

A92 Bridge of Don to Bridge of Dee Multi-Modal Corridor Study: Case for Change and Preliminary Appraisal Report

Executive Summary

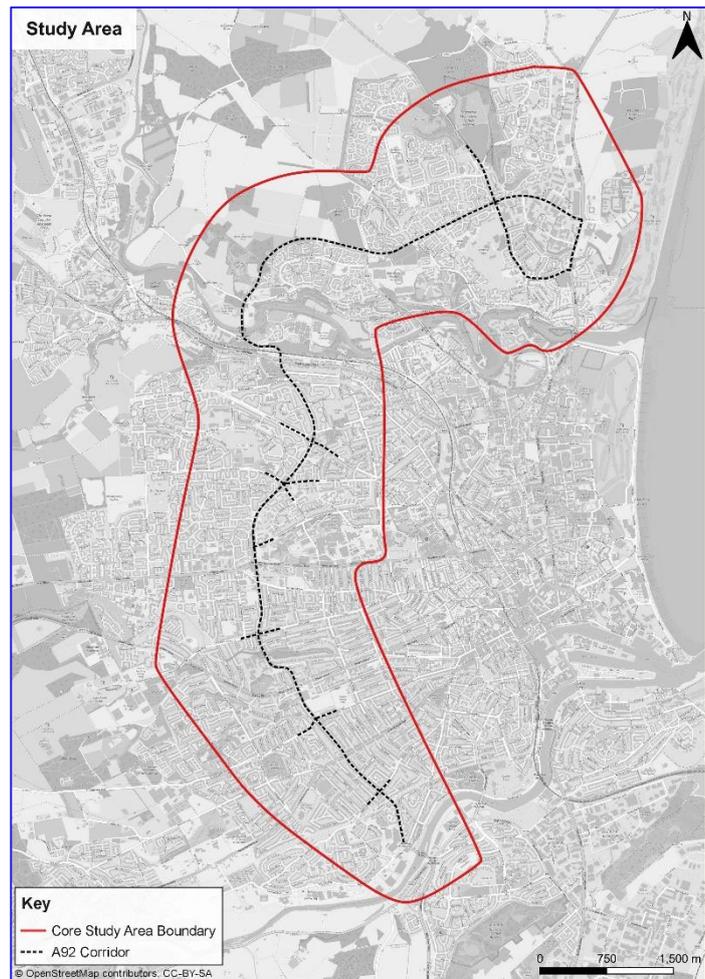
Introduction and Context

The consultancy Jacobs was appointed by Aberdeen City Council to undertake a study of the A92 corridor. Their scope was to consider opportunities for improvements on that part of the A92 between Bridge of Don and Bridge of Dee (i.e. The Parkway and Anderson Drive), as well as the B997 Scotstown Road/North Donside Road.

The study is proceeding in tandem with others which are considering some of the main corridors radiating from Aberdeen (these being the A92/A90 north, A96, A944/A9119, A93 and A92 south routes). Its work is considering the A92 and junctions of other roads that cross it, with the exception of the junctions with routes that are being considered as part of other radial corridor studies (as those other studies are considering those locations).

The methodology for their work follows Transport Scotland's Scottish Transport Appraisal Guidance (STAG), which is a prerequisite for schemes which may seek Transport Scotland funding. Their commission is funded by Transport Scotland's Bus Partnership Fund and this may form a funding mechanism for the study's recommendations.

To date, the consultants have completed the Case for Change and Preliminary Appraisal elements of the work. They will be going on to undertake Detailed Appraisal of preferred options, and develop an Outline Business Case.



Problems, Opportunities and Objectives

An extensive review of problems and opportunities on the corridor underpins the work. This was informed by consultation both with key stakeholders (including bus companies and the emergency services) and with members of the public through an on-line survey.

