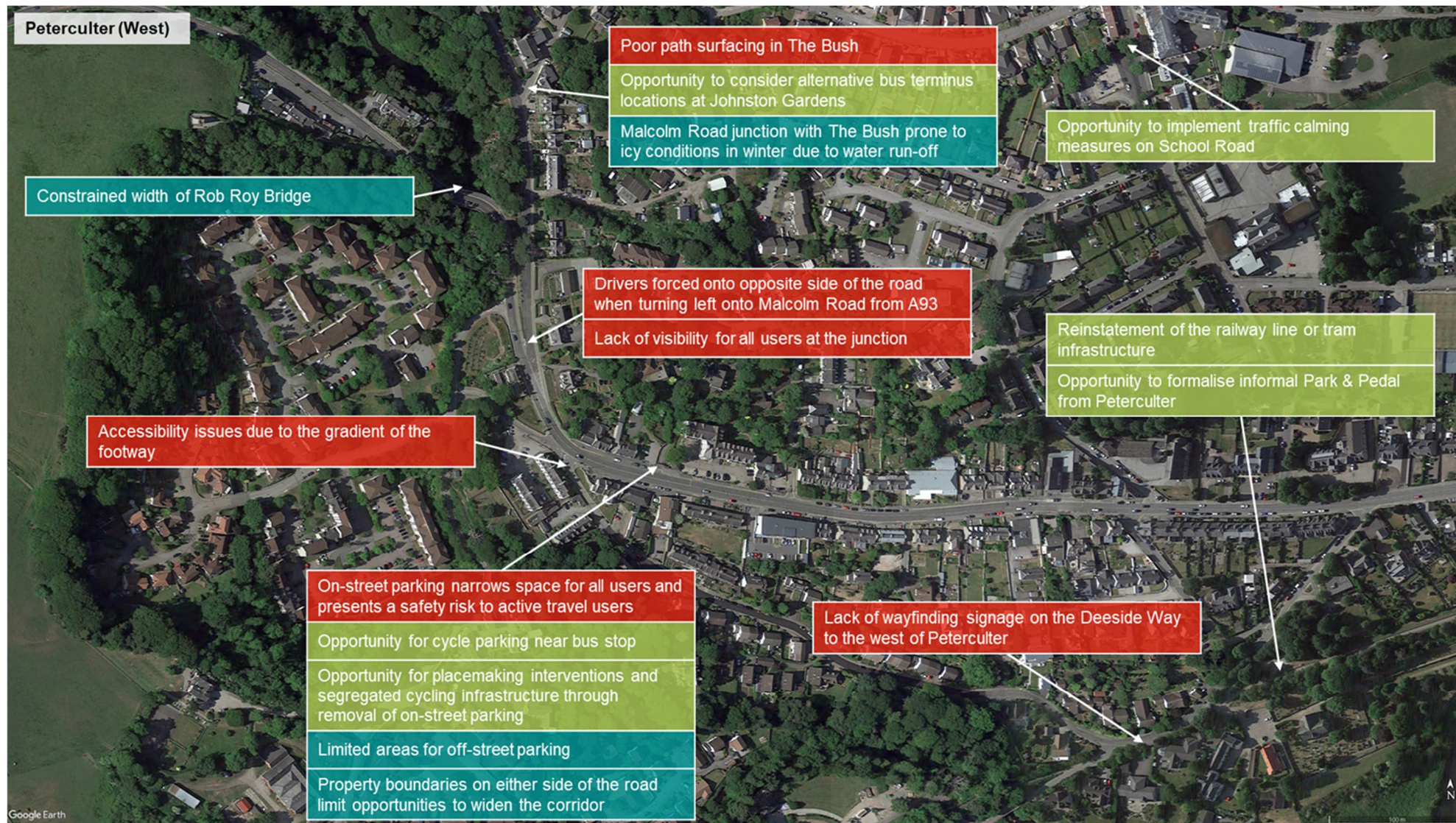


Figure 4.6: Peterculter (West) PICOs (Image Source: Google Earth)

4.2.7 Peterculter (East)



Figure 4.7: Peterculter (East) PICOs (Image Source: Google Earth)

4.2.8 AWPR Deeside Junction

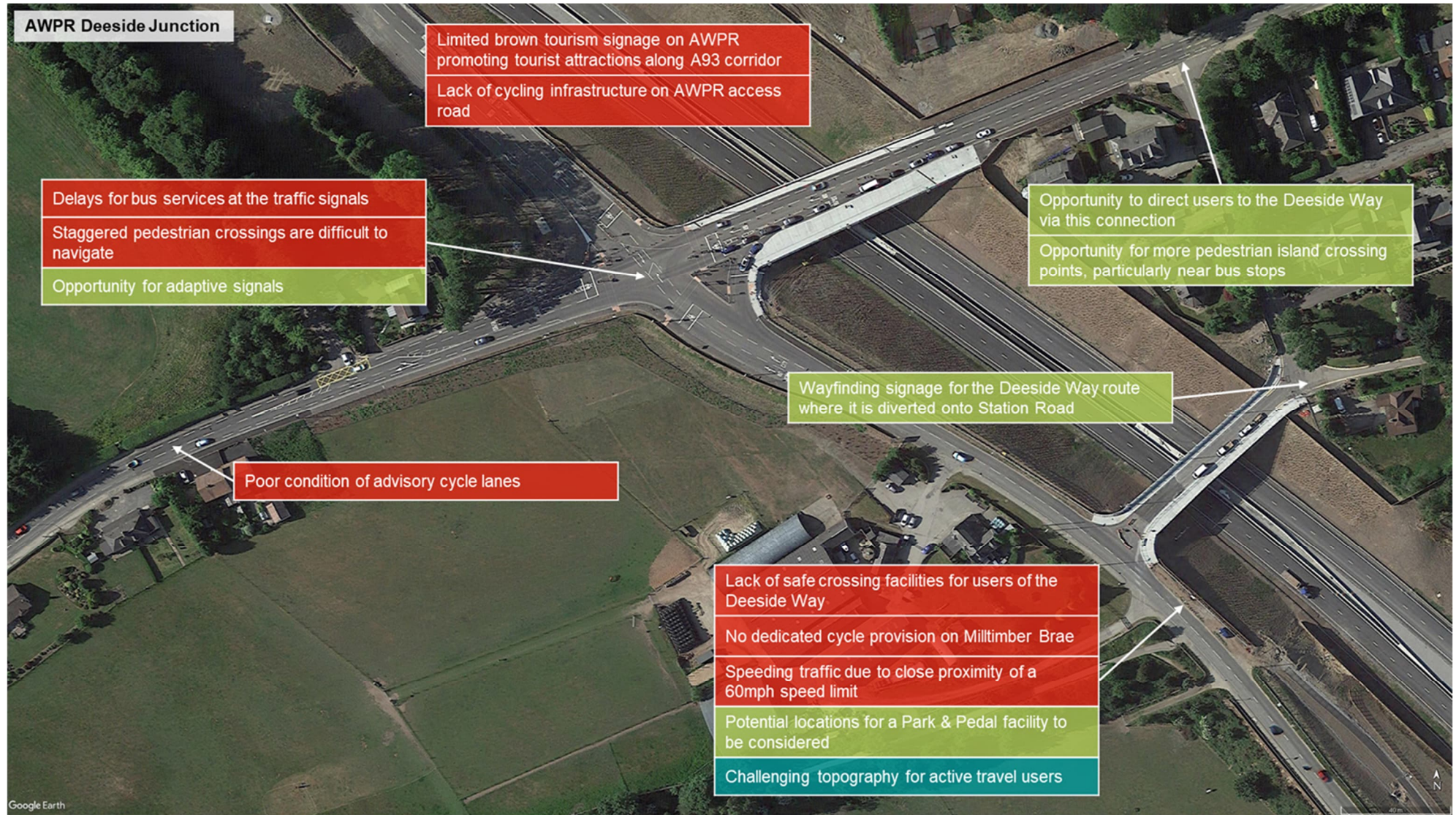


Figure 4.8: AWPR Deeside Junction PICOs (Image Source: Google Earth)

4.2.9 Milltimber

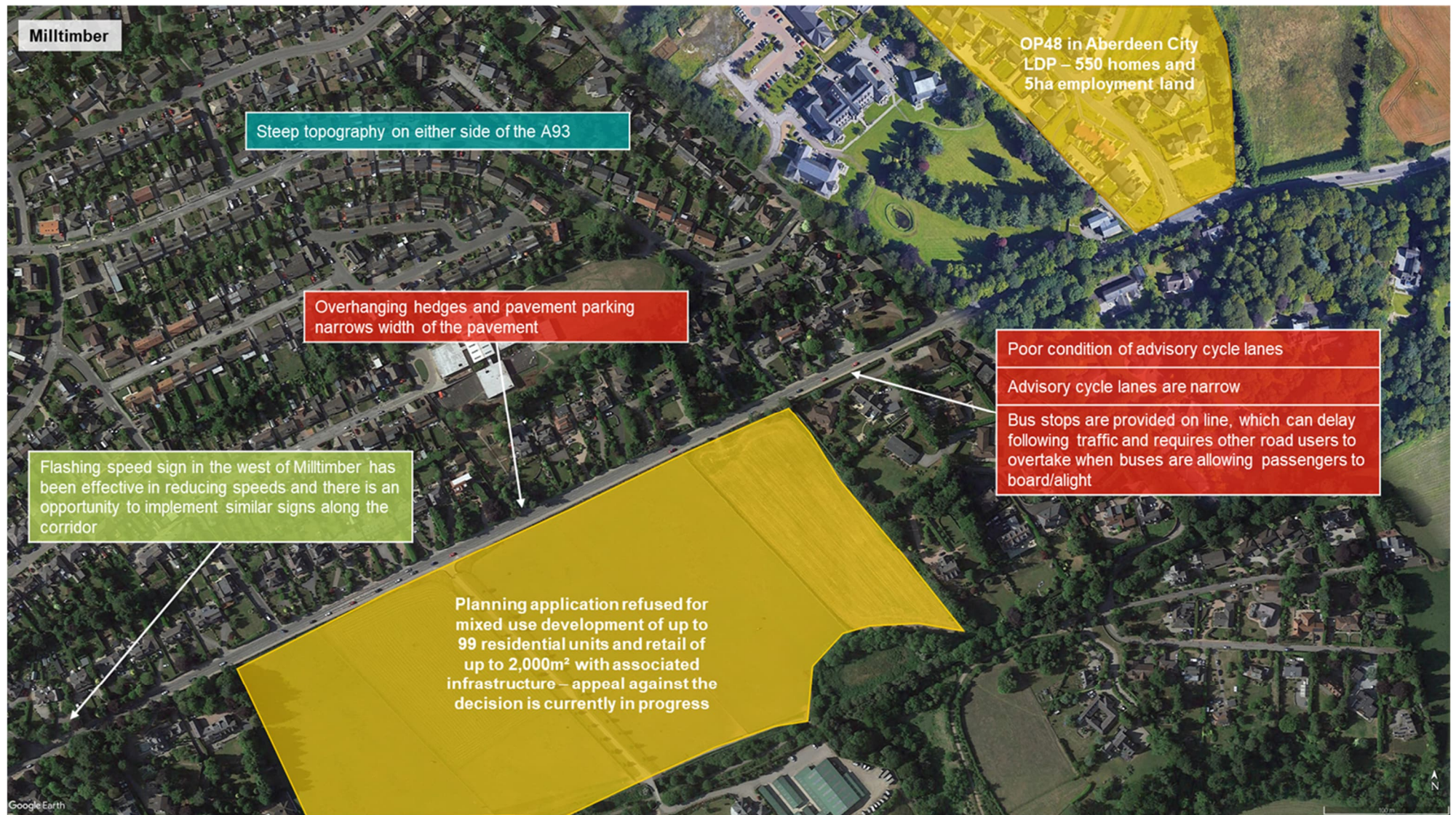


Figure 4.9: Milltimber PICOs (Image Source: Google Earth)

4.2.10 Cults (West)

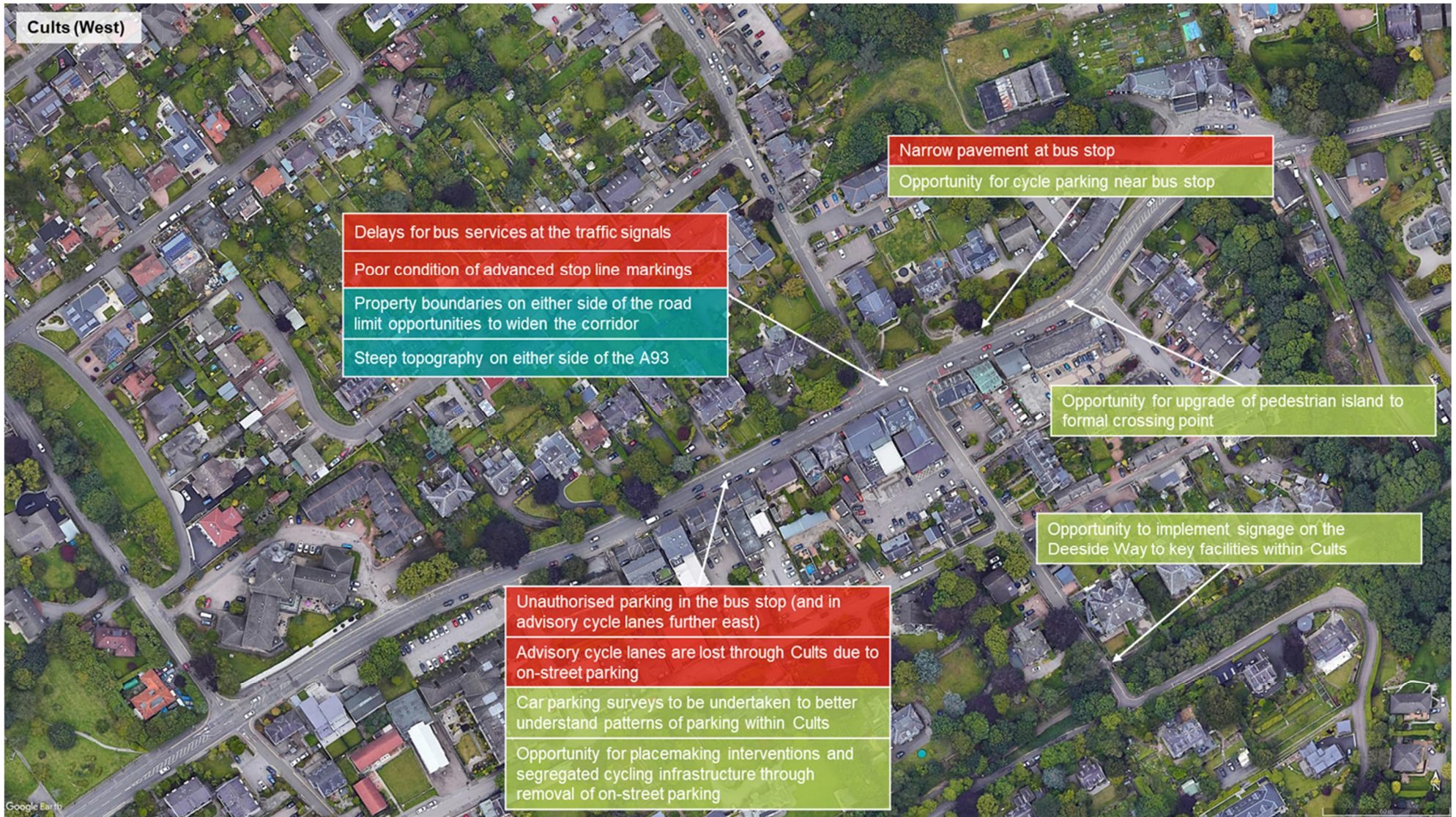


Figure 4.10: Cults (West) PICOs (Image Source: Google Earth)

4.2.11 Cults (East)



Figure 4.11: Cults (East) PICOs (Image Source: Google Earth)

4.2.12 A92 Anderson Drive to Pitfodels



Figure 4.12: A92 Anderson Drive to Pitfodels PICOs (Image Source: Google Earth)

4.2.13 A92 Anderson Drive / A93 Great Western Road Junction



Figure 4.13: A92 Anderson Drive / A93 Great Western Road Junction PICO (Image Source: Google Earth)

4.2.14 Holburn Street / Great Western Road / Willowbank Road

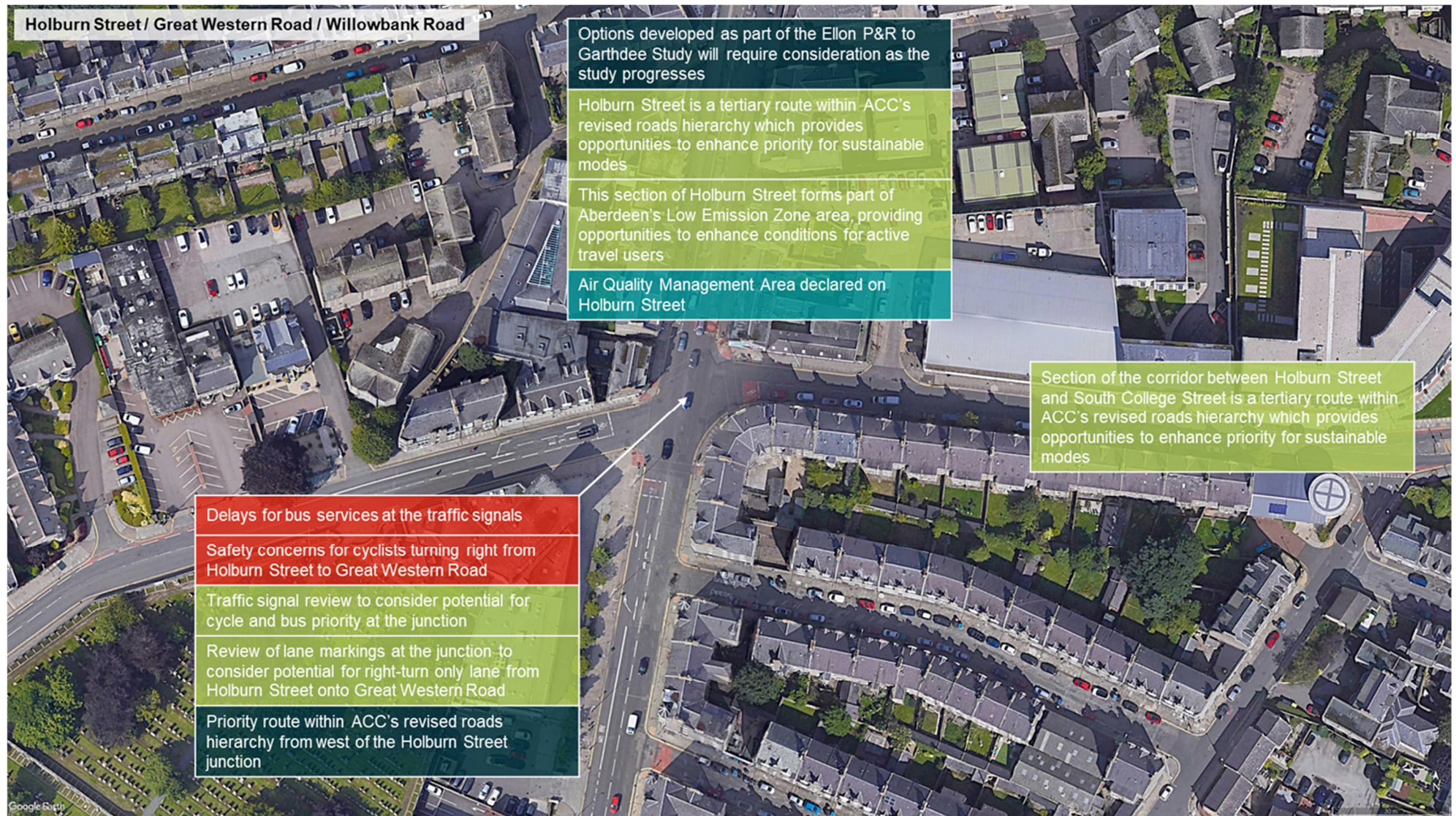


Figure 4.14: Holburn Street / Great Western Road / Willowbank Road PICO (Image Source: Google Earth)

4.2.15 Willowbank Road / Springbank Terrace / Wellington Place



Figure 4.15: Willowbank Road / Springbank Terrace / Wellington Place PICOs (Image Source: Google Earth)

4.3 Strategic Corridor Review

In addition to the localised PICO's set out in the preceding section, consideration has been given to strategic issues that will be important to consider as the study progresses.

4.3.1 Problems

The strategic problems identified along the study corridor include:

- **A93 Active Travel Infrastructure:** Whilst there is generally good provision of pedestrian infrastructure within the Aberdeen City section of the corridor, the advisory cycle lanes between Peterculter and the city centre are narrow, inconsistent and the surface is poor quality due to drains, gullies and potholes. Furthermore, the lack of visibility at some junctions along the corridor require vehicles to enter the cycle lane. Within Aberdeenshire, active travel provision alongside the A93 is lacking, with footways only provided within settlements which leads to a lack of active travel connectivity between settlements.
- **Deeside Way Infrastructure:** Whilst the Deeside Way is recognised as an asset to the study corridor, the PICO's work package has identified a number of problems with the route:
 - **Conflict between users** – the Deeside Way is a very popular active travel route and there can be conflicts between different user groups on the route including pedestrians, cyclists, horse riders and dog walkers amongst others.
 - **Lighting** – the lack of lighting presents safety concerns and limits use of the route during winter months.
 - **Routeing** – the routeing of the Deeside Way is convoluted in places within Aberdeenshire, which makes it unattractive for commuting.
 - **Surfacing** – the surfacing of the path is of poor quality in some sections within Aberdeenshire, which can limit accessibility of the route, particularly for those with mobility issues. Tarmac surfacing raises issues for equestrian users, whilst other users were generally in favour of this as noted during engagement.
 - **Maintenance** – there is a lack of maintenance, including of vegetation and gritting during winter.
 - **Connectivity** – there is a lack of connectivity between the Deeside Way and the A93 and other active travel networks.
 - **Accessibility** – many access points along the Deeside Way are not accessible, with steps, steep ramps, gates and barriers.
 - **Signage** – there is generally a lack of wayfinding signage associated with the route.
 - **Width** – the width of the path does not allow for clear and consistent segregation between different user groups.
- **Declining Bus Patronage:** Declining bus patronage in the region in recent years has been exacerbated by the COVID-19 pandemic. The consultation exercise highlighted a number of barriers to increased bus usage for people living along the study corridor:
 - **Connectivity** – the radial nature of bus services can mean that bus services often do not serve key employment destinations without requiring interchange in the city centre.
 - **Information** – there is a perceived lack of live bus information and there can be a reluctance to access this information via apps.
 - **Cost** – the cost of bus travel is a deterrent for some users of the corridor.
 - **Journey times** – journey times to key destinations are significantly longer by bus than car and are additionally longer by bus than cycling for journeys within Aberdeen City. Whilst journey times on Stagecoach services were reduced following opening of the AWPR, journey times on First services only reduced in 2020/21 associated with the COVID-19 pandemic. There is a lack of bus priority infrastructure to provide benefits for bus services along the study corridor.
 - **Reliability** – the study corridor within Aberdeenshire has suffered disproportionately from reliability problems in the past. This is due to the use of coaches on Stagecoach services providing challenges in terms of vehicle complexity and also the effect of remoteness in terms of responding to incidents. There are no engineering facilities in Ballater and therefore there can be a 60-90 minute wait for a response from Aberdeen for any issues occurring towards the west of the corridor.

