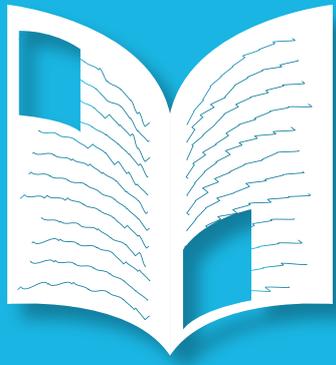


A947 ROUTE IMPROVEMENT STRATEGY

CONSULTATION REPORT





14000

Circulation of newspapers (Turriff/Ellon/Inverurie Advertiser) which carried an advert promoting the consultation exercise

9800

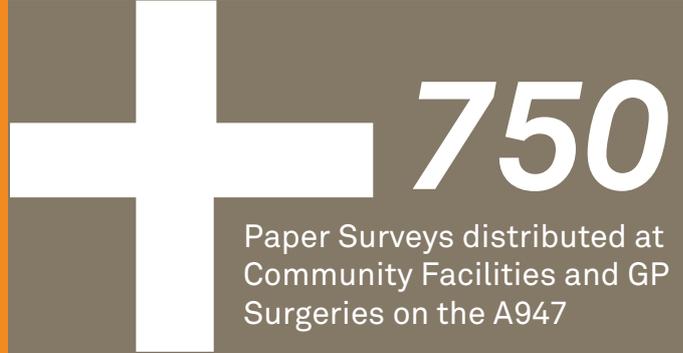
People reached via Social Media about the consultation



211

Freepost Travel Surveys inserted into the Banffshire Journal

4500



Paper Surveys distributed at Community Facilities and GP Surgeries on the A947



681

Respondents to the detailed A947 Travel Survey (Online & Paper)

500

People spoken to during a two day consultation stand at the Turriff Show



297

Freepost Travel Surveys completed via the Banffshire Journal Inserts



Respondents to a Freepost Travel Survey provided as part of a Roadside Interview Surveys on the A947

155

7

Businesses located on the A947 participated in a detailed telephone interview.



A947 in Numbers

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1. Approach to Consultation

1.1 Introduction

In early 2015, AECOM were commissioned to support Aberdeenshire Council with the development of a Route Improvement Strategy (RIS) for the A947. The purpose of the A947 RIS is to develop a long term Route Improvement Strategy for the A947 to cover the next twenty years. The RIS aims to answer what the role/purpose of the route is and how it will change in the future, what potential improvements are required to address the strategic objectives of the route and how improvements could be progressed in the form of a business case.

In discussions with the Strategy Manager, and following Area Committee Consultation, it was requested that a robust, comprehensive consultation strategy is undertaken with communities and other interested stakeholders along the route.

This report provides a record of the approaches employed as part of the public and stakeholder consultation programme on the A947 Route Improvement Strategy. A summary of results are presented in Section 2, supported by detailed results as appendices.

1.2 Consultation Approach

As set out in Figure 1.1, a wide range of consultation approaches have been adopted to ensure that as many stakeholders as possible have been given the opportunity to provide input to the development of the RIS.



Figure 1.1: A947 RIS Consultation Approach

A short summary of each of the approaches listed is presented in Table 1.1.

Table 1.1: Consultation Approach

Approach	Description	Reference
Motorist Travel Survey (RSIs)	Short A5 Freepost interview survey provided to motorists' as part of Roadside Interview Surveys undertaken on 23 rd April 2015 at a layby north of Newmachar. 155 surveys completed.	Section 2.2 and Appendix A
Online Survey	Online Survey available at www.a947survey.net designed to understand existing concerns about the route and determine improvements users would like to see over the long term. Survey launched on 16 th July with a closing date of 14 th September 2015. Also promoted via various sources. Over 690 surveys were completed.	Section 2.3 and Appendix B
Wider Community Workshops	Discussions with Community Planning teams inviting the opportunity to discuss development of the Strategy through available means. Workshop held with the Turriff & District 'Making It Real' group as part of Community Plan workshop in Turriff Academy on the 24 th August 2015.	Section 2.4
Area Committee Consultation	Area Committees consulted on consultation proposals and given the opportunity to contribute to the development of the RIS through Area Committees in June 2015.	Section 2.5
Newspaper Surveys & Adverts	Freepost A5 Survey inserted into Banffshire Journal (4500 circulation in Banff area) on 31 st August. 297 surveys completed. An advert promoting the online survey was also included into the Turriff/Inverurie/Ellon Advertiser (circulation 14,000) week commencing 24 th August.	Section 2.6 and Appendix C
Press Releases	Development of Press Releases to promote the Online Survey via Aberdeenshire Council's Communications Unit.	Section 2.7
Community Council Consultation	Email and letters inviting response to the consultation and offering attendance at a meeting was issued to all Community Councils along the route (Banff and Macduff; King Edward and Gamrie; Turriff and District; Fyvie, Rothie and Monquhitter; Meldrum and Bourtrie; Newmachar; Udney; and Tarves).	Section 2.8
School Workshops	Workshops held with Academies along the route to capture the views of 'future route users' in terms of options for the development of the A947 over the long term.	Section 2.9
Freight Consultations	Contact made with the Road Haulage Association and Freight Transport Association. Article encouraging response on current problems faced by hauliers on the route, and options they would like to see considered, was included in the RHA national newsletter in August 2015.	Section 2.10
Hard Copy Surveys	Hard copy questionnaires distributed along the route including at Council offices, Community Centres, Libraries and GP Surgeries. Completed surveys were input for analysis alongside the Online Survey results.	Section 2.11
Social Media Promotions	Promotion of surveys by the Council's Communications team via Facebook and Twitter.	Section 2.12
Attendance at Turriff Show	Consultation on the A947 RIS took place as part of a wider 'Transport Safety' Stand held at the Turriff Show on the 2 nd and 3 rd of August 2015. Over 500 people were spoken to.	Section 2.13
Bus Operator Consultation	Consultation with bus operators that run services along the A947.	Section 2.14
NFUS Consultation	Discussion on the interaction with the farming industry and the A947 was held with NFUS Turriff Branch on 13 th October 2015. Surveys were also distributed via the NFUS at the Turriff Show.	Section 2.15
Business Telephone Interviews	A cross-section of businesses located along the corridor were consulted using a semi-structured interview to understand how the route affects business operations and to understand potential improvements sought	Section 2.16

2. Summary of Findings

2.1 Introduction

The following sections outline the key results from the consultation process.

2.2 Roadside Interview Survey

As part of traffic data collection exercises being undertaken by Transport Scotland related to the A96 Dualling project, the opportunity was taken to canvass the views of motorists on the A947. Roadside Interview Surveys (RSIs) were carried out by Transport Scotland at a layby on the A947 north of Newmachar on the 23rd April following which motorists were given a short freepost 'A947 Travel Survey'. The purpose of the survey was to understand current trip patterns of existing route users and to explore their perceptions of driving on the route, including instances which may lead to driver frustration.

In total, 155 surveys were completed, with a summary of findings presented below:

- The principal origin of motorists was Aberdeen (23%), followed by Oldmeldrum (17%), Newmachar (17%) and Turriff (10%). 'Other' made up 33% and included Banff (5%), Whiterashes (3%) and Fyvie (3%). The principal destination of motorists was Aberdeen (54%), followed by Oldmeldrum (13%), Inverurie (6%), Turriff (6%) and Banff (3%). The absence of Newmachar on this list highlights the village's role for commuters as opposed to it being a destination in its own right.
- The primary reason for travel was for work purposes, as stated by over 75% of respondents highlighting the important role of the route in providing access to employment locations.
- When asked about their driving behaviour on the A947:
 - 48% said they frequently or occasionally **overtake on a single carriageway road**.
 - 74% said they frequently or occasionally **feel frustrated due to being in traffic travelling slower than the speed they want to drive at**.
 - 72% said they frequently or occasionally **feel frustrated at the lack of opportunity to overtake**.
 - 76% said they frequently or occasionally **feel unsafe due to the actions of other road users**.
 - 66% said they frequently or occasionally **feel that the journey takes longer than it should**.
 - 23% said they frequently or occasionally **start to overtake but have to abandon the manoeuvre**.
 - 11% said they frequently or occasionally **have to slow down when they are aware that there is a speed camera ahead**.
 - 16% said they frequently or occasionally think they **exceed the speed limit by more than 10mph**.
- When asked about behaviours that they witnessed when travelling on the A947:
 - 77% said they witness **risky overtaking** nearly all the time, frequently or quite often.



Figure 2.1: A947 Roadside Interview Surveys, April

- 48.4% said they witness **vehicles failing to complete an overtake manoeuvre** nearly all the time, frequently or quite often.
- 74% said they witness **vehicles being tailgated** nearly all the time, frequently or quite often.
- 70.6% said they witness **vehicles travelling at excessive speed** nearly all the time, frequently or quite often.
- In terms of journey enjoyment along the A947, 48% gave a neutral response, 22% were happy with their journey and 29% reported to not enjoy their journey.
- In terms of satisfaction with how long their journey typically takes on the A947, 41% gave a neutral response, 19% were satisfied with their journey time and 40% were unsatisfied with how long their journey takes.

Independent to the Motorist Travel Surveys, drivers taking part in the Transport Scotland RSIs were asked two additional questions: “*Are you using this road in order to avoid congestion elsewhere?*” and “*Do you generally feel safe when driving on this road?*”. These were designed to understand the extent to which vehicles chose indirect “cross-country” routes to avoid congestion instead of remaining on main radial routes and to understand perceptions of safety.

As well as the A947 RSIs, these questions were asked as part of the RSIs undertaken on the A944 Aberdeen to Westhill road, thereby allowing a comparison of responses to be made. A comparison of the results is presented below:

- The majority of motorists on the A947 were not using the route to avoid congestion elsewhere with only 8% indicating that this was so.
- Regarding perceptions of safety on the A944 and the A947, there was a slightly higher percentage of motorists who generally feel safe travelling on the A944 compared to those who feel safe travelling on the A947 (86% compared with 80%), however the level of positive responses was high for each route.

A full breakdown of results from the survey is presented in Appendix A.

2.3 Online Survey

To inform the development of the Route Improvement Strategy, and better understand existing issues and improvements sought by route users, an online survey was developed and promoted to communities and other interested stakeholders along the A947. The survey launched on 16th July 2015 running for just over eight weeks until the 14th of September 2015 and was promoted through press releases, social media alerts and adverts in the local press. Hard copy versions of the questionnaire were also available for completion at libraries, community centres and a number of GP Surgeries along the route.

In total, 691 surveys were completed, with a summary of findings presented below:

- The principal origin of motorists was Turriff (26%), followed by Banff (17%) and Macduff (15%). A range of ‘other’ locations made up 18% of responses. The principal destination of motorists was Aberdeen (43%), followed by ‘Other’ (15%), Turriff (12%), Dyce (9%) and Oldmeldrum (8%).
- The primary reason for travel was for work purposes, as stated by 35% of respondents. Other common reasons for travel included leisure (19%) and business (19%).
- Regarding the effectiveness of measures for improving road safety on the A947, respondents indicated that the most effective were police presence (74%); slow-moving vehicle/overtaking lanes (72%) and road condition (67%).
- When asked about their driving behaviour on the A947:
 - 72% said they frequently or occasionally **overtake vehicles**.

- 73% said they frequently or occasionally **feel frustrated due to being in traffic travelling slower than the speed they want to drive at.**
- 77% said they frequently or occasionally **feel frustrated at the lack of opportunity to overtake.**
- 78% said they frequently or occasionally **feel unsafe due to the actions of other road users.**
- 74% said they frequently or occasionally **feel that the journey takes longer than it should.**
- 28% said they frequently or occasionally **start to overtake but have to abandon the manoeuvre.**
- 11% said they frequently or occasionally think they **exceed the speed limit by more than 15mph.**
- The most common reason for exceeding the speed limit was because respondents **felt it was safe to do so** (67%).
- When asked about behaviours that they witnessed when travelling on the A947:
 - Over 77% said they witness **risky overtaking** nearly all the time, frequently or quite often.
 - 48% said they witness **vehicles failing to complete an overtake manoeuvre** nearly all the time, frequently or quite often.
 - 71% said they witness **vehicles being tailgated** nearly all the time, frequently or quite often.
 - 78% said they witness **vehicles travelling at excessive speed** nearly all the time, frequently or quite often.
- In terms of journey enjoyment along the A947, 42% gave a neutral response, 24% were happy with their journey and 35% reported to not enjoy their journey.
- In terms of satisfaction with how long their journey typically takes on the A947, 31% gave a neutral response, 31% were satisfied with their journey time and 38% were unsatisfied with how long their journey takes.
- In terms of feelings of safety when driving on the A947, 34% gave a neutral response, 38% reported feeling safe when travelling on the road and 28% reported feeling unsafe.

A full breakdown of results from the survey is presented in Appendix B.

2.4 Wider Community Workshops

A workshop was held with stakeholders of the Turriff & District 'Making it Real' Community Planning event at Turriff Academy on the 24th August 2015. A presentation was given to set the context of the RIS followed by discussion on the key problems and interventions that stakeholders would like to see considered in the development of the RIS.

In terms of key findings:

- Maintenance programmes should be considered as part of the RIS. In the absence of a good maintenance programme (winter and routine maintenance activities), wider improvements will suffer. As an example, it was stated that it can be difficult to safely overtake on parts of the route where overgrown vegetation limits forward visibility of motorists.
- Further consideration needs to be given to tractor laybys. It was commented that agricultural vehicles often do not use laybys, contributing to platooning and driver frustration. However, it was felt that in some areas existing laybys were not in the appropriate location. The potential to run a campaign in conjunction with the National Farmers Union targeting motorists to be patient around agricultural vehicles and also encouraging farmers to use laybys was noted.
- It was felt that enforcement on the route had decreased in recent years, despite the investment in patrol areas along the route.

- The long travel times by public transport along the route can be a disincentive to encouraging bus use. As an example, it was said that it can be difficult to get from Banff to Aberdeen for early morning meetings as currently services stop multiple times in towns along the route.
- Education was seen as important. For young drivers, information could be distributed via driving instructors, particularly around night time driving. Besides young people, older people also need to be targeted. Information on safe winter driving was suggested as one way to present this. A driver engagement strategy was suggested around promoting messages of silly overtaking e.g. queues of traffic ahead which render overtaking manoeuvres as pointless and of no journey time benefit.
- In addition to journeys into Aberdeen, it was stated that access to towns along the route for people who work in those towns should be considered.
- Resilience is an issue along the route, with long diversionary routes required when the route is shut for maintenance purposes. It was noted that diversionary routes are often unsuitable for HGVs, while the considerable length of them leads drivers to lose confidence that they are on the right track and subsequently carry out dangerous U-turn manoeuvres.
- The approach to consultation on the RIS was commended but it was stressed that it would be equally important to keep residents and route users informed of the results from consultation and kept informed on progress with the implementation of the RIS.

2.5 Area Committee Consultation

In June 2015, the Council's Area Committees were consulted on a report seeking agreement to proceed with the consultation programme, and allowing Members of wards within which the route bisects to provide their early input on the RIS development process. Key comments received at the Committee meetings are presented in the Table below.

Table 2.1: Feedback at Area Committees

Committee Details	Key Comments
Garioch Area Committee, 2 nd June 2015	<ul style="list-style-type: none"> • Wider consultation exercises, including a public consultation, have been approved. • Officers to instigate procedures to implement a 40mph speed limit at Whiterashes.
Formartine Area Committee, 9 th June 2015	<ul style="list-style-type: none"> • Wider consultation exercises, including a public consultation exercise with communities along the route and workshops later in the year, have been approved. • Officers to report back to the committee with updates on a regular basis. • The Turriff Show could provide an opportunity for engagement with local road users. • Tree sap falling onto the road can cause it to become slippery. • Overgrown trees and vegetation reduces visibility of junction markers and visibility for overtaking. • Increased enforcement by local traffic police would be beneficial. • It may be helpful to work with Community Planning Partnerships. • Signage should be reviewed. • A strategic approach should be taken (i.e. consider winter maintenance as part of the overall strategy). • Further consideration should be given to laybys where farm vehicles can draw in to allow traffic to pass safely, and whether these are appropriately sited for use.
Banff & Buchan Area Committee, 16 th June 2015	<ul style="list-style-type: none"> • Wider consultation exercises, including a public consultation exercise with communities along the route and workshops later in the year, have been approved.

2.6 Newspaper Surveys and Adverts

To maximise consultation with members of the public, the decision was taken to insert A5 freepost surveys into The Banffshire Journal, which has a circulation of 4,500 in the Banff area. These were based on the Roadside Interview Surveys undertaken in April 2015 and were carried in the papers w/c 31st August edition.

The decision was also taken to place an advert in The Turriff / Inverurie / Ellon Advertiser in the edition week commencing 24th August. These newspapers have a circulation of 14,000 along the A947 Corridor (excluding the Banff area). The advert promoted and provided a link to the online survey, a copy of which is shown in Figure 2.2.

The results from The Banffshire Journal survey demonstrated that:

- A significant proportion of motorists (86%) admitted to feeling **unsafe due to the actions of other road users** on the A947, with 51% stating they 'frequently' felt this way and 35% 'occasionally' feeling this way.
- Results indicate that many drivers experience a level of **driver frustration due to being in traffic travelling slower than the speed they want to drive at**. 40% said they 'frequently' experience frustration; 36% said they 'occasionally' felt this way.
- 75% of motorists admitted to feeling **frustrated at the lack of opportunity to overtake** on the A947 (46% said they 'frequently' felt this way, 29% said they 'occasionally' felt this way).
- 40% of motorists 'frequently' felt that their journey **was taking longer than it should**, with 30% stating they 'occasionally' felt that way.
- In terms of **vehicles travelling at excessive speeds** along the route, of all the driving behaviours listed, this was the one which the greatest number of respondents said that they witnessed 'nearly all the time' (29%). A further 21% said that they 'frequently' witnessed this, and 10% 'occasionally' saw this.
- 83% of respondents said that they witnessed **risky overtaking** on the A947 ('frequently' – 37%; 'nearly all the time' – 30% and 'quite often' – 17%).
- **Vehicles being tailgated** along the route also appeared to be a common behaviour identified on the route, with 21% of respondents stating that they saw this 'nearly all the time', 32% 'frequently' saw this, and a further 22% 'quite often' witnessed tailgating.

The full survey results are presented in Appendix C.

