Appendix C – Route Appraisal

Table 7 - Route 1 Appraisal

Criterion	Positive / Negative	Qualitative Information	Quantitative Information	Score
Coherence	(+)	• The route follows the B994 and connects the centre of Kemnay to the B977 in Kintore which allows users to follow other routes to different areas of Kintore. The route is direct, continuous and easily navigable due to its proximity to the B994 which is the main vehicular route between Kemnay and Kintore. • The route is intended to be 3m wide and fully segregated from the carriageway. • The route would be perceived as the most direct route.	• Available verge width is on average 2-4m giving some land that is readily available to accommodate the requirement for a 3m path along a 60mph carriageway.	**+2**
	(-)	• Route does not directly integrate with other modes of transport in Kintore. Kintore Station is located approximately 2km to the north of the point where the route ends on the B977. • The continuity of the route may be affected by physical constraints, i.e. there may be a requirement for some sections to be <3m wide.	• Land purchase would be required to meet the requirements for delivering a segregated 3m path along a 60mph carriageway.	
Safety	(+)	• The route is intended to be fully segregated from the carriageway. •There should be a perception of personal safety with the route being adjacent to a main road. • The route is intended to be of a continuous standard without any sudden changes. • Forward visibility is good.	• There are only 2 junctions that must be crossed.	**+2**
	(-)	• There is no existing lighting along the route and no intention to provide lighting to the design. • The route is located adjacent to a 60mph carriageway with no kerbs or intention for the route to be kerbed. • The route is typically overgrown with vegetation and trees that may affect user forward visibility and obstruct their way.	• There are 18 points along the route where access is required by either pedestrians or vehicles.	
Directness	(+)	• The route follows the B994 directly from Kemnay to the B977 leading to Kintore. • There are no diversions off the B994.	• Delays are minimised by there being only 2 junctions to traverse. • The route is 5.1km long and is similar in length to the shortest route which is 4.9km in length.	**+2**
	(-)	• The route is somewhat indirect for users whose destination is in the north of Kintore.	• None available	

Comfort	(+)	• It is assumed that the route will be designed and built to a high quality where it is smooth, the appropriate width, segregated and well maintained. • Gradients are mostly gentle throughout the route and are likely to be within Sustrans guidance.	• Complex manoeuvres are minimised by only two junctions to traverse.	**+2**
	(-)	• Route could be stressful to some users being adjacent to a 60mph carriageway and being mindful of high number of cyclist/vehicle conflict points at access points. • The width of the route may be constrained in places, e.g. where the route cross the A96.	• None available	
Attractiveness	(+)	• The route would pass by wooded areas. • The perception of personal security would be good as the route is adjacent to the B994.	• None available	**+1**
	(-)	• A consequence of the route passing wooded areas is that some trees and vegetation would have to be cleared and maintained which may detract from the natural beauty of the area. • The design is intended to be minimalist with no specific landscaping or other design features planned that would integrate the route with the surrounding area.	• Route could be unattractive to some users being adjacent to a 60mph carriageway with noise pollution being a factor.	
Implementability	(+)	• There are no insurmountable technical or physical constraints to delivering the route. • There is enough space on the carriageway verge and adjacent private land to implement the route.	• None Available	**-1**
	(-)	• A retaining structure may be required. • Land acquisition may be necessary to accommodate the intended design. • A planning application may be required as the route would go outside the adopted road boundary.	• Some physical constraints would have to be diverted/relocated including: -26 utilities. -13 lighting columns. -23 traffic signs.	
Economics	(-)	N/A	• Benefit to Cost Ratio is 0.91	**-1**