- **Frequency** – the frequency of services on the corridor in the evening and on Sundays and the frequency of services to communities not directly on the A93, such as Torphins.
- **Accessibility** – the vehicles used on services throughout the corridor present accessibility issues for some users, including on the coaches used on Stagecoach services and the hydrogen buses used on First services. Whilst low-floor vehicles are better for those with mobility issues, the long-distance route provided by the Stagecoach 201 service lends itself to coaches as they provide more comfort and have more luggage capacity. It was noted that the hydrogen buses have a lack of seating on the lower deck and a steep step to the seating area at the back.
- **Bus stop infrastructure** – the quality of bus stop infrastructure is varied along the study corridor.
- **Multi-modal journeys** – lack of provision for taking bikes on buses or cycle parking at bus stops.
- **High Car Usage in Key Settlements:** The car mode share for travel to work along the corridor is high, with the majority of settlements along the corridor recording rates of driving to work significantly above the national average (with the exception of Garthdee). This has implications in terms of national, regional and local objectives to reduce carbon emissions, meeting air quality objectives and delivering reliable bus services.
- **Electric Vehicle Infrastructure:** There is limited provision of electric vehicle charging infrastructure along the corridor.
- **Signage:** There is a lack of road signage to tourist destinations along the corridor, notably from the AWPR.

4.3.2 Opportunities

The strategic opportunities identified along the study corridor include:

- **Policy Context:** The study aims strongly align with the local, regional and national policy context, including support for more trips to be undertaken using sustainable modes of travel.
- **Bus Service Partnerships:** The Transport (Scotland) Act 2019 has provided new powers for Councils to enable greater control and operation of local bus services as well as enhanced partnership working arrangements under Bus Service Improvement Partnerships (BSIPs). A Quality Partnership Agreement was signed by parties in the region in 2018 to form the North East Bus Alliance, providing renewed impetus to the identification of measures that can enhance the attractiveness of bus services in the region.
- **Funding:** In 2020, The Scottish Government announced funding for active travel and bus priority. The 2020/21 Programme for Government outlines a commitment towards delivering on health, economic and environment goals by investing £500m over the next five years in active travel infrastructure, access to bikes and behaviour change schemes to promote walking, wheeling and cycling. It also outlines a reaffirmed commitment to a £500m Bus Partnership Fund (BPF) to support authorities' ambitions around tackling congestion so that bus journeys are quicker and more reliable, and more people make the choice to take the bus. The BPF was officially launched in November 2020, with funding awarded to eight partnerships in June 2021, including £12m for the North East Bus Alliance. Through the BPF, Nestrans are progressing proposals for Aberdeen Rapid Transit (ART)), which reflects an ambition *"to deliver an integrated Mass Transit 'step-change' solution to support positive social, environmental and economic performance of the City and Region."*³⁶ While the A93 corridor is not currently being considered as part of the ART proposals, any future public transport interventions on the corridor will require to be considered in the context of this major public transport project for the region.
- **Distances to Work for Aberdeen City Settlements:** Vast majority of those living east of Milltimber travel less than 10km for work. This presents opportunities to encourage active travel use for journeys to work from these settlements.
- **Locking in the Benefits of the AWPR:** The opening of the AWPR has significantly changed travel patterns and journey times, reducing delays in many areas throughout the network. There is therefore an opportunity to incentivise public transport along the corridor, locking in the benefits of reduced congestion and journey time savings.
- **Increased Active Travel Use during COVID-19 Pandemic:** There was a notable increase in daily active travel counts in 2020 relative to previous years. Active travel counts suggest that this demand has persisted (and increased) for pedestrians at two locations on the corridor throughout 2021, presenting an opportunity to maintain and build on this trend looking ahead to the future.

³⁶ <https://www.nestrans.org.uk/projects/aberdeen-rapid-transit/>

4.3.3 Issues

The strategic issues identified along the study corridor include:

- **Future Attitudes to Travel and Travel Behaviour:** There are significant uncertainties regarding future attitudes to travel and travel behaviour given the unprecedented times brought about by the COVID-19 pandemic. Significant changes were observed in the short-term, with a shift to working from home and flexible working, a reduction in overall travel demand and an increased uptake of active travel. While it has been shown that there is evidence of travel demand returning to pre-2020 patterns, it is unclear whether some of the observed changes will be short-term or result in a structural change in how society operates.
- **Climate Change:** In May 2019, the Scottish Government declared a 'Climate Emergency'. The Climate Change (Scotland) Act 2019 sets a legally binding net zero target for all greenhouse gases by 2045. It is likely that climate change will have an increasing impact on the region in future years, bringing rising sea levels and a potential increase in extreme weather events.
- **Technology:** There is uncertainty about the impact that advances in electric vehicle technology and autonomous vehicle technology will have on travel behaviour and vehicle ownership. There is a risk that advances in electric vehicle technology and improved affordability/availability of electric vehicles could result in an increase in single occupancy car use. Advances in autonomous vehicle technology could result in an increase in travel demand, due to more usable travel time. However, it could encourage other changes in travel behaviour such as increased car sharing or reduced car ownership/increased use of Mobility as a Service (MaaS).
- **Policy:** Demand management measures in Aberdeen City Centre could result in a shift away from private car to public transport and active travel for journeys to the city centre. This could also have longer term implications for land use, shifting to a denser population in the city centre and around major public transport nodes.

4.3.4 Constraints

The strategic constraints identified along the corridor include:

- **Political Will:** Due to the historic prevalence of private car travel in much of the study area, measures focused on enhancing walking, cycling and public transport use may not be supported by the public, which could reduce political support for such measures. It should be noted that plans developed as part of the Spaces for People project in 2020, which proposed the removal of on-street parking in Cults and Peterculter, were withdrawn due to strong representations from businesses and the community.
- **Funding:** While the availability of increased funding at a national level provides an opportunity for investment in sustainable modes, funding streams will be competitive. Furthermore, a 2019 report by Audit Scotland³⁷ found that Scottish Government revenue funding to local authorities has been increasingly constrained in recent years, with national policy initiatives making up an increasing proportion of Council budgets, which limits flexibility for local authorities to plan how to allocate funds.
- **Environment:** As set out in **Section 2.7**, there are a number of environmental constraints that will require consideration as the study develops, particularly as options are assessed against environmental criteria at a later stage in the STAG process to ensure identified options avoid or seek to mitigate adverse environmental impacts. There are a number of constraints on the Deeside Way in particular, associated with lighting, path widths, maintenance and flooding. There are also Air Quality Management Areas (AQMAs) declared on Anderson Drive and a section of Holburn Street.
- **Adopted Road Network Width:** The A93 study corridor is an important movement corridor for all modes of travel and therefore it will be a challenge to cater for all modes of travel, particularly within Aberdeen City where the road space is more constrained.

³⁷ https://www.audit-scotland.gov.uk/uploads/docs/report/2019/nr_190321_local_government_performance.pdf

- **Resilience:** The corridor is vulnerable to the impact of weather events, with a lack of alternative routes that risks communities becoming isolated. For example, during Storm Frank in 2016 when a section of A93 carriageway was washed away between Ballater and Braemar (see **Figure 4.16**³⁸), a temporary road was required to be constructed.



Figure 4.16: Storm Frank Impacts on the A93 in 2016

³⁸ <https://www.bbc.co.uk/news/uk-scotland-north-east-orkney-shetland-35338376>

5. Transport Planning Objectives

5.1 Introduction

This chapter presents the TPOs that have been developed for the A93 Multi-Modal Corridor Study. Central to the appraisal of options using STAG is that the process should be objective-led rather than solution-led. A number of TPOs have been developed to reflect the identified problems, issues, constraints, and opportunities within the study area. The TPOs reflect the outcomes sought from the study and will play an integral role in the appraisal process when assessing the performance of each option.

5.2 Approach

As outlined in the STAG Managers Guide³⁹, the analysis of problems and opportunities is crucial in supporting the setting of robust TPOs. The objective must express the change sought in the study area without indicating potential solutions. A bottom-up, top-down approach has been taken to the development of TPOs for the A93 Multi-Modal Corridor Study, using the 'Theory of Change' concept to demonstrate how problems and opportunities inform the TPOs and how the TPOs developed align with the national, regional and local policy and strategy framework.

The objectives included within relevant policy and strategy documents were collated and those of direct relevance to the study were themed. The draft TPOs that were developed were mapped against the finalised list of problems and opportunities for each section of the study corridor. The results of these reviews are presented in the *Transport Planning Objectives Technical Note* included as **Appendix B**.

5.3 Final Transport Planning Objectives

The TPOs developed for the A93 Multi-Modal Corridor Study are presented in the table below. For each TPO, an accompanying design-focused objective has been developed to assist a focused option development approach as recommended by design guidance, such as Cycling by Design.

Table 5.1: A93 Multi-Modal Corridor Study – TPOs

Ref	Transport Planning Objective	Design-Focused Objective
TPO1	Increase the modal share of active travel on the A93 road corridor for all journey types	Improve the level of service for walking, wheeling and cycling on the A93 road corridor linear route between Banchory and Aberdeen to provide additional capacity and complement the existing popular strategic active travel network.
TPO2	Improve accessibility to active travel and public transport infrastructure on the A93 corridor from nearby communities	Improve active travel network connectivity and level of service for communities on or close to the A93 road and Deeside Way core path corridors to complement the strategic active travel network and remove accessibility barriers to public transport on the A93 corridor between Banchory and Aberdeen.
TPO3	Increase the modal share of public transport on the A93 road corridor for all journey types	Improve the attractiveness of bus services including the ability to interchange by a range of mode options between Banchory and Aberdeen.
TPO4	Support sustainable communities along the A93 corridor	Provide opportunities for placemaking interventions along the A93 corridor, particularly in Banchory, Peterculter and Cults, supporting a safer and more pleasant environment where there is through traffic in communities.
TPO5	Support the role of the A93 corridor as the gateway to Royal Deeside	Enable visitor trips to be undertaken by sustainable modes of transport, by providing infrastructure and wayfinding mechanisms to support accessibility by active travel, public transport and Ultra Low Emission Vehicles (ULEVs) between Banchory and Aberdeen.

³⁹ <https://www.transport.gov.scot/media/50895/scottish-transport-appraisal-guidance-managers-guide.pdf>

5.4 SMART Objectives

STAG notes that TPOs should be developed with ‘SMART’ principles in mind, which will enable the TPOs to be sharpened and refined as the study progresses and more information becomes available. A SMART objective is:

- **Specific** – it says in precise terms what is sought;
- **Measurable** – there exists means to establish to stakeholders’ satisfaction whether or not the objective has been achieved;
- **Attainable** – there is general agreement that the objectives set can be reached;
- **Relevant** – the objective is a sensible indicator or proxy for the change which is sought; and
- **Timed** – the objective is associated with an agreed future point by which it will have been met.

The table below highlights how the developed TPOs relate to the SMART principles.

Table 5.2: A93 Multi-Modal Corridor Study – SMART Objectives

TPO	Specific	Measurable	Attainable	Relevant	Timed
TPO1: Increase the modal share of active travel on the A93 road corridor for all journey types	TPO identifies the need to facilitate active travel improvements along the study corridor.	<p>Surveys (such as Census or Scottish Household Survey) to measure proportion of active travel trips for journeys to work and education and for leisure journeys.</p> <p>Citizens Panel surveys to assess changing perceptions.</p> <p>Pedestrian and cycle counts along the corridor can monitor changes in those travelling actively.</p>	Delivery of TPO will require further feasibility work to assess locations and implementability of potential options for improving infrastructure.	<p>TPO is consistent with the overall aim of the A93 Multi-Modal Corridor Study.</p> <p>Consultation highlighted lack of consistent and safe active travel infrastructure along the A93 corridor.</p> <p>Study Tour identified poor quality of existing cycling infrastructure along the A93 road corridor.</p> <p>With the exception of Garthdee, all settlements along the corridor have a higher rate of travel to work and study by car than the national average for Scotland (62%).</p>	Within next 5-10 years.

TPO	Specific	Measurable	Attainable	Relevant	Timed
<p>TPO2: Improve accessibility to active travel and public transport infrastructure on the A93 corridor from nearby communities</p>	<p>TPO identifies the need to facilitate improved connections to sustainable transport infrastructure on the A93 from nearby communities.</p>	<p>Surveys (such as Census or Scottish Household Survey) to measure proportion of active travel trips and public transport for journeys to work and education and for leisure journeys.</p> <p>Citizens Panel surveys to assess changing perceptions.</p> <p>Accessibility improvements can be gauged by user feedback e.g. via Aberdeenshire Area Bus Forums, Grampian Cycle Partnership and Aberdeen Cycle Forum.</p> <p>Scottish Access to Bus Index (SABI) can be monitored to assess changes in accessibility to bus services.</p>	<p>Delivery of TPO will require further feasibility work to assess locations and implementability of potential options for improving infrastructure.</p> <p>Will require multi-partner engagement including community collaboration to realise improved connections to nearby communities.</p>	<p>TPO is consistent with the overall aim of the A93 Multi-Modal Corridor Study.</p> <p>Consultation highlighted lack of consistent, direct and safe connections to active travel and public transport infrastructure along the A93 corridor.</p>	<p>Within next 5-10 years.</p>
<p>TPO3: Increase the modal share of public transport on the A93 road corridor for all journey types</p>	<p>TPO identifies the need to make public transport more attractive through service and infrastructure improvements.</p>	<p>Surveys (such as Census or Scottish Household Survey) to measure proportion of public transport trips for journeys to work and education and for leisure journeys.</p> <p>Citizens Panel surveys to assess changing perceptions.</p> <p>Satisfaction of bus passengers.</p> <p>Scottish Access to Bus Index (SABI) can be monitored to assess changes in accessibility to bus services.</p> <p>TRACC accessibility tool can be used to measure changes in connectivity.</p> <p>Fares can be monitored in line with rates of inflation and real cost of living and can be benchmarked against other areas and the costs of city centre parking.</p>	<p>Delivery of TPO may require collaboration between ACC, partners and bus operators.</p>	<p>TPO is consistent with the overall aim of the A93 Multi-Modal Corridor Study.</p> <p>Consultation highlighted perceived issues with bus services including connectivity, information, cost, journey times, reliability, frequency, accessibility, bus stop infrastructure and lack of integration with other modes, which reduces the attractiveness of public transport as mode choice along the corridor.</p> <p>With the exception of Garthdee, all settlements along the corridor have a higher rate of travel to work and study by car than the national average for Scotland (62%).</p>	<p>Within next 5-10 years.</p>

TPO	Specific	Measurable	Attainable	Relevant	Timed
TPO4: Support sustainable communities along the A93 corridor	TPO identifies the need to provide placemaking interventions for communities along the study corridor.	Surveys (such as Census or Scottish Household Survey) to measure proportion of active travel trips for short journeys. Citizens Panel surveys and targeted community engagement (e.g. community councils) to assess changing perceptions.	Delivery of TPO will require further feasibility work to assess locations and implementability of potential options for improving infrastructure.	TPO is consistent with the overall aim of the A93 Multi-Modal Corridor Study. Problems and opportunities analysis highlighted issues associated with on-street parking in communities and identified the potential for placemaking interventions as an opportunity.	Within next 5-10 years.
TPO5: Support the role of the A93 corridor as the gateway to Royal Deeside	TPO identifies the need to enable visitor trips to be undertaken by sustainable modes.	Potential to utilise Scottish tourism statistics and research to support measuring of TPO.	Delivery of TPO may require collaboration between ACC, partners, bus operators and other stakeholders e.g. Visit Scotland.	TPO is consistent with the overall aim of the A93 Multi-Modal Corridor Study. Consultation highlighted a lack of sustainable transport options for visitors.	Within next 5-10 years.

6. Option Generation, Sifting and Development

6.1 Introduction

This chapter presents an overview of the option generation, sifting and development process that has been undertaken to arrive at a set of options for appraisal for the A93 Multi-Modal Corridor Study. The aim is to identify a set of options that could potentially deliver the TPOs and in turn, help to address the problems, issues and constraints identified while helping to realise the opportunities on the corridor. Further detail is provided in the *Option Generation, Sifting & Development Technical Note* included as **Appendix C**.

6.2 Do-Minimum Scenario

In line with Scottish Transport Appraisal Guidance (STAG), all generated options must be appraised against a Do-Minimum scenario. Transport Scotland define the Do-Minimum in STAG as:

‘the most likely transport situation over the course of the appraisal period if no intervention were to occur... The do-minimum should also include minor changes which can be expected to be carried out as conditions deteriorate, should the proposed interventions not go ahead. These improvements should not be significant, with any significant changes considered as an option in their own right as part of Option Generation, Sifting and Development.’

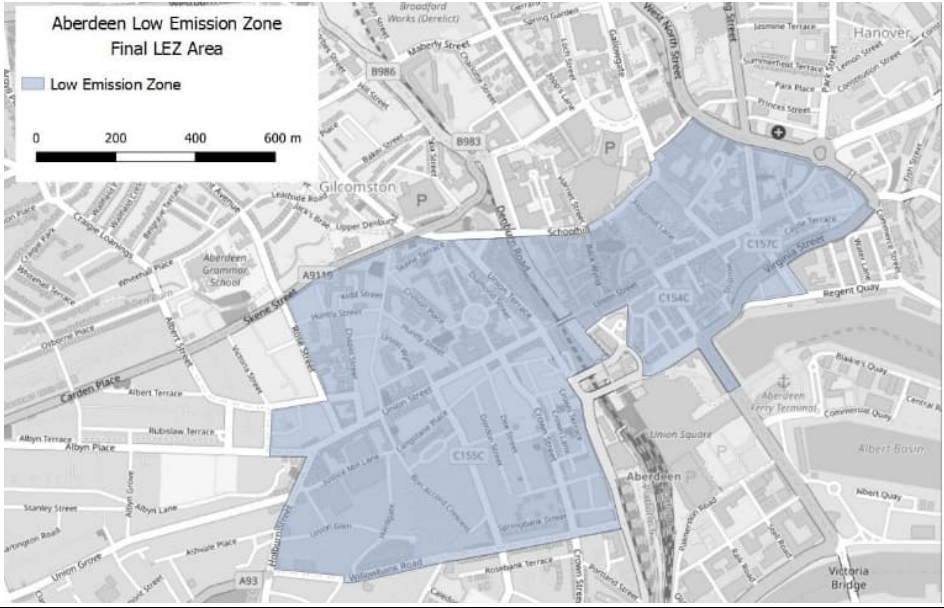
The Do-Minimum for the A93 Multi-Modal Corridor Study assumes the interventions presented in the table below are in place.

Table 6.1: Committed Transport Projects included within the A93 Multi-Modal Corridor Study

Scheme	Description
Crathes mini transport hub	<ul style="list-style-type: none"> Aberdeenshire Council is currently exploring the potential to deliver a ‘Mobility Hub’ facility in Crathes⁴⁰. 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	<ul style="list-style-type: none"> 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 elements⁴¹: <ul style="list-style-type: none"> An additional traffic lane along South College Street between Bank Street and Wellington Place; An additional lane on Palmerston Place; A new traffic signal-controlled junction at the intersection of Palmerston Place/A956 North Esplanade West; 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; New and altered walking and cycling infrastructure along South College Street and Palmerston Place; and 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)	<ul style="list-style-type: none"> 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.

⁴⁰ <https://como.org.uk/shared-mobility/mobility-hubs/what/>

⁴¹ <https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/south-college-street-junction-improvements-project-phase-1>

Scheme	Description
	<ul style="list-style-type: none"> The LEZ includes the eastern extent of the study corridor via Willowbank Road, Springbank Terrace and Wellington Place⁴² (see below). 
City Centre Masterplan	<ul style="list-style-type: none"> 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.

6.3 City Centre Masterplan

The Aberdeen City Centre Masterplan (CCMP) is a regeneration blueprint that is transforming the city centre whilst conserving its proud heritage. The goal is greater prosperity and a better quality of life for all. The Masterplan was shaped following extensive public consultation and unanimously approved by ACC in June 2015.

Eight objectives feed through the Masterplan as follows:

- Changing perceptions;
- Growing the city centre employment base;
- A metropolitan outlook;
- A living city for everyone;
- Made in Aberdeen;
- Revealing waterfronts;
- Technologically advanced and environmentally responsible; and
- Culturally distinctive.

A review of the CCMP was undertaken during 2021, with a number of changes for the city centre agreed at ACC's City Growth and Resources Committee in August 2021. Further changes were agreed at ACC's City Growth and Resources Committee in November 2021 for the city centre, former market and beach front area. The Draft Beachfront Development Framework was approved at Full Council on 29th June 2022, with a key focus on improving active travel provision within the central beach area and active travel linkages through to the city centre.

6.4 Deeside Way

It has been agreed with the Client Group that the A93 Multi-Modal Study will not generate options for the Deeside Way due to other studies currently being progressed on the route – the Deeside Way Health Check and the Core Path Network Survey. Whilst options for the route itself will not be developed as part of this study, options focused on connections to the Deeside Way and access onto the route will be included.

⁴² <https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/low-emission-zone>

The Deeside Way Health Check was undertaken to survey the sections of the Deeside Way within the Aberdeenshire Council boundary and to identify recommendations for future maintenance and improvement. The survey was undertaken on foot and by cycling in January 2022. The recommendations emerging from the study focus on addressing health and safety issues, barrier removal, drainage, vegetation control, signage and waymarking, interpretation and information, realignment of the route between Drumoak and Peterculter and development of e-bike charging points and bike storage.

The Core Path Network Survey was undertaken to carry out condition surveys of ACC's core paths network, identify options for improvements and develop and apply a prioritisation framework for these options.

In addition to these ongoing studies, it should be noted that following the Bridge of Dee West Active Travel Study that was undertaken in 2020, Committee approval was granted to progress new connections from RGU to the Deeside Way. It is understood that this has not yet progressed, however, it remains a key project for delivery by ACC.

6.5 Cross City Connections

ACC recently completed a review of the STAG Part 2 appraisal for Cross City Connections. The study identified priority schemes for development along with a programme of delivery that considers development build out, connections with the internal links of development sites as well as the general feasibility and affordability of each option.

There were five routes developed as part of the Cross City Connections Study that are of relevance for the A93 corridor as follows:

- Route 19: Upgrade CP87 from western end of Craigton Road to Cults Barn;
- Route 20: Deeside Way to Friarsfield Development;
- Route 23: Provide a new connection to Ladyhill Road;
- Route 24: Provide on-road cycle facility between entrance to Oldfold Farm and start of CP72; and
- Route 27: Deeside Way to Robert Gordon University and Garthdee Road.

The review recommended that Route 20 is progressed to the concept design stage, including:

- A connection between Craigbank Drive and Friarsfield Road;
- Connection on Kirk Brae;
- Connection on North Deeside Road, between Kirk Brae and St Devenick's Place; and
- Connection on St Devenick's Place and St Devenick's Terrace to meet with the Deeside Way.

6.6 Option Generation

6.6.1 Approach

A long list of options has been 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.

6.6.2 Active Travel Options

The active travel options that have been generated are presented in the table below.