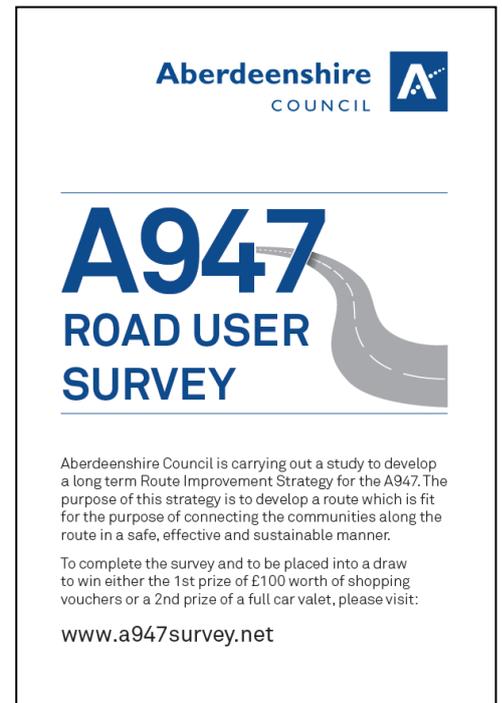


Figure 2.2: A947 Local Press Advert

2.7 Press Releases

A press release was circulated by Aberdeenshire Council's Communication Team, informing the public of the consultation on the long term strategy and encouraging people to give their views to help drive forward improvements by completing the online survey. This press release was subsequently circulated in media outlets across the region and online.

2.8 Community Council Consultation

Community Councils located on the A947 Corridor were targeted for consultation, with letters and emails were sent to representatives of the eight Community Councils. Community Councils located on the Corridor include; Banff and Macduff, King Edward and Gamrie, Turriff and District, Fyvie, Rothie and Monquhitter, Tarves, Meldrum and Bourrie, Udney and Newmachar.

Analysis of the Online Survey results showed that a number of Community Council members responded directly to the online consultation. Detailed responses were received from Banff and Macduff and Newmachar Community Councils, summaries of which are presented below.

Banff and Macduff Community Council:

- The A947 constrains economic growth for a variety of reasons; due to travel time between Banff and Aberdeen being too long people think twice about doing it, which also dissuades businesses basing themselves in Banff and tourists from visiting. Commuting between the two areas is also restrictive, both for employment and education opportunities, which may harm individuals further education and future prospects.
- Both ends of the corridor (Banff Bridge in the north and Dyce in the south) present constraints and so actions should be taken with these pinch points in parallel with action on the A947 itself. Dyce during peak times in particular can double the time it takes to reach Aberdeen City Centre from Banff, which is unlikely to reduce with the opening of the AWPR.
- Any improvements taken forward should assume higher traffic counts than currently presented, for some drivers choose to use alternative routes to Aberdeen due to difficulties of travel on the corridor. As a result, when improvements are made the corridor would be able to cope with traffic which may opt to travel on the A947 again.
- A variety of improvements which would benefit the Banff area were suggested. These include larger slow moving vehicle lay-bys, installation of overtaking lanes on existing straight stretches, average speed cameras and national driver training.
- In addition to the above improvements, an emphasis was placed on Public Transport improvements. These included a Park and Ride at Newmachar with regular services to Aberdeen City Centre, lay-bys at all bus stops on the A947 and an improvement of bus times and express services at peak hours.

Newmachar Community Council:

- There is congestion on the route at the River Don crossing (i.e. the City/Shire boundary). This was considered to be a pinch point. An extra lane over the bridge into Dyce was thought to be a potential solution, but it was noted that BT have cabling in this location and high costs would be incurred if these were to be relocated to support new infrastructure.



Figure 2.3: Press & Journal Publicity

- The Parkhill Crossroads was noted as being particularly problematic – it is used by traffic from a number of areas to access Dyce. In the morning, the queue can extend to Parkhill Garden Centre on the B977. It was pointed out that problems at this junction should be eradicated when the AWPR is open.
- It was stated that most of the A947 within Aberdeenshire flows freely – most traffic problems are south of Newmachar. Peak traffic flows were thought to be around 7am.
- Peak periods were generally considered to cause the biggest issues – the inter-peak is generally quieter, though it was acknowledged that some local businesses in the village require deliveries by HGVs throughout the day, which can cause some hold-ups.
- There may be displacement of traffic onto the A947 following the implementation of the AWPR.
- It was acknowledged that slow moving vehicles must travel on the route, although the heavy presence of such vehicles and current alignment of the route can make overtaking difficult. It was thought that the location of lay-bys (for example, at the bottom of a hill) is inappropriate as this causes acceleration issues for slower moving vehicles re-joining the road. It was thought that the lay-bys were originally chosen as locations for mobile speed camera vans.
- Increased use of public transport was thought to be an important way to tackle traffic levels on the route – however, it was acknowledged that there is a need to increase the attractiveness of bus as a mode, with bus priority measures considered to be a key area for consideration.
- While there can be capacity issues on buses arriving in Newmachar, patronage levels on buses serving the A947 corridor have not been sufficient to maintain a 15 minute frequency from Oldmeldrum into Aberdeen – this will revert to a 20 minute frequency in 2016.
- Consideration could be given to junction improvements on roads within Newmachar itself – this may facilitate slowing down of through traffic and support more efficient movements within the village. The Community Council noted that it is in regular dialogue with Police Scotland and encourages them to enforce the speed limits around the village.
- An alternative option to support flow of traffic (and provide a form of traffic management) would be to introduce a roundabout in the south of the village.

2.9 School Workshops

Meldrum Academy

A workshop was held on the 30th October with S6 pupils at Meldrum Academy. This involved a workshop discussion about problems and possible improvements along the route with eight young people who were either learning to drive currently or who had recently passed their test. The key problems identified during the workshop were as follows:

- Driver behaviour
 - Speeding (70mph and above);
 - Perceived pressure to overtake slow moving vehicles from drivers behind;
 - Pupils noted that in many cases, motorists undertake risky manoeuvres as often, if not more often than young people. However, pupils recognised the difficulties trying to encourage a change in driver behaviour;
 - Some pupils said that they did not like driving with their friends as passengers as they can have an effect on driving behaviour e.g. encouraging an overtaking manoeuvre; and
 - Pupils indicated that they felt having P or L plates encouraged drivers to overtake regardless of the speed that they were travelling at.
- Road maintenance
 - Leaves, mud, rain and ice on the road result in slippery conditions.

- Bus journey times
 - Pupils said they would either take the train or drive if they were travelling to Aberdeen, as the journey time on the bus was typically thought to be very long and the fares expensive.
- Slow-moving vehicles
 - Tractors were more of a concern to pupils driving the route than concerns for their own safety. This was largely due to the pressure they felt from other drivers to overtake when stuck behind a tractor.
- Visibility of cyclists (i.e. not wearing high-vis clothing) was said to be an issue encountered on the route.
- Lack of experience on the road – few pupils said they experienced driving on the A947 when they were learning to drive, largely because driving instructors are set to a test-route.
- Specific problem locations on the route identified included:
 - Turriff – Oldmeldrum, especially at Birkenhills; and
 - Oldmeldrum – Newmachar: lack of overtaking places and many slow-moving vehicles.

In terms of options for improvement on the route, pupils suggested the following:

- Driver education
 - The Safe Drive Stay Alive campaign was said to be very effective, however it may be more beneficial if it was at the start of 6th year rather than in 5th year as the effect reduces slightly when pupils start learning to drive sometime after they are exposed to the campaign;
 - Pupils felt that the Pass Plus scheme offered by the Council sounded like a very good option, however there was a general lack of knowledge about the programme; and
 - Increased experience of driving on the A947 before passing the driving test.
- Police presence
 - Although this was recognised as being impractical and resource intensive.
- Improved signage
 - Pupils suggested that there should be better signage to warn motorists of upcoming bends, perhaps with a suggested speed limit for taking these corners.
- Average speed cameras
 - The use of mobile speed cameras on the route was thought to be ineffective with pupils suggesting that average speed cameras may be a better option.

King Edward Primary School

Consultation was undertaken with fourteen pupils from P4 to P7 at King Edward School. Pupils welcomed the opportunity to give their views and felt it was important to have their say given that many of them will be drivers on the route in the not too distant future.

The playground of the school looks directly onto the A947 and as such pupils said they were very aware of the road. They see the road, hear the road and feel the road when large vehicles such as HGVs go past.

“We see the road, hear the road and feel the road when big lorries go past”

P4-P7 Pupils, King Edward Primary

Speeding traffic was raised as a problem by pupils. Traffic constantly goes past the school which looks to be speeding, even when the 20 mph signs are flashing, while traffic that has slowed down to 20 mph can often get overtaken.

Pupils are aware of the road’s reputation for accidents and said that they had witnessed a number of near misses with careless overtaking when they are travelling in their parents cars. Common behaviours witnessed included:

- Motorists travelling too fast on bends;
- Drivers using their mobile phones

- Overtaking on the double white lines due to impatient driving.

It was noted that there are many tractors, combines and heavy trucks that use the road. Some of the pupils were from farms and explained that these pieces of equipment are necessary and cannot travel out with busy times. They did however mention long tailbacks of traffic behind tractors and heavy machinery and stated that tractors did not always pull into passing places enough to let other vehicles past.

In terms of measures to improve the road, a number of suggestions were made including:

- Improved maintenance (it was noted there are a many pot holes);
- Additional crossing points, such as near the Turriff Show Park field as a lot of children cycle down to the park and to the sports centre and find it difficult to get across the busy road. A crossing point at Birkenhills was also suggested.
- More speed cameras and police presence, as this would encourage improved driver behaviour and reduced speeding.
- Remove trees close to the road as people seem to hit them when crashing.
- Improved provision for people wanting to cycle.
- Increased road safety education, including on the importance of wearing seat belts.

Fyvie Primary School

Consultation was undertaken with pupils from Fyvie Primary School in November 2015. The following comments were raised:

- In terms of positive features of the road, pupils stated that the A947 had plenty of speed cameras, speed warning signs and road markings.
- It was felt that there is speeding issues along the road, including incidents of road rage where people race one another. There was awareness about the number of accidents that occur along the A947 road. In some cases, pupils mentioned specific accidents and their location. Pupils pointed out that the A947 presents a high number of bends, and that the road surface is not adequate enough, with a high number of pot holes. Pupils described the A947 as a “dangerous road”.
- Pupils pointed out that there is no provision for cyclists along the A947. They felt that this is an issue for them, as they do a lot of cycling but would not feel safe cycling on this road.
- It was mentioned that long tailbacks were sometimes formed behind agricultural vehicles.

In terms of improvements the following was suggested:

- More speed cameras and greater police presence.
- People should give themselves more time for their journeys and keep to speed limits.

2.10 Freight Consultations

Due to the number of HGVs and other freight vehicles that regularly utilise the A947 Corridor, contact was made with the Freight Transport Association (FTA) and Roads Haulage Association (RHA). The RHA suggested the insertion of an article into their monthly newsletter to promote the Route Improvement Strategy. This short article asked for the perspective of haulage companies on a range of issues and also provided a link to the online survey.

2.11 Hard Copy Surveys

Hard copy surveys were also made available for completion at key locations along the route, such as libraries and community centres. The following locations were targeted:

- Council Offices, Banff;
- Banff Library;
- Bridge Street Community Centre, Banff;
- Macduff Library;
- Meldrum Library, Oldmeldrum;
- Meldrum Community Education Centre, Oldmeldrum;
- Newmachar Library;
- The Axis Centre, Newmachar;
- Towie House, Turriff;
- Turriff Library; and
- Gateway Community Centre, Turriff.

In total, 660 surveys were distributed to these locations, with an additional 100 surveys distributed to NHS Surgeries along the route. The hard copy surveys were replicas of the online survey.

2.12 Social Media Promotions

To support the promotion of the consultation programme, and specifically the online survey, various news releases were prepared to encourage stakeholder input throughout the course of the consultation period. This included promotion via Aberdeenshire Council's Twitter and Facebook accounts, as follows:

- Three posts were made regarding the online survey on Facebook, which reached 7173 people.
- Two Twitter updates reached 2598 people.
- A total of 9771 people were reached overall on social media. Of this figure, 849 people were engaged, including 812 from Facebook and 37 from Twitter.

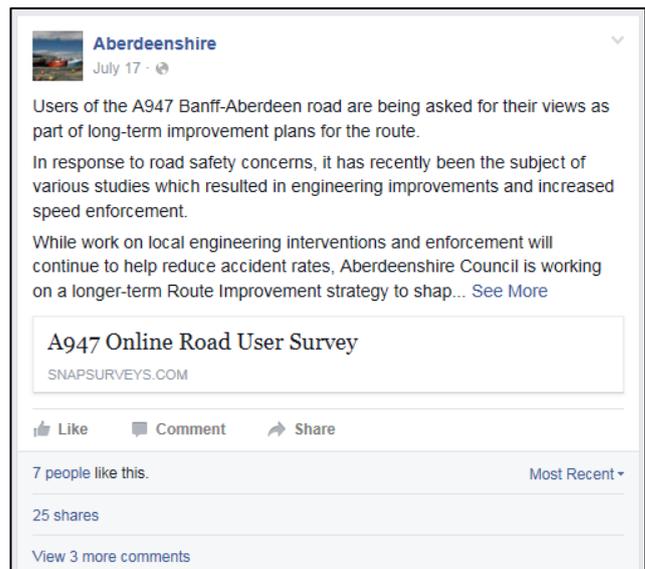


Figure 2.4: Facebook Promotion

2.13 Attendance at Turriff Show

At the Turriff Show on the 2nd and 3rd of August 2015, a 'Transport Safety' Stand was held to promote the A947 RIS consultation and to engage the public on wider aspects of transport safety promoted by the Council.

In total, over 500 people were spoken to over the course of the two day event with surveys and A5 postcards promoting the consultation distributed to interested stakeholders.



Figure 2.5: Public consultation at the Turriff Show

2.14 Bus Operator Consultation

To gain an understanding of the main problems and opportunities for improvement along the A947 from a public transport perspective, bus operators that run services on this route were contacted.

A meeting was held with Stagecoach on the 3rd of September. This revealed that, from the company's point of view, issues on the A947 principally occur south of Newmachar. A specific problem area identified is to the north of the Parkhill Bridge, where the capacity of the road network is currently constrained. In terms of feedback from passengers, Stagecoach has received complaints about buses running late. This is primarily due to knock-on effects from hold-ups within Aberdeen itself. In response, it was said that Stagecoach has built around 20 minutes into the timetable and has doubled the frequency of services on the route to Oldmeldrum.

Regarding potential route improvements, the company requested consideration be given to bus priority solutions as opposed to any road interventions that will likely induce traffic.

2.15 NFUS Consultation

Due to the high volume of traffic on the A947 related to the farming industry, the decision was taken to engage with the National Farmers Union Scotland (NFUS). A meeting was held with the Turriff and District Branch on Tuesday 13th October to engage with local farmers and to obtain feedback on how the route may be improved from their perspective.

Feedback from the meeting is outlined below:

Problems and Issues

The key problems and issues on the route mentioned were:

- **Driver behaviour**, in particular slow and anxious drivers who do not have the confidence to overtake HGVs and agricultural vehicles. This is specifically an issue when the slow driver is travelling too close to the vehicle in front to allow for other drivers to overtake both vehicles safely.

- **Lay-bys**, which are commonly placed in the wrong locations and not long enough to allow drivers of agricultural vehicles to reach a high enough speed to get back onto the road.
- **Supermarket lorries/HGVs**, which are on the route throughout the whole year and never pull in to allow queues of traffic pass despite only travelling at 40mph.
- **Lack of police presence.**
- **Lack of verge maintenance** along the corridor, which can be an obstruction to the line of sight, especially at junctions.

Options for improvement

To improve the route, the following options were proposed:

- **Driver education** including promotional campaigns around simple yet forgotten messages reminding motorists about the meaning of double white lines and the speed limit along the route, greater publicity regarding the dangers and frustrations caused by drivers travelling too slowly and not overtaking and the introduction of some form of refresher training or advanced driving courses.
- **Overtaking opportunities** including longer, strategically placed lay-bys and strategic crawler lanes.
- **Improved maintenance** including ensuring that white lines are updated on a regular basis and roadside vegetation is cut back as appropriate.
- **Greater enforcement** and harsher penalties for those not adhering to the rules of the road.
- **Bus priority** measures in bottleneck situations.
- **Black boxes** fitted in vehicles to better understand about the causes of accidents, although it was recognised that there are a host of issues surrounding this.
- **No road realignment**, as this will likely only encourage people to drive faster.

Summary

Overall, there was a general feel from members of the group that the road is not that bad. In terms of route users, it was considered that the majority are people who know the route well or have travelled the route more than once before. There is a perception from many members that consideration must be given to young drivers and high-powered cars. In terms of making improvements along the A947 corridor, the greatest call amongst members was for the simple things (e.g. verge cutting and white line painting) to be carried out as soon as possible. A host of factors lead to accidents and there would be no one solution to improving the route. However, again the point was made that the road is not a bad road, and 'looking after what we have got' and getting the simple things done could have as positive an impact as any major interventions.

2.16 Business Telephone Interviews

Businesses located on the A947 corridor were also contacted for their views on the route from a business perspective. A total of 27 businesses were contacted via telephone or e-mail, with seven businesses agreeing to undertake an interview. These businesses came from a range of industries, including retail, food production, and fish processing.

A summary of the findings is outlined below.