Table 8 - Route 2 Appraisal

Criterion	Positive / Negative	Qualitative Information	Quantitative Information	Score
Coherence	(+)	• The route follows the B994 and a rural track and connects the centre of Kemnay to the B977 in Kintore which allows users to follow other routes to different areas of Kintore. The route is direct, continuous and easily navigable although some signage may be required in places. • The route is intended to be 3m wide and fully segregated from the carriageway when adjacent to the B-roads. There is potential for the track to be modified to become a shared use road.	• Available verge width is on average 1-4m giving some land that is readily available to accommodate the requirement for a 3m path along a 60mph carriageway.	**+1**
	(-)	• Route does not directly integrate with other modes of transport in Kintore. Kintore Station is located approximately 2km to the north of the point where the route ends on the B977. • The continuity of the route may be affected by the change from a fully segregated route on the B-roads to a shared use route on the rural track.	• Land purchase would be required to meet the requirements for delivering a segregated 3m path along a 60mph carriageway. • The rural track is approximately 3m wide and widening would be required to accommodate a continuous and quality route.	
Safety	(+)	• The route is intended to be fully segregated from the B-roads. •There should be a perception of personal safety with parts of the route being adjacent to the B-roads. • Forward visibility is good for most of the route. • Most of the route is along a rural track and is not exposed to high speed traffic.	• There are only two junctions that must be crossed.	**+1**
	(-)	• There is no existing lighting along the route and no intention to provide lighting to the design. • Parts of the route are adjacent to a 60mph carriageway with no kerbs or intention for the route to be kerbed. • The route is typically overgrown with vegetation and trees that may affect user forward visibility and obstruct their way. Visibility is an issue at the B994/rural track junction. • The route may not be of a continuous standard as there would be a change from a segregated route to a shared use route. • Users may struggle to control their speed at points where there is a steep gradient.	• There are 18 points along the route where access is required by either pedestrians or vehicles. • The rural track is ~3m wide and it may not be possible to deliver a route that is wide enough to accommodate passing places.	

Directness	(+)	• The route follows a rural track from Kemnay that is parallel to the B994 and re-joins the B994 leading to the B977 and Kintore.	• Delays are minimised by there being only 2 junctions to traverse. • The route is 5.3km long and is similar in length to the shortest route which is 4.9km in length.	**+2**
	(-)	• The route is somewhat indirect for users whose destination is in the north of Kintore.	• None available	
Comfort	(+)	• For the sections adjacent to the B-roads it is assumed that the route will be designed and built to a high quality where it is smooth, the appropriate width, segregated and well maintained. • Gradients are mostly gentle throughout the route and are likely to be within Sustrans guidance.	• Complex manoeuvres are minimised by only 2 junctions to traverse.	**+1**
	(-)	• Most of the route is intended to be shared with vehicles and this may be stressful for some users. • The width of the route may be constrained in places, i.e. where the routes cross the A96.	• None available	
Attractiveness	(+)	• Most of the route would pass by wooded areas and fields with clear views in places to the surrounding landscape. • Most of the route is lightly trafficked and there would be less noise pollution.	• None available	**+2**
	(-)	• A consequence of the route passing wooded areas is that some trees and vegetation would have to be cleared and maintained which may detract from the natural beauty of the area. • The design is intended to be minimalist with no specific landscaping or other design features planned that would integrate the route with the surrounding area. • The perception of personal security may be an issue to some users as the route is relatively remote.	• None available	
Implementability	(+)	• There are no insurmountable technical or physical constraints to delivering the route. • On the B-roads and rural track there is enough verge space and private land to implement the route.	• None Available	**-1**

	(-)	• Land acquisition may be necessary to accommodate the intended design. • A planning application may be required as the route would go outside the adopted road boundary.	• Some physical constraints would have to be diverted/relocated including: -16 utilities. -12 lighting columns. -15 traffic signs.	
Economics	N/A	N/A	N/A	**N/A**