Table 6.2: Active Travel Options

Ref	Title	Source
AT1	Implement early release signals for cyclists at all signalised junctions along the A93 corridor	Study Tour; Consultation
AT2	Create a protected junction at Great Western Road/Holburn Street Junction for cyclists	Previous Studies
AT3	Increase pedestrian phasing at the A93/Anderson Drive Junction to support diagonal movements across the junction	Study Tour
AT4	Implement segregated cycle provision through the A93/Anderson Drive Junction	Study Tour
AT5	Review priority at the A93/Anderson Drive Junction for people walking, cycling and wheeling	Study Tour
AT6	Review priority and crossings at the AWPR Junction and surrounding area for people walking, cycling and wheeling	Study Tour
AT7	Conduct a route wide review of wayfinding signage to the Deeside Way	Consultation
AT8	Redesign access controls onto and on the Deeside Way to improve accessibility	Study Team
AT9	Implement a continuous cycle route from the Deeside Way (at Duthie Park) to Union Street	Consultation
AT10	Implement an additional access point to the Deeside Way from the west of Duthie Park	Consultation
AT11	Implement a contraflow cycle lane on Duthie Terrace to facilitate connection to the Deeside Way	Consultation
AT12	Implement a contraflow cycle lane on Dee Street to facilitate connection between the Deeside Way and the city centre	Consultation
AT13	Implement a contraflow cycle lane on Ferryhill Place to facilitate connection between the Deeside Way and the city centre	Consultation
AT14	Implement a contraflow cycle lane on Ferryhill Terrace to facilitate connection between the Deeside Way and the city centre	Consultation
AT15	Implement a contraflow cycle lane on Fonthill Terrace to facilitate connection between the Deeside Way and the city centre	Consultation
AT16	Implement a contraflow cycle lane on Prospect Terrace to facilitate connection between the Deeside Way and the city centre	Consultation
AT17	Develop an integrated path network which connects settlements south of the River Dee with the A93 and Deeside Way	Consultation

Ref	Title	Source
AT18	Improve priority for Deeside Way users across Pittengullies Brae	Consultation
AT19	Implement an active travel link from Deeside Way to Drum Castle	Consultation
AT20	Implement enhanced path connections between Newmill Hill Forest and the Deeside Way	Consultation
AT21	Improve access to the Deeside Way in the west of Drumoak	Consultation
AT22	Implement crossing facilities on South Anderson Drive at Ruthrieston Road	Consultation
AT23	Implement crossing facilities near Abbotshall Road	Consultation
AT24	Upgrade informal crossing point east of Kirk Brae to formal crossing facilities	Study Tour
AT25	Implement additional formalised crossing facilities in Cults	Study Tour; Consultation
AT26	Implement a pedestrian island crossing at Bellenden Walk to enhance access to the Deeside Way via Milltimber Brae	Consultation
AT27	Implement improved crossing facilities for Deeside Way users across the B979	Study Tour; Consultation
AT28	Implement an active travel bridge over the B979	Consultation
AT29	Implement additional zebra crossing points in Peterculter	Study Tour; Consultation
AT30	Implement a separate bridge parallel to Rob Roy Bridge for active travel use only	Consultation
AT31	Consider locations for additional crossing facilities within Drumoak	Consultation
AT32	Implement island crossing point east of Drumoak to enable safe crossing towards Drum Castle	Consultation
AT33	Implement island crossing point at Crathes to enable safe crossing between bus stops at Crathes Woods	Consultation
AT34	Implement a new pedestrian crossing over Station Road to facilitate access to Banchory Primary and Banchory Academy	Consultation
AT35	Implement crossing facilities on the western section of Banchory High Street	Study Tour; Consultation
AT36	Implement additional cycle parking within Cults, particularly near bus stops	Study Tour
AT37	Implement a Park and Pedal facility near the AWPR Junction	Consultation
AT38	Implement a Park and Pedal facility at the former rail station in Peterculter using existing car parking in this location	Consultation
AT39	Implement additional cycle parking near bus stops and at the bus terminus in Peterculter	Study Tour
AT40	Implement additional cycle parking within Banchory Town Centre	Consultation
AT41	Implement two-way segregated cycling infrastructure along the A93 corridor in Aberdeen City	Study Team
AT42	Implement with-flow segregated cycling infrastructure along the A93 corridor in Aberdeen City	Study Team
AT43	Increase pavement width on the south side of the A93 in proximity to Anderson Drive	Study Tour
AT44	Implement a shared footway on the A93 corridor between Peterculter and Banchory	Study Team
AT45	Implement a shared footway on the A93 corridor between Peterculter and Newmill Hill Forest and adjacent quiet road network to the north	Study Team
AT46	Implement a continuous cycle lane between Peterculter and Drumoak	Consultation
AT47	Formalise pedestrian path on north side of carriageway between Drumoak and Drum Castle	Consultation
AT48	Implement cycle lanes on either side of the carriageway through Drumoak and Park	Consultation

Ref	Title	Source
AT49	Implement cycling infrastructure along the High Street in Banchory	Consultation
AT50	Implement a continuous path along the banks of the River Dee from Duthie Park to Peterculter	Consultation
AT51	Re-instate Shakkin' Briggie in Cults for active travel use	Consultation
AT52	Implement aspirational core path AP10 between Binghill Road and Bielside	Consultation
AT53	Implement aspirational core path AP4 between Contlaw Road and Bucklerburn Road	Consultation
AT54	Implement a direct cycle route from Peterculter to Westhill and Kingswells via Blacktop Hill	Consultation
AT55	Resurfacing of key active travel links within 20-minute neighbourhoods (e.g. The Bush in Peterculter)	Consultation
AT56	Develop a greater network of active travel connections from Park Bridge to the south of the river	Consultation
AT57	Redesign access controls at Park Bridge to allow for recumbent cycles and cargo bikes	Consultation
AT58	Implement a contraflow cycle lane on Bridge Street in Banchory	Consultation
AT59	Implement an enhanced network of connecting paths from Inchmarlo and Torphins to the A93 corridor	Consultation

6.6.3 Public Transport Options

The public transport options that have been generated are presented in the table below.

Table 6.3: Public Transport Options

Ref	Title	Source
PT1	Implement an eastbound bus lane along the A93 corridor	Previous Studies
PT2	Implement a westbound bus lane along the A93 corridor	Consultation
PT3	Implement bus lanes in both directions along the A93 corridor	Consultation
PT4	Conduct a route wide review of bus stop provision and infrastructure	Consultation
PT5	Consider options to improve boarding and alighting times on bus services along the corridor	Consultation
PT6	Consider options for an alternative terminus arrangement in Peterculter	Consultation
PT7	Consider options for an alternative terminus arrangement in Banchory	Consultation
PT8	Enhance opportunities for cycle carriage on bus services on the A93 corridor	Study Tour; Consultation
PT9	Utilise app technology to provide real-time information to bus passengers of the ability to take bikes on buses	Study Tour; Consultation
PT10	Implement ticketing options for multi-modal journeys	Study Tour
PT11	Implement a P&R site in the east of Banchory	Consultation
PT12	Introduce a bus service between Cults and the supermarkets in Garthdee	Consultation
PT13	Introduce a bus service between the A93 corridor and Aberdeen Royal Infirmary	Consultation
PT14	Introduce a bus service on the South Deeside Road	Consultation

Ref	Title	Source
PT15	Introduce a bus service between Peterculter and Westhill/Kingswells	Consultation
PT16	Introduce a bus service between Crathes and Stonehaven	Consultation
PT17	Explore the feasibility of implementing Demand Responsive Services to allow surrounding settlements to connect with the A93 corridor (e.g. Inchmarlo and Torphins)	Consultation
PT18	Implement orbital bus services using the AWPR to enhance connections north and south	Consultation
PT19	Reinstate the railway line along the A93 corridor	Consultation
PT20	Implement tram services along the A93 corridor	Consultation
PT21	Increase the frequency of bus services on the A93	Consultation
PT22	Trial alternative routing of the First 19 service via Union Terrace and Schoolhill	Consultation
PT23	Trial express running of the Stagecoach 201 service within the Aberdeen City boundary	Consultation
PT24	Trial a variation of the Stagecoach 201 service to travel direct through Banchory rather than via Hill of Banchory	Study Tour; Consultation
PT25	Conduct a traffic signal review to consider bus priority at all traffic signals along the A93 corridor	Study Tour; Consultation
PT26	Increase east-west phasing of traffic signals at A92 Anderson Drive to give more priority to flows on the A93 corridor	Study Tour

6.6.4 Other Options

The other options that have been generated are presented in the table below.

Table 6.4: Other Options

Ref	Title	Source
O1	Review the layout of the Great Western Road/Holburn Street Junction, including consideration of signal timings and lane allocation	Consultation
O2	Review the layout of the A93/Anderson Drive Junction	Study Tour
O3	Review the layout of the A93/Pitfodels Station Road Junction	Consultation
O4	Review the layout of the A93/Abbotshall Road Junction	Consultation
O5	Review the layout of the A93/Malcolm Road Junction	Study Tour
O6	Review the layout of the A93/Hill of Banchory East Junction	Consultation
O7	Review the layout and traffic signal phasing at the A93/Dee Street Junction in Banchory	Study Tour; Consultation
O8	Review pedestrian safety at island crossings along the corridor	Consultation
O9	Develop an education campaign for the A93 corridor to promote understanding and respect between different users	Consultation
O10	Increase road signage to tourist destinations and services along the A93 corridor, particularly from the AWPR	Consultation
O11	Conduct a review of road surface maintenance along the corridor, including on-road cycle lining	Study Tour; Consultation
O12	Implement a link road between A93 and Inchgarth Road	Planning and Policy
O13	Reopen Park Bridge to vehicles	Consultation

Ref	Title	Source
O14	Implement signage to discourage vehicles from parking on the access road designated as the Deeside Way in Drumoak	Study Tour; Consultation
O15	Prioritise the A93 corridor for enforcement of pavement parking in line with the Transport Scotland Act 2019	Consultation
O16	Conduct a review of parking in Cults	Study Tour
O17	Conduct a review of parking in Peterculter	Study Tour
O18	Conduct a review of parking in Banchory	Study Tour
O19	Introduce placemaking and gateway features in Cults	Study Tour
O20	Introduce placemaking and gateway features in Peterculter	Study Tour
O21	Implement gateway signage on approach to Drumoak in both directions	Consultation
O22	Implement gateway signage on approach to Crathes in both directions	Consultation
O23	Introduce placemaking and gateway features in Banchory Town Centre	Study Tour
O24	Implement package of measures to support 20-minute neighbourhood in Mannofield	Study Team
O25	Implement package of measures to support 20-minute neighbourhood in Cults	Study Team
O26	Implement package of measures to support 20-minute neighbourhood in Peterculter	Study Team
O27	Implement package of measures to support 20-minute neighbourhood in Banchory	Study Team
O28	Implement additional flashing speed limit signs along the A93 corridor	Consultation
O29	Reduce the speed limit on Anderson Drive	Study Tour
O30	Reduce the speed limit on the A93 between Peterculter and Drumoak	Consultation
O31	Reduce the speed limit on Kennerty Road	Consultation
O32	Increase the number of speed limit signs on approach to Drumoak in both directions	Consultation
O33	Extend 30mph speed limit 50m east at the eastern entrance to Drumoak	Consultation
O34	Reduce speed limit on Sunnyside Drive to 20mph	Consultation
O35	Extend 30mph speed limit from Drumoak to Park	Consultation
O36	Reduce the speed limit on the A93 in Crathes to 30mph and extend this speed limit 50m to the east	Consultation
O37	Extend 20mph speed limit throughout Banchory	Consultation
O38	Implement additional 20mph speed limit signage on the High Street in Banchory	Study Tour; Consultation
O39	Implement temporary 20mph speed limit to support movements to/from the International School on the A93	Consultation
O40	Implement traffic calming measures along Willowbank Road/Springbank Terrace	Consultation
O41	Implement traffic calming measures on School Road in proximity to Culter School	Consultation
O42	Implement traffic calming measures on Banchory High Street	Consultation
O43	Introduce adaptive timings at traffic signals along the corridor	Study Tour

6.7 Option Sifting

STAG states that: “The Option Sifting process should be undertaken when an unmanageably large number of options have been generated or where there is general consensus that a particular option or options generated will clearly not achieve the intended objectives or meet the identified problems and/or opportunities.” The guidance also highlights that: “There are a number of ways in which options can be sifted and practitioners should agree the approach with stakeholders (and, where appropriate, decision makers).”

A multi-criteria approach has been adopted in agreement with the Client Group which sifts options based on their high-level performance against TPOs, Deliverability Criteria, Position in the Sustainable Investment Hierarchy and Identified Problems and Opportunities in the study area. Selected options were also assessed against Aberdeenshire Council policy to facilitate understanding of the deliverability of options. Based on the high level performance of options against these criteria, it is recommended that the options presented in the table below are sifted from further consideration at this stage.

Table 6.5: Options to be Sifted from Further Consideration

Ref	Title	Rationale
AT5	Review priority at the A93/Anderson Drive Junction for people walking, cycling and wheeling	Option is covered by AT3 and AT4.
AT10	Implement an additional access point to the Deeside Way from the west of Duthie Park	Option has limited impacts on the TPOs developed for this study and there are high deliverability risks in terms of feasibility and affordability. Furthermore, the access from Gairn Terrace ultimately delivers a western access point currently.
AT22	Implement crossing facilities on South Anderson Drive at Ruthrieston Road	Option is considered to be outwith the scope of the A93 Multi-Modal Study and has been reassigned for consideration as part of the A92 Multi-Modal Corridor Study.
AT28	Implement an active travel bridge over the B979	Whilst option has the potential to support delivery of TPOs developed for this study, there are significant deliverability risks associated with implementation of an active travel bridge over the B979, including the potential for significant physical, environmental and land constraints. A multi-disciplinary study would be required to understand the full extent of deliverability risks.
AT30	Implement a separate bridge parallel to Rob Roy Bridge for active travel use only	Whilst option has the potential to support delivery of TPOs developed for this study, there are significant deliverability risks associated with implementation of an active travel bridge parallel to the Rob Roy Bridge, including the potential for significant physical, environmental and land constraints. A multi-disciplinary study would be required to understand the full extent of deliverability risks.
AT42	Implement with-flow segregated cycling infrastructure along the A93 corridor in Aberdeen City	Whilst option has the potential to support delivery of TPOs developed for this study, it is unlikely to be feasible due to the constrained width of the corridor. Significant third party land would be required to deliver coherent minimum widths for all users along the corridor.
AT46	Implement a continuous cycle lane between Peterculter and Drumoak	Whilst option has the potential to support delivery of TPOs developed for this study, there are significant deliverability risks associated with implementation of a continuous cycle lane between Peterculter and Drumoak, including the potential for significant physical, environmental and land constraints. A multi-disciplinary study would be required to understand the full extent of deliverability risks.
AT50	Implement a continuous path along the banks of the River Dee from Duthie Park to Peterculter	Whilst option has the potential to support delivery of TPOs developed for this study, there are significant deliverability risks associated with implementation of a continuous path along the banks of the River Dee, including the potential for significant physical, environmental and land constraints. Development of the path network adjacent to the river would require erosion and flooding to be designed out by the project. A multi-disciplinary study would be required to understand the full extent of deliverability risks.
AT51	Re-instate Shakkin' Briggie in Cults for active travel use	Whilst option has the potential to support delivery of TPOs developed for this study, there are significant deliverability risks associated with the reinstatement of Shakkin' Briggie, including the need for extensive new path infrastructure to the south of the river. A multi-disciplinary study would be required to understand the full extent of deliverability risks.

Ref	Title	Rationale
AT52	Implement aspirational core path AP10 between Binghill Road and Bielside	Whilst option has the potential to support delivery of TPOs developed for this study, there are significant deliverability risks associated with implementation of aspirational core path AP10, including the potential for significant physical, environmental and land constraints. A multi-disciplinary study would be required to understand the full extent of deliverability risks, including consideration of the gradient and river crossing.
AT53	Implement aspirational core path AP4 between Contlaw Road and Bucklerburn Road	Whilst option has the potential to support delivery of TPOs developed for this study, there are significant deliverability risks associated with implementation of aspirational core path AP4, including the potential for significant physical, environmental and land constraints. A multi-disciplinary study would be required to understand the full extent of deliverability risks.
AT54	Implement a direct cycle route from Peterculter to Westhill and Kingswells via Blacktop Hill	Whilst option has the potential to support delivery of TPOs developed for this study, there are significant deliverability risks associated with implementation of a direct cycle route between Peterculter and Westhill/Kingswells, including the potential for significant physical, environmental and land constraints. A multi-disciplinary study would be required to understand the full extent of deliverability risks, including consideration of the gradient and AWPR crossing.
PT3	Implement bus lanes in both directions along the A93 corridor	Whilst option has the potential to support delivery of TPOs developed for this study, it is unlikely to be feasible due to the constrained width of the corridor. Significant third party land would be required to deliver coherent desirable minimum widths for the bus lanes whilst not impacting on pedestrian and cycle facilities.
PT6	Consider options for an alternative terminus arrangement in Peterculter	Option has limited impacts on the TPOs developed for this study.
PT7	Consider options for an alternative terminus arrangement in Banchory	Option has limited impacts on the TPOs developed for this study. This option should be considered further by Aberdeenshire Council.
PT12	Introduce a bus service between Cults and the supermarkets in Garthdee	Option has limited impacts on the TPOs developed for this study. Option could be further considered through the exploration of Demand Responsive Services.
PT13	Introduce a bus service between the A93 corridor and Aberdeen Royal Infirmary	Option has limited impacts on the TPOs developed for this study. Option could be further considered through the exploration of Demand Responsive Services.
PT14	Introduce a bus service on the South Deeside Road	Option has limited impacts on the TPOs developed for this study. Supported service previously withdrawn in 2019 due to a lack of funding and limited demand. Option could be further considered through the exploration of Demand Responsive Services.
PT15	Introduce a bus service between Peterculter and Westhill/Kingswells	Option has limited impacts on the TPOs developed for this study. Commercial service trialled in the past but was withdrawn due to limited demand. Option could be further considered through the exploration of Demand Responsive Services.
PT16	Introduce a bus service between Crathes and Stonehaven	Option has limited impacts on the TPOs developed for this study. Supported service previously withdrawn in 2017 due to a lack of funding and limited demand. Option could be further considered through the exploration of Demand Responsive Services.
PT18	Implement orbital bus services using the AWPR to enhance connections north and south	Option has limited impacts on the TPOs developed for this study. Commercial service was withdrawn in early 2020 pre-COVID due to limited demand. Option could be further considered through the exploration of Demand Responsive Services.
PT19	Reinstate the railway line along the A93 corridor	Whilst option has the potential to support delivery of TPOs developed for this study, there are significant deliverability risks associated with reinstatement of the railway line, including the potential for significant physical, environmental and land constraints. A multi-disciplinary study would be required to understand the full extent of deliverability risks. Furthermore, the Nestrans Regional Transport Strategy 2040 states that whilst alignments for railway line re-openings should be protected and kept under review in future, it is unlikely that they can be justified under existing Treasury Criteria and Transport Appraisal Guidance.

Ref	Title	Rationale
PT20	Implement tram services along the A93 corridor	Whilst option has the potential to support delivery of TPOs developed for this study, there are significant deliverability risks associated with implementation of tram services along the A93 corridor, including the potential for significant physical, environmental and land constraints. A multi-disciplinary study would be required to understand the full extent of deliverability risks. Furthermore, the Nestrans Regional Transport Strategy 2040 outlines the regional ambition to deliver a Bus Rapid Transit system (now being progressed as ART), noting that this provides benefits over trams in terms of flexibility and costs. While the A93 corridor is not currently being considered as part of the ART proposals, any future public transport interventions on the corridor will require to be considered in the context of this major public transport project for the region.
PT22	Trial alternative routing of the First 19 service via Union Terrace and Schoolhill	This option would be anticipated to have limited impact on the TPOs and is unlikely to be feasible due to the ongoing work of ACC to deliver the CCMP.
PT23	Trial express running of the Stagecoach 201 service within the Aberdeen City boundary	Whilst option has the potential to support delivery of a number of the TPOs, it is unlikely to be feasible as it has previously been ruled out on commercial grounds due to loss of City passenger revenue.
O9	Develop an education campaign for the A93 corridor to promote understanding and respect between different users	Option has limited impacts on the TPOs developed for this study. Option should be considered on a region-wide basis through initiatives such as Smarter Choices Smarter Places and GetAbout, which has a forthcoming new campaign.
O11	Conduct a review of road surface maintenance along the corridor, including on-road cycle lining	Option has limited impacts on the TPOs developed for this study, and is considered business as usual for ACC.
O13	Reopen Park Bridge to vehicles	Option would be anticipated to have a negative impact against TPO1 and TPO2 and is contrary to the overall aims of this study. Furthermore, reopening of the bridge is contrary to the position of Aberdeenshire Council.
O15	Prioritise the A93 corridor for enforcement of pavement parking in line with the Transport Scotland Act 2019	This option is outwith the scope of the A93 Multi-Modal Study. Therefore, it is recommended that ACC include the A93 corridor in a city-wide review of opportunities to address pavement parking issues, in line with the Transport (Scotland) Act 2019.
O29	Reduce the speed limit on Anderson Drive	Option is considered to be outwith the scope of the A93 Multi-Modal Study and has been reassigned for consideration as part of the A92 Multi-Modal Corridor Study.
O30	Reduce the speed limit on the A93 between Peterculter and Drumoak	Option does not comply with Aberdeenshire Council policy and therefore is not considered to be deliverable. Table 3.4 in Aberdeenshire Council's Speed Limits Manual states that countryside speed limits are 60mph. Therefore, unless there are specific road safety issues, speed limit reductions do not comply with policy.
O36	Reduce the speed limit on the A93 in Crathes to 30mph and extend this speed limit 50m to the east	Option does not comply with Aberdeenshire Council policy and therefore is not considered to be deliverable. Crathes does not meet the criteria for village speed limits set out in Aberdeenshire Council's Speed Limits Manual Section 3.1.3.1. and therefore should not be 30mph as set out in Table 3.4 of the Manual.
O37	Extend 20mph speed limit throughout Banchory	Option does not comply with Aberdeenshire Council policy and therefore is not considered to be deliverable. Table 3.4 of the Speed Limits Manual outlines standard speed limits for single carriageways, with 30mph noted for other urban/village areas.

6.8 Option Development and Packaging

6.8.1 Dependencies

An exercise on dependencies was undertaken to determine which of the remaining options cannot be implemented in combination with each other. The table below presents the results of this exercise.

Table 6.6: Option Dependencies

Ref	Option Title	Dependencies
AT41	Implement two-way segregated cycling infrastructure along the A93 corridor in Aberdeen City	Could not be implemented in combination with PT1 or PT2 due to corridor width constraints.
PT1	Implement an eastbound bus lane along the A93 corridor	Could not be implemented in combination with AT41 or PT2 due to corridor width constraints.
PT2	Implement a westbound bus lane along the A93 corridor	Could not be implemented in combination with AT41 or PT1 due to corridor width constraints.
PT21	Increase the frequency of bus services on the A93	Could not be implemented without the delivery of PT1 or PT2 as it is unlikely that bus operators could increase the frequency of services without significant improvements to journey times along the corridor.

6.8.2 Option Development

For the purposes of Option Development, the remaining options were grouped into categories as outlined in the table below.

Table 6.7: Grouping of Remaining Options

Active Travel Groupings
Active Travel Provision at Junctions
Connections to the Deeside Way
Crossing Facilities (outwith junctions)
Multi-Modal Journeys
On-line Active Travel Improvements
Other Connections
Public Transport Groupings
Bus Priority Infrastructure
Bus Stop Review
Multi-Modal Journeys
Demand Responsive Services
Service Variations
Traffic Signals
Other Groupings
Junction Reviews
Other
Parking Reviews
Placemaking
Reduced Speeds
Traffic Calming
Traffic Signals

An extensive Option Development process was undertaken, with full detail provided in the *Option Generation, Sifting & Development Technical Note* included as **Appendix C**.

6.8.3 Option Packaging

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

- Active Travel – Strategic Routes;
- Active Travel – Other Measures;
- Public Transport – Priority;
- Public Transport – Other Measures;
- Neighbourhoods and Placemaking; and
- Other Measures.

The options included within each package are detailed in the following sections.