Location Factors	<ul style="list-style-type: none"> • Access to customers was frequently mentioned as the most important factor for why businesses choose to locate on the corridor, especially for those in retail. • Some respondents pointed to historical reasons for business location. • Other factors mentioned by respondents included access to suppliers, access to a skilled workforce, and the quality of infrastructure.
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	<ul style="list-style-type: none"> The importance of the farming industry in Aberdeenshire was prevalent, with availability of land and access to others working in agriculture said to be important factors in deciding where to locate.
Safety Concerns	<ul style="list-style-type: none"> In relation to key issues on the A947, the majority of respondents discussed safety concerns on the route. This was primarily associated with bends and corners on the road resulting in a lack of opportunities to overtake along the corridor. Respondents indicated that this frequently leads to drivers undertaking risky manoeuvres, which has caused accidents on the route. This is illustrated by the following quotes: <ul style="list-style-type: none"> <i>"I can see how the accidents occur because there are only one or two places you can pass safely but if you get one or two cars behind a lorry or slow moving vehicle and they don't pass then you get some people passing three or four cars at one go".</i> <i>"There is a lot of frustration- I get frustrated myself. That leads... to a lot of people taking unnecessary risk. You know if you don't get passed here you're not getting passed for the next four or five miles".</i> Other respondents emphasised safety concerns relating to poor weather conditions, again associated with the winding nature of the road.
Lay-by Provision	<ul style="list-style-type: none"> The provision of lay-bys on the A947 was discussed frequently by respondents. Respondents indicated that there are an insufficient number of lay-bys located on the route, with one respondent suggesting that the current lay-bys are not large enough for artic lorries. It was mentioned that lay-bys are rarely used by agricultural vehicles, illustrated by the following quote: <ul style="list-style-type: none"> <i>"They spent a fortune years ago putting in laybys for agriculture vehicles and they drive past them. Not everybody but they don't really work".</i> Other respondents suggested that there is a good provision of lay-bys on the route and that they are well used by freight drivers taking their required breaks.
Journey Times	<ul style="list-style-type: none"> Journey time and journey time reliability were often mentioned, usually associated with congestion. Although one respondent indicated that journey time reliability on the route was good, there were two respondents who disagreed, suggesting that the high number of lorries and tractors that use the route make journey time unreliable. It was noted by most respondents that journey time differs depending on the time of day, with most businesses transporting goods outwith the AM and PM peaks whenever possible. When travelling during peak hours, one respondent noted that traffic often queues back to Newmachar, with Aberdeen and associated traffic seen as a major cause of congestion. Two respondents suggested that once the AWPR opens, some congestion may be alleviated.
Business Issues and Allowances	<ul style="list-style-type: none"> On the whole, respondents suggested that issues on the A947 were an inconvenience to operations but that the route does not cause the business to suffer overall. One respondent suggested that the road does not cause the business to miss opportunities but it does cost the company money due to drivers being delayed. Another respondent described how in two or three incidents this year, containers (which require unloading at the store) arrived late because the driver was unaware of the number of bends on the route, thus resulting in lower speeds and longer journey time. Most businesses indicated that they factor in more time for their journeys. Respondents gave a typical journey time to Aberdeen of approximately 1.5hrs (depending on their location); however it was acknowledged that the journey takes longer during peak periods. One business indicated that they actively avoid the A947 by sometimes re-routing drivers via Inverurie and the A96 during peak hours.
Possible improvements	<ul style="list-style-type: none"> Respondents suggested a range of improvements that could be made to the A947. Most frequently, businesses called for the dualling of the route or the implementation of overtaking lanes to allow drivers to pass agricultural vehicles and HGVs more safely. Traffic calming measures were also suggested, including speed cameras and variable message signs.

	<ul style="list-style-type: none"> • Additional recommendations included the improvement of road surfaces, the straightening of certain bends, the implementation of crawler lanes, and the expansion of lay-bys. • One respondent suggested bypassing some of the larger settlements on the corridor, highlighting Turriff as a potentially feasible option; although they did note that bypassing settlements can have a potentially negative economic impact on the area.
Business benefit of improvement	<ul style="list-style-type: none"> • Of the seven interviews that were carried out, six respondents noted that making improvements along the A947 corridor would benefit their business. • Although the majority of respondents did not provide details of this benefit, of the ones who did, journey time savings and a wider catchment of customers were mentioned as the key potential outcomes.

2.17 Summary

This report has provided a comprehensive record of the approaches employed as part of the public and stakeholder consultation programme on the A947 Route Improvement Strategy.

A range of consultation approaches were adopted to ensure that as many stakeholders as possible were given the opportunity to provide input to the development of the RIS. This included, amongst others, Online Surveys, Business Telephone Interviews, Bus Operator Consultation and Area Committee Consultation.

Appendix A: RSI Survey – Questionnaire and Results

File Note

Project:	A947 Route Improvement Strategy	Job No:	60335603
Subject:	Motorist Travel Surveys		
Prepared by:	Adrian Garcia-Thorp	Date:	29 May 2015
Checked by:	Anne Zimare	Date:	01 June 2015
Approved by:	Richie Fraser	Date:	01 June 2015

1. Introduction

As part of traffic data collection exercises being undertaken by Transport Scotland related to the A96 Dualling project, the opportunity has been taken to canvass the views of motorists on the A947. Roadside Interview Surveys (RSIs) were carried out by Transport Scotland at a layby on the A947 north of Newmachar on the 23rd April following which motorists were given a short freepost 'A947 Travel Survey'.

The purpose of the survey was to understand current trip patterns of existing route users and to explore their perceptions of driving on the route, including instances which may lead to driver frustration.

In total, 155 Motorist Travel Surveys were completed and returned, which represents 27% of the RSIs surveys conducted on the route¹. Analysis of results shows that a reasonable cross-section of respondents was surveyed², in terms of age and gender.

A copy of the Motorist Travel Survey used is presented in Appendix A, with findings presented in this file note.



A947 Roadside Interview Surveys, April 2015

¹ In total, 567 RSI surveys were completed with motorists as part of Transport Scotland's RSI exercise, undertaken on the 23rd April 2015, between 0700 and 1900.

² Gender: Male - 55%; Female - 43% / Age: 17 to 34 - 16%; 35 to 59 - 57%; over 60 - 27%

2. Motorist Travel Surveys – Data Analysis and Interpretation

2.1 Journey Details

Q1a. Where are you typically travelling to and from on your journeys on the A947?

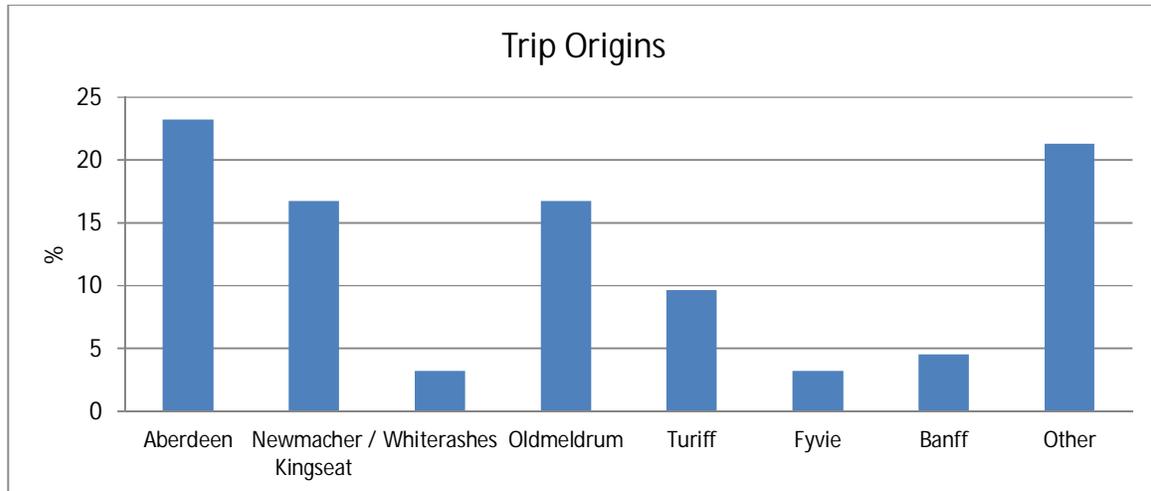


Figure 1: Main origins when travelling along A947

As shown in Figure 1, the most common places of origin for those travelling on the A947 are Aberdeen City (23%), Oldmeldrum (17%), Newmachar (17%) and Turriff (10%). A range of other origins made up 33% of responses including Banff (5%), Whiterashes (3%) and Fyvie (3%).

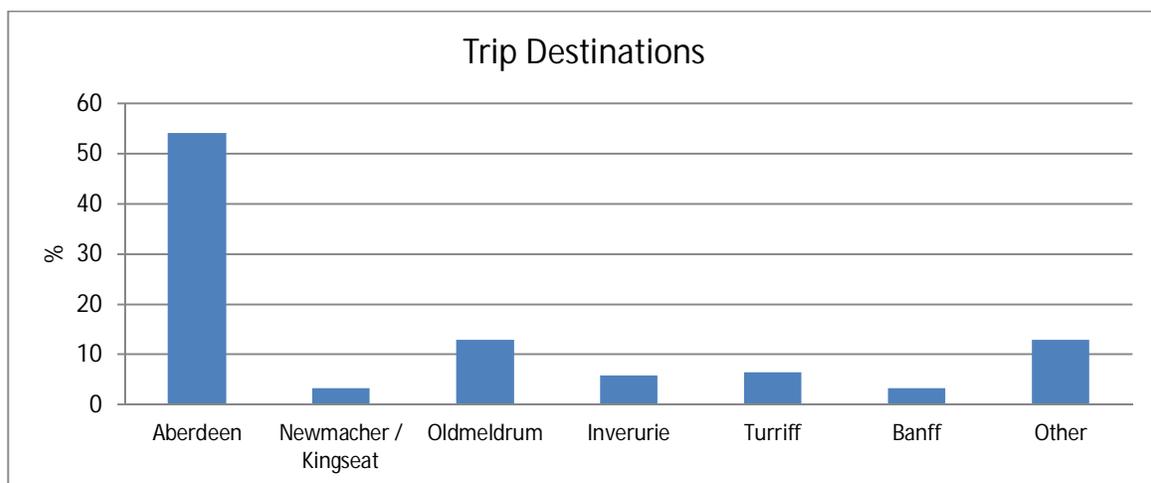


Figure 2: Main destination when travelling along A947

Figure 2 shows that the most common destination for travellers on the A947 was Aberdeen City, which was named by over 54% of those completing the survey. Oldmeldrum (13%) was the only other destination stated by more than 10% of respondents. A range of other destinations made up 33% of responses, including Turriff (6%) and Inverurie (6%).

Q1b. Reason for Travelling?

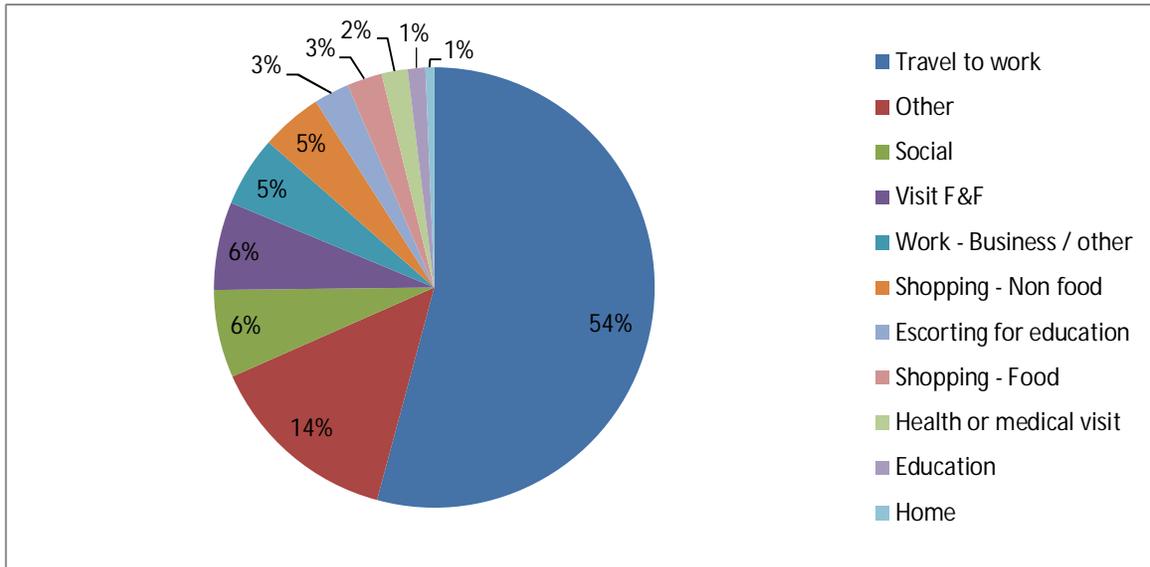


Figure 3: Reasons for travelling along A947

In terms of purpose of travel, Figure 3 illustrates that the vast majority of respondents were travelling via the A947 for work purposes highlighting the important role of the route in providing access to jobs.

2.2 Personal Driving Behaviour and Travel Perceptions on the A947

Q2. Thinking about your most recent journey on the A947, how often did you...?

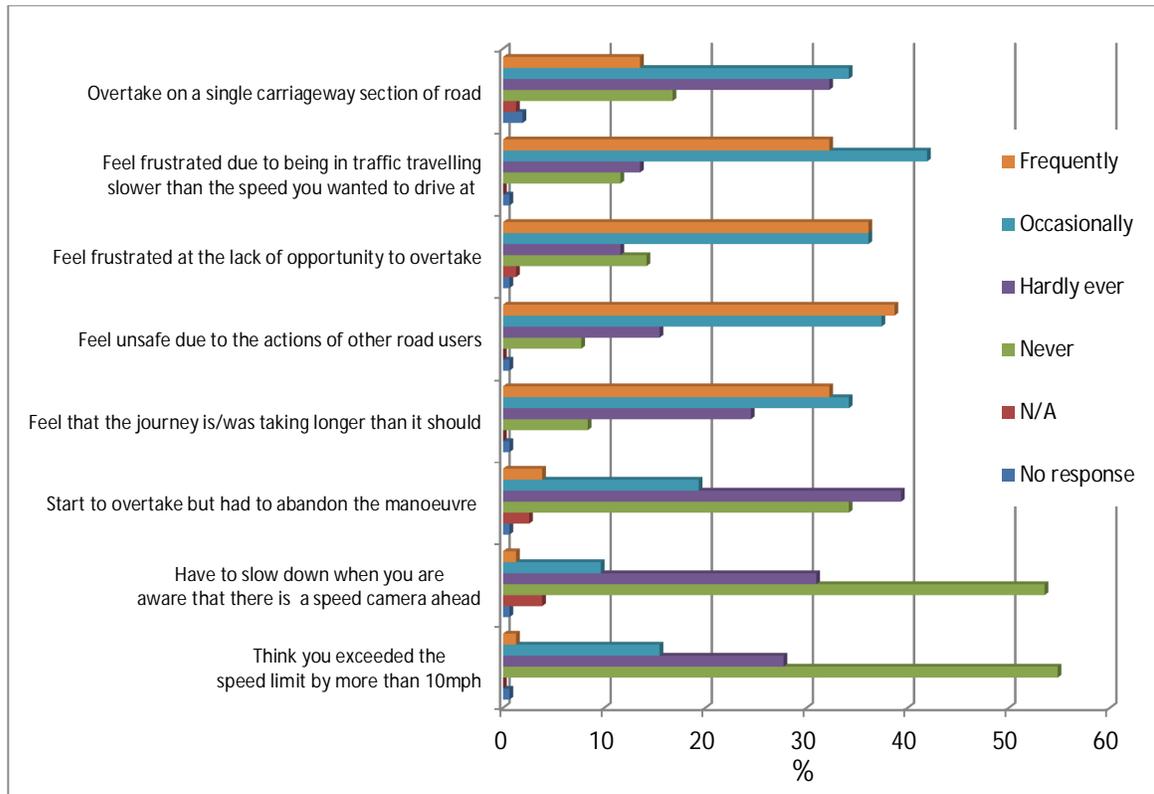


Figure 4: Driving Behaviour and Travel Perceptions on the A947

Figure 4 illustrates respondents' views regarding a number of statements around driving behaviour and perceptions of safe and efficient travel on the A947. Results indicate:

- Just under half of all respondents admitted to **overtaking** on the A947 ('frequently' – 14%; or 'occasionally' – 34%). The other half said that they 'hardly ever' (32%) or 'never' (17%) overtake on this route.
- Results indicate that many drivers experience a level of driver **frustration due to being in traffic slower than the speed they want to drive at**. 32% said they 'frequently' experience frustration; 42% said they 'occasionally' felt this way.
- 72% of motorists admitted to feeling **frustrated at the lack of opportunity to overtake** on the A947 (36% said they 'frequently' felt this way, 36% said they 'occasionally' felt this way).
- A further 76% of motorists admitted to feeling **unsafe due to the actions of other road users** on the A947, with 39% said they 'frequently' felt this way, 37% said they 'occasionally' felt this way.
- 32% of motorists 'frequently' felt that their **journey was taking longer than it should**, with 34% stating they 'occasionally' felt that way.
- **Starting to overtake but then having to abandon the manoeuvre** was not seen as a major problem to A947 users, with 34% saying this 'never' happened to them and 39% saying this 'hardly ever' happened.
- A significant majority of respondents stated that they 'never' (54%) or 'hardly ever' (31%) had to **slow down when becoming aware that there is a speed camera ahead**. Only 1% of motorists admitted that they 'frequently' found themselves having to slow down on becoming aware that a speed camera lay ahead, and only 10% admitted that this was 'occasionally' the case.

- Over half of motorists (55%) said that they never **exceeded the speed limit by more than 10mph**; a further 28% said that they were 'hardly ever' in this situation. Only 1% admitted they 'frequently' exceeded the speed limit by 10mph, and only 15% 'occasionally' did.

2.3 Witnessed Driver Behaviours on the A947

Q3. Thinking about recent journeys on the A947, how often do you witness the following...?

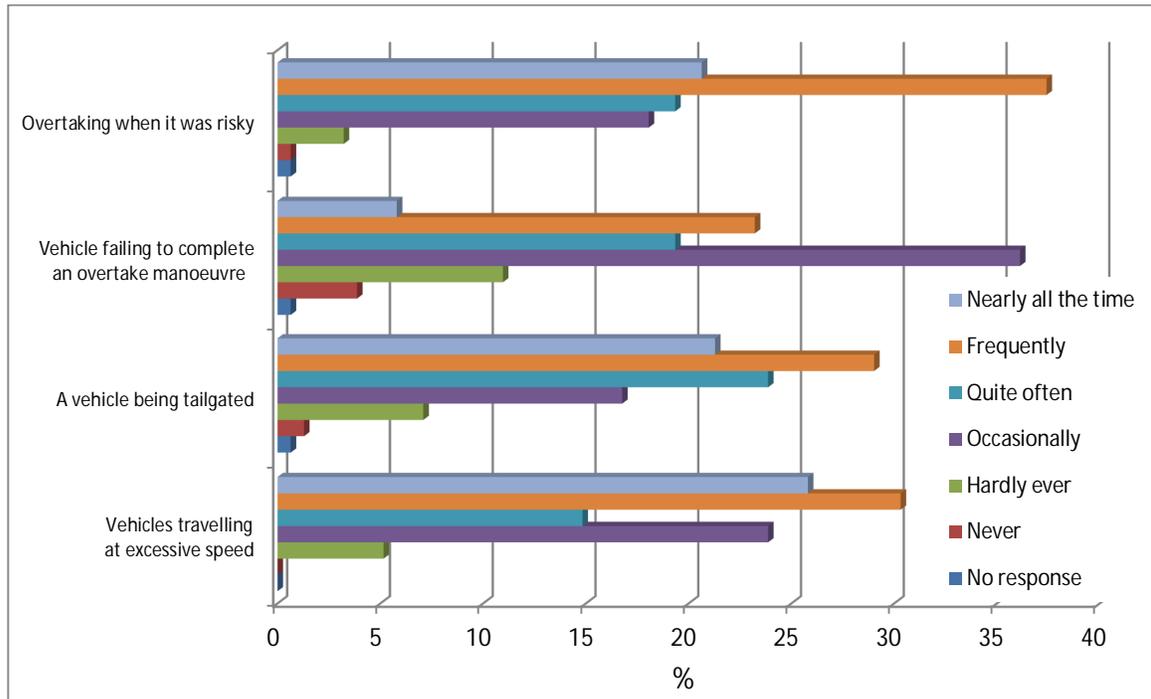


Figure 5: Behaviours witnessed on the A947

Figure 5 demonstrates respondents' views regarding a number of statements about driving behaviours that they have witnessed on recent journeys on the A947. A summary of results is outlined below:

- Over 75% of respondents said that they witnessed **risky overtaking** on the A947 ('frequently' - 37%; 'nearly all the time' - 21% and 'quite often' - 19%).
- Regarding **vehicles failing to complete an overtaking manoeuvre** 37% of respondents stated that they saw this 'occasionally', 19% saw this 'quite often' and 29% said they saw this 'frequently' or 'all the time'.
- Vehicles being tailgated** was also commonly observed by respondents, with 21% stating they saw this 'nearly all the time', 29% that they 'frequently' saw this, and a further 24% 'quite often' witnessed tailgating.
- In terms of **vehicles travelling at excessive speeds** along the route, of all the driving behaviours listed, this was the one which drivers most commonly stated they observed 'nearly all the time' (26%). A further 30% said that they 'frequently' witnessed this, and 15% 'occasionally' saw this.