The problems and opportunities identified related to conditions for people walking, wheeling and cycling, for operations of buses and emergency vehicles, and those related to general traffic. In summary, those issues are:

Strengths	Weaknesses
<p>A92 is an important transport corridor</p> <p>Good radial public transport provision</p> <p>Some good existing active travel infrastructure</p> <p>Good accessibility / connectivity in places to nearby active travel provision</p> <p>Lower traffic volumes</p> <p>Lack of car parking on main corridor route</p>	<p>Limited and constrained infrastructure for sustainable travel</p> <p>Delay to bus services and emergency vehicles</p> <p>Limited public transport provision along the corridor</p> <p>Real and perceived road safety concerns</p> <p>Poor accessibility / connectivity for users of active modes</p> <p>Lack of controlled crossings on some pedestrian desire lines</p> <p>Air pollution</p> <p>High traffic volumes, despite AWPR</p>
Opportunities	Constraints
<p>Reprioritise radial and orbital movements and between modes</p> <p>Promoting active and sustainable transport</p> <p>Reduce severance across the A92 corridor, making Aberdeen more accessible and vibrant</p> <p>Potential to improve sustainable links to key trip attractors</p> <p>Improve sense of place in local communities close to the corridor</p> <p>Haudagain improvements</p> <p>Ample space for re-purposing / re-allocation of roadspace on some sections of A92 with wide adopted road boundary</p> <p>Interaction with other corridor studies to ensure joined up package of interventions</p> <p>Bold approach to active travel and public transport interventions given sustainability / climate change policy direction</p> <p>Future developments</p> <p>Reduce traffic speeds</p>	<p>Challenging topography</p> <p>High traffic volumes</p> <p>Constrained adopted road boundary</p> <p>Potential impacts of LEZ/CCMP</p> <p>Future developments</p> <p>Roundabouts useful for blue light emergency response</p>

From these issues, six Transport Planning Objectives have been identified, which have been used to define which solutions are most relevant:

1. Reduce the severance effects caused by the A92 for journeys across the corridor, particularly for journeys by bus;
2. Enable the A92 corridor to be a more effective connector between communities/key trip attractors for users of active modes;
3. Reduce the environmental impact of traffic on the A92 corridor;
4. Reduce real and perceived road safety risks for users of all modes considering travelling along or across the A92 corridor;
5. Support the roads hierarchy by encouraging use of the most appropriate routes for local and through traffic;
6. Improve journey times and journey time reliability for emergency vehicles and for buses, especially so that bus journey times can be more competitive than car.

Option Identification, Sifting and Preliminary Appraisal

STAG then requires a process of identification of a long-list of potential options, which is then sifted (to remove any that are clearly undeliverable or conflict with objectives). A total of 42 options was identified for the A92 corridor (of which, eleven related to active travel, twelve to public transport, five to roads, six to policy changes, five to technology and three to multi-modal measures).

Remaining options were then subject to a preliminary appraisal against objectives, the five STAG criteria¹, and for deliverability and public acceptability. A second public and stakeholder engagement exercise informed the preliminary appraisal.

Following this process, 16 options remain and are listed below.

1. Implement new / improved active travel crossings at junctions and key desire lines along the A92 corridor
2. Implement two-way segregated cycle lanes (or shared-use paths) on those parts of the A92 corridor where demand is likely to be greatest
3. Implement two-way segregated cycle lanes throughout the entire A92 corridor
4. Implement cycle routes on parallel routes to the A92 corridor, away from main roads where possible
5. Improve the quality of surfacing of foot- and cycle-paths throughout the corridor
6. Improve the quality and extents of street/path lighting along the corridor
7. Ensure cyclists are given priority over vehicular traffic when on segregated routes that cross side roads
8. Review the need for existing pedestrian guardrail on the corridor and consider removal if safe to do so
9. Review and improve active travel signage throughout the corridor
10. Implement early release signals for cyclists at all signalised junctions (new and existing) along the A92 corridor
11. Consider the introduction of orbital bus services, which avoid interchange in the city centre
12. Implement robust bus priority measures on constrained sections of A92
13. Implement robust bus priority measures on key constrained radial approaches to the A92 corridor
14. Replace some or all roundabouts on corridor with signalised junctions to enable improved bus priority and safer crossings for pedestrians and cyclists
15. Introduce a 30mph speed limit along the length of the A92 to improve road safety
16. Amend timings at existing signalised junctions at Mid-Stocket Rd and Ashgrove Rd West to increase priority to radial movements

¹ Environment; Climate Change; Health, Safety & Wellbeing; Economy; Equality & Accessibility

Next Steps

The 16 options are being considered in a more detailed appraisal exercise, again following the requirements of STAG, which will report later in 2022. The outcomes of that appraisal will determine which come forward as potential recommendations for change.