Active Travel – Strategic Routes

Table 6.8: Active Travel – Strategic Routes Options

Ref	Description
AT1	Implement early release signals for cyclists at all signalised junctions along the A93 corridor
AT2	Create a protected junction at Great Western Road/Holburn Street Junction for cyclists
AT3	Increase pedestrian phasing at the A93/Anderson Drive Junction to support diagonal movements across the junction
AT4	Implement segregated cycle provision through the A93/Anderson Drive Junction
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
AT43	Increase pavement width on the south side of the A93 in proximity to Anderson Drive
AT44	Implement a shared footway on the A93 corridor between Peterculter and Banchory
AT45	Implement a shared footway on the A93 corridor between Peterculter and Newmill Hill Forest and adjacent quiet road network to the north
AT47	Formalise pedestrian path on north side of carriageway between Drumoak and Drum Castle
AT48	Implement cycle lanes on either side of the carriageway through Drumoak and Park
AT49	Implement cycling infrastructure along the High Street in Banchory

Active Travel – Other Measures

Table 6.9: Active Travel – Other Measures Options

Ref	Description
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
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

Ref	Description
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
AT23	Implement crossing facilities near Abbotshall Road
AT24	Upgrade informal crossing point east of Kirk Brae to formal crossing facilities
AT25	Implement additional formalised crossing facilities in Cults
AT26	Implement a pedestrian island crossing at Bellenden Walk to enhance access to the Deeside Way via Milltimber Brae
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
AT37	Implement a Park and Pedal facility near the AWPR Junction
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

Table 6.10: Public Transport – Priority Options

Ref	Description
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
PT26	Increase east-west phasing of traffic signals at A92 Anderson Drive to give more priority to flows on the A93 corridor
O43	Introduce adaptive timings at traffic signals along the corridor

Public Transport – Other Measures

Table 6.11: Public Transport – Other Measures Options

Ref	Description
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

Ref	Description
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
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
PT24	Trial a variation of the Stagecoach 201 service to travel direct through Banchory rather than via Hill of Banchory

Neighbourhoods and Placemaking

Table 6.12: Neighbourhoods and Placemaking Options

Ref	Description
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

Table 6.13: Other Measures Options

Ref	Description
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 A93 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

Ref	Description
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

7. Option Appraisal Approach

7.1 Scale of Impacts

In line with STAG, a seven-point scale assessment has been undertaken for each option against the TPOs and STAG Criteria. This considers the relative size and scale of the likely impacts, in qualitative terms.

Table 7.1: 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.

7.2 Transport Planning Objectives

Each option will be subject to a qualitative appraisal against each of the TPOs.

Table 7.2: TPOs

TPO	Description
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
TPO5	Support the role of the A93 corridor as the gateway to Royal Deeside

7.3 STAG Criteria

Each option will be subject to a qualitative appraisal against each of the STAG Criteria.

Table 7.3: STAG Criteria

STAG Criteria	Description
Environment	The Environment Criterion includes eight sub-criteria, although some may not be relevant to the study area or the options proposed. The Environment sub-criteria are biodiversity and habitats; geology and soils; land use (including agriculture and forestry); water, drainage and flooding; air quality; historic environment; landscape; and noise and vibration.
Climate Change	The Climate Change Criterion comprises three sub criteria: greenhouse gas emissions; vulnerability to the effects of climate change; and potential to adapt to the effects of climate change.
Health, Safety & Wellbeing	The Health, Safety and Wellbeing Criterion comprises four sub-criteria: accidents; security; health outcomes; access to health and wellbeing infrastructure; and visual amenity.
Economy	The Economy Criterion comprises two sub-criteria: Transport Economic Efficiency (TEE) and Wider Economic Impacts (WEIs). TEE covers the benefits ordinarily captured by standard cost-benefit analysis including traffic volumes, journey times, driver frustration,

STAG Criteria	Description
	travel time reliability etc. WEIs refer to any economic impacts which are additional to transport user benefits.
Equality & Accessibility	The Equality and Accessibility Criterion comprises five sub-criteria: public transport network coverage; active travel network coverage; comparative access by people group; comparative access by geographic location; and affordability.

7.4 Implementability Criteria

Options will also be assessed in terms of their implementability, covering Feasibility, Affordability and Public Acceptability. The Implementability Criteria have been 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 7.4: 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.

8. Option Appraisal

8.1 Introduction

This chapter outlines the findings of the appraisal of option packages. A high-level appraisal of individual options has also been carried out and the findings of this exercise are presented in *Individual Option Appraisal* included as **Appendix D**.

As set out in **Section 6.8.3**, six option packages were developed for the purposes of appraisal as follows:

- Active Travel – Strategic Routes;
- Active Travel – Other Measures;
- Public Transport – Priority;
- Public Transport – Other Measures;
- Neighbourhoods and Placemaking; and
- Other Measures.

The options included within each package are detailed within the tables in the following sections.

8.2 Active Travel – Strategic Routes

8.2.1 Overview

Table 8.1: Active Travel – Strategic Routes Overview

Active Travel – Strategic Routes Package	
Package Description	The Active Travel – Strategic Routes package is 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.
Package Components	<p>The Active Travel – Strategic Routes package comprises a series of potential improvements, as set out below:</p> <ul style="list-style-type: none"> • AT1: Implement early release signals for cyclists at all signalised junctions along the A93 corridor • AT2: Create a protected junction at Great Western Road/Holburn Street Junction for cyclists • AT3: Increase pedestrian phasing at the A93/Anderson Drive Junction to support diagonal movements across the junction • AT4: Implement segregated cycle provision through the A93/Anderson Drive Junction • 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 • AT43: Increase pavement width on the south side of the A93 in proximity to Anderson Drive • AT44: Implement a shared footway on the A93 corridor between Peterculter and Banchory • AT45: Implement a shared footway on the A93 corridor between Peterculter and Newmill Hill Forest and adjacent quiet road network to the north • AT47: Formalise pedestrian path on north side of the carriageway between Drumoak and Drum Castle • AT48: Implement cycle lanes on either side of the carriageway through Drumoak and Park • AT49: Implement cycling infrastructure along the High Street in Banchory
Cost Band	Cost estimates for each of the individual options contained within this package have not been carried out at the current stage of the study. As a result, cost

Active Travel – Strategic Routes Package	
	<p>bands have been created to offer a preliminary range for the options within the package. Further costing work on each of the individual options will be carried out during a later stage of the study which will then provide an overall costing for the package. The cost bands are as follows:</p> <ul style="list-style-type: none"> • Low cost = <£250,000; • Medium cost = £250,000 - £2,000,000; and • High cost = £2,000,000+. <p>The cost of delivering each of the individual options within the Active Travel – Strategic Routes package would range between the three cost bands outlined above due to the variety of different options which have been included.</p>

8.2.2 Context

Table 8.2: Active Travel – Strategic Routes Context

Context:	
Problems & Opportunities	<p>The Active Travel – Strategic Routes package could help to address the following problem and opportunity themes identified at the Case for Change stage of the study (see Chapter 4):</p> <ul style="list-style-type: none"> • A93 Active Travel Infrastructure – narrow, inconsistent and poorly surfaced advisory cycle lanes; lack of visibility at some junctions causes vehicles to enter the cycle lane and generally lacking active travel infrastructure within the Aberdeenshire section of the corridor. • High Car Usage in Key Settlements – the majority of settlements along the corridor record rates of driving to work significantly above the national average. • Increased Active Travel Use during COVID-19 Pandemic – evidence of a notable increase in active travel counts during 2020, which persisted (and increased) for pedestrians at two locations on the corridor throughout 2021. • Distances to Work for Aberdeen City Settlements – the vast majority of those living east of Milltimber travel less than 10km for work, presenting opportunities to encourage active travel use for journeys to and from work. • Funding – The 2020/21 Programme for Government outlines a commitment towards delivering on health, economic and environment goals by investing £500m over the next five years in active travel infrastructure, access to bikes and behaviour change schemes to promote walking, wheeling and cycling.
Interdependencies	<p>The Active Travel – Strategic Routes package has potential overlap with other packages being considered through this study, most notably the Active Travel – Other Measures package, the Neighbourhoods and Placemaking package and the Other Measures package, which all contain measures to support a significantly improved environment for active travel users on the corridor.</p> <p>It should be noted that key option measures included within the Active Travel – Strategic Routes package cannot be implemented in combination with key option measures contained within the Public Transport – Priority package due to width constraints on the corridor.</p> <p>More detailed appraisal is required to further consider package interdependencies.</p>

8.2.3 Transport Planning Objectives

Table 8.3: Active Travel – Strategic Routes TPO Appraisal

Transport Planning Objectives:		
TPO1: Increase the modal share of active travel on the A93 road corridor for all journey types	+3	It is considered that the Active Travel – Strategic Routes package would provide a major positive impact on the modal share of active travel on the A93 road corridor, particularly in terms of cycling. Provision of a two-way segregated cycleway on the A93 in Aberdeen City (Option AT41), combined with improved access through junctions would overcome key barriers to active travel use in the study area and may encourage existing cyclists to use the A93 rather than the Deeside Way. The Active Travel – Strategic Routes package also contains options that would provide a significant improvement for pedestrians in the Aberdeenshire section of the corridor via shared use paths (Options AT44, AT45, AT47).
TPO2: Improve accessibility to active travel and public transport infrastructure on the A93 corridor from nearby communities	0	Given the focus of the Active Travel – Strategic Routes package on active travel interventions on the A93 itself, it is not anticipated that the options contained within this package would have a significant impact on accessibility to the A93 (or Deeside Way) from nearby communities. On this basis, the Active Travel – Strategic Routes package has been assessed as having a neutral impact against TPO2.
TPO3: Increase the modal share of public transport on the A93 road corridor for all journey types	0	Given the focus of the Active Travel – Strategic Routes package on active travel interventions, it is not anticipated that the options contained within this package would have a significant impact on the modal share of public transport on the A93 corridor. On this basis, the Active Travel – Strategic Routes package has been assessed as having a neutral impact against TPO3.
TPO4: Support sustainable communities along the A93 corridor	+2	It is considered that the Active Travel – Strategic Routes package would provide a moderate positive impact in terms of supporting sustainable communities along the A93 corridor. Improved active travel facilities along the corridor may encourage more people to access services in their local communities via active modes rather than travelling further by non-sustainable modes to meet their needs.
TPO5: Support the role of the A93 corridor as the gateway to Royal Deeside	0	Overall, it is not anticipated that the options contained within the Active Travel – Strategic Routes package would have a significant impact in terms of supporting the role of the A93 corridor as the gateway to Royal Deeside.

8.2.4 STAG Criteria

Table 8.4: Active Travel – Strategic Routes STAG Criteria Appraisal

STAG Criteria:		
Environment	-1	Whilst a detailed environmental assessment – forming part of a subsequent detailed STAG-based appraisal of options – would be necessary to gauge the extent of environmental impacts, it is considered that three options within the Active Travel – Strategic Routes package could have a minor negative impact against the Environment Criterion. It is anticipated that Option AT44 for shared use infrastructure between Peterculter and Banchory, Option AT45 for shared use infrastructure between Peterculter and Newmill Hill Forest and AT47 to formalise the pedestrian path on the north side of the carriageway between Drumoak and Drum Castle would require land acquisition, which could result in detrimental impacts on biodiversity and habitats; geology and soils; water, drainage and flooding; and landscape.
Climate Change	+1	Greenhouse Gas Emissions – It is considered that the options contained within the Active Travel – Strategic Routes package, if implemented in combination, would generate significant modal shift towards active travel and, as a result, lead to a reduction in greenhouse gas emissions. On this basis, the Active Travel – Strategic Routes

STAG Criteria:		
		<p>package has been assessed as providing a minor positive impact against the Greenhouse Gas Emissions sub-criterion.</p> <p>Vulnerability to the Effects of Climate Change – It is not anticipated that the options contained within the Active Travel – Strategic Routes package would have a significant impact on the Vulnerability to the Effects of Climate Change sub-criterion.</p> <p>Potential to Adapt to the Effects of Climate Change – It is not anticipated that the options contained within the Active Travel – Strategic Routes package would have a significant impact on the Potential to Adapt to the Effects of Climate Change sub-criterion.</p>
Health, Safety and Wellbeing	+3	<p>Accidents – It is considered that the options contained within the Active Travel – Strategic Routes package would result in reduced accident risk, particularly for non-motorised users, through provision of segregated cycling infrastructure and improved access for active travel users through junctions.</p> <p>By encouraging and facilitating more active travel trips to be undertaken, safety benefits would also be anticipated due to the 'safety in numbers' effect. This principle suggests an inverse relationship between the number of active travel trips and rate of accidents i.e. more pedestrians and cyclists results in safer walking and cycling.</p> <p>Security – It is considered that the options contained within the Active Travel – Strategic Routes package would provide a minor positive impact on personal security by encouraging and facilitating more active travel trips to be undertaken, increasing natural surveillance.</p> <p>Health Outcomes – The Aberdeen City – South: Locality Plan 2021-26 includes the priority to focus on early intervention, prevention and re-enablement actions to reduce inequalities and improve physical and mental wellbeing outcomes. Within this priority is the aim to:</p> <ul style="list-style-type: none"> • Increase % of people who cycle as one mode of travel to 2% by 2023. <p>It is considered that the options contained within the Active Travel – Strategic Routes package which have a focus on enabling and facilitating active travel (particularly cycling) would contribute significantly to the above aim for the Aberdeen South area. On this basis, the Active Travel – Strategic Routes package has been assessed as providing a moderate positive impact on the Health Outcomes sub-criterion.</p> <p>Access to Health and Wellbeing Infrastructure – It is considered that the options contained within the Active Travel – Strategic Routes package would result in improved access to health and wellbeing infrastructure through enhanced access to GP surgeries such as Peterculter Medical Practice and Cults Medical Group.</p> <p>Visual Amenity – By encouraging and facilitating mode shift from motorised modes of transport, the number of private car trips would be anticipated to reduce and so too would the negative impact on visual amenity associated with vehicular movements, although this would not be to any significant extent.</p>
Economy	0	<p>Transport Economic Efficiency – Active travel schemes which provide enhanced infrastructure have the potential to yield high economic benefits and return good value for money. Serving multiple trip and destination types including local retail and services and tourist attractions within Aberdeenshire (e.g. Drum Castle and Crathes Castle), the options contained within the Active Travel – Strategic Routes package would be anticipated to generate economic benefits including, but not limited to improved journey ambience; reduced greenhouse gas</p>

STAG Criteria:		
		<p>emissions; reduced risk of premature death; and reduced work absenteeism. However, the junction measures included within this package (Option AT2, AT3, AT4, AT6) could lead to increased journey times and potential driver frustration as the overall time waiting at each junction would increase. On this basis, the Active Travel – Strategic Routes package has been assessed as providing a minor positive impact on the TEE sub-criterion overall.</p> <p>Wider Economic Impacts – Research shows that people who walk, wheel or cycle to shops spend more money. Connecting to local retail facilities located along the corridor, the options contained within the Active Travel – Strategic Routes package would be anticipated to enable and facilitate active travel journeys to local shops and services. However, there could be negative impacts or perceived negative impacts on businesses associated with the loss of on-street parking, which may be required in some areas in order to deliver a two-way segregated cycleway. On this basis, the Active Travel – Strategic Routes package has been assessed as providing a neutral impact against the WEI sub-criterion overall.</p>
Equality and Accessibility	+2	<p>Public Transport Network Coverage – It is not anticipated that the options contained within the Active Travel – Strategic Routes package would have a significant impact on the Public Transport Network Coverage sub-criterion.</p> <p>Active Travel Network Coverage – It is considered that the options contained within the Active Travel – Strategic Routes package would provide a major positive impact in terms of Active Travel Network Coverage through the implementation of segregated cycling infrastructure within Aberdeen City, shared use path infrastructure within Aberdeenshire and improvements for active travel users at key junctions along the corridor.</p> <p>Comparative Access by People Group – The population profile of the study area is generally older than the averages for Aberdeen City and Aberdeenshire, with higher proportions of those aged 65 and over. The options contained within the Active Travel – Strategic Routes package would enhance active travel accessibility to local employment opportunities along the corridor for the working population, to schools along the corridor for school aged children and to key local services for all of the population. However, it should be recognised that the Active Travel – Strategic Routes package could result in the removal of on-street parking in some areas along the corridor, which could negatively impact on the accessibility of local services for some users of the corridor e.g. older people and those with mobility impairments. On this basis, the Active Travel – Strategic Routes package is anticipated to have a neutral impact on the Comparative Access by People Group sub-criterion overall.</p> <p>Comparative Access by Geographic Location – A combined 86% of data zones in the study area are identified to be at medium risk (64%) or high risk (22%) of transport poverty. The options contained within the Active Travel – Strategic Routes package which focus on enabling and facilitating active travel would be anticipated to provide suitable active travel options for predominantly short to medium distance trips, as an alternative to motorised transport. However, given the focus of measures within this package on the route of the A93 itself, improvements to access may be more limited for those living to the north and south of the A93 within the key settlements, particularly due to the steep topography of the area. On this basis, the Active Travel – Strategic Routes package</p>

STAG Criteria:		
		<p>is anticipated to have a minor positive impact on the Comparative Access by Geographic Location sub-criterion overall.</p> <p>Affordability – With no cost payable by the individual, walking and wheeling are the most equitable forms of transport. The cost barrier to cycling is also significantly lower than for private motor vehicles. The options contained within the Active Travel – Strategic Routes package which have a focus on enabling and facilitating active travel would therefore be anticipated to result in a moderate positive impact on the Affordability sub-criterion.</p>

8.2.5 Established Policy Objectives

Table 8.5: Active Travel – Strategic Routes Established Policy Objectives

Established Policy Objectives:	
<p>The Active Travel – Strategic Routes package aligns with the following areas of local, regional and national policy:</p> <ul style="list-style-type: none"> • Local Transport Strategies – the Aberdeenshire Local Transport Strategy (2012) and Aberdeen City Local Transport Strategy (2016-2021) aim to reduce non-sustainable journeys, increase the modal share of active travel and make travel more effective. • Nestrans Regional Transport Strategy 2040 – supports a number of the key priorities contained in the RTS 2040 including reduced carbon emissions to support net zero; a step change in public transport and active travel enabling a 50:50 mode split; air quality that is cleaner than World Health Organisation standards for emissions from transport; and zero fatalities on the road network. • National Transport Strategy – supports the vision of the NTS2 of a sustainable, inclusive, safe and accessible transport system which helps to deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. The NTS2 also supports the adoption of a Sustainable Travel Hierarchy, which promotes walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use. Furthermore, the NTS Delivery Plan sets out a commitment to develop and implement a coordinated package of policy interventions to support the reduction of car kilometres by 20% by 2030. 	

8.2.6 Deliverability

Table 8.6: Active Travel – Strategic Routes Deliverability Criteria Appraisal

Deliverability:		
Feasibility	Medium risk	<p>The feasibility of the options within the Active Travel – Strategic Routes package has been assessed to identify any potential risks to deliverability. The majority of options within this package are assessed to have a medium feasibility risk related to the infrastructure works required for these options.</p> <p>Option AT44 for a shared footway between Peterculter and Banchory is assessed to have a high feasibility risk as this option would not be feasible without the acquisition of third-party land.</p> <p>Option AT41 for a segregated cycleway within the Aberdeen City section of the corridor would not be able to be delivered alongside PT1 or PT2 (bus lane options) due to physical constraints throughout the route.</p> <p>More detailed appraisal will enable further assessment of feasibility to be undertaken.</p>
Affordability	Medium risk	<p>The affordability of the options within the Active Travel – Strategic Routes package has also been assessed on the extent of their affordability risk. The extent of risk varied between low, medium, and high. Options were assessed to have a higher risk in terms of affordability due to factors such as acquisition of third-party land and large infrastructure works (e.g. Option AT44 for a shared footway</p>

Deliverability:		
		<p>between Peterculter and Banchory and Option AT47 for a pedestrian path between Drumoak and Drum Castle). Options which were evaluated as low risk involved minimal works such as updating road markings or reviewing signal phasing (e.g. Option AT3 for increased pedestrian phasing at the A93/Anderson Drive Junction).</p> <p>Option AT41 for a segregated cycleway within the Aberdeen City section of the corridor would be eligible for Sustrans funding support, which would support package affordability through part funding of the design and construction stages. Option AT2 for a protected junction at the Great Western Road/Holburn Street Junction and Option AT4 for segregated provision through the A93/Anderson Drive Junction would also be eligible for funding support if implemented as part of a wider scheme with Option AT41.</p> <p>More detailed appraisal will enable further assessment of affordability to be undertaken.</p>
Public Acceptability	Medium risk	<p>Overall, the Active Travel – Strategic Routes package was well received during consultation, with 56% of respondents agreeing that the options contained within the package would improve travel conditions within the study area. Furthermore, consultation findings indicated that the Active Travel – Strategic Routes package would encourage 30% of respondents to walk more and 44% of respondents to cycle more. Additional comments provided included support for safer cycling infrastructure on the corridor, lack of support for improved cycling infrastructure or reallocating road space, concerns that proposals do not address poor active travel provision to the east of the Holburn Street Junction and concerns around early release signals for cyclists. Whilst outwith the scope of the A93 Multi-Modal Study, some comments also highlighted the poor condition of the Deeside Way and the requirement for improvements on this route.</p>

8.2.7 Appraisal Summary and Recommendations

Table 8.7: Active Travel – Strategic Routes Appraisal Summary and Recommendations

Appraisal Summary and Recommendations:	
Summary:	<ul style="list-style-type: none"> • The Active Travel – Strategic Routes package would make a strong contribution to the TPOs, particularly in terms of increasing the modal share of active travel on the A93 corridor for all journey types and supporting sustainable communities along the corridor. • In terms of the STAG criteria, the Active Travel – Strategic Routes package would promote major positive impacts in terms of Health, Safety and Wellbeing, moderate positive impacts in terms of Equality and Accessibility and minor positive impacts in terms of Climate Change. Whilst a detailed environmental assessment would be necessary to gauge the extent of environmental impacts, it is considered that there are elements of the Active Travel – Strategic Routes package that could generate negative environmental impacts. Overall, the Active Travel – Strategic Routes package has been assessed as providing a neutral impact against the Economy Criterion. • The Active Travel – Strategic Routes package aligns with the aims of the Aberdeenshire and Aberdeen City Local Transport Strategies, the Nestrans RTS 2040 and the NTS2. • The majority of options within the Active Travel – Strategic Routes package are assessed to have a medium feasibility risk related to the infrastructure works required for these options.