2.4 Journey Enjoyment & Satisfaction

Q4. On a scale of 1 to 5 (where 1 = low and 5 = high), how enjoyable is your journey?

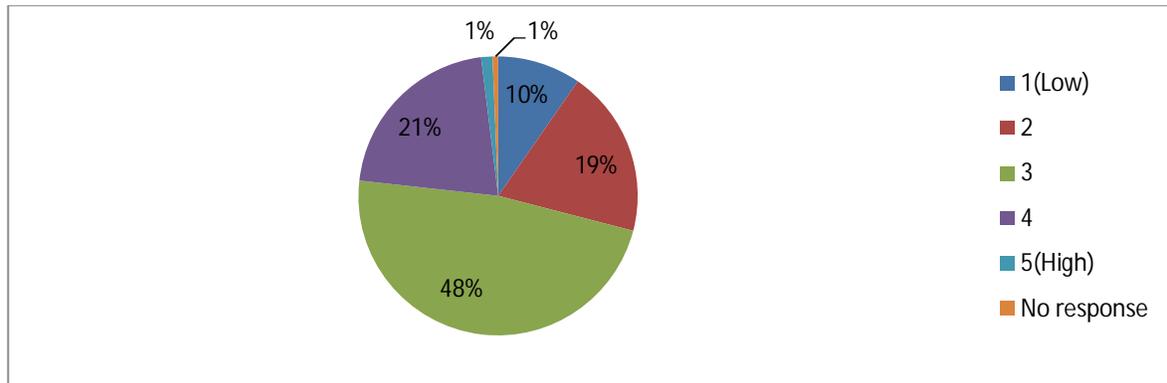


Figure 6: Journey Enjoyment on the A947

Figure 6 shows that the majority of motorists do not have a strong opinion regarding their level of enjoyment when using the A947 (48% selected neither high nor low).

Q5. On a scale of 1 to 5 (where 1 = low and 5 = high), how satisfied are you with how long your journey typically takes?

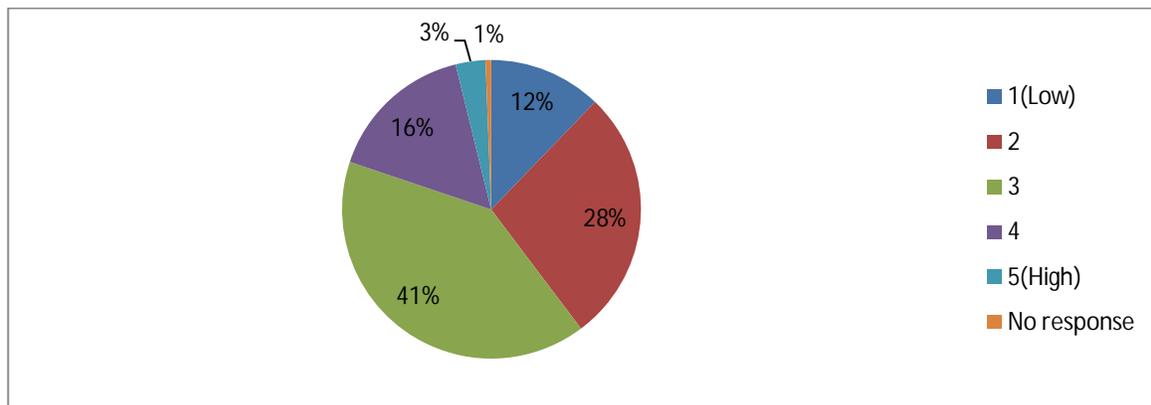


Figure 7: Satisfaction with Journey Times along the A947

Similar to Question 4, Figure 7 shows that the majority of respondents took a neutral stance on their satisfaction with how long their journey typically takes, with 41% selecting neither high nor low. However, more respondents are less satisfied (40%) than are satisfied (19%) about the length of their typical journey.

3. Roadside Interview Surveys – Analysis of Results

Independent to the Motorist Travel Surveys, drivers taking part in the Transport Scotland RSI exercise were asked two additional questions designed to:

- understand the extent to which vehicles chose indirect “cross-country” routes to avoid congestion instead of remaining on main radial routes; and
- understand perceptions of safety.

These questions were asked as part of the RSIs undertaken on the A944 Aberdeen to Westhill Road as well as on the A947, thereby allowing a comparison of responses to be made. Results are presented below.

“Are you using this road in order to avoid congestion elsewhere?”

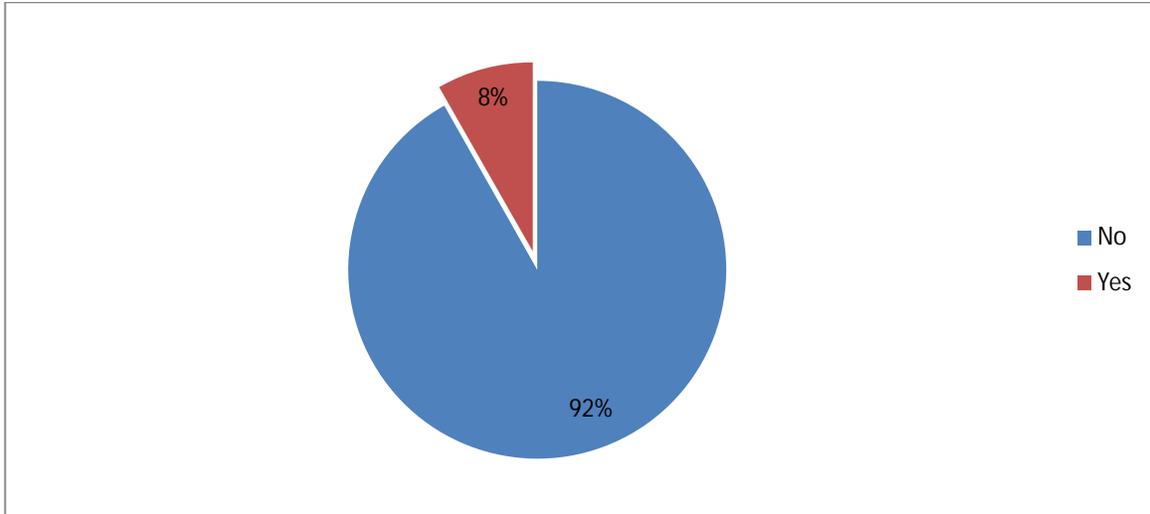


Figure 8: Use of A947 to Avoid Congestion

Figure 8 illustrates that 8% of motorists stated that they used the A947 in order to avoid congestion on alternative routes. The review of the Origin and Destination data from the Motorist Travel Surveys indicated that some route users travelled from locations nearer the A90 (Peterhead, Fraserburgh, Ellon, Balmedie) and A96 (Inverurie, Insch), suggesting avoidance of these trunk roads when travelling to destinations in Aberdeen City.

“Do you generally feel safe when driving on this road?”

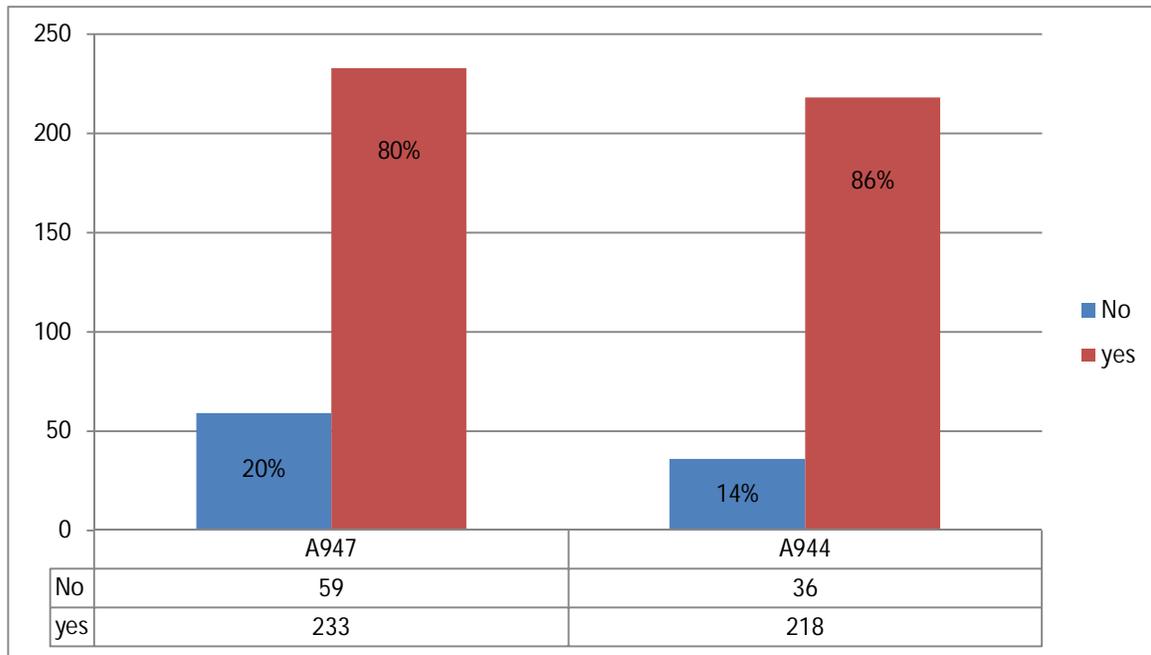


Figure 9: Feelings of Safety – A947 vs. A944

Figure 9 shows the perceptions of safety that frequent route users encounter along the A944 and A947. The level of positive responses was high on both roads, although results suggest that a greater proportion of A947 motorists do not feel safe when using this route, as reported by one in five of motorists taking part in the survey.

4. Summary

This file note has been prepared to outline the results from the Motorist Travel Survey and the additional questions included in the RSIs undertaken on behalf of Transport Scotland.

The results indicate that there are a range of scenarios that lead to driver frustration on the A947, including drivers not being able to travel at their desired speed, a lack of opportunity to overtake and a perception that journeys are taking longer than they should. Furthermore, many respondents reported feeling unsafe due to other road users.

These results were consistent with the responses to commonly witnessed behaviours on the route. A majority of respondents reported frequently witnessing risky overtaking manoeuvres and vehicles being tailgated along the route. It is also noteworthy that although respondents were unlikely to indicate that they sped themselves (i.e. travelling faster than 10mph above the speed limit), a significant majority of motorists reported to witnessing others travelling at excessive speeds.

Going forward, the results from this work will be used to inform the identification of problems and issues on the A947 and in turn the development of appropriate options as part of the preparation of a Route Improvement Strategy for the A947.

Appendix A: Motorist Travel Survey

A947 TRAVEL SURVEY

Aberdeenshire Council is carrying out a study to identify options for improving the A947 between Banff and Aberdeen. We would be grateful if you would spare a couple of minutes to answer a few questions about your experiences of using the route. **All answers are anonymous so please answer honestly.**

Q1 Where are you typically travelling to and from on your journeys on the A947?	
From:	To:
Reason for Travelling:	

Q2 Thinking about your most recent journey on the A947, how often did you...? (Circle one for each row)					
	<i>Frequently</i>	<i>Occasion-ally</i>	<i>Hardly ever</i>	<i>Never</i>	<i>N/A</i>
Overtake on a single carriageway section of road	1	2	3	4	5
Feel frustrated due to being in traffic travelling slower than the speed you wanted to drive at	1	2	3	4	5
Feel frustrated at the lack of opportunity to overtake	1	2	3	4	5
Feel unsafe due to the actions of other road users	1	2	3	4	5
Feel that the journey is/was taking longer than it should	1	2	3	4	5
Start to overtake but had to abandon the manoeuvre	1	2	3	4	5
Have to slow down when you are aware that there is a speed camera ahead	1	2	3	4	5
Think you exceeded the speed limit by more than 10 mph	1	2	3	4	

Q3 Thinking about recent journeys on the A947, how often do you witness the following...? (Circle one for each row)						
	<i>Nearly all the time</i>	<i>Frequently</i>	<i>Quite often</i>	<i>Occasion-ally</i>	<i>Hardly ever</i>	<i>Never</i>
Overtaking when it was risky	1	2	3	4	5	6
Vehicle failing to complete an overtake manoeuvre	1	2	3	4	5	6
A vehicle being tailgated	1	2	3	4	5	6
Vehicles travelling at excessive speed	1	2	3	4	5	6

Q4 On a scale of 1 to 5 (where 1 = low and 5 = high), how enjoyable is your journey?				
1 (Low)	2	3	4	5 (High)

Q5 On a scale of 1 to 5 (where 1 = low and 5 = high), how satisfied are you with how long your journey typically takes?				
1 (Low)	2	3	4	5 (High)

Age (circle one only)	17-34	35-59	60+
Gender (circle one only)	Male		Female

The closing date for response is Friday 22nd May 2015. For any queries, please email transportation@aberdeenshire.gov.uk

PLEASE RETURN THE QUESTIONNAIRE TO US BY PUTTING IN A POST BOX – NO STAMP REQUIRED

This research is being carried out under the Market Research Society's Code of Conduct which means the information you give will be completely confidential and will only be used for this research.

Appendix B: Online Survey – Questionnaire & Results

Project:	A947 Route Improvement Strategy	Job No:	60335603
Subject:	Online Survey Results		
Prepared by:	Jo Duck	Date:	18th September 2015
Checked by:	Andrew Robb	Date:	25th September 2015
Approved by:	Richie Fraser	Date:	9th October 2015

1. Introduction

To inform the development of the A947 Route Improvement Strategy, and better understand existing issues and improvements sought by route users, an online survey was promoted to communities and other interested stakeholders along the A947. The survey launched on 16th July 2015 running for just over 8 weeks until the 14th of September 2015 and was promoted through press releases, social media alerts and adverts in the local press. Hard copy versions of the questionnaire were also available for completion at libraries, community centres and a number of GP Surgeries along the route.

In total, 691¹ surveys were completed. A copy of the Online Survey used is presented in Appendix A, with findings presented in this file note.

2. Online Survey – Data Analysis and Interpretation

2.1 Travel Patterns on the A947

S1. How often do you make journeys on the A947?

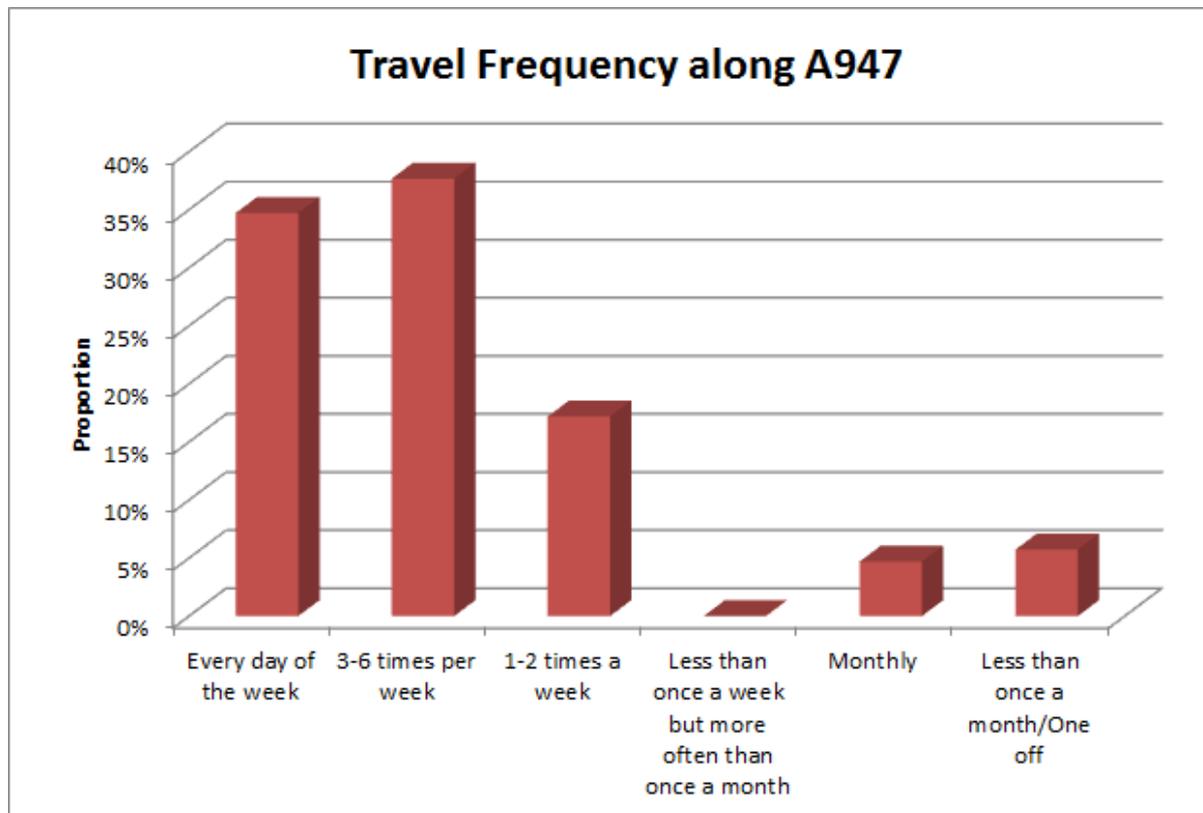


Figure 1: Frequency of Trips on the A947

¹ Gender: Male – 47%; Female - 53% / Age: 17 to 34 - 24%; 35 to 59 - 60%; over 60 - 17%

Figure 1 shows that the majority of those using the A947 do so on a regular basis, with 73% of respondents travelling on this route either 3-6 times per week or every day of the week. This suggests that the road is most commonly used for commuting purposes.