Table 9 - Route 3 Appraisal

Criterion	Positive / Negative	Qualitative Information	Quantitative Information	Score
Coherence	(+)	• The route follows the B994 and Old Hallforest and connects the centre of Kemnay to the north of Kintore which allows users to access different areas of Kintore. The route is direct, continuous and easily navigable due to its proximity to the B994 which is the main vehicular route between Kemnay and Kintore. • The route is intended to be 3m wide and fully segregated along the B994 and Old Hallforest with a shared use section on Old Hallforest.	• Available verge width is on average 1-3m giving some land that is readily available to accommodate the requirement for a 3m path along a 60mph carriageway.	**+1**
	(-)	• The continuity of the route may be affected by physical constraints, i.e. there may be a requirement for some sections to be <3m wide and there would be a change to the nature of the route in parts. • Route does not directly integrate with other modes of transport in Kintore. Kintore Station is located approximately 1km to the north of the end point.	• Land purchase would be required to meet the requirements for delivering a segregated 3m path along a 60mph carriageway.	
Safety	(+)	• The route is intended to be fully segregated from the carriageway. •There should be a perception of personal safety with part of the route being adjacent to a main road. • Forward visibility is good.	• There is only one junction that must be crossed.	**+2**
	(-)	• There is no existing lighting along the route and no intention to provide lighting to the design. • Part of the route is located adjacent to a 60mph carriageway with no kerbs or intention for the route to be kerbed. • The route is typically overgrown with vegetation and trees that may affect user forward visibility and obstruct their way. • The route may not be of a continuous standard as there would be a change from being segregated to a section designated as a quiet lane. • Users may struggle to control their speed at points where there is a gradient.	• There are several points along the route where access is required by either pedestrians or vehicles.	
Directness	(+)	• The route follows the B994 and Old Hallforest from Kemnay to Forest Road in the north of Kintore where there is a high concentration of trip attractors. • The route passes several houses on Old Hallforest which may increase the potential catchment of users.	• Delays are minimised by there being only 1 junction to traverse. • The route is the shortest and is 4.9km long.	**+3**
	(-)	• The route starts on the B994 but then diverts to Old Hallforest.	• None available	

Comfort	(+)	• It is assumed that the route will be designed and built to a high quality where it is smooth, the appropriate width, segregated and well maintained. • Gradients are mostly gentle throughout the route and are likely to be within Sustrans guidance.	• Complex manoeuvres are minimised by only one junction to traverse.	**+2**
	(-)	• Route could be stressful to some users being adjacent to a 60mph carriageway and being mindful of high number of cyclist/vehicle conflict points at access points. • Part of the route is intended to be shared with vehicles and this may be stressful for some users. • The width of the route may be constrained in places, e.g. where the routes cross the A96.	• None available	
Attractiveness	(+)	• The majority of the route would pass by wooded areas and fields with clear views in places to the surrounding landscape. • The perception of personal security would be good as the route is adjacent to the B994 and Old Hallforest which would both be regularly trafficked. • The majority of the route is lightly trafficked and there would be less noise pollution.	• None available	**+2**
	(-)	• A consequence of the route passing wooded areas is that some trees and vegetation would have to be cleared and maintained which may detract from the natural beauty of the area. • The design is intended to be minimalist with no specific landscaping or other design features planned that would integrate the route with the surrounding area.	• None available	
Implementability	(+)	• There are no insurmountable technical or physical constraints to delivering the route. • For most of the route there is enough space on the carriageway verge and adjacent private land to implement the route.	• None Available	**-1**
	(-)	• Land acquisition may be necessary to accommodate the intended design. • A planning application may be required as the route would go outside the adopted road boundary. • Measures including changes to speed limits and traffic calming for instance would need to be introduced to enforce the quiet lane section.	• Some physical constraints would have to be diverted/relocated including: - 21 utilities. - 0 lighting columns. -13 traffic signs.	
Economics	(-)	N/A	• Benefit to Cost Ratio is 0.97	**0**