Appraisal Summary and Recommendations:	
	<ul style="list-style-type: none"> The affordability of the options within the Active Travel – Strategic Routes package varies between low, medium, and high risk. Options were assessed to have a higher risk in terms of affordability due to factors such as acquisition of third-party land and large infrastructure works, and options evaluated as low risk involved minimal works such as updating road markings or reviewing signal phasing. More detailed appraisal will enable further assessment of feasibility and affordability to be undertaken. Overall, the Active Travel – Strategic Routes package was well received during consultation, with 56% of respondents agreeing that the options contained within the package would improve travel conditions within the study area. Furthermore, consultation findings indicated that the Active Travel – Strategic Routes package would encourage 30% of respondents to walk more and 44% of respondents to cycle more.
Recommendations:	<p>A full breakdown of the options under consideration as part of the Active Travel – Strategic Routes package, including the rationale for any specific options recommended to be removed from consideration at this stage of the appraisal, is presented below:</p> <p><u>Select for further consideration</u></p> <ul style="list-style-type: none"> 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 the carriageway between Drumoak and Drum Castle AT49: Implement cycling infrastructure along the High Street in Banchory <p><u>Remove from consideration</u></p> <ul style="list-style-type: none"> 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 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

8.3 Active Travel – Other Measures

8.3.1 Overview

Table 8.8: Active Travel – Other Measures Overview

Active Travel – Other Measures Package	
Package Description	<p>The Active Travel – Other Measures package is 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.</p>
Package Components	<p>The Active Travel – Other Measures package comprises a series of potential improvements, as set out below:</p> <ul style="list-style-type: none"> • 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 • 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 • AT23: Implement crossing facilities near Abbotshall Road • AT24: Upgrade informal crossing point east of Kirk Brae to formal crossing facilities • AT25: Implement additional formalised crossing facilities in Cults • AT26: Implement a pedestrian island crossing at Bellenden Walk to enhance access to the Deeside Way via Milltimber Brae • 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 between 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 • AT37: Implement a Park and Pedal facility near the AWPR Junction

Active Travel – Other Measures Package	
	<ul style="list-style-type: none"> • 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
Cost Band	<p>Cost estimates for each of the individual options contained within this package have not been carried out at the current stage of the study. As a result, cost bands have been created to offer a preliminary range for the options within the package. Further costing work on each of the individual options will be carried out during a later stage of the study which will then provide an overall costing for the package. The cost bands are as follows:</p> <ul style="list-style-type: none"> • Low cost = <£250,000; • Medium cost = £250,000 - £2,000,000; and • High cost = £2,000,000+. <p>The cost of delivering each of the individual options within the Active Travel – Other Measures package would range between the low and medium cost bands outlined above.</p> <p>Developing path networks to the south of the River Dee and to Inchmarlo and Torphins would require additional studies to be undertaken and construction costs would be dependent on the type and extent of the networks to be delivered. Further design and costing work during a later stage may result in the classification being moved to the high cost band.</p>

8.3.2 Context

Table 8.9: Active Travel – Other Measures Context

Context:	
Problems & Opportunities	<p>The Active Travel – Other Measures package could help to address the following problem and opportunity themes identified at the Case for Change stage of the study (see Chapter 4):</p> <ul style="list-style-type: none"> • Deeside Way – there is a lack of connectivity between the Deeside Way and the A93 and other active travel networks; many access points along the Deeside Way are not accessible with steps, steep ramps, gates and barriers; and there is generally a lack of wayfinding signage associated with the route. • High Car Usage in Key Settlements – the majority of settlements along the corridor record rates of driving to work significantly above the national average. • Increased Active Travel Use during COVID-19 Pandemic – evidence of a notable increase in active travel counts during 2020, which persisted (and increased) for pedestrians at two locations on the corridor throughout 2021. • Distances to Work for Aberdeen City Settlements – the vast majority of those living east of Milltimber travel less than 10km for work, presenting opportunities to encourage active travel use for journeys to and from work. • Funding – The 2020/21 Programme for Government outlines a commitment towards delivering on health, economic and environment goals by investing

Context:	
	£500m over the next five years in active travel infrastructure, access to bikes and behaviour change schemes to promote walking, wheeling and cycling.
Interdependencies	<p>The Active Travel – Other Measures package has potential overlap with other packages being considered through this study, most notably the Active Travel – Strategic Routes package, the Neighbourhoods and Placemaking package and the Other Measures package, which all contain measures to support a significantly improved environment for active travel users on the corridor.</p> <p>More detailed appraisal is required to further consider package interdependencies.</p>

8.3.3 Transport Planning Objectives

Table 8.10: Active Travel – Other Measures TPO Appraisal

Transport Planning Objectives:		
TPO1: Increase the modal share of active travel on the A93 road corridor for all journey types	+1	It is considered that the Active Travel – Other Measures package would provide a minor positive impact on the modal share of active travel on the A93 road corridor. The options contained within this package are generally relatively localised improvements such as crossing points, localised north to south links and additional cycle parking. Whilst these measures could overcome some barriers to active travel use in the study area, this package would not be anticipated to have as significant an impact on modal shift as the Active Travel – Strategic Routes package as it does not contain options for strategic interventions along the A93 road corridor itself.
TPO2: Improve accessibility to active travel and public transport infrastructure on the A93 corridor from nearby communities	+2	It is considered that the Active Travel – Other Measures package would provide a moderate positive impact on accessibility to active travel and public transport infrastructure on the A93 corridor from nearby communities. Options that perform particularly strongly against TPO2 include the options for Park & Pedal facilities on the corridor (Option AT37 and AT38) and those focused on providing enhanced path connections from the A93 to the south of the River Dee (Option AT17 and AT56) and nearby communities (Option AT59).
TPO3: Increase the modal share of public transport on the A93 road corridor for all journey types	0	Given the focus of the Active Travel – Other Measures package on active travel interventions, it is not anticipated that the options contained within this package would have a significant impact on the modal share of public transport on the A93 road corridor. On this basis, the Active Travel – Other Measures package has been assessed as having a neutral impact against TPO3.
TPO4: Support sustainable communities along the A93 corridor	+1	It is considered that the Active Travel – Other Measures package would provide a minor positive impact in terms of supporting sustainable communities along the A93 corridor. Options for additional crossing facilities could make it easier and more attractive for people to access services in their local communities via active modes. Option AT55 for the resurfacing of key active travel links within 20-minute neighbourhoods performs particularly strongly against TPO4 as it is considered that this option would encourage people to travel more within their local area to meet their needs.
TPO5: Support the role of the A93 corridor as the gateway to Royal Deeside	+1	It is considered that the Active Travel – Other Measures package would provide a minor positive impact in terms of supporting the role of the A93 corridor as the gateway to Royal Deeside. Options for improved wayfinding signage to the Deeside Way (Option AT7) and improved connections to the Deeside Way could encourage use by visitors to the area and Park & Pedal facilities (Option AT37 and AT38) could allow visitors to drive before exploring more of Royal Deeside by bike.

8.3.4 STAG Criteria

Table 8.11: Active Travel – Other Measures STAG Criteria Appraisal

STAG Criteria:		
Environment	-1	<p>Whilst a detailed environmental assessment – forming part of a subsequent detailed STAG-based appraisal of options – would be necessary to gauge the extent of environmental impacts, it is considered that six options within the Active Travel – Other Measures package could have a minor negative impact against the Environment Criterion. This includes options for the development of new path networks (AT17, AT20, AT56, AT59), which could have detrimental impacts on biodiversity and habitats; geology and soils; water, drainage and flooding; and landscape. In addition, the implementation of a Park & Pedal facility near the AWPR could have a detrimental environmental impact, as this would require land acquisition.</p>
Climate Change	0	<p>Greenhouse Gas Emissions – Whilst the options contained within the Active Travel – Other Measures package could overcome some barriers to active travel use in the study area, it is not anticipated that they would generate significant modal shift as the package does not contain options for strategic interventions along the A93 itself. On this basis, the Active Travel – Other Measures package has been assessed as providing a neutral impact against the Greenhouse Gas Emissions sub-criterion.</p> <p>Vulnerability to the Effects of Climate Change – Overall, it is not anticipated that the options contained within the Active Travel – Other Measures package would have a significant impact on the Vulnerability to the Effects of Climate Change sub-criterion. However, Option AT20 for enhanced path connections between Newmill Hill Forest and the Deeside Way could potentially be more vulnerable to the impacts of climate change e.g. with fallen trees associated with recent storms closing several wooded areas in the region for long periods. Additionally, Option AT17 for an integrated path network connecting settlements south of the River Dee with the A93 and Deeside Way and Option AT56 for greater path connections from Park Bridge to the south of the river could potentially be more vulnerable to the impacts of climate change due to the proximity to the River Dee, which has a high likelihood of flooding (10% chance of flood event occurring each year).</p> <p>Potential to Adapt to the Effects of Climate Change – It is not anticipated that the options contained within the Active Travel – Other Measures package would have a significant impact on the Potential to Adapt to the Effects of Climate Change sub-criterion.</p>
Health, Safety and Wellbeing	+2	<p>Accidents – It is considered that the options contained within the Active Travel – Other Measures package would result in reduced accident risk, particularly for non-motorised users, through provision of improved crossing facilities along the corridor.</p> <p>By encouraging and facilitating more active travel trips to be undertaken, safety benefits would also be anticipated due to the ‘safety in numbers’ effect. This principle suggests an inverse relationship between the number of active travel trips and rate of accidents i.e. more pedestrians and cyclists results in safer walking and cycling.</p> <p>Security – It is considered that the options contained within the Active Travel – Other Measures package would provide a minor positive impact on personal security by encouraging and facilitating more active travel trips to be undertaken, increasing natural surveillance.</p> <p>Health Outcomes – The Aberdeen City – South: Locality Plan 2021-26 includes the priority to focus on early intervention, prevention and re-enablement actions to reduce inequalities and improve physical and mental wellbeing outcomes. Within this priority is the aim to:</p>

STAG Criteria:	
	<ul style="list-style-type: none"> • Increase % of people who cycle as one mode of travel to 2% by 2023. <p>It is considered that the options contained within the Active Travel – Other Measures package which have a focus on enabling and facilitating active travel would contribute to the above aim for the Aberdeen South area. On this basis, the Active Travel – Other Measures package has been assessed as providing a minor positive impact on the Health Outcomes sub-criterion.</p> <p>Access to Health and Wellbeing Infrastructure – It is considered that the options contained within the Active Travel – Other Measures package would result in improved access to health and wellbeing infrastructure through enhanced access GP surgeries such as Peterculter Medical Practice and Cults Medical Group (e.g. through options such as Option AT55 for resurfacing of key active travel links in these communities) and through enhanced access to green spaces such as Duthie Park.</p> <p>Visual Amenity – Overall, it is not anticipated that the options contained within the Active Travel – Other Measures package would have a significant impact on the Visual Amenity sub-criterion. However, Option AT37 for a new Park & Pedal facility near the AWPR Junction would be anticipated to generate minor negative impacts in terms of visual amenity.</p>
Economy	<p>0</p> <p>Transport Economic Efficiency – In isolation, it is not anticipated that the options contained within the Active Travel – Other Measures package would have a significant impact on the TEE sub-criterion due to the relatively localised nature of interventions included.</p> <p>Wider Economic Impacts – Tourism is a vital part of the Scottish economy. Within this, ‘cycle tourism’ is a growing sector. The options contained within the Active Travel – Other Measures package which include options for improved access to the Deeside Way and Park & Pedal facilities would be anticipated to result in increased recreational use and, in turn, potentially increased spending at local retailers / services from recreational users. However, these WEIs would not be expected to be significant.</p>
Equality and Accessibility	<p>+2</p> <p>Public Transport Network Coverage – It is not anticipated that the options contained within the Active Travel – Other Measures package would have a significant impact on the Public Transport Network Coverage sub-criterion.</p> <p>Active Travel Network Coverage – It is considered that the options contained within the Active Travel – Other Measures package would provide a moderate positive impact in terms of Active Travel Network Coverage through the implementation of additional crossing facilities and improved connections to the Deeside Way.</p> <p>Comparative Access by People Group – The population profile of the study area is generally older than the averages for Aberdeen City and Aberdeenshire, with higher proportions of those aged 65 and over. The options contained within the Active Travel – Other Measures package would enhance active travel accessibility to local employment opportunities along the corridor for the working age population, to schools along the corridor for school aged children and to key local services for all of the population. There are options within this package for the redesign of access controls (AT8, AT18 and AT57), which would be anticipated to perform particularly strongly against this sub-criterion as it would allow enhanced access to active travel infrastructure for adaptive bikes and would also improve opportunities for wheelchair users to make use of the infrastructure. On this basis, the Active Travel</p>

STAG Criteria:	
	<p>– Other Measures package has been assessed as providing a moderate positive impact on the Comparative Access by People Group sub-criterion.</p> <p>Comparative Access by Geographic Location – A combined 86% of data zones in the study area are identified to be at medium risk (64%) or high risk (22%) of transport poverty. The options contained within the Active Travel – Other Measures package focus on enhancing active travel access to the A93 from nearby communities (including to the south of the River Dee), from the Deeside Way and from within the key settlements themselves. On this basis, the Active Travel – Other Measures package has been assessed as providing a moderate positive impact on the Comparative Access by Geographic Location sub-criterion.</p> <p>Affordability – With no cost payable by the individual, walking and wheeling are the most equitable forms of transport. The cost barrier to cycling is also significantly lower than for private motor vehicles. The options contained within the Active Travel – Other Measures package have a focus on enabling and facilitating active travel. On this basis, the Active Travel – Other Measures package has been assessed as providing a moderate positive impact on the Affordability sub-criterion.</p>

8.3.5 Established Policy Objectives

Table 8.12: Active Travel – Other Measures Established Policy Objectives

Established Policy Objectives:
<p>The Active Travel – Other Measures package aligns with the following areas of local, regional and national policy:</p> <ul style="list-style-type: none"> • Local Transport Strategies – the Aberdeenshire Local Transport Strategy (2012) and Aberdeen City Local Transport Strategy (2016-2021) aim to reduce non-sustainable journeys, increase the modal share of active travel and make travel more effective. • Nestrans Regional Transport Strategy 2040 – supports a number of the key priorities contained in the RTS 2040 including reduced carbon emissions to support net zero; a step change in public transport and active travel enabling a 50:50 mode split; air quality that is cleaner than World Health Organisation standards for emissions from transport; and zero fatalities on the road network. • National Transport Strategy – supports the vision of the NTS2 of a sustainable, inclusive, safe and accessible transport system which helps to deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. The NTS2 also supports the adoption of a Sustainable Travel Hierarchy, which promotes walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use. Furthermore, the NTS Delivery Plan sets out a commitment to develop and implement a coordinated package of policy interventions to support the reduction of car kilometres by 20% by 2030.

8.3.6 Deliverability

Table 8.13: Active Travel – Other Measures Deliverability Criteria Appraisal

Deliverability:	
Feasibility	<p style="text-align: center;">Medium risk</p> <p>The feasibility of the options within the Active Travel – Other Measures package has been assessed to identify any potential risks to deliverability. The options contained within this package range across low, medium and high risk in terms of feasibility. The majority of options are assessed to have a low feasibility risk as they typically focus on improvements to existing infrastructure such as crossing facilities and cycle parking and are generally considered achievable to implement.</p> <p>Option AT26 for a pedestrian island crossing at Bellenden Walk and Option AT37 for a Park & Pedal facility near the AWPR Junction are</p>

Deliverability:		
		<p>assessed to have a high feasibility risk as these options would require significant infrastructure works and third party land.</p> <p>Whilst Option AT9 for a cycle route between the Deeside Way and Union Street and Option AT59 for an enhanced network of connecting paths from Inchmarlo and Torphins to the A93 corridor are also assessed to have a high feasibility risk, further study is required to determine their deliverability requirements.</p> <p>More detailed appraisal will enable further assessment of feasibility to be undertaken.</p>
Affordability	Medium risk	<p>The affordability of the options within the Active Travel – Other Measures package has also been assessed on the extent of their affordability risk. The extent of risk varied between low, medium and high. Many of the options are assessed to have a low risk in terms of affordability as they require little financial burden to implement across the study area (e.g. Options AT36, AT38, AT39 and AT40).</p> <p>However, some larger scale options such as Option AT17 and Option AT56 that focus on enhancing path connections from the south of the River Dee to the A93 corridor and Option AT59 for an enhanced network of connecting paths from Inchmarlo and Torphins to the A93 corridor would involve extensive reviews and improvements at locations throughout the study area, and therefore have been assessed as high risk in terms of affordability.</p> <p>More detailed appraisal will enable further assessment of affordability to be undertaken.</p>
Public Acceptability	Low risk	<p>Overall, the Active Travel – Other Measures package was well received during consultation, with 69% of respondents agreeing that the options contained within the package would improve travel conditions within the study area. Furthermore, consultation findings indicated that the Active Travel – Strategic Routes package would encourage 36% of respondents to walk more and 48% of respondents to cycle more. Additional comments provided included support for better connections to the Deeside Way, the requirement for upgrading of the Deeside Way and support for Park & Pedal facilities on the corridor. Some concerns were raised around the impact of street reconfigurations in Aberdeen City, additional crossing points in Cults and impacts on wildlife habitats.</p>

8.3.7 Appraisal Summary and Recommendations

Table 8.14: Active Travel – Other Measures Appraisal Summary and Recommendations

Appraisal Summary and Recommendations:	
Summary:	<ul style="list-style-type: none"> The Active Travel – Other Measures package would make a strong contribution to the TPOs, particularly in terms of improving accessibility to active travel and public transport infrastructure on the A93 corridor from nearby communities. In terms of the STAG criteria, the Active Travel – Other Measures package would promote moderate positive impacts in terms of Health, Safety and Wellbeing and Equality and Accessibility. Whilst a detailed environmental assessment would be necessary to gauge the extent of environmental impacts, it is considered that there are elements of the Active Travel – Other Measures package that could generate negative environmental impacts. Overall, the Active Travel – Other Measures package has been assessed as providing a neutral impact against the Climate Change and Economy Criteria.

Appraisal Summary and Recommendations:	
	<ul style="list-style-type: none"> • The Active Travel – Other Measures package aligns with the aims of the Aberdeenshire and Aberdeen City Local Transport Strategies, the Nestrans RTS 2040 and the NTS2. • The majority of options within the Active Travel – Other Measures package are assessed to have a low feasibility risk as they typically focus on improvements to existing infrastructure such as crossing facilities and cycle parking and are generally considered achievable to implement. Four options within the package are assessed to have a high feasibility risk due to the requirement for significant infrastructure works and third party land. • The affordability of the options within the Active Travel – Other Measures package varies between low, medium and high risk. Many of the options are assessed to have a low risk in terms of affordability as they require little financial burden to implement across the study area. However, some larger scale options would involve extensive reviews and improvements at locations throughout the study area, and therefore have been assessed as high risk in terms of affordability. • More detailed appraisal will enable further assessment of feasibility and affordability to be undertaken. • Overall, the Active Travel – Other Measures package was well received during consultation, with 69% of respondents agreeing that the options contained within the package would improve travel conditions within the study area. Furthermore, consultation findings indicated that the Active Travel – Strategic Routes package would encourage 36% of respondents to walk more and 48% of respondents to cycle more.
<p>Recommendations:</p>	<p>A full breakdown of the options under consideration as part of the Active Travel – Other Measures package, including the rationale for any specific options recommended to be removed from consideration at this stage of the appraisal, is presented below:</p> <p>Select for further consideration</p> <ul style="list-style-type: none"> • 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 • 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

Appraisal Summary and Recommendations:

- AT29: Implement additional zebra crossing points in Peterculter
- AT31: Consider locations for additional crossing facilities in Drumoak
- AT32: Implement island crossing point east of Drumoak to enable safe crossing between 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

Remove from consideration

- AT23: Implement crossing facilities near Abbotshall Road – **recommended to combine with Option AT25**
- 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**

8.4 Public Transport – Priority

8.4.1 Overview

Table 8.15: Public Transport – Priority Overview

Public Transport – Priority Package	
Package Description	The Public Transport – Priority package is 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.
Package Components	<p>The Public Transport – Priority package comprises a series of potential improvements, as set out below:</p> <ul style="list-style-type: none"> • 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 • PT26: Increase east-west phasing of traffic signals at A92 Anderson Drive to give more priority to flows on the A93 corridor • O43: Introduce adaptive timings at traffic signals along the corridor
Cost Band	<p>Cost estimates for each of the individual options contained within this package have not been carried out at the current stage of the study. As a result, cost bands have been created to offer a preliminary range for the options within the package. Further costing work on each of the individual options will be carried out during a later stage of the study which will then provide an overall costing for the package. The cost bands are as follows:</p> <ul style="list-style-type: none"> • Low cost = <£250,000; • Medium cost = £250,000 - £2,000,000; and • High cost = £2,000,000+. <p>The cost of delivering each of the individual options within the Public Transport – Priority package would range between the three cost bands outlined above due to the variety of different options which have been included.</p>

8.4.2 Context

Table 8.16: Public Transport – Priority Context

Context:	
Problems & Opportunities	<p>The Public Transport – Priority package could help to address the following problem and opportunity themes identified at the Case for Change stage of the study (see Chapter 4):</p> <ul style="list-style-type: none"> • Declining Bus Patronage – declining bus patronage in the region in recent years was exacerbated by the COVID-19 pandemic. The initial consultation exercise highlighted a number of barriers to increased bus usage for people living along the study corridor including connectivity, information, cost, journey times, reliability, frequency, accessibility and bus stop infrastructure. • High Car Usage in Key Settlements – the majority of settlements along the corridor record rates of driving to work significantly above the national average. • Bus Service Partnerships – the Transport (Scotland) Act 2019 has provided new powers for Councils to enable greater control and operation of local bus services as well as enhanced partnership working arrangements under Bus Service Improvement Partnerships (BSIPs). • Funding – the 2020/21 Programme for Government outlines a reaffirmed commitment to a £500m Bus Partnership Fund to support authorities' ambitions around tackling congestion so that bus journeys are quicker and more reliable, and more people make the choice to take the bus. The Bus Partnership Fund was officially launched in November 2020, with funding

Context:	
	awarded to eight partnerships in 2021, including £12m for the North East Bus Alliance.
Interdependencies	<p>The Public Transport – Priority package has potential overlap with other packages being considered through this study, most notably the Public Transport – Other Measures package, which contains measures to support a significantly improved environment for public transport users on the corridor.</p> <p>It should be noted that key option measures included within the Public Transport – Priority package cannot be implemented in combination with key option measures contained with the Active Travel – Strategic Routes package due to width constraints on the corridor.</p> <p>More detailed appraisal is required to further consider package interdependencies.</p>

8.4.3 Transport Planning Objectives

Table 8.17: Public Transport – Priority TPO Appraisal

Transport Planning Objectives:		
TPO1: Increase the modal share of active travel on the A93 road corridor for all journey types	-1	It is considered that the Public Transport – Priority package would generate a minor negative impact on the modal share of active travel on the A93 road corridor. The provision of a bus lane in one direction on the corridor would require the removal of existing advisory cycling infrastructure in both directions, which could deter existing cycle users and would likely not encourage any new uptake in cycling. However, it is assumed that cyclists would still be permitted to use the bus lane when travelling on the corridor.
TPO2: Improve accessibility to active travel and public transport infrastructure on the A93 corridor from nearby communities	0	Given the focus of the Public Transport – Priority package on public transport interventions on the A93 itself, it is not anticipated that the options contained within this package would have a significant impact on accessibility to the A93 (or Deeside Way) from nearby communities. On this basis, the Public Transport – Priority package has been assessed as having a neutral impact against TPO2.
TPO3: Increase the modal share of public transport on the A93 road corridor for all journey types	+2	It is considered that the Public Transport – Priority package would provide a moderate positive impact on the modal share of public transport on the A93 road corridor. Provision of a bus lane in one direction on the A93 (Option PT1/PT2), combined with improved priority through junctions would be anticipated to provide some improvements in terms of bus journey times and reliability and could generate knock-on improvements associated with improved frequency of services and reduced costs. Through overcoming many of the key barriers to public transport use that were raised during consultation, it would be anticipated that the modal share of public transport would increase accordingly.
TPO4: Support sustainable communities along the A93 corridor	0	Overall, it is not anticipated that the options contained within the Public Transport – Priority package would have a significant impact in terms of supporting sustainable communities along the A93 corridor.
TPO5: Support the role of the A93 corridor as the gateway to Royal Deeside	+1	It is considered that the Public Transport – Priority package would provide a minor positive impact in terms of supporting the role of the A93 corridor as the gateway to Royal Deeside. The provision of a bus lane, albeit only in one direction, would be anticipated to generate significant improvements for bus services on the corridor, which may enable visitors to the area to travel around more easily on public transport rather than by non-sustainable modes.