S2. Where were you travelling to and from on the most recent journey you made that used the A947?

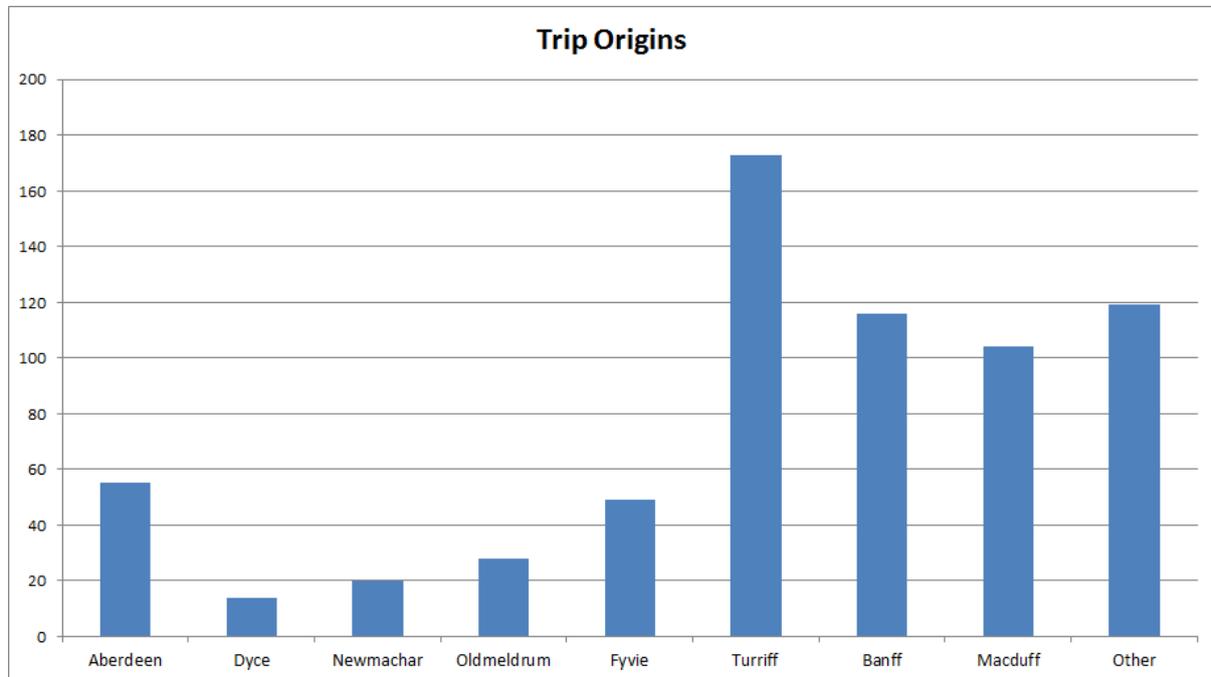


Figure 2: Main origins when travelling along A947

As shown in Figure 2, the most common places of origin for those travelling on the A947 are towns located towards the north of the route. This includes Turriff (26%), Banff (17%) and Macduff (15%). A range of 'other' locations made up 18% of responses.

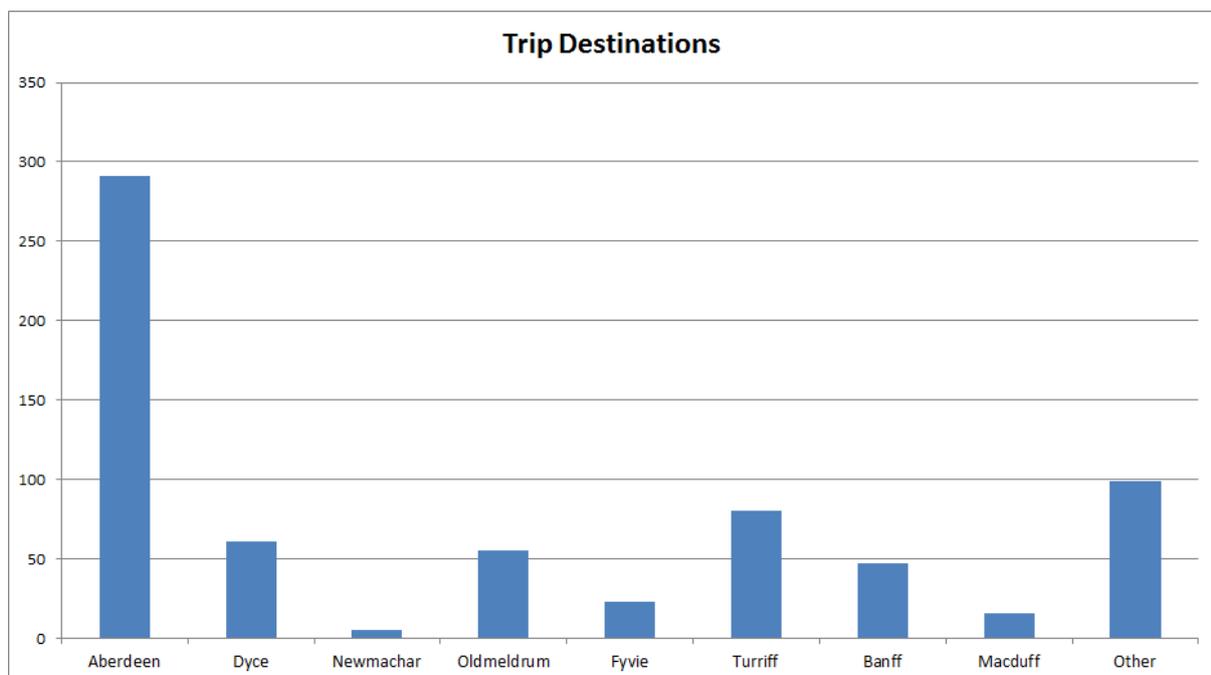


Figure 3: Main destinations when travelling along A947

Figure 3 shows that the most common destination for users of the A947 was Aberdeen City, which was the destination for 43% of those completing the survey. 'Other' (15%) was the next most common destination followed by Turriff (12%), Dyce (9%) and Oldmeldrum (8%).

S3. What was the purpose of your trip?

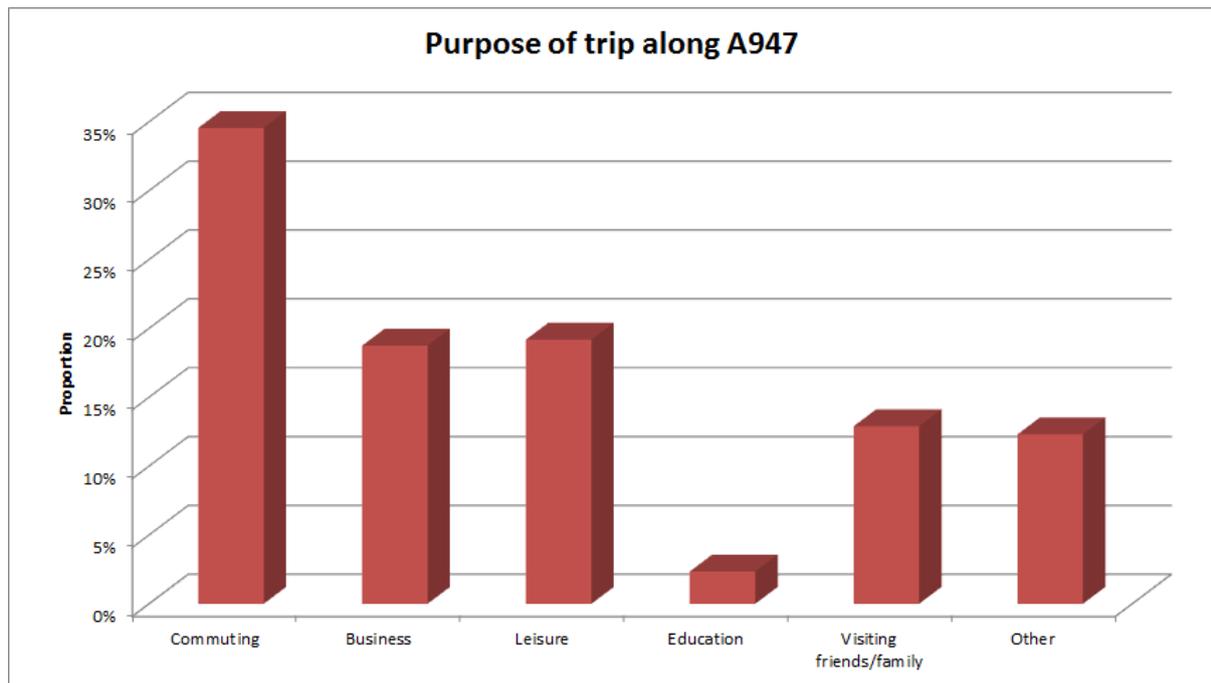


Figure 4: Reasons for travelling along A947

In terms of purpose of travel, Figure 4 confirms that the majority of respondents (35%) were travelling via the A947 for work purposes highlighting the important role of the route in providing access to jobs. Other common reasons for travelling on the A947 included leisure (19%) and business (19%).

S4. And was this by...

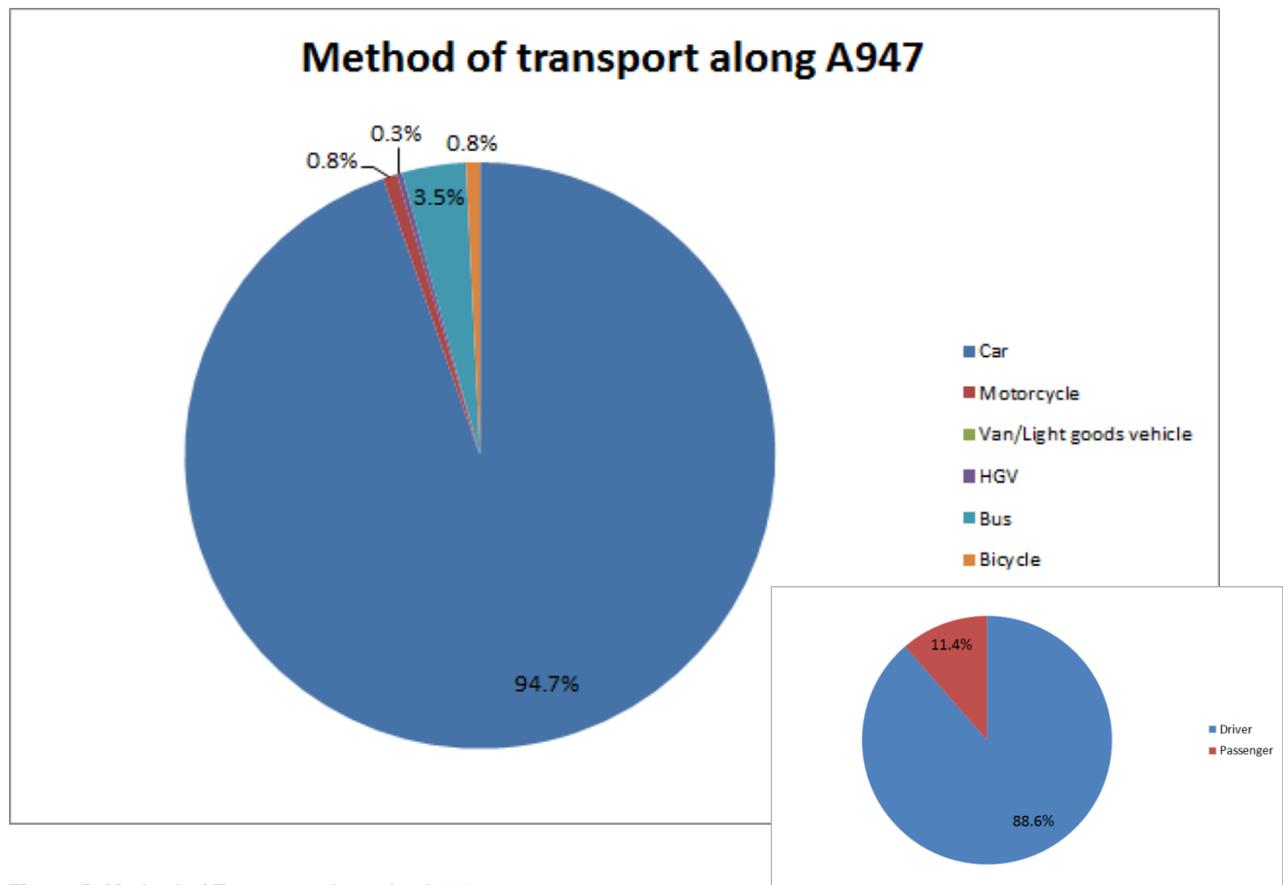


Figure 5: Method of Transport along the A947

As shown in Figure 5, respondents' most common method of transport along the A947 was the car with 94.7% of respondents travelling via this mode. Of those travelling by car, the vast majority were driving the vehicle (88.6%). Few respondents to the survey travelled by motorcycle, HGV or bicycle.

S6. Could your most recent trip on the A947 have been made by public transport?

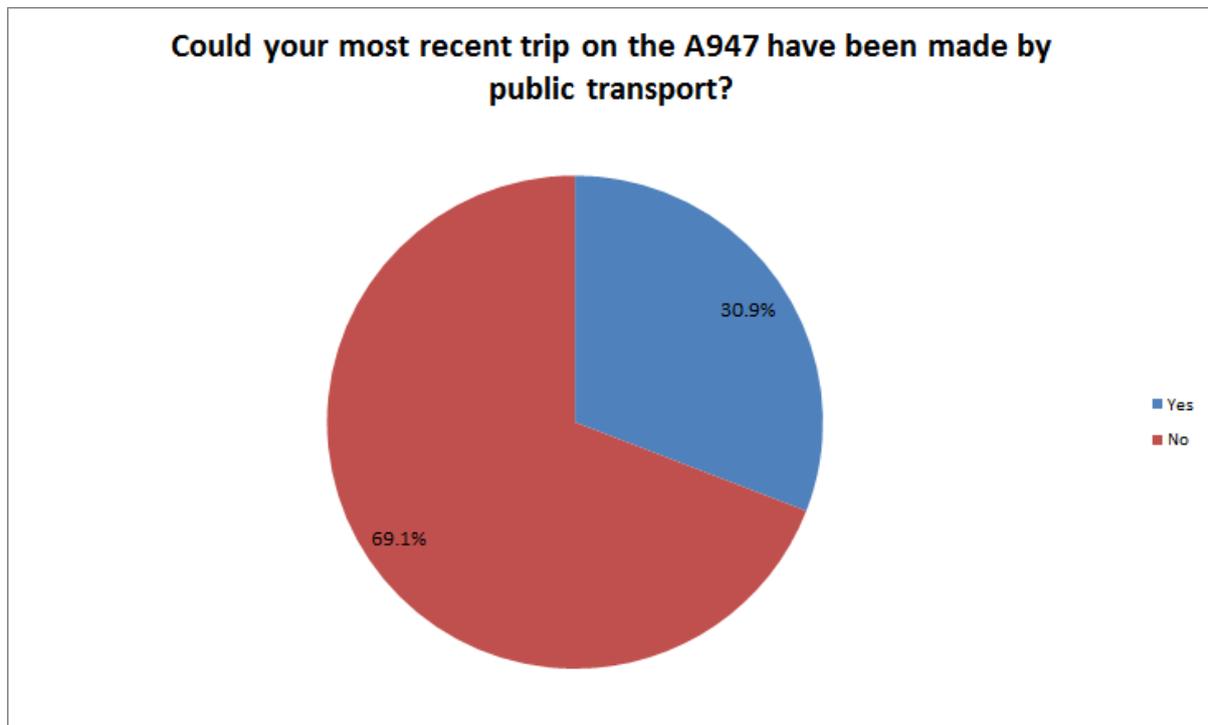


Figure 6: Opportunity to use Public Transport for Trips on the A947

In terms of opportunities to use public transport for trips on the A947, 69.1% of respondents indicated that this would not be possible for their journey purpose.

S7. Are there any alternative routes you could take to make the most recent journey you took on the A947?