Table 10 - Route 4 Appraisal

Criterion	Positive / Negative	Qualitative Information	Quantitative Information	Score
Coherence	(+)	• The route follows the B994, an unnamed road and the A96 and connects to the south of Inverurie. The route is direct, continuous and easily navigable. • The route is intended to be 3m wide and fully segregated from the carriageway.	• Available verge width is on average 1-3m giving some land that is readily available to accommodate the requirement for a 3m path along the specified route.	**+1**
	(-)	• Route does not directly integrate with other modes of transport in Inverurie. Inverurie Station is located approximately 2km to the north of the route endpoint. • The continuity of the route may be affected by physical constraints, i.e. there may be a requirement for some sections to be <3m wide or it may have to deviate from a continuous design to include a shared use section. • The route does not follow the B993 which is the main route from Kemnay to Inverurie and consequently may not appear to be a direct route.	• Land purchase would be required to meet the requirements for delivering a segregated 3m path along the specified route.	
Safety	(+)	• The route is intended to be fully segregated from the carriageway. • There should be a perception of personal safety with half of the route being adjacent to the B994 and A96. • The route is intended to be of a continuous standard without any sudden changes. • Forward visibility is good.	• None available	**0**
	(-)	• There is no existing lighting along large sections of the route and no intention to provide lighting to the design. The A96 is the exception which has lighting. • The route is located adjacent to a 60mph and a 70mph carriageway with no kerbs or intention for the route to be kerbed. • The route is typically overgrown with vegetation and trees that may affect user forward visibility and obstruct their way. • Users would have to traverse the A96. • There is a one-way system in place for the bridge over the quarry access road with poor visibility to oncoming traffic.	• There are 31 points along the route where access is required by either pedestrians or vehicles. • There are 9 junctions that must be crossed.	

Directness	(+)	• The route is a direct link between Kemnay and Inverurie via the B994, an unnamed road and the A96.	• None available	**+1**
	(-)	• The route is somewhat indirect for users whose destination is in the north of Inverurie. • There are diversions throughout the route as it incorporates several roads. • Delays may be compounded by users having to cross the A96.	• The route has 9 junctions to traverse and users may experience delays to their journey. • The route is 7.6km long while the routes to Kintore are ~5km long.	
Comfort	(+)	• It is assumed that the route will be designed and built to a high quality where it is smooth, the appropriate width, segregated and well maintained. • Gradients are mostly gentle throughout the route and are likely to be within Sustrans guidance.	• None available	**+1**
	(-)	• Route could be stressful to some users being adjacent to a 60mph and 70mph carriageway. • The width of the route may be constrained in places, e.g. the bridge over the quarry access road. • Users may find the route to be physically exerting due to its length.	• Complex manoeuvres may be necessary as there are 9 junctions to traverse.	
Attractiveness	(+)	• The route would pass by wooded areas with fields and views to the surrounding landscape. • The perception of personal security would be good for the sections along the B994 and A96.	• None available	**+1**
	(-)	• A consequence of the route passing wooded areas is that some trees and vegetation would have to be cleared and maintained which may detract from the natural beauty of the area. • The design is intended to be minimalist with no specific landscaping or other design features planned that would integrate the route with the surrounding area. • The perception of personal security may not be positive for the section along the unnamed road. • Heavy vehicles using the A96 may detract from user comfort. • Some evidence of landowners on the unnamed road using the surrounding area as storage for construction and waste materials.	• Route could be unattractive to some users being adjacent to a 60mph and 70mph carriageway with noise pollution being a factor.	