8.4.4 STAG Criteria

Table 8.18: Public Transport – Priority STAG Criteria Appraisal

STAG Criteria:		
Environment	0	Overall, it is not anticipated that the options contained within the Public Transport – Priority package would have a significant impact on the Environment Criterion.
Climate Change	+1	<p>Greenhouse Gas Emissions – It is considered that the options contained within the Public Transport – Priority package could generate some modal shift towards public transport and, as a result, lead to a minor reduction in greenhouse gas emissions. On this basis, the Public Transport – Priority package has been assessed as providing a minor positive impact against the Greenhouse Gas Emissions sub-criterion.</p> <p>Vulnerability to the Effects of Climate Change – Bus-based public transport is considered to be highly resilient to the effects of climate change, therefore this package is anticipated to have a minor positive impact on the Vulnerability to the Effects of Climate Change sub-criterion.</p> <p>Potential to Adapt to the Effects of Climate Change – It is not anticipated that the options contained within the Public Transport – Priority package would have a significant impact on the Potential to Adapt to the Effects of Climate Change sub-criterion.</p>
Health, Safety and Wellbeing	0	<p>Accidents – It is considered that the options contained within the Public Transport – Priority package would result in a minor reduction in accident risk. This is due to the anticipation that package measures would encourage and facilitate more public transport trips to be undertaken. Evidence suggests that public transport trips are inherently safer than private car trips.</p> <p>Security – It is not anticipated that the options contained within the Public Transport – Priority package would have a significant impact on the Security sub-criterion.</p> <p>Health Outcomes – The Aberdeen City – South: Locality Plan 2021-26 includes the priority to focus on early intervention, prevention and re-enablement actions to reduce inequalities and improve physical and mental wellbeing outcomes. Within this priority is the aim to:</p> <ul style="list-style-type: none"> • Increase % of people who cycle as one mode of travel to 2% by 2023. <p>Given that the provision of a bus lane in one direction on the corridor would require the removal of existing advisory cycling infrastructure in both directions, the Public Transport – Priority package has been assessed as providing a minor negative impact on the Health Outcomes sub-criterion.</p> <p>Access to Health and Wellbeing Infrastructure – It is not anticipated that the options contained within the Public Transport – Priority package would have a significant impact on the Access to Health and Wellbeing Infrastructure sub-criterion.</p> <p>Visual Amenity – It is not anticipated that the options contained within the Public Transport – Priority package would have a significant impact on the Visual Amenity sub-criterion.</p>
Economy	0	Transport Economic Efficiency – It is considered that the options contained within the Public Transport – Priority package would result in reduced journey times and improved journey time reliability for public transport users on the corridor through the provision of a bus lane in one direction in combination with improved flow of traffic through junctions. However, Option PT26 for increased east-west phasing of traffic signals at A92 Anderson Drive, while facilitating improved bus flow along the A93, could consequently generate negative impacts on north-south

STAG Criteria:		
		<p>traffic flows on Anderson Drive. This could lead to increased journey times and driver frustration for those travelling on this route. It is recommended that this option be considered in conjunction with the ongoing A92 (S) Bridge of Don to Bridge of Dee Multi-Modal Transport Study to ensure an optimal solution is delivered at this key junction. On this basis, the Public Transport – Priority package is anticipated to have a neutral impact on the TEE sub-criterion overall.</p> <p>Wider Economic Impacts – It is not anticipated that the options contained within the Public Transport – Priority package would have a significant impact on the WEI sub-criterion.</p>
Equality and Accessibility	0	<p>Public Transport Network Coverage – It is considered that the options contained within the Public Transport – Priority package would provide a minor positive impact in terms of Public Transport Network Coverage by enhancing access to public transport for different user groups. The problems and opportunities analysis identified several barriers to the uptake of public transport including journey time, reliability and frequency and it is anticipated that the Public Transport – Priority package, particularly the implementation of a bus lane in one direction, would overcome some of these key barriers.</p> <p>Active Travel Network Coverage – It is considered that the options contained within the Public Transport – Priority package would provide a moderate negative impact in terms of Active Travel Network Coverage as implementation of this package would require removal of the existing advisory cycle lane infrastructure on the A93 corridor.</p> <p>Comparative Access by People Group – The Public Transport – Priority package could result in the removal of on-street parking in some areas along the corridor, which could negatively impact on the accessibility of local services for some users of the corridor e.g. older people and those with mobility impairments. On this basis, the Public Transport – Priority package has been assessed as providing a minor negative impact on the Comparative Access by People Group sub-criterion.</p> <p>Comparative Access by Geographic Location – A combined 86% of data zones in the study area are identified to be at medium risk (64%) or high risk (22%) of transport poverty. The options contained within the Public Transport – Priority package focus on providing dedicated priority for bus services on the A93 corridor. Therefore, it would not be anticipated to provide significant benefits for those living outwith the immediate vicinity of the study corridor, including those at greatest risk of transport poverty. On this basis, the Public Transport – Priority package has been assessed as providing a neutral impact on this sub-criterion.</p> <p>Affordability – The Public Transport – Priority package would have no direct impact on affordability for users – however, there may be examples of cost savings for individuals who switch from private motorised transport to public transport as a result of the interventions.</p>

8.4.5 Established Policy Objectives

Table 8.19: Public Transport – Priority Established Policy Objectives

Established Policy Objectives:
<p>The Public Transport – Priority package aligns with the following areas of local, regional and national policy:</p> <ul style="list-style-type: none"> Local Transport Strategies – the Aberdeenshire Local Transport Strategy (2012) and Aberdeen City Local Transport Strategy (2016-2021) aim to reduce non-sustainable journeys, increase the modal share of public transport and make travel more effective.

Established Policy Objectives:	
<ul style="list-style-type: none"> Nestrans Regional Transport Strategy 2040 – supports a number of the key priorities contained in the RTS 2040 including reduced carbon emissions to support net zero; a step change in public transport and active travel enabling a 50:50 mode split; air quality that is cleaner than World Health Organisation standards for emissions from transport; and improved journey efficiencies to enhance connectivity. North East Bus Alliance – the North East Bus Alliance was formed in 2018 as a voluntary partnership of Nestrans, ACC, Aberdeenshire Council, First Bus Aberdeen, Stagecoach, and Bains Coaches. The overarching aims of the Alliance are to arrest the decline in bus patronage in the North East of Scotland by 2022 and to achieve year on year growth in bus patronage to 2025. Sub-objectives also exist around increasing modal share of bus patronage, improving operational performance and customer satisfaction, reducing bus emissions, and improving service accessibility. National Transport Strategy – supports the vision of the NTS2 of a sustainable, inclusive, safe and accessible transport system which helps to deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. The NTS2 also supports the adoption of a Sustainable Travel Hierarchy, which promotes walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use. Furthermore, the NTS Delivery Plan sets out a commitment to develop and implement a coordinated package of policy interventions to support the reduction of car kilometres by 20% by 2030. 	

8.4.6 Deliverability

Table 8.20: Public Transport – Priority Deliverability Criteria Appraisal

Deliverability:		
Feasibility	Medium risk	<p>The feasibility of the options within the Public Transport – Priority package has been assessed to identify any potential risks to deliverability. The options contained within the Public Transport – Priority package are assessed to have a low or medium feasibility risk.</p> <p>Option PT1 and Option PT2 for the implementation of bus lanes are assessed to have a medium feasibility risk as substantial infrastructure interventions would be required, and these options could not be delivered in combination with each other or with Option AT41 due to physical constraints on the corridor.</p> <p>More detailed appraisal will enable further assessment of feasibility to be undertaken.</p>
Affordability	Medium risk	<p>The affordability of the options within the Public Transport – Priority package has also been assessed on the extent of their affordability risk. The extent of risk varied between low, medium and high. Options were assessed to have a higher risk in terms of affordability due to large infrastructure works (e.g. Options PT1 and Option PT2 for the implementation of bus lanes). Options which were evaluated as low or medium risk included improvements to traffic signals, for which the scale of financial burden is dependent on the level of intervention i.e. single junction or throughout the study area.</p> <p>More detailed appraisal will enable further assessment of affordability to be undertaken.</p>
Public Acceptability	Medium risk	<p>Overall, the Public Transport – Priority package received a mixed response during consultation, with 38% of respondents agreeing that the options contained within the package would improve travel conditions within the study area. Consultation findings indicated that the Public Transport – Priority package would encourage 34% of respondents to use the bus more often. Generally, those providing additional comments did not consider that the proposed interventions would impact on bus journey times as buses are not thought to experience delays at present due to general traffic on the corridor. Other comments focused on the aspiration for improved direct</p>

Deliverability:	
	service provision to destinations such as Westhill and Aberdeen Royal Infirmary from the corridor.

8.4.7 Appraisal Summary and Recommendations

Table 8.21: Public Transport – Priority Appraisal Summary and Recommendations

Appraisal Summary and Recommendations:	
Summary:	<ul style="list-style-type: none"> The Public Transport – Priority package would support two of the TPOs focused on improving the mode share of public transport and supporting the role of the A93 as the gateway to Royal Deeside. It would be anticipated to have a negative impact on improving the mode share of active travel due to the requirement for removal of existing advisory cycling infrastructure on the corridor to accommodate measures within this package. In terms of the STAG criteria, the Public Transport – Priority package would promote minor positive impacts in terms of the Climate Change Criterion. Overall, the Public Transport – Priority package has been assessed as providing a neutral impact in terms of Environment, Health, Safety and Wellbeing, Economy, and Equality and Accessibility. The Public Transport – Priority package aligns with the aims of the Aberdeenshire and Aberdeen City Local Transport Strategies, the Nestrans RTS 2040, the NTS2 and the North East Bus Alliance. The options contained within the Public Transport – Priority package are assessed to have a low or medium feasibility risk. The affordability of the options within the Public Transport – Priority package varies between low, medium and high risk. Options were assessed to have a higher risk in terms of affordability due to large infrastructure works. Options which were evaluated as low or medium risk included improvements to traffic signals, for which the scale of financial burden is dependent on the level of intervention i.e. single junction or throughout the study area. More detailed appraisal will enable further assessment of feasibility and affordability to be undertaken. Overall, the Public Transport – Priority package received a mixed response during consultation, with 38% of respondents agreeing that the options contained within the package would improve travel conditions within the study area. Consultation findings indicated that the Public Transport – Priority package would encourage 34% of respondents to use the bus more often.
Recommendations:	<p>A full breakdown of the options under consideration as part of the Public Transport – Priority package, including the rationale for any specific options recommended to be removed from consideration at this stage of the appraisal, is presented below:</p> <p><u>Select for further consideration</u></p> <ul style="list-style-type: none"> 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 <p><u>Remove from consideration</u></p> <ul style="list-style-type: none"> 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

8.5 Public Transport – Other Measures

8.5.1 Overview

Table 8.22: Public Transport – Other Measures Overview

Public Transport – Other Measures Package	
Package Description	<p>The Public Transport – Other Measures package is 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 routing of services.</p>
Package Components	<p>The Public Transport – Other Measures package comprises a series of potential improvements, as set out below:</p> <ul style="list-style-type: none"> • 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 • 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 • PT24: Trial a variation of the Stagecoach 201 service to travel direct through Banchory rather than via Hill of Banchory
Cost Band	<p>Cost estimates for each of the individual options contained within this package have not been carried out at the current stage of the study. As a result, cost bands have been created to offer a preliminary range for the options within the package. Further costing work on each of the individual options will be carried out during a later stage of the study which will then provide an overall costing for the package. The cost bands are as follows:</p> <ul style="list-style-type: none"> • Low cost = <£250,000; • Medium cost = £250,000 - £2,000,000; and • High cost = £2,000,000+. <p>The cost of delivering each of the individual options within the Public Transport – Other Measures package would range between the three cost bands outlined above due to the variety of different options which have been included.</p>

8.5.2 Context

Table 8.23: Public Transport – Other Measures Context

Context:	
Problems & Opportunities	<p>The Public Transport – Other Measures package could help to address the following problem and opportunity themes identified at the Case for Change stage of the study (see Chapter 4):</p> <ul style="list-style-type: none"> • Declining Bus Patronage – declining bus patronage in the region in recent years was exacerbated by the COVID-19 pandemic. The initial consultation exercise highlighted a number of barriers to increased bus usage for people living along the study corridor including connectivity, information, cost, journey times, reliability, frequency, accessibility and bus stop infrastructure.

Context:	
	<ul style="list-style-type: none"> • High Car Usage in Key Settlements – the majority of settlements along the corridor record rates of driving to work significantly above the national average. • Bus Service Partnerships – the Transport (Scotland) Act 2019 has provided new powers for Councils to enable greater control and operation of local bus services as well as enhanced partnership working arrangements under Bus Service Improvement Partnerships (BSIPs). • Funding – the 2020/21 Programme for Government outlines a reaffirmed commitment to a £500m Bus Partnership Fund to support authorities' ambitions around tackling congestion so that bus journeys are quicker and more reliable, and more people make the choice to take the bus. The Bus Partnership Fund was officially launched in November 2020, with funding awarded to eight partnerships in 2021, including £12m for the North East Bus Alliance.
Interdependencies	<p>The Public Transport – Other Measures package has potential overlap with other packages being considered through this study, most notably the Public Transport – Priority package, which contains measures to support a significantly improved environment for public transport users on the corridor.</p> <p>More detailed appraisal is required to further consider package interdependencies.</p>

8.5.3 Transport Planning Objectives

Table 8.24: Public Transport – Other Measures TPO Appraisal

Transport Planning Objectives:		
TPO1: Increase the modal share of active travel on the A93 road corridor for all journey types	0	Given the focus of the Public Transport – Other Measures package on public transport interventions, it is not anticipated that the options contained within this package would have a significant impact on the modal share of active travel on the A93 corridor. On this basis, the Public Transport – Other Measures package has been assessed as having a neutral impact against TPO1.
TPO2: Improve accessibility to active travel and public transport infrastructure on the A93 corridor from nearby communities	+3	It is considered that the Public Transport – Other Measures package would provide a major positive impact on accessibility to active travel and public transport infrastructure on the A93 corridor from nearby communities. Options that perform particularly strongly against TPO2 include the option for a P&R facility in Banchory (Option PT11) and the option for Demand Responsive Services (Option PT17) as this would allow people to connect into the main bus services operating along the A93 corridor.
TPO3: Increase the modal share of public transport on the A93 road corridor for all journey types	+1	It is considered that the Public Transport – Other Measures package would provide a minor positive impact on the modal share of public transport on the A93 road corridor. Whilst there are measures within this package that could support overcoming some of the key barriers to public transport use that were raised during consultation such as increasing the frequency of services on the corridor, it should be noted that this aspect of public transport delivery is not deliverable by ACC and is unlikely to be progressed by bus operators without the supporting bus lane infrastructure included within the Public Transport – Priority package. Therefore, it is not anticipated that implementation of the Public Transport – Other Measures package on its own would contribute significantly towards modal shift to public transport.
TPO4: Support sustainable communities along the A93 corridor	0	Overall, it is not anticipated that the options contained within the Public Transport – Other Measures package would have a significant impact in terms of supporting sustainable communities along the A93 corridor.
TPO5: Support the role of the A93 corridor as the gateway to Royal Deeside	0	Overall, it is not anticipated that the options contained within the Public Transport – Other Measures package would have a significant impact in terms of supporting the role of the A93 corridor as the gateway to Royal

Transport Planning Objectives:	
	Deeside, although Option PT8 associated with enhanced opportunities to take bikes on buses could provide minor positive impacts.

8.5.4 STAG Criteria

Table 8.25: Public Transport – Other Measures STAG Criteria Appraisal

STAG Criteria:	
Environment	0 Overall, it is not anticipated that the options contained within the Public Transport – Other Measures package would have a significant impact on the Environment Criterion. However, Option PT11 for a P&R facility in Banchory could generate detrimental impacts on biodiversity and habitats; geology and soils; land use; water, drainage and flooding; landscape; and noise and vibration, however further option development work is required to understand the full extent of environmental impacts.
Climate Change	0 Greenhouse Gas Emissions – It is considered that the options contained within the Public Transport – Other Measures package, on their own, would have limited impacts in terms of encouraging modal shift to public transport. Whilst the implementation of a P&R facility in Banchory (Option PT11) could allow more people to travel sustainably for part of their journey, it is considered that this would need to be combined with improved frequency and reliability of services to have a significant impact. On this basis, the Public Transport – Other Measures package has been assessed as providing a neutral impact against the Greenhouse Gas Emissions sub-criterion. Vulnerability to the Effects of Climate Change – Bus-based public transport is considered to be highly resilient to the effects of climate change, therefore this package is anticipated to have a minor positive impact on the Vulnerability to the Effects of Climate Change sub-criterion. Potential to Adapt to the Effects of Climate Change – It is not anticipated that the options contained within the Public Transport – Other Measures package would have a significant impact on the Potential to Adapt to the Effects of Climate Change sub-criterion.
Health, Safety and Wellbeing	0 Accidents – It is not anticipated that the options contained within the Public Transport – Other Measures package would have a significant impact on the Accidents sub-criterion. Security – It is not anticipated that the options contained within the Public Transport – Other Measures package would have a significant impact on the Security sub-criterion. Health Outcomes – The Aberdeen City – South: Locality Plan 2021-26 includes the priority to focus on early intervention, prevention and re-enablement actions to reduce inequalities and improve physical and mental wellbeing outcomes. Within this priority is the aim to: <ul style="list-style-type: none"> • Increase % of people who cycle as one mode of travel to 2% by 2023. Whilst the main focus of the options contained within the Public Transport – Other Measures package is on promoting increased public transport use, there may be very minor health benefits associated with, for example, increased walking or cycling to access bus services. For example, Options PT8 and PT9 which are focused on making it easier to carry bikes on buses for trips on the corridor would facilitate this. On this basis, the Public Transport – Other Measures package has been assessed as providing a minor positive impact on the Health Outcomes sub-criterion. Access to Health and Wellbeing Infrastructure – It is not anticipated that the options contained within the Public Transport – Other Measures

STAG Criteria:		
		<p>package would have a significant impact on the Access to Health and Wellbeing Infrastructure sub-criterion.</p> <p>Visual Amenity – Overall, it is not anticipated that the options contained within the Public Transport – Other Measures package would have a significant impact on the Visual Amenity sub-criterion. However, Option PT11 for a P&R facility in Banchory would be anticipated to generate minor negative impacts in terms of visual amenity, particularly during construction.</p>
Economy	0	<p>Transport Economic Efficiency – Overall, it is not anticipated that the options contained within the Public Transport – Other Measures package would have a significant impact on the TEE sub-criterion, although Option PT5 could result in minor journey time savings for public transport users.</p> <p>Wider Economic Benefits – Overall, it is not anticipated that the options contained within the Public Transport – Other Measures package would have a significant impact on the WEI sub-criterion. However, there could be minor positive impacts associated with enhanced opportunities to take bikes on buses (Option PT8); the implementation of a P&R facility in Banchory (Option PT11) and the implementation of Demand Responsive Services (PT17).</p>
Equality and Accessibility	0	<p>Public Transport Network Coverage – There are options contained within the Public Transport – Other Measures package that would provide positive impacts in terms of Public Transport Network Coverage including Option PT11 for a P&R facility in Banchory and Option PT17 for Demand Responsive Services. However, Option PT24 to trial a variation of the Stagecoach 201 service to travel direct through Banchory rather than via Hill of Banchory would have a negative impact on accessibility as it would require people in the Hill of Banchory area to travel further to access bus services. On this basis, the Public Transport – Other Measures package has been assessed as providing a neutral impact against the Public Transport Network Coverage sub-criterion overall.</p> <p>Active Travel Network Coverage – It is not anticipated that the options contained within the Public Transport – Other Measures package would have a significant impact on the Active Travel Network Coverage sub-criterion, although there could be minor positive impacts associated with enhanced opportunities to take bikes on buses (Option PT8).</p> <p>Comparative Access by People Group – It is not anticipated that the options contained within the Public Transport – Other Measures package would have a significant impact on the Comparative Access by People Group sub-criterion.</p> <p>Comparative Access by Geographic Location – A combined 86% of data zones in the study area are identified to be at medium risk (64%) or high risk (22%) of transport poverty, including all of the data zones within Banchory. The options contained within the Public Transport – Other Measures package includes Demand Responsive Services (Option PT17) and a P&R facility in Banchory (Option PT11) which would improve accessibility to public transport (and active travel infrastructure) on the A93 corridor. On this basis, the Public Transport – Other Measures package has been assessed as providing a moderate positive impact on the Comparative Access by Geographic Location sub-criterion.</p> <p>Affordability – The Public Transport – Other Measures package would have no direct impact on affordability for users and therefore has been assessed as providing a neutral impact on the Affordability sub-criterion.</p>

8.5.5 Established Policy Objectives

Table 8.26: Public Transport – Other Measures Established Policy Objectives

Established Policy Objectives:	
<p>The Public Transport – Other Measures package aligns with the following areas of local, regional and national policy:</p> <ul style="list-style-type: none"> • Local Transport Strategies – the Aberdeenshire Local Transport Strategy (2012) and Aberdeen City Local Transport Strategy (2016-2021) aim to reduce non-sustainable journeys, increase the modal share of public transport and make travel more effective. • Nestrans Regional Transport Strategy 2040 – supports a number of the key priorities contained in the RTS 2040 including reduced carbon emissions to support net zero; a step change in public transport and active travel enabling a 50:50 mode split; air quality that is cleaner than World Health Organisation standards for emissions from transport; and improved journey efficiencies to enhance connectivity. • North East Bus Alliance – the North East Bus Alliance was formed in 2018 as a voluntary partnership of Nestrans, ACC, Aberdeenshire Council, First Bus Aberdeen, Stagecoach, and Bains Coaches. The overarching aims of the Alliance are to arrest the decline in bus patronage in the North East of Scotland by 2022 and to achieve year on year growth in bus patronage to 2025. Sub-objectives also exist around increasing modal share of bus patronage, improving operational performance and customer satisfaction, reducing bus emissions, and improving service accessibility. • National Transport Strategy – supports the vision of the NTS2 of a sustainable, inclusive, safe and accessible transport system which helps to deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. The NTS2 also supports the adoption of a Sustainable Travel Hierarchy, which promotes walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use. Furthermore, the NTS Delivery Plan sets out a commitment to develop and implement a coordinated package of policy interventions to support the reduction of car kilometres by 20% by 2030. 	