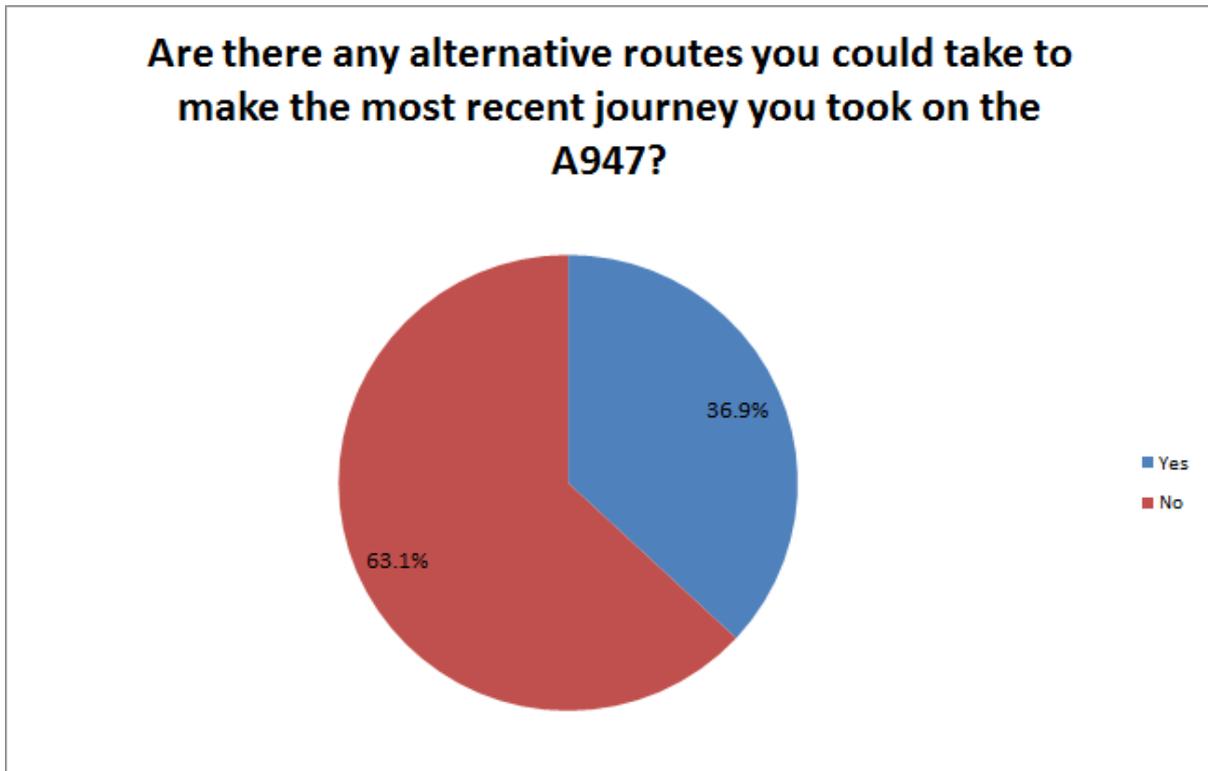
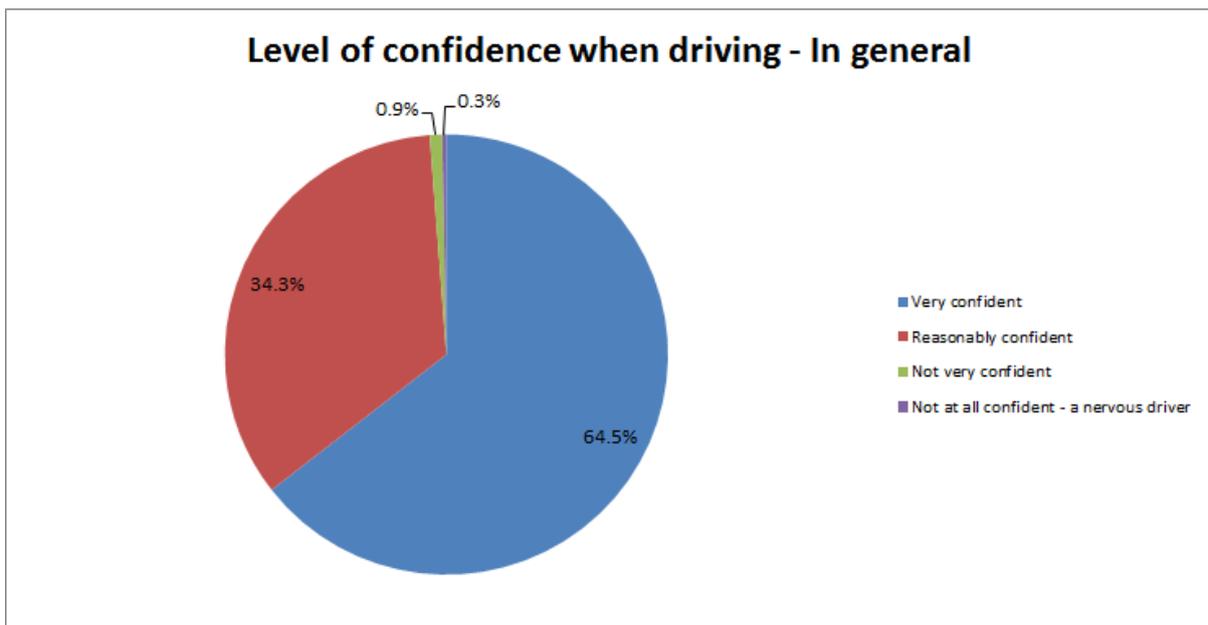


Figure 7: Opportunity to use Alternative Routes for Trips on the A947

Although the majority of respondents (63.1%) answered that there were no alternative routes that could be used for their most recent journey on the A947, of those that indicated otherwise, the most common alternatives included routes through Rothienorman and Inverurie via the A96.

S10. How confident would you say you were as a driver, both in general and on the A947?



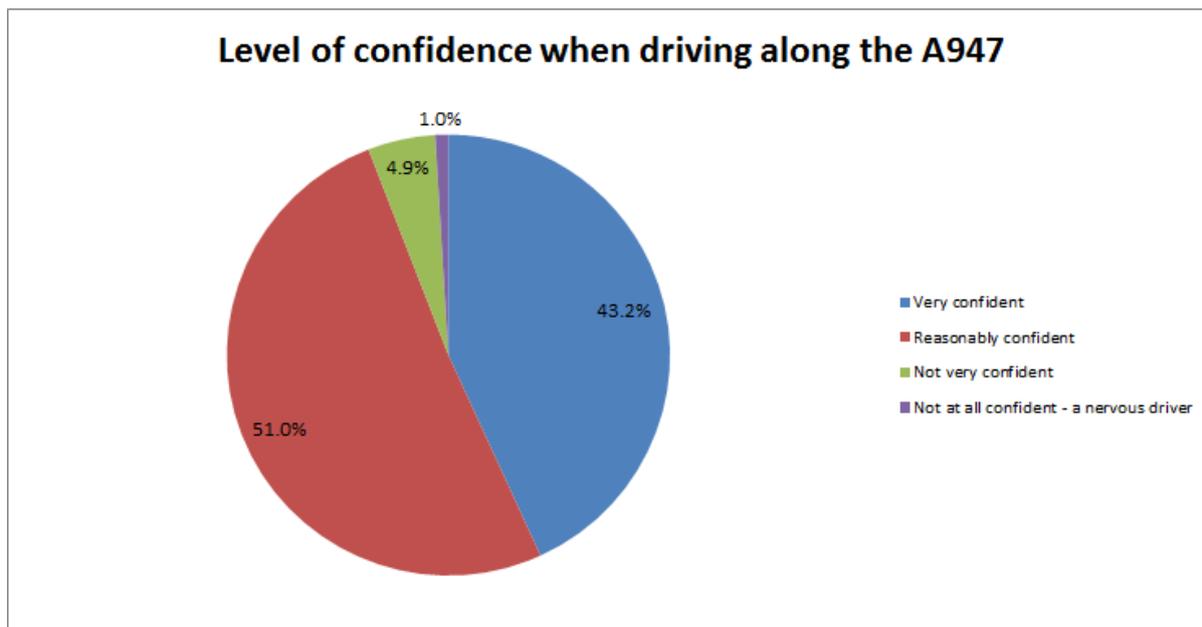


Figure 8: Driver Confidence Levels (Generally and on the A947)

Regarding driver confidence levels, the vast majority of respondents reported to be either very confident or reasonably confident (98.8% generally, 94.2% along the A947). However as Figure 8 highlights, a greater number of respondents reported to feeling less confident when driving on the A947 e.g. the proportion of respondents who felt very confident when driving along the route was 21.3% lower than levels of confidence when driving more generally. A higher number of respondents also stated that they were 'not very confident' and 'not at all confident' when driving the A947 compared to when driving more generally (5.9% vs. 1.2%)

Respondents were also asked many years they have had a driving licence in order to ascertain the existence of a relationship between this and their level of confidence when driving. There was no obvious relationship present between the two factors. The majority of respondents to the survey had held their driving licence for more than 10 years (87%).

2.2 Personal Driving Behaviour and Travel Perceptions on the A947

Q1. IN GENERAL, how effective would you say the following are in improving road safety?

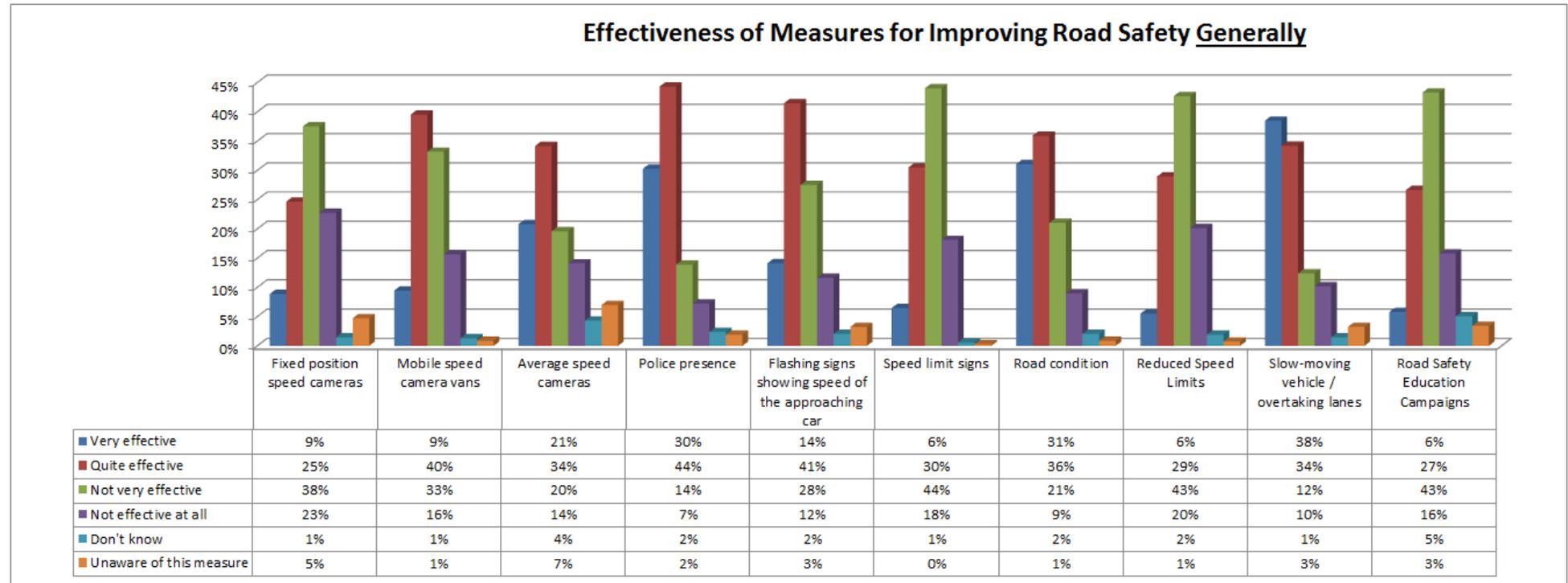


Figure 9: Effectiveness of Measures for improving road safety on the A947

Figure 9 shows that, according to respondents, the most effective measures ('very effective' and 'quite effective') for improving road safety on the A947 are police presence (74%), slow-moving vehicle/overtaking lanes (72%) and road condition (67%). The least effective measures ('not very effective' and 'not effective at all') according to respondents were considered to be reduced speed limits (63%), speed limit signs (62%), and fixed position speed cameras (61%).

Q2. Remembering that this survey is confidential, when driving on the A947, **IN GENERAL** how often do you...?

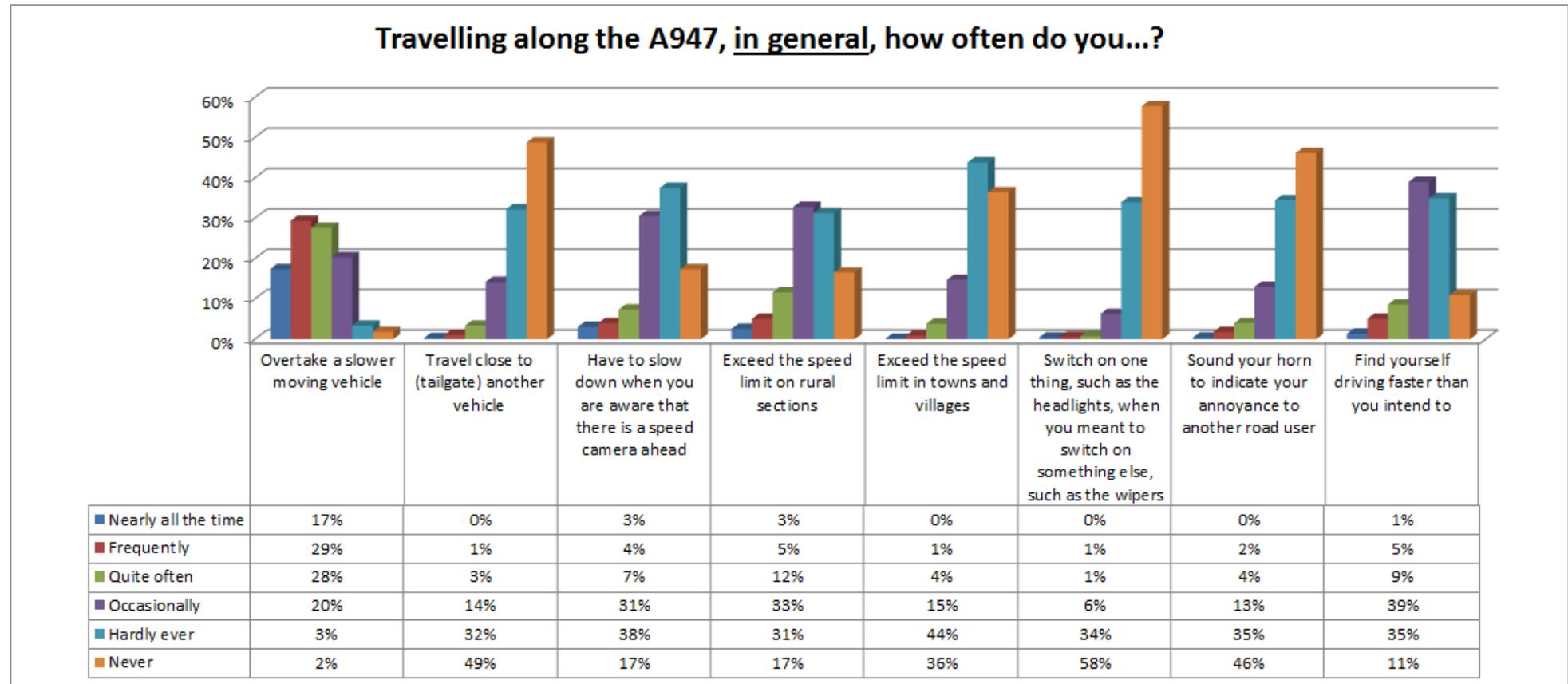


Figure 10: General Driving Behaviours

For the most part, Figure 10 illustrates that a majority of respondents stated that, in general terms, they ‘hardly ever’ or ‘never’ performed the driving behaviours mentioned. As an exception however, several respondents admitted to overtaking a slower moving vehicle, with only 5% answering that they ‘hardly ever’ or ‘never’ do this and 46% indicating that they do this nearly all the time or frequently. Regarding other driving behaviours, 39% of respondents admitted to occasionally driving faster than they intended to, 33% said they occasionally exceed the speed limit on rural sections, and 31% indicated occasionally having to slow down when they become aware of a speed camera ahead.

Q3. Thinking about the most recent time you drove on the A947, how often did you...?

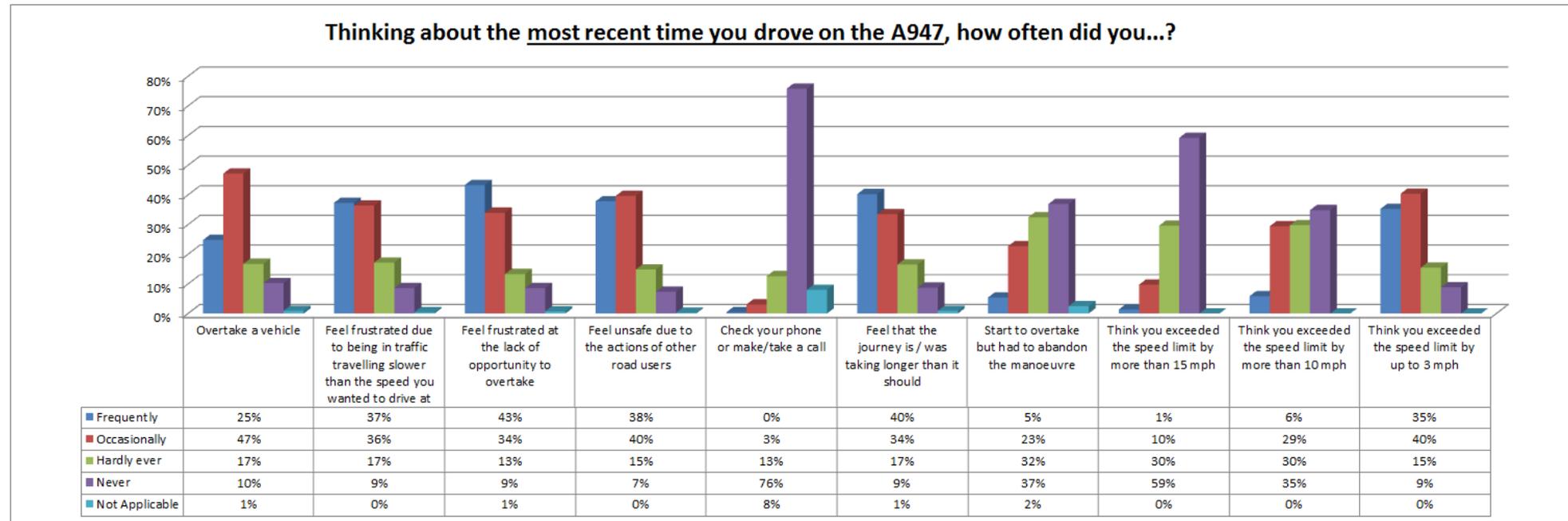


Figure 11: Driving Behaviours and Perceptions on the A947

To provide a balanced snapshot of route user views, respondents were asked about their driving behaviour on their *most recent trip* on the A947, as shown in Figure 11. The results illustrate the following:

- 72% of respondents admitted to **overtaking** on the A947 ('frequently' – 25%; or 'occasionally' – 47%). Only 10% indicated that they 'never' overtook.
- Many drivers experienced a level of driver **frustration due to being in traffic** travelling on the A947 **slower than the speed they wanted to drive at**. 37% said they 'frequently' experience frustration; 36% said they 'occasionally' felt this way.
- 77% of motorists acknowledged feeling **frustrated at the lack of opportunity to overtake** on the A947 (43% said they 'frequently' felt this way, 34% said they 'occasionally' felt this way).
- A further 78% of motorists admitted to feeling **unsafe due to the actions of other road users** on the A947 (38% said they 'frequently' felt this way, 40% said they 'occasionally' felt this way).
- 40% of motorists 'frequently' felt that their **journey was taking longer than it should**, with 34% stating they 'occasionally' felt that way.
- **Starting to overtake but then having to abandon the manoeuvre** was not seen as a major problem to A947 users, with 37% saying this 'never' happened to them and 32% saying this 'hardly ever' happened.

- Over half of motorists (59%) said that they never **exceeded the speed limit by more than 15mph**. A further 30% said that they 'hardly ever' exceed the limit by 15mph and 10% occasionally did. Higher proportions admitted to exceeding the speed limit by more than 10mph (35%) and a majority of respondents admitted to speeding up to 3mph above the limit.