	(+)	• There are no insurmountable technical or physical constraints to delivering the route. • There is enough space on the carriageway verge and adjacent private land to implement the route.	• None Available	
Implementability	(-)	• A bridge or modification to the existing bridge may be required where the unnamed road crosses the quarry access road. • A grade separated crossing of the A96 may be required. • Land acquisition may be necessary to accommodate the intended design. • A planning application may be required as the route would go outside the adopted road boundary. • Approval would be required from Transport Scotland for amendments to the trunk road.	• Some physical constraints would have to be diverted/relocated including: -26 utilities. -32 lighting columns. -19 traffic signs.	**-2**
Economics	N/A	N/A	N/A	**N/A**

Table 11 - Route 5 Appraisal

Criterion	Positive / Negative	Qualitative Information	Quantitative Information	Score
Coherence	(+)	• The entirety of the route follows the B993 and connects the centre of Kemnay to the south of Inverurie via the Port Elphinstone Roundabout. The route is direct, continuous and easily navigable due to its proximity to the B993 which is the main vehicular route between Kemnay and Inverurie. • The route is intended to be 3m wide and fully segregated from the carriageway. • The route would be perceived as the most direct route.	• Available verge width is on average 2-3m giving some land that is readily available to accommodate the requirement for a 3m path along the B993 which has a 60mph speed limit.	**+1**
	(-)	• Route does not directly integrate with other modes of transport in Inverurie. Inverurie Station is located approximately 2km to the north of the route endpoint. • The continuity of the route may be affected by physical constraints, i.e. there may be a requirement for some sections to be <3m wide e.g. 1 bridge over Wooded Burn and 1 bridge over the quarry access road.	• Land purchase would be required to meet the requirements for delivering a segregated 3m path along a 60mph carriageway.	
Safety	(+)	• The route is intended to be fully segregated from the carriageway. • There should be a perception of personal safety with the route being adjacent to a main road. • The route is intended to be of a continuous standard without any sudden changes. • Forward visibility is good.	• None available	**+1**
	(-)	• There is no existing lighting along the route and no intention to provide lighting to the design. • The route is located adjacent to a 60mph carriageway with no kerbs or intention for the route to be kerbed. • The route has some vegetation and trees that may affect user forward visibility and obstruct their way. • The bridges over Wooded Burn and the quarry access road may constrain the route width or potentially be shared use. • The route traverses the A96.	• There are 20 points along the route where access is required by either pedestrians or vehicles. • There are 10 junctions that must be traversed.	

Directness	(+)	• The route follows the B993 directly from Kemnay to the south of Inverurie via the Port Elphinstone Roundabout. • There are no diversions off the B993.	• None available	**+1**
	(-)	• The route is somewhat indirect for users whose destination is in the north of Inverurie.	• The route has 10 junctions to traverse and users may experience delays to their journey. • The route is 6.2km long while the routes to Kintore are ~5km long.	
Comfort	(+)	• It is assumed that the route will be designed and built to a high quality where it is smooth, the appropriate width, segregated and well maintained. • Gradients are mostly gentle throughout the route and are likely to be within Sustrans guidance.	• None available	**+1**
	(-)	• Route could be stressful to some users being adjacent to a 60mph carriageway and being mindful of high number of cyclist/vehicle conflict points at access points. • The width of the route may be constrained in places, e.g. where the route crosses the bridges over Wooded Burn and the quarry access road.	• Route could be unattractive to some users being adjacent to a 60mph carriageway with noise pollution being a factor. • Complex manoeuvres may be necessary as there are 10 junctions to traverse.	
Attractiveness	(+)	• The route would pass by wooded areas with fields and views to the surrounding landscape. • The perception of personal security would be good as the route is adjacent to the B993.	• None available	**+1**
	(-)	• A consequence of the route passing wooded areas is that some trees and vegetation would have to be cleared and maintained which may detract from the natural beauty of the area. • The design is intended to be minimalist with no specific landscaping or other design features planned that would integrate the route with the surrounding area.	• Route could be unattractive to some users being adjacent to a 60mph carriageway with noise pollution being a factor.	
Implementability	(+)	• There are no insurmountable technical or physical constraints to delivering the route. • There is enough space on the carriageway verge and adjacent private land to implement the route.	• None Available	**-2**