8.5.6 Deliverability

Table 8.27: Public Transport – Other Measures Deliverability Criteria Appraisal

Deliverability:		
Feasibility	High risk	<p>The feasibility of the options within the Public Transport – Other Measures package has been assessed to identify any potential risks to deliverability. The options contained within this package range across low, medium and high risk in terms of feasibility. The majority of options are assessed to have a high feasibility risk as they would be required to be delivered in partnership with public transport operators.</p> <p>Option PT21 for increased frequency of bus services on the corridor is assessed to have a high feasibility risk as this option would require the implementation of bus priority infrastructure on the corridor (Option PT1 and PT2 in the Public Transport – Priority package).</p> <p>More detailed appraisal will enable further assessment of feasibility to be undertaken.</p>
Affordability	Medium risk	<p>The affordability of the options within the Public Transport – Other Measures package has also been assessed on the extent of their affordability risk. The extent of risk varied between medium and high. The options outlined involve reviews and improvements to existing public transport throughout the study area and would present a financial burden in order to deliver them.</p> <p>Option PT11 for a P&R facility in Banchory is assessed as high risk in terms of affordability due to the requirement for third party land and overall anticipated construction costs.</p> <p>More detailed appraisal will enable further assessment of affordability to be undertaken.</p>
Public Acceptability	Medium risk	<p>Overall, the Public Transport – Other Measures package was well received during consultation, with 63% of respondents agreeing that</p>

Deliverability:	
	<p>the options contained within the package would improve travel conditions within the study area. Furthermore, consultation findings indicated that the Public Transport – Other Measures package would encourage 32% of respondents to use the bus more often. Additional comments provided included support for better connections to the Deeside Way, the requirement for upgrading of the Deeside Way and support for Park & Pedal facilities on the corridor. Some concerns were raised around the impact of street reconfigurations in Aberdeen City, additional crossing points in Cults and impacts of wildlife habitats. Generally, those providing additional comments indicated support for facilitating bikes on buses as this would open the corridor up for additional recreation and leisure opportunities. However, there was opposition to a new P&R site near Banchory given low usage at other P&R sites in Aberdeen. Additionally, several comments focused on the lack of direct public transport connections between the study corridor and Westhill, Dyce, the University of Aberdeen and Aberdeen Royal Infirmary.</p>

8.5.7 Appraisal Summary and Recommendations

Table 8.28: Public Transport – Other Measures Appraisal Summary and Recommendations

Appraisal Summary and Recommendations:	
Summary:	<ul style="list-style-type: none"> • The Public Transport – Other Measures package would be anticipated to support two of the TPOs focused on improving accessibility to active travel and public transport infrastructure on the A93 from nearby communities and improving the mode share of public transport. • Overall, the Public Transport – Other Measures package has been assessed as providing a neutral impact against each STAG Criterion. • The Public Transport – Other Measures package aligns with the aims of the Aberdeenshire and Aberdeen City Local Transport Strategies, the Nestrans RTS 2040, the NTS2 and the North East Bus Alliance. • The majority of options within the Public Transport – Other Measures package are assessed to have a high feasibility risk as they would be required to be delivered in partnership with public transport operators. • Affordability risk has been assessed as medium with options requiring further reviews and improvements to existing public transport which will present a financial burden in order to deliver them. • More detailed appraisal will enable further assessment of feasibility and affordability to be undertaken. • Overall, the Public Transport – Other Measures package was well received during consultation, with 63% of respondents agreeing that the options contained within the package would improve travel conditions within the study area. Furthermore, consultation findings indicated that the Public Transport – Other Measures package would encourage 32% of respondents to use the bus more often.
Recommendations:	<p>A full breakdown of the options under consideration as part of the Public Transport – Other Measures package, including the rationale for any specific options recommended to be removed from consideration at this stage of the appraisal, is presented below:</p> <p style="color: green; margin-left: 20px;"><u>Select for further consideration</u></p> <ul style="list-style-type: none"> • 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

Appraisal Summary and Recommendations:	
	<ul style="list-style-type: none"> 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 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 <p><u>Remove from consideration</u></p> <ul style="list-style-type: none"> 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 (as shown in the Individual Option Appraisal included as Appendix D). 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.

8.6 Neighbourhoods and Placemaking

8.6.1 Overview

Table 8.29: Neighbourhoods and Placemaking Overview

Neighbourhoods and Placemaking Package	
Package Description	The Neighbourhoods and Placemaking package is 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.
Package Components	<p>The Neighbourhoods and Placemaking package comprises a series of potential improvements, as set out below:</p> <ul style="list-style-type: none"> 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
Cost Band	Cost estimates for each of the individual options contained within this package have not been carried out at the current stage of the study. As a result, cost bands have been created to offer a preliminary range for the options within the package. Further costing work on each of the individual options will be carried

Neighbourhoods and Placemaking Package	
	<p>out during a later stage of the study which will then provide an overall costing for the package. The cost bands are as follows:</p> <ul style="list-style-type: none"> • Low cost = <£250,000; • Medium cost = £250,000 - £2,000,000; and • High cost = £2,000,000+. <p>The cost of delivering each of the individual options within the Neighbourhoods and Placemaking package would range between the low and medium cost bands outlined above.</p>

8.6.2 Context

Table 8.30: Neighbourhoods and Placemaking Context

Context:	
Problems & Opportunities	<p>The Neighbourhoods and Placemaking package could help to address the following problem and opportunity themes identified at the Case for Change stage of the study (see Chapter 4):</p> <ul style="list-style-type: none"> • A93 Active Travel Infrastructure – narrow, inconsistent and poorly surfaced advisory cycle lanes; lack of visibility at some junctions causes vehicles to enter the cycle lane and generally lacking active travel infrastructure within the Aberdeenshire section of the corridor. • High Car Usage in Key Settlements – the majority of settlements along the corridor record rates of driving to work significantly above the national average. • Increased Active Travel Use during COVID-19 Pandemic – evidence of a notable increase in active travel counts during 2020, which persisted (and increased) for pedestrians at two locations on the corridor throughout 2021. • Distances to Work for Aberdeen City Settlements – the vast majority of those living east of Milltimber travel less than 10km for work, presenting opportunities to encourage active travel use for journeys to and from work. • Funding – The 2020/21 Programme for Government outlines a commitment towards delivering on health, economic and environment goals by investing £500m over the next five years in active travel infrastructure, access to bikes and behaviour change schemes to promote walking, wheeling and cycling.
Interdependencies	<p>The Neighbourhoods and Placemaking package has potential overlap with other packages being considered through this study, most notably the Active Travel – Strategic Routes package and the Active Travel – Other Measures package, which both contain measures to support a significantly improved environment for active travel users on the corridor.</p> <p>More detailed appraisal is required to further consider package interdependencies.</p>

8.6.3 Transport Planning Objectives

Table 8.31: Neighbourhoods and Placemaking TPO Appraisal

Transport Planning Objectives:		
TPO1: Increase the modal share of active travel on the A93 road corridor for all journey types	+1	It is considered that the Neighbourhoods and Placemaking package would provide a minor positive impact on the modal share of active travel on the A93 road corridor. The options contained within this package are focused on enhancing the environment for active travel users within the key communities on the corridor, which would be anticipated to encourage more people to travel actively within the study area.
TPO2: Improve accessibility to active travel and public transport infrastructure on	+1	It is considered that the Neighbourhoods and Placemaking package would provide a minor positive impact on accessibility to active travel and public transport infrastructure on the A93 corridor by improving

Transport Planning Objectives:		
the A93 corridor from nearby communities		active travel links to the centre of communities from nearby residential areas.
TPO3: Increase the modal share of public transport on the A93 road corridor for all journey types	0	Given the focus of the Neighbourhoods and Placemaking package on active travel interventions, it is not anticipated that the options contained within this package would have a significant impact on the modal share of public transport on the A93 corridor. On this basis, the Neighbourhoods and Placemaking package has been assessed as having a neutral impact against TPO3.
TPO4: Support sustainable communities along the A93 corridor	+3	It is considered that the Neighbourhoods and Placemaking package would provide a major positive impact in terms of supporting sustainable communities along the A93 corridor. The options contained within this package are focused on enhancing the environment for active travel users within the key communities on the corridor and enhancing the active travel links to the centre of communities from residential areas. It is anticipated that this could encourage more people to access services in their local communities via active modes rather than travelling further by non-sustainable modes to meet their needs.
TPO5: Support the role of the A93 corridor as the gateway to Royal Deeside	0	Overall, it is not anticipated that the options contained within the Neighbourhoods and Placemaking package would have a significant impact in terms of supporting the role of the A93 corridor as the gateway to Royal Deeside.

8.6.4 STAG Criteria

Table 8.32: Neighbourhoods and Placemaking STAG Criteria Appraisal

STAG Criteria:		
Environment	0	Overall, it is not anticipated that the options contained within the Neighbourhoods and Placemaking package would have a significant impact on the Environment Criterion.
Climate Change	0	<p>Greenhouse Gas Emissions – It is considered that the options contained in the Neighbourhoods and Placemaking package would generate modal shift towards active travel and, as a result, lead to a reduction in greenhouse gas emissions. On this basis, the Neighbourhoods and Placemaking package has been assessed as providing a minor positive impact against the Greenhouse Gas Emissions sub-criterion.</p> <p>Vulnerability to the Effects of Climate Change – It is not anticipated that the options contained within the Neighbourhoods and Placemaking package would have a significant impact on the Vulnerability to the Effects of Climate Change sub-criterion.</p> <p>Potential to Adapt to the Effects of Climate Change – It is not anticipated that the options contained within the Neighbourhoods and Placemaking package would have a significant impact on the Potential to Adapt to the Effects of Climate Change sub-criterion.</p>
Health, Safety and Wellbeing	+2	<p>Accidents – It is considered that the options contained within the Neighbourhoods and Placemaking package would improve safety and perceptions of safety through improved pedestrian and cycling infrastructure and through the slowing of general traffic through A93 communities.</p> <p>By encouraging and facilitating more active travel trips to be undertaken, safety benefits would also be anticipated due to the ‘safety in numbers’ effect. This principle suggests an inverse relationship between the number of active travel trips and rate of accidents i.e. more pedestrians and cyclists results in safer walking and cycling.</p> <p>Security – It is considered that the options contained within the Neighbourhoods and Placemaking package would provide a minor</p>

STAG Criteria:		
		<p>positive impact on personal security by encouraging and facilitating more active travel trips to be undertaken, increasing natural surveillance.</p> <p>Health Outcomes – The Aberdeen City – South: Locality Plan 2021-26 includes the priority to focus on early intervention, prevention and re-enablement actions to reduce inequalities and improve physical and mental wellbeing outcomes. Within this priority is the aim to:</p> <ul style="list-style-type: none"> • Increase % of people who cycle as one mode of travel to 2% by 2023. <p>It is considered that the options contained within the Neighbourhoods and Placemaking package which have a focus on enabling and facilitating active travel would contribute significantly to the above aim for the Aberdeen South area. Furthermore, increased active travel would allow more people to feel connected with the local community and improve public health, with improved public realms allowing people to gather and socialise. On this basis, the Neighbourhoods and Placemaking has been assessed as providing a moderate positive impact on the Health Outcomes sub-criterion.</p> <p>Access to Health and Wellbeing Infrastructure – It is considered that the options contained within the Neighbourhoods and Placemaking package would result in improved access to health and wellbeing infrastructure through enhanced access to GP surgeries such as Peterculter Medical Practice and Cults Medical Group.</p> <p>Visual Amenity – It is considered that the options contained within the Neighbourhoods and Placemaking package would have a moderate positive impact on visual amenity, specifically through the introduction of placemaking and gateway features in a number of key settlements along the corridor. In addition, by encouraging and facilitating mode shift from motorised modes of transport, the number of private car trips would be anticipated to reduce and so too would the negative impact on visual amenity, although not to any significant extent.</p>
Economy	+2	<p>Transport Economic Efficiency – Active travel schemes which provide enhanced infrastructure have the potential to yield high economic benefits and return good value for money. It is considered that the options contained within the Neighbourhoods and Placemaking package would generate economic benefits including, but not limited to, improved journey ambience, reduced greenhouse gas emissions, reduced risk of premature death and reduced work absenteeism. On this basis, the Neighbourhoods and Placemaking package has been assessed as providing a moderate positive impact on the TEE sub-criterion at a local level.</p> <p>Wider Economic Impacts – Research shows that people who walk, wheel or cycle to shops spend more money. Centred around the key settlements along the corridor, the options contained within the Neighbourhoods and Placemaking package would be anticipated to enable and facilitate active travel journeys to local shops and services. On this basis, the Neighbourhoods and Placemaking package has been assessed as providing a minor positive impact on the WEI sub-criterion.</p>
Equality and Accessibility	+1	<p>Public Transport Network Coverage – It is not anticipated that the options contained within the Neighbourhoods and Placemaking package would have a significant impact on the Public Transport Network Coverage sub-criterion.</p> <p>Active Travel Network Coverage – The 20-minute neighbourhood concept allows people to meet most of their everyday needs by a short, convenient and pleasant 20-minute return walk or cycle from their home. The aim is to reduce the volume and speed of traffic and improve accessibility for local people to walk, cycle and wheel and spend time</p>

STAG Criteria:	
	<p>outdoors in their community. This is to be achieved within a 20-minute walk (approximately 800m). On this basis, the Neighbourhoods and Placemaking package has been assessed as providing a moderate positive impact on the Active Travel Network Coverage sub-criterion.</p> <p>Comparative Access by People Group – The population profile of the study area is generally older than the averages for Aberdeen City and Aberdeenshire, with higher proportions of those aged 65 and over. The options contained within the Neighbourhoods and Placemaking package would enhance active travel accessibility to local employment opportunities within key communities for the working population, to schools along the corridor for school aged children and to key local services for all of the population. However, it should be recognised that the Neighbourhoods and Placemaking package could result in the removal of on-street parking in some areas along the corridor, which could negatively impact on the accessibility of local services for some users of the corridor e.g. older people and those with mobility impairments. On this basis, the Neighbourhoods and Placemaking package has been assessed as providing a neutral impact on the Comparative Access by People Group sub-criterion overall.</p> <p>Comparative Access by Geographic Location – A combined 86% of data zones in the study area are identified to be at medium risk (64%) or high risk (22%) of transport poverty. The options contained within the Neighbourhoods and Placemaking package have a focus on enabling and facilitating active travel and therefore would be anticipated to provide suitable active travel options for predominantly local trips, as an alternative to motorised transport. On this basis, the Neighbourhoods and Placemaking package has been assessed as providing a minor positive impact on the Comparative Access by Geographic Location sub-criterion.</p> <p>Affordability – With no cost payable by the individual, walking and wheeling are the most equitable forms of transport. The cost barrier to cycling is also significantly lower than for private motor vehicles. The options contained within the Neighbourhoods and Placemaking package which have a focus on enabling and facilitating active travel would therefore be anticipated to result in a moderate positive impact on the Affordability sub-criterion.</p>

8.6.5 Established Policy Objectives

Table 8.33: Neighbourhoods and Placemaking Established Policy Objectives

Established Policy Objectives
<p>The Neighbourhoods and Placemaking package aligns with the following areas of local, regional and national policy:</p> <ul style="list-style-type: none"> • Local Transport Strategies – the Aberdeenshire Local Transport Strategy (2012) and Aberdeen City Local Transport Strategy (2016-2021) aim to reduce non-sustainable journeys, increase the modal share of active travel and make travel more effective. • Nestrans Regional Transport Strategy 2040 – supports a number of the key priorities contained in the RTS 2040 including reduced carbon emissions to support net zero; a step change in public transport and active travel enabling a 50:50 mode split; air quality that is cleaner than World Health Organisation standards for emissions from transport; and zero fatalities on the road network. • National Transport Strategy – supports the vision of the NTS2 of a sustainable, inclusive, safe and accessible transport system which helps to deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. The NTS2 also supports the adoption of a Sustainable Travel Hierarchy, which promotes walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use. Furthermore, the NTS Delivery Plan sets out a commitment

Established Policy Objectives

to develop and implement a coordinated package of policy interventions to support the reduction of car kilometres by 20% by 2030.

- **National Planning Framework** – strongly aligns with the draft NPF4, which promotes the concept of 20-minute neighbourhoods and the adoption of the Place Principle.
- **STPR2** – The draft STPR2 proposes the development of Connected Neighbourhoods to provide the transport elements of 20-minute neighbourhoods, signalling the strong alignment of this package with national aspirations for safer, more inclusive environments for people walking, wheeling, cycling, and spending time in their local areas.

8.6.6 Deliverability

Table 8.34: Neighbourhoods and Placemaking Deliverability Criteria Appraisal

Deliverability		
Feasibility	Low risk	<p>The feasibility of the options within the Neighbourhoods and Placemaking package has been assessed to identify any potential risks to deliverability. The options contained within this package are generally assessed as low risk in terms of feasibility.</p> <p>Options are considered low risk as options such as introducing traffic calming measures and gateway signage are generally considered achievable to implement. The feasibility of delivering these options in the key communities along the corridor will require further development work to identify the most appropriate solutions.</p> <p>More detailed appraisal will enable further assessment of feasibility to be undertaken.</p>
Affordability	Medium risk	<p>The affordability of the options within the Neighbourhoods and Placemaking package has also been assessed on the extent of their affordability risk. The extent of risk varied between low and medium.</p> <p>Options to introduce gateway signage (Options O21 and O22) are identified as low risk in terms of affordability due to the limited financial burden associated with delivering these interventions. The remainder of the options in the package have been assessed as medium risk due to the requirement for stakeholder consultation and the range of interventions that could be included in their delivery.</p> <p>More detailed appraisal will enable further assessment of affordability to be undertaken.</p>
Public Acceptability	Medium risk	<p>Overall, the Neighbourhoods and Placemaking package was well received during consultation, with 57% of respondents agreeing that the options contained within the package would improve travel conditions within the study area. Furthermore, consultation findings indicated that the Neighbourhoods and Placemaking package would encourage 38% of respondents to walk more and 34% of respondents to cycle more. Additional comments provided included concerns that restricting car movements could impact on business footfall, create a false sense of security for pedestrians and significantly change the character of the communities involved. Other comments were more supportive, suggesting the concept could help encourage more active travel journeys, particularly among children and help to regenerate communities. Some concerns were raised about the maintenance of features such as plantings and surfacing and some comments also queried why the concept had not been considered in communities such as Milltimber or Drumoak.</p>

8.6.7 Appraisal Summary and Recommendations

Table 8.35: Neighbourhoods and Placemaking Appraisal Summary and Recommendations

Appraisal Summary and Recommendations:	
Summary:	<ul style="list-style-type: none"> The Neighbourhoods and Placemaking package would support the majority of the study TPOs, particularly in terms of supporting sustainable communities along the A93 corridor. In terms of the STAG Criteria, the Neighbourhoods and Placemaking package would promote moderate positive impacts in terms of Health, Safety and Wellbeing and Economy and minor positive impacts in terms of Equality and Accessibility. Overall, the Neighbourhoods and Placemaking package has been assessed as providing a neutral impact against the Environment and Climate Change Criteria. The Neighbourhoods and Placemaking package aligns with the aims of the Aberdeenshire and Aberdeen City Local Transport Strategies, the Nestrans RTS 2040, NTS2, the draft NPF4 and STPR2. The majority of the options within the Neighbourhoods and Placemaking package are assessed to have a low feasibility risk as options are focused on improvements to existing infrastructure which is generally considered achievable to implement. The affordability of the options within the Neighbourhoods and Placemaking package varies between low and medium risk. Options to introduce gateway signage are identified as low risk in terms of affordability due to the limited financial burden associated with delivering these interventions. The remainder of the options in the package have been assessed as medium risk due to the requirement for stakeholder consultation and the range of interventions that could be included in their delivery. More detailed appraisal will enable further assessment of feasibility and affordability to be undertaken. Overall, the Neighbourhoods and Placemaking package was well received during consultation, with 57% of respondents agreeing that the options contained within the package would improve travel conditions within the study area. Furthermore, consultation findings indicated that the Neighbourhoods and Placemaking package would encourage 38% of respondents to walk more and 34% of respondents to cycle more.
Recommendations:	It is recommended that all options under consideration as part of the Neighbourhoods and Placemaking package are progressed for further assessment.

8.7 Other Measures

8.7.1 Overview

Table 8.36: Other Measures Overview

Other Measures Package	
Package Description	The Other Measures package is 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.
Package Components	<p>The Other Measures package comprises a series of potential improvements, as set out below:</p> <ul style="list-style-type: none"> 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/Pitfodells Station Road Junction O4: Review the layout of the A93/Abbotshall Road Junction O5: Review the layout of the A93/Malcolm Road Junction

Other Measures Package	
	<ul style="list-style-type: none"> • 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 A93 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 at 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
Cost Band	<p>Cost estimates for each of the individual options contained within this package have not been carried out at the current stage of the study. As a result, cost bands have been created to offer a preliminary range for the options within the package. Further costing work on each of the individual options will be carried out during a later stage of the study which will then provide an overall costing for the package. The cost bands are as follows:</p> <ul style="list-style-type: none"> • Low cost = <£250,000; • Medium cost = £250,000 - £2,000,000; and • High cost = £2,000,000+. <p>The cost of delivering each of the individual options within the Other Measures package would range between the low and medium cost bands outlined above.</p>

8.7.2 Context

Table 8.37: Other Measures Context

Context:	
Problems & Opportunities	<p>The Other Measures package could help to address the following problem and opportunity themes identified at the Case for Change stage of the study (see Chapter 4):</p> <ul style="list-style-type: none"> • A93 Active Travel Infrastructure – narrow, inconsistent and poorly surfaced advisory cycle lanes; lack of visibility at some junctions causes vehicles to enter the cycle lane and generally lacking active travel infrastructure within the Aberdeenshire section of the corridor. • Signage – there is a lack of road signage to tourist destinations along the corridor, notably from the AWPR.
Interdependencies	<p>The Other Measures package has potential overlap with other packages being considered through this study, most notably the Active Travel – Strategic Routes package and the Active Travel – Other Measures package, which both contain measures to support a significantly improved environment for active travel users on the corridor.</p>

Context:	
	More detailed appraisal is required to further consider package interdependencies.

8.7.3 Transport Planning Objectives

Table 8.38: Other Measures TPO Appraisal

Transport Planning Objectives:		
TPO1: Increase the modal share of active travel on the A93 road corridor for all journey types	+1	It is considered that the Other Measures package would provide some minor positive impacts on the modal share of active travel on the A93 road corridor, although this is dependent on the outcome of junction reviews along the corridor, which could focus on active travel or public transport improvements.
TPO2: Improve accessibility to active travel and public transport infrastructure on the A93 corridor from nearby communities	0	Overall, it is not anticipated that the options contained within the Other Measures package would have a significant impact in terms of improving 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	0	Overall, it is not anticipated that the options contained within the Other Measures package would have a significant impact in terms of increasing the modal share of public transport on the A93 road corridor for all journey types, although minor positive impacts could be generated for buses associated with junction reviews at Holburn Street and Anderson Drive.
TPO4: Support sustainable communities along the A93 corridor	+1	It is considered that the Other Measures package would provide a minor positive impact in terms of supporting sustainable communities along the A93 corridor, particularly through parking reviews and review of crossings that seek to facilitate active travel movements within key settlements on the corridor.
TPO5: Support the role of the A93 corridor as the gateway to Royal Deeside	0	Overall, it is not anticipated that the options contained within the Other Measures package would have a significant impact in terms of supporting the role of the A93 corridor as the gateway to Royal Deeside, although increasing road signage to tourist destinations and services along the corridor would have a moderate positive impact against this TPO.