Q4. To what extent were any of the following reasons for you exceeding the speed limit on the most recent trip made on the A947?

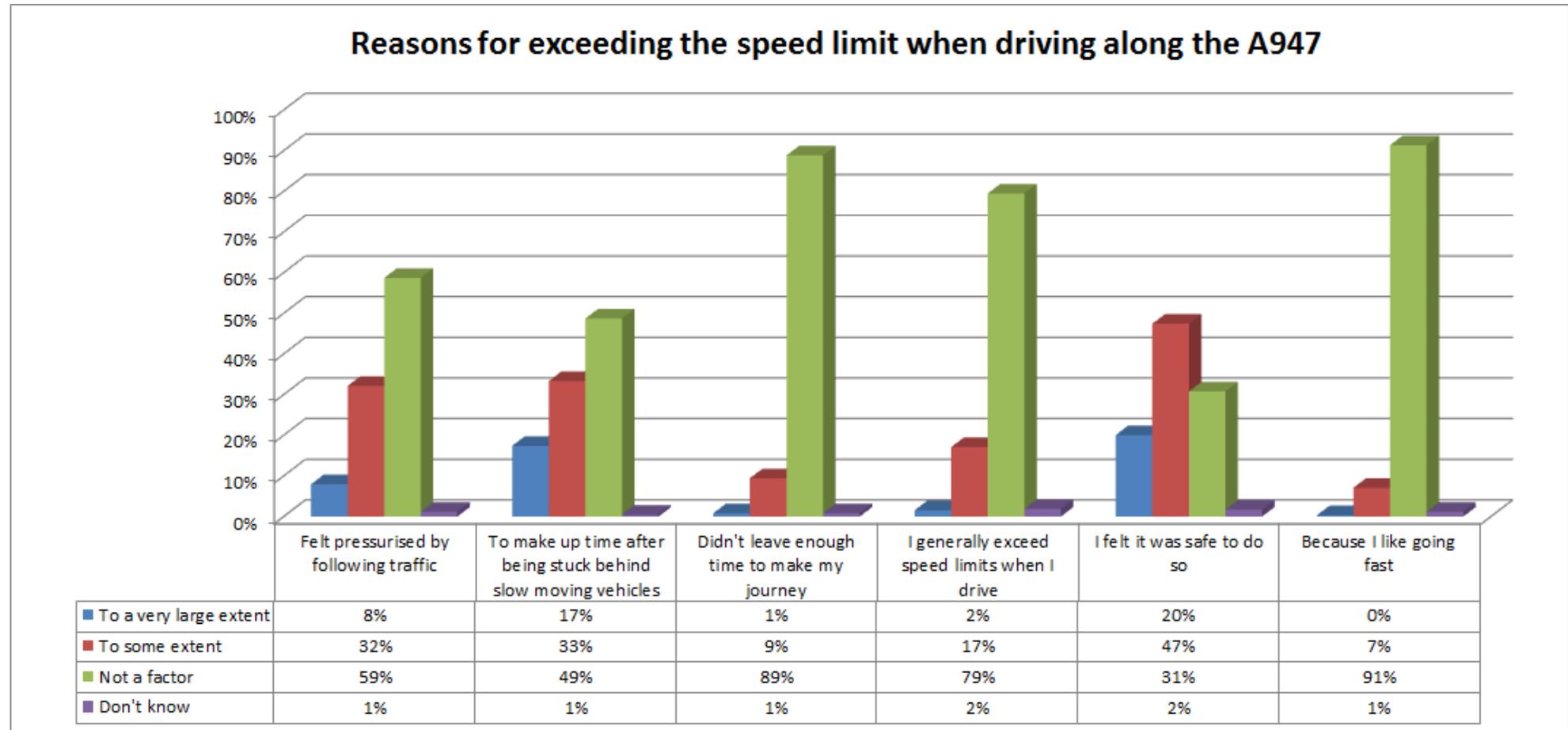


Figure 12: Reasons for speeding when driving on the A947

For those respondents who indicated that they did exceed the speed limit on their most recent journey on the A947, the main reasons given were that they felt it was safe to do so (67%) and to make up time after being stuck behind slow-moving vehicles (50%). The least common reason given for speeding was because drivers 'like going fast' with 91% answering that this was not a factor.

Q5. How effective would you say the following were in enforcing your speed on your most recent journey along the A947?

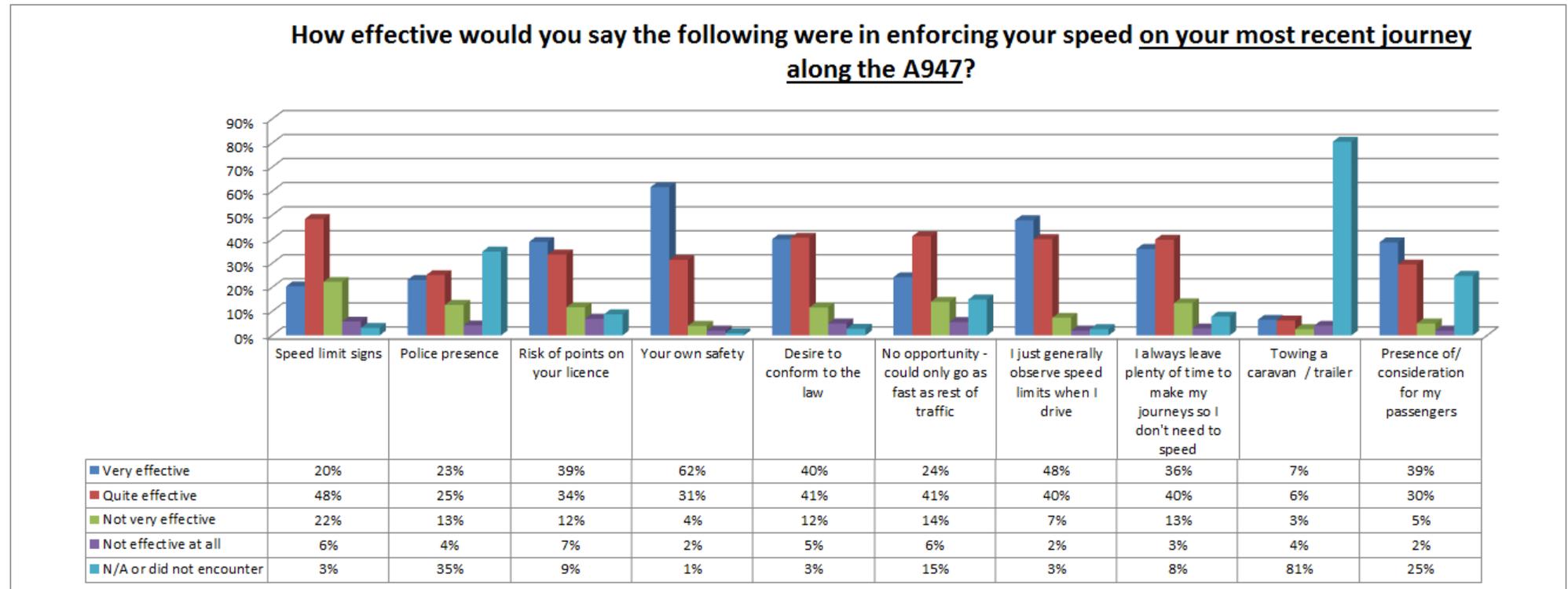


Figure 13: Effectiveness of measures for enforcing speed limits on the A947

In terms of respondents' most recent journey along the A947, drivers' concern for their own safety was the most effective factor in enforcing restrictions on speed with 93% of users indicating that this was 'very effective' or 'quite effective'. Other common answers were that drivers generally observe speed limits when they drive and that drivers always leave plenty of time to make their journeys.

2.4 Witnessed Driver Behaviours on the A947

Q6. Thinking about your most recent journey on the A947, how often (if at all) did you witness the following?

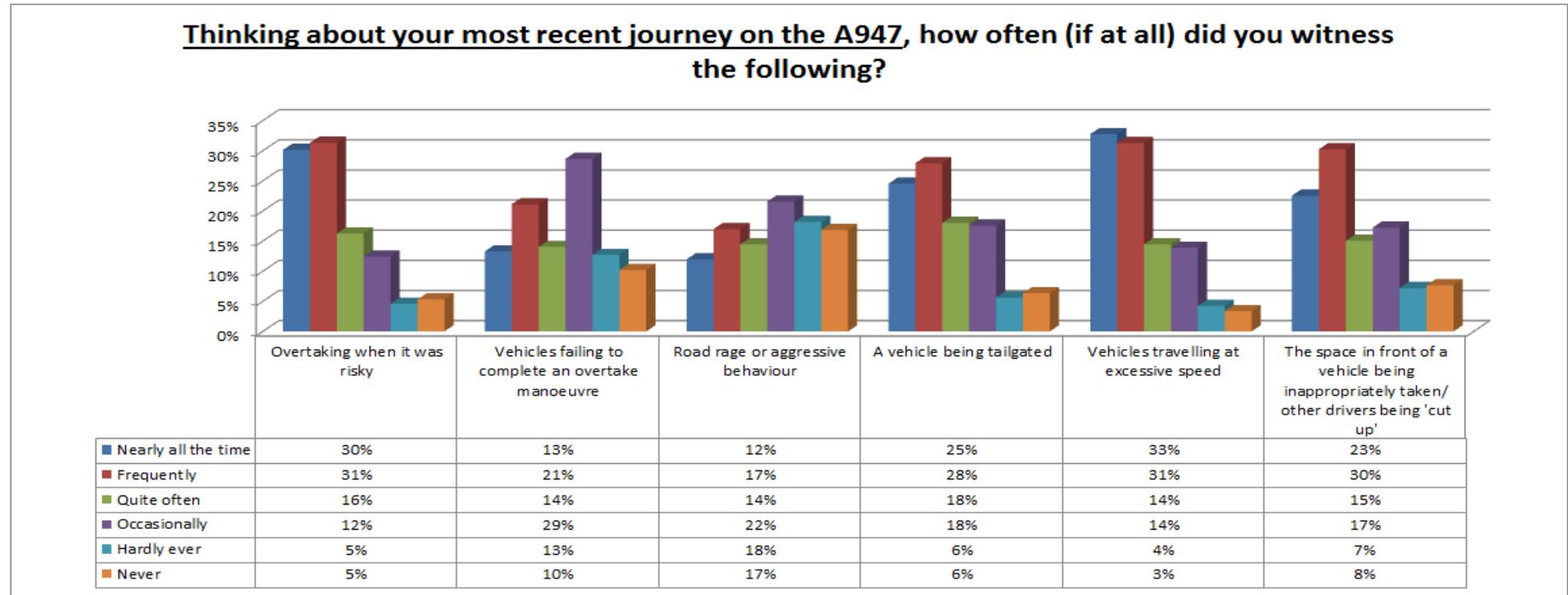


Figure 14 shows respondent's views to a number of statements around driving behaviours that they witnessed on their recent journeys on the A947. A summary of results is outlined below:

- Over 77% of respondents said that they witnessed **risky overtaking** on the A947 ('nearly all the time' – 30%; 'frequently' – 31% and 'quite often' – 16%).
- The number of respondents witnessing **vehicles failing to complete an overtaking manoeuvre** was lower, with only 13% saying that they witnessed this behaviour 'nearly all the time'. However, responses do suggest that this is a commonly witnessed event, with 29% stating that they saw this 'occasionally', 14% seeing this 'quite often' and 21% seeing this 'frequently'.
- **Vehicles being tailgated** also appeared to be a common behaviour identified on the A947, with 25% of respondents stating they saw this 'nearly all the time', 28% 'frequently' saw this, and a further 18% 'quite often' witnessed tailgating.
- In terms of **vehicles travelling at excessive speeds** along the route, of all the driving behaviours listed, this was the one which most respondents said that they witnessed 'nearly all the time' (33%). A further 31% said that they 'frequently' witnessed this, and 14% 'occasionally' saw this.

File Note

2.4 Journey Enjoyment & Satisfaction

Q7. How enjoyable was your most recent journey on the A947?

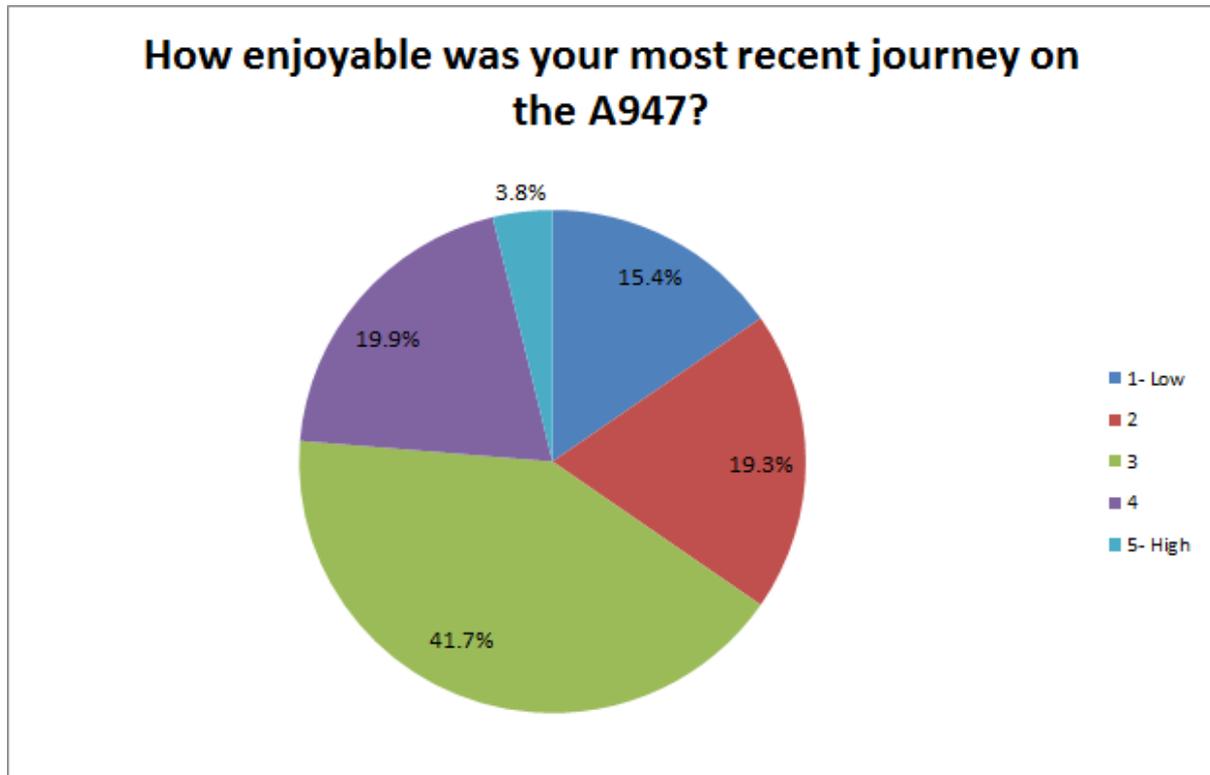


Figure 15: Journey enjoyment on the A947

Figure 15 shows that the majority of motorists do not have a strong opinion regarding their level of enjoyment when using the A947 (41.7% selected neither high nor low).

File Note

8. How satisfied were you with how long your most recent journey took on the A947?

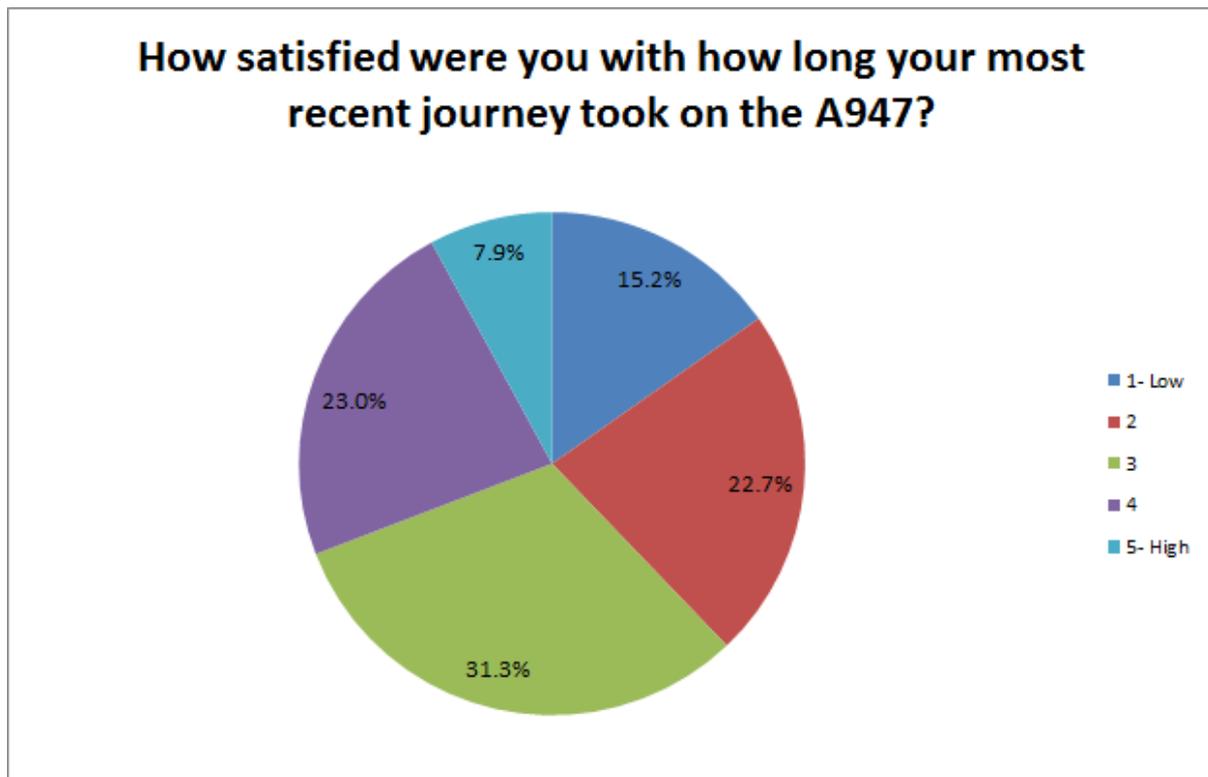


Figure 16: Satisfaction with journey times on the A947

Figure 16 highlights a mixed set of responses with regards to satisfaction with journey time. Overall however, results suggest that more respondents are less satisfied (37.9%) about the length of their typical journey than those who are neutral (31.3%) or satisfied (30.9%).