	(-)	• Modification to the existing bridges may be required where the route crosses Wooded Burn and the quarry access road. • A bridge or grade separated crossing of the A96 may be required. • Land acquisition may be necessary to accommodate the intended design. • A planning application may be required as the route would go outside the adopted road boundary. • Approval would be required from Transport Scotland for amendments to the trunk road.	• Some physical constraints would have to be diverted/relocated including: -21 utilities. -20 lighting columns. -22 traffic signs.	
Economics	(+)	N/A	• Benefit to Cost Ratio is 1.44	**+1**

Table 12 - Route 6 Appraisal

Criterion	Positive / Negative	Qualitative Information	Quantitative Information	Score
Coherence	(+)	• Most of the route follows an unnamed road and connects the west side of Kemnay to the south of Inverurie on Elphinstone Road via a core path through woodland. The route is direct and continuous. • The route is intended to be 3m wide and fully segregated from the carriageway.	• Available verge width is on average 1-3m giving some land that is readily available to accommodate the requirement for a 3m path along the unnamed road which has a 60mph speed limit.	**+1**
	(-)	• Route does not directly integrate with other modes of transport in Inverurie. Inverurie Station is located approximately 2km to the north of the route endpoint. • The route may not be perceived as the most direct route considering the B993 would be the most coherent route between Kemnay and Inverurie.	• Land purchase would be required to meet the requirements for delivering a segregated 3m path along a 60mph road.	
Safety	(+)	• The route is intended to be fully segregated from the carriageway. • The route is intended to be of a continuous standard without any sudden changes. • Forward visibility is good. • The route should be lightly trafficked.	• None available	**+1**
	(-)	• There is no existing lighting along the route and no intention to provide lighting to the design. • The route is located adjacent to a 60mph carriageway with no kerbs or intention for the route to be kerbed. • The route has some vegetation and trees that may affect user forward visibility and obstruct their way. • There may be an issue with the perception of personal safety given that the route is quiet and located away from main roads.	• There are 20 points along the route where access is required by either pedestrians or vehicles. • There are 10 junctions that must be traversed.	
Directness	(+)	• The route follows an unnamed road from the west side of Kemnay to the south of Inverurie at Elphinstone Road via a core path through woodland.	• The route is 5.4km long whereas Route 5 is approximately 6km long.	**+2**
	(-)	• The route is somewhat indirect for users whose destination is in the north of Inverurie.	• None available	
Comfort	(+)	• It is assumed that the route will be designed and built to a high quality where it is smooth, the appropriate width, segregated and well maintained. • Gradients are mostly gentle throughout the route and are likely to be within Sustrans guidance. • The route is quiet and likely to be lightly trafficked.	• None available	**+2**

	(-)	• Route could be stressful to some users being adjacent to a 60mph carriageway.	• None available	
Attractiveness	(+)	• The route would pass by wooded areas with fields and views to the surrounding landscape. • There is an intention to maintain the woodland area where the development is planned. The provision of a cycle route through this area could be attractive is the woodland is maintained.	• None available	**+2**
	(-)	• A consequence of the route passing wooded areas is that some trees and vegetation would have to be cleared and maintained which may detract from the natural beauty of the area. • The perception of personal security may not be good as the route is on a road that is likely to be lightly trafficked and situated far from settlements.	• Route could be unattractive to some users being adjacent to a 60mph carriageway with noise pollution being a factor.	
Implementability	(+)	• There are no insurmountable technical or physical constraints to delivering the route. • There is sufficient space on the carriageway verge and adjacent private land to implement the route.	• None Available	**+1**
	(-)	• Coordination would be required with the planned development on the woodland area to the north of the route to determine the exact intentions for the type of pedestrian/cyclist provision there. • Land acquisition may be necessary to accommodate the intended design. • While there are few physical constraints along the route, there are several utility poles on the southern end closer to Kemnay that would need to be relocated.	• None Available	
Economics	(-)	• N/A	• N/A	**+1**