8.7.4 STAG Criteria

Table 8.39: Other Measures STAG Criteria Appraisal

STAG Criteria:		
Environment	0	Overall, it is not anticipated that the options contained within the Other Measures package would have a significant impact on the Environment Criterion. However, Option O12 for a new link road between the A93 and Inchgarth Road could generate detrimental impacts on biodiversity and habitats; geology and soils; water, drainage and flooding; air quality; landscape; and noise and vibration.
Climate Change	0	<p>Greenhouse Gas Emissions – Overall, it is not anticipated that the options contained within the Other Measures package would have a significant impact on Greenhouse Gas Emissions. However, Option O12 for a new link road between the A93 and Inchgarth Road could lead to induced traffic, causing an increase in emissions.</p> <p>Vulnerability to the Effects of Climate Change – It is not anticipated that the options contained within the Other Measures package would have a significant impact on the Vulnerability to the Effects of Climate Change sub-criterion.</p> <p>Potential to Adapt to the Effects of Climate Change – It is not anticipated that the options contained within the Other Measures</p>

STAG Criteria:		
		package would have a significant impact on the Potential to Adapt to the Effects of Climate Change sub-criterion.
Health, Safety and Wellbeing	+1	<p>Accidents – It is considered that the options contained within the Other Measures package would improve safety and perceptions of safety through improvements to junction layouts, reduced traffic speeds and introduction of traffic calming measures.</p> <p>Security – It is not anticipated that the options contained within the Other Measures package would have a significant impact on the Security sub-criterion.</p> <p>Health Outcomes – The Aberdeen City – South: Locality Plan 2021-26 includes the priority to focus on early intervention, prevention and re-enablement actions to reduce inequalities and improve physical and mental wellbeing outcomes. Within this priority is the aim to:</p> <ul style="list-style-type: none"> • Increase % of people who cycle as one mode of travel to 2% by 2023. <p>Whilst the options contained within the Other Measures package do not specifically focus on improving conditions for cycling, measures such as improved provision for active travel users at junctions and reduced speeds of vehicular traffic would be anticipated to facilitate cycling and therefore contribute towards the above aim for the Aberdeen South area. On this basis, the Other Measures package has been assessed as providing a minor positive impact on the Health Outcomes sub-criterion.</p> <p>Access to Health and Wellbeing Infrastructure – It is considered that the options contained within the Other Measures package would result in improved access to health and wellbeing infrastructure within the key settlements through enhanced access to GP surgeries such as Peterculter Medical Practice and Banchory Group Practice via active travel improvements at junctions and speed control measures for general traffic.</p> <p>Visual Amenity – Overall, it is not anticipated that the options contained within the Other Measures package would have a significant impact on the Visual Amenity sub-criterion. However, Option O12 for a new link road between the A93 and Inchgarth Road could have a negative impact on visual amenity during construction and operation.</p>
Economy	0	<p>Transport Economic Efficiency – Overall, it is not anticipated that the options contained within the Other Measures package would have a significant impact on the TEE sub-criterion. There could be minor positive impacts associated with Option O12 for a new link road between the A93 and Inchgarth Road in terms of improved journey times between the A93 corridor and Garthdee. Overall however, the Other Measures package has been assessed as providing a neutral impact on the TEE sub-criterion.</p> <p>Wider Economic Impacts – Overall, it is not anticipated that the options contained within the Other Measures package would have a significant impact on the WEI sub-criterion. There could be minor positive impacts associated with Option O10 for increased road signage to tourist destinations as this would help to promote tourist destinations and services to visitors. Overall however, the Other Measures package has been assessed as providing a neutral impact on the WEI sub-criterion.</p>
Equality and Accessibility	0	<p>Public Transport Network Coverage – Overall, it is not anticipated that the options contained within the Other Measures package would have a significant impact on Public Transport Network Coverage. However, there could be minor positive impacts associated with the implementation of a link road between the A93 and Inchgarth Road (Option O12) as there would be the potential for public transport to use the link road, which could lead to the introduction of new bus services</p>

STAG Criteria:	
	<p>between the A93 and Garthdee. Overall however, the Other Measures package has been assessed as providing a neutral impact on the Public Transport Network Coverage sub-criterion.</p> <p>Active Travel Network Coverage – Overall, it is not anticipated that the options contained within the Other Measures package would have a significant impact on Active Travel Network Coverage, although interventions for active travel users at junctions could lead to some localised improvements.</p> <p>Comparative Access by People Group – Overall, it is not anticipated that the options contained within the Other Measures package would have a significant impact on the Comparative Access by People Group sub-criterion. However, there could be minor positive impacts associated with the implementation of a link road between the A93 and Inchgarth Road (Option O12) and Options O16, O17 and O18 for parking reviews in Cults, Peterculter and Banchory could result in detrimental impacts for those with increased mobility needs dependent on the outcomes of the reviews. At this time, the Other Measures package has been assessed as providing a neutral impact against the Comparative Access by People Group sub-criterion overall.</p> <p>Comparative Access by Geographic Location – Overall, it is not anticipated that the options contained within the Other Measures package would have a significant impact on the Comparative Access by Geographic Location sub-criterion, although the implementation of a link road between the A93 and Inchgarth Road (Option O12) could provide a minor positive impact.</p> <p>Affordability – With no cost payable by the individual, walking and wheeling are the most equitable forms of transport. The cost barrier to cycling is also significantly lower than for private motor vehicles. The options contained within the Other Measures package which have a focus on enabling and facilitating active travel would therefore be anticipated to result in a moderate positive impact on the Affordability sub-criterion.</p>

8.7.5 Established Policy Objectives

Table 8.40: Other Measures Established Policy Objectives

Established Policy Objectives:
<p>The Other Measures package aligns with the following areas of local, regional and national policy:</p> <ul style="list-style-type: none"> • Local Transport Strategies – the Aberdeenshire Local Transport Strategy (2012) and Aberdeen City Local Transport Strategy (2016-2021) aim to reduce non-sustainable journeys, increase the modal share of active travel and make travel more effective. • Nestrans Regional Transport Strategy 2040 – supports a number of the key priorities contained in the RTS 2040 including reduced carbon emissions to support net zero; a step change in public transport and active travel enabling a 50:50 mode split; air quality that is cleaner than World Health Organisation standards for emissions from transport; and zero fatalities on the road network. • National Transport Strategy – supports the vision of the NTS2 of a sustainable, inclusive, safe and accessible transport system which helps to deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. The NTS2 also supports the adoption of a Sustainable Travel Hierarchy, which promotes walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use. Furthermore, the NTS Delivery Plan sets out a commitment to develop and implement a coordinated package of policy interventions to support the reduction of car kilometres by 20% by 2030.

8.7.6 Deliverability

Table 8.41: Other Measures Deliverability Criteria Appraisal

Deliverability:		
Feasibility	Medium risk	<p>The feasibility of the options within the Other Measures package has been assessed to identify any potential risks to deliverability. The options contained within this package range across low, medium and high risk in terms of feasibility. The majority of options are assessed to have a low feasibility risk as they typically focus on improvements to existing features such as road signage, reduction in speed limits and traffic calming measures and are generally considered achievable to implement.</p> <p>Options including reviews for safety, parking and junctions are assessed to have a medium to high feasibility risk as although the undertaking of the reviews themselves is low risk, the outcomes of the reviews may require greater infrastructure interventions to deliver options in the package.</p> <p>More detailed appraisal will enable further assessment of feasibility to be undertaken.</p>
Affordability	Medium risk	<p>The affordability of the options within the Other Measures package has also been assessed on the extent of their affordability risk. The extent of risk varied between low and medium. Options assessed to have a low risk in terms of affordability are those related to signage and speed limit reductions within the study area (e.g. Option O10 and O33).</p> <p>Options assessed to have a medium risk in terms of affordability includes reviews of junctions and parking (e.g. Option O1 and O16) at various locations along the corridor. Although junction reviews themselves would be low risk in terms of affordability, the delivery of potential interventions stemming from the reviews would be dependent on the scale of proposed solutions; as such, these have been assigned a medium affordability risk.</p> <p>Parking reviews should be considered as an enabling measure for the delivery of active travel, public transport and placemaking options. The undertaking of the review would be classed as low risk however any potential relocation of parking may have a greater financial burden.</p> <p>More detailed appraisal will enable further assessment of affordability to be undertaken.</p>
Public Acceptability	Medium risk	<p>Overall, the Other Measures package received a mixed response during consultation, with 57% of respondents agreeing that the options contained within the package would improve travel conditions within the study area. Consultation findings indicated that the Other Measures package would encourage 20% of respondents to walk more and 24% of respondents to cycle more. Additional comments provided included opposition to and support for speed limit reductions on the route, opposition to and support for the implementation of a link road between the A93 and Inchgarth Road and concerns about the impacts of any parking reviews undertaken.</p>

8.7.7 Appraisal Summary and Recommendations

Table 8.42: Other Measures Appraisal Summary and Recommendations

Appraisal Summary and Recommendations:	
Summary:	<ul style="list-style-type: none"> The Other Measures package has a relatively limited impact against the study TPOs, although minor positive impacts would be anticipated in terms of increasing the modal share of active travel and in terms of supporting sustainable communities along the A93 corridor. In terms of the STAG Criteria, the Other Measures package would promote minor positive impacts in terms of Health, Safety and Wellbeing. Overall, the Other Measures package has been assessed as providing a neutral impact against the Environment, Climate Change, Economy and Equality and Accessibility Criteria. The Other Measures package aligns with the aims of the Aberdeenshire and Aberdeen City Local Transport Strategies, the Nestrans RTS 2040, and the NTS2. The majority of options are assessed to have a low feasibility risk as they typically focus on improvements to existing features such as road signage, reduction in speed limits and traffic calming measures and are generally considered achievable to implement. Options range between low and medium risk in terms of affordability due to the financial burden required to implement improvements. More detailed appraisal will enable further assessment of feasibility and affordability to be undertaken. Overall, the Other Measures package received a mixed response during consultation, with 57% of respondents agreeing that the options contained within the package would improve travel conditions within the study area. Consultation findings indicated that the Other Measures package would encourage 20% of respondents to walk more and 24% of respondents to cycle more.
Recommendations:	It is recommended that all options under consideration as part of this package are progressed for further assessment.

8.8 Identification of Small-Scale, Low Risk Options

As study options have been developed, and packages assembled, it has become 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 8.43: 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

Active Travel – Other Measures Package	
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

With regards the options for contraflow cycle lanes in various locations throughout the study area (Options AT11, AT12, AT13, AT14, AT15, AT16 and AT58), the small-scale option would be to introduce cycle contraflows without full segregation on the streets. This would be achieved by providing entry point segregation and then either providing white lining as a cycle lane or allowing contraflow cycles to mix with traffic, with suitable signage provided for all road users.

9. Summary and Next Steps

9.1 Introduction

This study has set out 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 between Banchory in Aberdeenshire to South College Street in Aberdeen City. This report has:

- Set out the background context of the study, including the policy, geographic, socio-economic, transport, development, and environmental context for the work;
- Provided an overview of the public and stakeholder engagement exercises that were undertaken as part of this study in Autumn 2021 and Summer 2022;
- Confirmed the problems, issues, constraints and opportunities providing focus for the study;
- Established the TPOs directing the appraisal;
- Set out the process of option generation, sifting and development; and
- Appraised the developed packages of options in accordance with the TPOs, established policy objectives and STAG and deliverability criteria.

These tasks comprise the Case for Change, Option Generation and Development and Preliminary Options Appraisal stages of the STAG process.

9.2 Appraisal Outcomes: Active Travel – Strategic Routes

The Active Travel – Strategic Routes package is 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.

The Active Travel – Strategic Routes appraisal outcomes are as follows:

Table 9.1: Active Travel – Strategic Routes Appraisal Summary

Appraisal Summary: Active Travel – Strategic Routes	
Summary	<ul style="list-style-type: none"> • The Active Travel – Strategic Routes package would make a strong contribution to the TPOs, particularly in terms of increasing the modal share of active travel on the A93 corridor for all journey types and supporting sustainable communities along the corridor. • In terms of the STAG criteria, the Active Travel – Strategic Routes package would promote major positive impacts in terms of Health, Safety and Wellbeing, moderate positive impacts in terms of Equality and Accessibility and minor positive impacts in terms of Climate Change. Whilst a detailed environmental assessment would be necessary to gauge the extent of environmental impacts, it is considered that there are elements of the Active Travel – Strategic Routes package that could generate negative environmental impacts. Overall, the Active Travel – Strategic Routes package has been assessed as providing a neutral impact against the Economy Criterion. • The Active Travel – Strategic Routes package aligns with the aims of the Aberdeenshire and Aberdeen City Local Transport Strategies, the Nestrans RTS 2040 and the NTS2. • The majority of options within the Active Travel – Strategic Routes package are assessed to have a medium feasibility risk related to the infrastructure works required for these options. • The affordability of the options within the Active Travel – Strategic Routes package varies between low, medium, and high risk. Options were assessed to have a higher risk in terms of affordability due to factors such as acquisition of third-party land and large infrastructure works, and options evaluated as low risk involved minimal works such as updating road markings or reviewing signal phasing. • More detailed appraisal will enable further assessment of feasibility and affordability to be undertaken. • Overall, the Active Travel – Strategic Routes package was well received during consultation, with 56% of respondents agreeing that the options contained within the package would

Appraisal Summary: Active Travel – Strategic Routes

improve travel conditions within the study area. Furthermore, consultation findings indicated that the Active Travel – Strategic Routes package would encourage 30% of respondents to walk more and 44% of respondents to cycle more.

9.3 Appraisal Outcomes: Active Travel – Other Measures

The Active Travel – Other Measures package is 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.

The Active Travel – Other Measures appraisal outcomes are as follows:

Table 9.2: Active Travel – Other Measures Appraisal Summary

Appraisal Summary: Active Travel – Other Measures

Summary

- The Active Travel – Other Measures package would make a strong contribution to the TPOs, particularly in terms of improving accessibility to active travel and public transport infrastructure on the A93 corridor from nearby communities.
- In terms of the STAG criteria, the Active Travel – Other Measures package would promote moderate positive impacts in terms of Health, Safety and Wellbeing and Equality and Accessibility. Whilst a detailed environmental assessment would be necessary to gauge the extent of environmental impacts, it is considered that there are elements of the Active Travel – Other Measures package that could generate negative environmental impacts. Overall, the Active Travel – Other Measures package has been assessed as providing a neutral impact against the Climate Change and Economy Criteria.
- The Active Travel – Other Measures package aligns with the aims of the Aberdeenshire and Aberdeen City Local Transport Strategies, the Nestrans RTS 2040 and the NTS2.
- The majority of options within the Active Travel – Other Measures package are assessed to have a low feasibility risk as they typically focus on improvements to existing infrastructure such as crossing facilities and cycle parking and are generally considered achievable to implement. Four options within the package are assessed to have a high feasibility risk due to the requirement for significant infrastructure works and third party land.
- The affordability of the options within the Active Travel – Other Measures package varies between low, medium and high risk. Many of the options are assessed to have a low risk in terms of affordability as they require little financial burden to implement across the study area. However, some larger scale options would involve extensive reviews and improvements at locations throughout the study area, and therefore have been assessed as high risk in terms of affordability.
- More detailed appraisal will enable further assessment of feasibility and affordability to be undertaken.
- Overall, the Active Travel – Other Measures package was well received during consultation, with 69% of respondents agreeing that the options contained within the package would improve travel conditions within the study area. Furthermore, consultation findings indicated that the Active Travel – Strategic Routes package would encourage 36% of respondents to walk more and 48% of respondents to cycle more.

9.4 Appraisal Outcomes: Public Transport – Priority

The Public Transport – Priority package is 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.

The Public Transport – Priority appraisal outcomes are as follows:

Table 9.3: Public Transport – Priority Appraisal Summary

Appraisal Summary: Public Transport – Priority	
Summary	<ul style="list-style-type: none"> • The Public Transport – Priority package would support two of the TPOs focused on improving the mode share of public transport and supporting the role of the A93 as the gateway to Royal Deeside. It would be anticipated to have a negative impact on improving the mode share of active travel due to the requirement for removal of existing advisory cycling infrastructure on the corridor to accommodate measures within this package. • In terms of the STAG criteria, the Public Transport – Priority package would promote minor positive impacts in terms of the Climate Change Criterion. Overall, the Public Transport – Priority package has been assessed as providing a neutral impact in terms of Environment, Health, Safety and Wellbeing, Economy, and Equality and Accessibility. • The Public Transport – Priority package aligns with the aims of the Aberdeenshire and Aberdeen City Local Transport Strategies, the Nestrans RTS 2040, the NTS2 and the North East Bus Alliance. • The options contained within the Public Transport – Priority package are assessed to have a low or medium feasibility risk. • The affordability of the options within the Public Transport – Priority package varies between low, medium and high risk. Options were assessed to have a higher risk in terms of affordability due to large infrastructure works. Options which were evaluated as low or medium risk included improvements to traffic signals, for which the scale of financial burden is dependent on the level of intervention i.e. single junction or throughout the study area. • More detailed appraisal will enable further assessment of feasibility and affordability to be undertaken. • Overall, the Public Transport – Priority package received a mixed response during consultation, with 38% of respondents agreeing that the options contained within the package would improve travel conditions within the study area. Consultation findings indicated that the Public Transport – Priority package would encourage 34% of respondents to use the bus more often.

9.5 Appraisal Outcomes: Public Transport – Other Measures

The Public Transport – Other Measures package is 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 routing of services.

The Public Transport – Other Measures appraisal outcomes are as follows:

Table 9.4: Public Transport – Other Measures Appraisal Summary

Appraisal Summary: Public Transport – Other Measures	
Summary	<ul style="list-style-type: none"> • The Public Transport – Other Measures package would be anticipated to support two of the TPOs focused on improving accessibility to active travel and public transport infrastructure on the A93 from nearby communities and improving the mode share of public transport. • Overall, the Public Transport – Other Measures package has been assessed as providing a neutral impact against each STAG Criterion.

Appraisal Summary: Public Transport – Other Measures

- This Public Transport – Other Measures package aligns with the aims of the Aberdeenshire and Aberdeen City Local Transport Strategies, the Nestrans RTS 2040, the NTS2 and the North East Bus Alliance.
- The majority of options within the Public Transport – Other Measures package are assessed to have a high feasibility risk as they would be required to be delivered in partnership with public transport operators.
- Affordability risk has been assessed as medium with options requiring further reviews and improvements to existing public transport which will present a financial burden in order to deliver them.
- More detailed appraisal will enable further assessment of feasibility and affordability to be undertaken.
- Overall, the Public Transport – Other Measures package was well received during consultation, with 63% of respondents agreeing that the options contained within the package would improve travel conditions within the study area. Furthermore, consultation findings indicated that the Public Transport – Other Measures package would encourage 32% of respondents to use the bus more often.

9.6 Appraisal Outcomes: Neighbourhoods and Placemaking

The Neighbourhoods and Placemaking package is 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.

The Neighbourhoods and Placemaking appraisal outcomes are as follows:

Table 9.5: Neighbourhoods and Placemaking Appraisal Summary

Appraisal Summary: Neighbourhoods and Placemaking

Summary

- The Neighbourhoods and Placemaking package would support the majority of the study TPOs, particularly in terms of supporting sustainable communities along the A93 corridor.
- In terms of the STAG Criteria, the Neighbourhoods and Placemaking package would promote moderate positive impacts in terms of Health, Safety and Wellbeing and Economy and minor positive impacts in terms of Equality and Accessibility. Overall, the Neighbourhoods and Placemaking package has been assessed as providing a neutral impact against the Environment and Climate Change Criteria.
- The Neighbourhoods and Placemaking package aligns with the aims of the Aberdeenshire and Aberdeen City Local Transport Strategies, the Nestrans RTS 2040, NTS2, the draft NPF4 and STPR2.
- The majority of the options within the Neighbourhoods and Placemaking package are assessed to have a low feasibility risk as options are focused on improvements to existing infrastructure which is generally considered achievable to implement.
- The affordability of the options within the Neighbourhoods and Placemaking package varies between low and medium risk. Options to introduce gateway signage are identified as low risk in terms of affordability due to the limited financial burden associated with delivering these interventions. The remainder of the options in the package have been assessed as medium risk due to the requirement for stakeholder consultation and the range of interventions that could be included in their delivery.
- More detailed appraisal will enable further assessment of feasibility and affordability to be undertaken.
- Overall, the Neighbourhoods and Placemaking package was well received during consultation, with 57% of respondents agreeing that the options contained within the package

Appraisal Summary: Neighbourhoods and Placemaking	
	would improve travel conditions within the study area. Furthermore, consultation findings indicated that the Neighbourhoods and Placemaking package would encourage 38% of respondents to walk more and 34% of respondents to cycle more.

It is recommended that all options under consideration as part of this package are progressed for further assessment.

9.7 Appraisal Outcomes: Other Measures

The Other Measures package is 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.

The Other Measures appraisal outcomes are as follows:

Table 9.6: Other Measures Appraisal Summary

Appraisal Summary: Other Measures	
Summary	<ul style="list-style-type: none"> • The Other Measures package has a relatively limited impact against the study TPOs, although minor positive impacts would be anticipated in terms of increasing the modal share of active travel and in terms of supporting sustainable communities along the A93 corridor. • In terms of the STAG Criteria, the Other Measures package would promote minor positive impacts in terms of Health, Safety and Wellbeing. Overall, the Other Measures package has been assessed as providing a neutral impact against the Environment, Climate Change, Economy and Equality and Accessibility Criteria. • The Other Measures package aligns with the aims of the Aberdeenshire and Aberdeen City Local Transport Strategies, the Nestrans RTS 2040, and the NTS2. • The majority of options are assessed to have a low feasibility risk as they typically focus on improvements to existing features such as road signage, reduction in speed limits and traffic calming measures and are generally considered achievable to implement. • Options range between low and medium risk in terms of affordability due to the financial burden required to implement improvements. • More detailed appraisal will enable further assessment of feasibility and affordability to be undertaken. • Overall, the Other Measures package received a mixed response during consultation, with 57% of respondents agreeing that the options contained within the package would improve travel conditions within the study area. Consultation findings indicated that the Other Measures package would encourage 20% of respondents to walk more and 24% of respondents to cycle more.

It is recommended that all options under consideration as part of this package are progressed for further assessment.

9.8 Appraisal Summary

The table below provides a summary of the outcomes from the appraisal process. It should be noted that key options contained within the Active Travel – Strategic Routes package cannot be implemented in combination with key options contained within the Public Transport – Priority package (i.e. segregated cycle lanes in combination with the implementation of a bus lane).

Table 9.7: Appraisal Summary

Package	TPOs					STAG Criteria					Deliverability		
	TPO1	TPO2	TPO3	TPO4	TPO5	Environment	Climate Change	Health, Safety and Wellbeing	Economy	Equality and Accessibility	Feasibility	Affordability	Public Acceptability
Active Travel – Strategic Routes	+3	0	0	+2	0	-1	+1	+3	0	+2	Medium risk	Medium risk	Medium risk
Active Travel – Other Measures	+1	+2	0	+1	+1	-1	0	+2	0	+2	Medium risk	Medium risk	Low risk
Public Transport – Priority	-1	0	+2	0	+1	0	+1	0	0	0	Medium risk	Medium risk	Medium risk
Public Transport – Other Measures	0	+3	+1	0	0	0	0	0	0	0	High risk	Medium risk	Medium risk
Neighbourhoods and Placemaking	+1	+1	0	+3	0	0	0	+2	+2	+1	Low risk	Medium risk	Medium risk
Other Measures	+1	0	0	+1	0	0	0	+1	0	0	Medium risk	Medium risk	Medium risk

9.9 Options Selected for Further Consideration

The table below outlines the options that are recommended for further consideration as part of the various packages.

Table 9.8: Options Selected for Further Consideration across Option Packages

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
	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	

Package	Ref	Title
	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
	PT17	Explore the feasibility of implementing Demand Responsive Services to allow surrounding settlements to connect with the A93 corridor (e.g. Inchmarlo and Torphins)
Neighbourhoods and Placemaking Package	PT21	Increase the frequency of bus services on the A93
	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	

Package	Ref	Title
	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

9.10 Options Sifted from Further Consideration

There are a number of options which are not recommended to progress to more detailed appraisal based on the results of the appraisal undertaken at this stage. The rationale for sifting these options at this stage is as follows:

Table 9.9: Rationale for Options Sifted 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
	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

As outlined above, a number of options are recommended to be combined. This is outlined in the table below.

Table 9.10: Options Recommended to be Combined

Package	Option	Options to be Combined
Active Travel – Other Measures	AT25: Implement additional formalised crossing facilities in Cults	AT23: Implement crossing facilities near Abbotshall Road
Other Measures	O1: Review the layout of the Great Western Road/Holburn Street Junction, including consideration of signal timings and lane allocation	AT2: Create a protected junction at Great Western Road/Holburn Street Junction for cyclists
	O2: Review the layout of the A93/Anderson Drive Junction	AT3: Increase pedestrian phasing at the A93/Anderson Drive Junction to support diagonal movements across the junction AT4: Implement segregated cycle provision through the A93/Anderson Drive Junction AT43: Increase pavement width on the south side of the A93 in proximity to Anderson Drive PT26: Increase east-west phasing of traffic signals at A92 Anderson Drive to give more priority to flows on the A93 corridor

9.11 Next Steps

Going forward, it is noted that the small-scale, low risk options identified in **Section 8.8** 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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