Q9. How safe did you feel during your most recent journey on the A947?

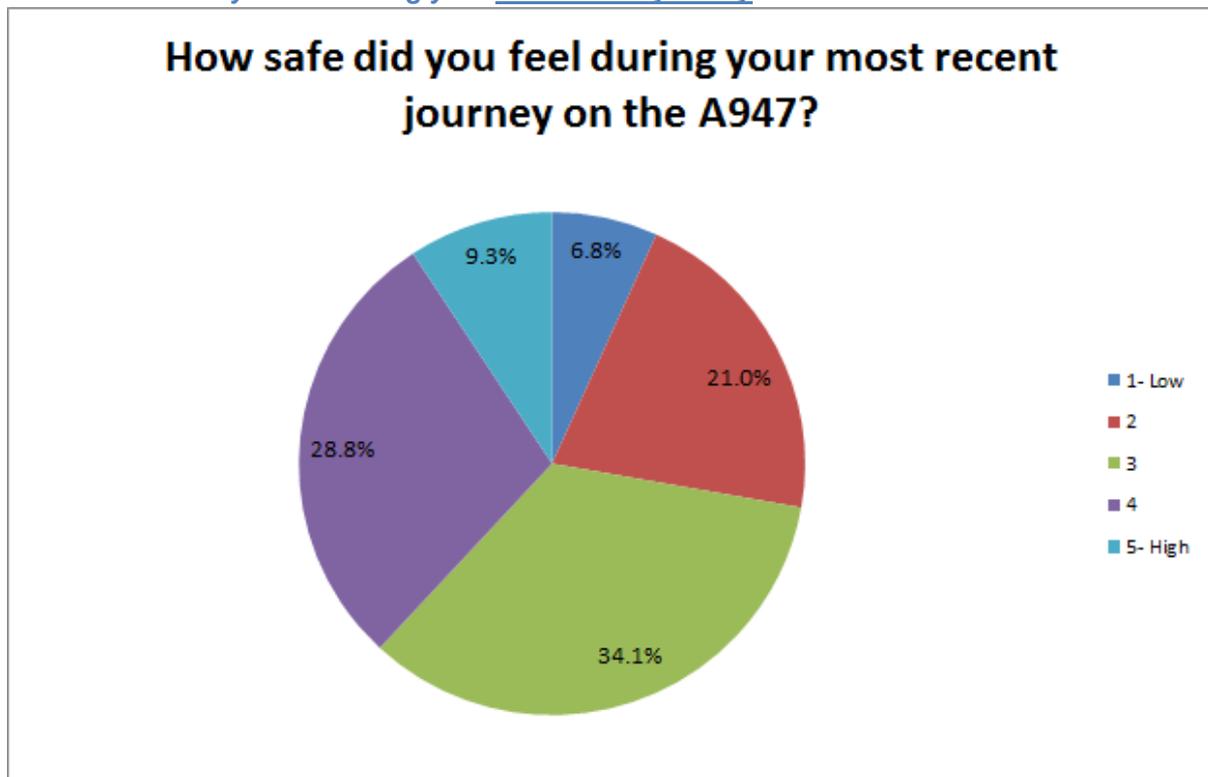


Figure 17: Feelings of safety when travelling on the A947

In terms of feelings of safety when travelling on the A947, around 38% of respondents reported positive feelings of safety, 34.1% gave a neutral response and 27.8% indicated that they did not feel safe on their most recent journey on the A947.

Q10. What, if any, do you see as being the main problems and issues on the A947?

Table 10.1 below presents a summary of the main problems and issues identified on the A947. To aid the identification of issue types, responses have been grouped into categories though it is to be noted that a high number of comments span various category types and in these instances, best judgment has been used to place the issue into the most relevant category. Table 10.2 provides a full breakdown of responses.

Table 10.1: Summary of Findings from Q10

Category	Examples of Issue Raised	Approx. No. of times raised
Driver behaviour	Speeding, drivers travelling slowly, use of mobile phones, road rage and aggression, and drivers carrying out risky manoeuvres.	296
Lack of overtaking opportunities	Lack of overtaking opportunities, or where overtaking opportunities are available, these can be hindered by vehicles travelling in the opposite direction, or speed enforcement.	156
Slow-moving vehicles	Lack of crawler lanes along the corridor, leading to driver frustration.	121
Slow-moving vehicles – not using lay-bys	Slow-moving vehicles failing to pull in to existing lay-bys.	121
Road capacity issues	Road no longer being fit for purpose and the volume of traffic leading to congestion and journey-time delays.	55
Road condition	Pot holes, road markings and a lack of maintenance (especially in winter).	55
Bend issues	High number of tight bends and corners, particularly an issue given speeding of some drivers, or when the weather is poor.	50
Lay-by issues	Lack of lay-by provision, existing lay-bys being too small and a lack of signage to indicate when drivers are approaching a lay-by.	46
Visibility issues	Overgrown vegetation, a lack of 'cat eyes' and several blind corners and summits.	46
Lack of enforcement	Perceived lack of police presence (particularly at peak times), a lack of enforcement of slow-moving vehicles using the lay-bys provided and calls for tougher penalties for drivers who are caught breaking the law (e.g. speeding, using their mobile phones).	41
Road improvements	Types of suggestions included dualling of the road, bypassing certain towns along the corridor, lowering speed limits and improving signage.	35
<i>General</i>		8
<i>Bypasses</i>		9
<i>Dualling</i>	18	
Public transport issues	Types of issues raised include the length of journey time by bus, the cost of public transport and the lack of rail link along the corridor.	24
<i>General</i>		9
<i>Bus</i>		8
<i>Rail</i>		7
Sustainable Travel issues	Lack of safe opportunities for pedestrians and cyclists along the route, suggestions for a Park & Bike and car share schemes.	9
Speed camera issues	Lack of speed cameras and positioning of existing speed cameras.	9
Other	Lack of alternative routes, poor traffic signage, weather conditions, unreliable journey times, wildlife on the road and issues with school bus passes.	8

Development	New housing developments along the route have created more traffic, exacerbating other problems on the road.	7
Roadwork issues	Issues related to knock-on tail backs, diversions and a lack of information regarding why and where roadworks are ongoing.	6
Lack of stacking lanes	Lack of stacking lanes for right turning vehicles.	5
Town issues	Lack of traffic calming measures and parking issues.	3

Table 10.2: Responses to Q10

Ref	Comment	Category
<i>Problems and Issues</i>		
1	Lack of overtaking areas.	Lack of overtaking opportunities
2	Crawler lanes for slower vehicles.	Slow-moving vehicles
3	Poorly maintained road surface, particularly at the Oldmeldrum Pitmedden junction with the A920.	Road condition
4	Lack of traffic calming measures.	Town Issues
5	Drivers who have no consideration for others and misuse the road. Overtaking on double white lines and blind summits and expect their fellow road users to take evasive action. In general those who are the worst offenders are young male drivers racing or middle aged men!	Driver behaviour
6	The condition of the road surface between Birkenhills and Turriff is a disgrace.	Road condition
7	Frustration building due to slow-moving vehicles such as large lorries refusing to pull in to allow large volumes of traffic which have built up behind them to pass. For the most part I find that tractor drivers are much more likely to do this but articulated lorries or the crane I see quite often do not.	Slow-moving vehicles - not using lay-bys
8	On the occasion where you do reach one of the only 3 safe places I consider being able to overtake on the road between Turriff and Aberdeen, cars coming from long distances back overtaking multiple vehicles at one time thus preventing the car which may be directly behind the slow moving vehicle from getting out and being able to pass.	Driver behaviour
9	Motorcyclists frequently driving at speeds, sometimes excessively so, over the speed limit. A seemingly general lack of respect for most other road users by certain individuals, and driving the road every day you get to know registration plates and cars and it is always the same individuals.	Driver behaviour
10	Drivers.	Driver behaviour
11	Blind spots due to grass height at junctions.	Visibility issues
12	This is a rural area and you will encounter slow-moving vehicles, they are just as entitled to make their journeys but people must allow for this.	Driver behaviour
13	Lack of park and ride facilities.	Public Transport Issues (Bus)
14	The condition of the road surface is poor.	Road condition
15	Driving speed of commuters.	Driver behaviour
16	No overtaking places.	Lack of overtaking opportunities
17	No dual carriageway.	Road Improvements (Dualling)

File Note



18	Difference in speed limits for cars, lorries, tractors going long distances.	Road Improvements
19	No lights or indicators on tractor trailers.	Slow-moving vehicles
20	Slow moving traffic particularly tractors etc. and nowhere to pass them at busy times of the day when people need to get to work, airport etc. - that's why I have to leave so early in the morning to miss most of them.	Slow-moving vehicles
21	The amount of new building that is going on causing a lot more traffic on the road which it was never meant to take. It really needs to be dual carriage if not all of it a good portion of it as the measures taken so far are making absolutely no difference. I stay in Banff and that's where the problems start from every day.	Road capacity issues
22	Main concern is the behaviour of other road users - excessive speed, their frustration at very slow-moving vehicles. You have no certainty that other road users will behave responsibly. In fact - the reverse is more likely.	Driver behaviour
23	I wish there was enough space to dual the road.	Road Improvements (Dualling)
24	There is no such thing as a bad road it is just the drivers on them. Educate drivers; lower the speed limit at areas where bends are more frequent such as Plaidy between Macduff and Turriff.	Driver behaviour
25	Add more passing places and extend the current ones so large vehicles can get in them.	Lay-by issues
26	Get more turning lanes to save traffic having to wait for a long period of time for a car to turn. NO dual-carriage way!!!	Lack of stacking lanes
27	The main problem is the drivers! If drivers abide by the rules of the road there should be no problem. Every time I drive on the A947 I see bad driving, e.g. speeding and overtaking where there is restricted visibility, especially on bends. Unfortunately this type of driving will always exist. You can't blame the road.	Driver behaviour
28	People driving far too fast and attempting to overtake when it is not safe to do so. The two straight roads by Tullo are dangerous as cars attempt to overtake as many others as possible, as quickly as possible, after being stuck behind slow moving traffic.	Driver behaviour
29	Slow-moving vehicles such as tractors and cranes holding up traffic & causing frustration.	Slow-moving vehicles
30	In winter road treatments seem to be very infrequent, particularly between Oldmeldrum and Fyvie - I leave the road at Fyvie so cannot comment past here. I often find side roads leading to A947 are treated better. Section travelling down the hill and through the bends before Fyvie (if travelling from Oldmeldrum direction) feels unsafe - road is slippy and frequent accidents in this area with cars leaving the road.	Road condition
31	I have travelled this road daily Mon-Fri for 8 years and have only seen police with speed gun once and van with speed camera twice - more presence would be better. I have been travelling to work recently for a short period of time outwith rush hour traffic and feel much more comfortable travelling at these times - the road users seem to be more patient and happier to travel at 50/55mph without dangerous overtaking manoeuvres.	Lack of enforcement
32	Further housing developments - like that proposed at St Katherines should not be permitted until A947 has been improved. I have noticed such an increase in traffic with more people travelling from Turriff and increased traffic joining at Oldmeldrum - all development has been permitted when no road improvements have ever been made.	Development
33	Slow-moving vehicles rarely use the layby's put in place for them to pull over to let vehicles past. Cranes travelling from Banff make no effort to pull over which seems to cause frustration to traffic behind who then drive dangerously to get past them travelling at very low speeds.	Slow-moving vehicles - not using lay-bys
34	Lack of overtaking areas, people not leaving enough time for journey, sheer bad manners and inconsideration, poor judgement skills, people with "I don't give a damn" attitude.	Driver behaviour

File Note



35	The speed of some motorists. Overtaking on blind summits and on bends. In my mind the A947 is not a dangerous road, only dangerous drivers using it.	Driver behaviour
36	Slow-moving vehicles not pulling into the lay-bys specifically designed for this.	Slow-moving vehicles - not using lay-bys
37	Perceived lack of enforcement.	Lack of enforcement
38	Frequent observations of risky/dangerous manoeuvres/high speed.	Driver behaviour
39	Road surface poor in areas between Oldmeldrum and Newmachar. Bad bends also dangerous but feel they are well marked.	Road condition
40	Impatient drivers performing unsafe overtaking manoeuvres in general. Unsafe overtaking of cyclists by oncoming HGVs on solid white line area nearly resulted in head on collision.	Driver behaviour
41	Road realignment should be a priority. Too many questions in this survey about speed. It gives the impression that the council would prefer to put speed cameras on the road, which would do nothing about the underlying issues which affect commuters.	Bend issues
42	Non car-derived vans exceeding 50mph. Goods vehicles over 7.5 tonnes exceeding 40mph. Tractors exceeding 25mph. These vehicles at higher speeds mean that for a car driver to overtake them there must be a very long clear stretch. E.g. The opportunity to overtake a tractor and trailer travelling at 35 to 40 mph are few and far between. A tractor and trailer travelling at the legal maximum of 25mph can be overtaken much more easily and quickly in a much shorter length of road. Drivers of non-car-derived vans (such as Ford Transits and M-Benz Sprinters over 2 tonne GVW) would appear to be unaware that their max speed on the A947 is 50mph. Too many people genuinely think that the speed limit of 60mph applies to them. Tractor drivers are of the opinion that the faster they go the less they hold people up, whereas the opposite is true. This became obvious at an A947 meeting in Turriff Academy a year or so ago. Unfortunately NESAMP did not attend.	Driver behaviour
43	Potholes and uneven patching - results in cars trying to stay away from the verge where sometimes the road doesn't meet the verge. Also in wet weather people prefer to drive closer to the middle of the road due to the amount of water accumulation at the verge.	Road condition
44	People having no intention of overtaking lorries, etc. but don't leave enough space for people to overtake them and then the other vehicle, resulting in having to sit behind or overtake both at once.	Driver behaviour
45	Overhanging vegetation, such as the brae just before Fyvie (Andrewsford), visibility is hampered when heading North which sometimes hinders the opportunity to overtake slow-moving vehicles.	Visibility issues
46	People driving too fast.	Driver behaviour
47	Drivers overtaking and speeding in reckless places such as bends and corners.	Driver behaviour
48	Tractors not using passing places when large queues form behind them. This problem has multiplied considerably over the past 25 years I have been using the road.	Slow-moving vehicles - not using lay-bys
49	People don't seem to have any patience. Also the road could be improved in many places if the bends were removed.	Bend issues
50	More speed cameras installed.	Speed camera issues
51	Last few miles from Oldmeldrum to Fyvie and Fyvie Brae need straightening. Turriff to Banff needs reviewing at the bridge that drops down after Plaiddy. The corners need straightening and the bridge widening for traffic. Banff bridge needs reviewing for the traffic it deals with.	Bend issues
52	A pedestrian bridge could be built allowing an additional 4 FT wider on the bridge.	Sustainable Travel issues
53	Slow-moving vehicles such as tractors or the Macduff shipyard cranes not pulling over in passing places to allow the 40+ vehicles past.	Slow-moving vehicles - not using lay-bys

54	Crawler lanes would be advantageous along the route to keep traffic flowing at national limits rather than 35mph for a 30 mile stretch at peak hours because of slow moving traffic.	Slow-moving vehicles
55	Lack of opportunity to overtake slow-moving vehicles.	Lack of overtaking opportunities
56	There is absolutely nothing wrong with the quality or safety of the A947. The problems arise from impatient idiots and boy racers speeding and overtaking in stupid places. I personally knew 6 people who have lost their lives on the A947 - 5 of them down to speeding and one due to overtaking in a dangerous place. There isn't a specific location...it happens on many parts of the road.	Driver behaviour
57	Another very frustrating factor on the A947 is slow-moving vehicles. Thousands of pounds were spent on additional lay-bys specifically for slow-moving vehicles and nobody ever uses them! Many times I have been stuck in a queue behind a tractor or other slow vehicle, and the driver has driven past the layby without pulling in, leaving 15+ other vehicles stuck behind!	Slow-moving vehicles - not using lay-bys
58	Frustrated drivers by too many slow lorries, buses and cars doing 35-50mph. Not many places to overtake. Drivers getting annoyed and overtaking where they can't always see and taking a chance. Having to adjust speed limit many times through town, bends, and changes of speed limits. Tailgating other drivers to go faster but mostly they can't due to long trains of slow traffic. Following a bus some mornings doing 40mph. Lack of courtesy to let drivers pass, i.e. slow trucks or even tractors.	Driver behaviour
59	Lack of cats eyes in dark nights, lack of illumination during winter months.	Visibility issues
60	During the day time especially the road is very busy. Often you get stuck behind slow-moving vehicles such as tractors and drivers going 40mph.	Slow-moving vehicles
61	Some drivers do not drive to the maximum speed limit which can cause frustration.	Driver behaviour
62	There are few appropriate passing places.	Lay-by issues
63	When buses stop in rural areas there are often no bus stops and the buses are parked on the main road with no way of passing them safely. The whole road has some sharp bends which are fine when you drive appropriately but obviously dangerous when driving at excessive speeds.	Bend issues
64	Some drivers seem to think the speed limit does not apply to them. Often there are long queues of traffic held up behind slow-moving vehicles which can cause some drivers to overtake in silly places. In general there are more and more cars using the road.	Driver behaviour
65	Until recently I was travelling from Fyvie to Aberdeen and back every week day and saw horrendous overtaking on most days. There is very little opportunity for safe overtaking and queues of traffic form behind slow vehicles. When Meldrum straights are reached often the people at the back of the queue come flying up from behind not allowing the vehicles who have been patiently waiting the chance to overtake.	Driver behaviour
66	Time for overtaking is limited especially if the road is busy and often only one or two vehicles get the chance, leaving frustrated impatient drivers still sitting behind the slow vehicle knowing that they will be there for many miles. I see the main problem as there being very few safe places to overtake so people have to take risks rather than sit at 40mph for another 20 miles.	Lack of overtaking opportunities
67	The volume of traffic has increased considerably. More and more it is a commuter route due to the expensive housing and lack of rent accommodation.	Road capacity issues
68	Cars too fast! Nowadays people buy fast cars, can't control them then have accidents!	Driver behaviour
69	Traffic delays at Dyce are bad and I think this section of road could be greatly improved to help the flow of traffic.	Road capacity issues

File Note



70	Overly slow/cautious drivers especially between Turriff and Fyvie. Drivers who slow down without using their brakes, so no light indication. Tailgating on all stretches but especially where the road has double white lines, regardless of speed you are doing. People overtaking just before bends or other inappropriate places. Speeding and weaving between cars. People using mobile phones and driving erratically.	Driver behaviour
71	Between Macduff and Turriff, there too many bends.	Bend issues
72	There are too many young drivers who think that they know the road and they are not experienced enough. Many come from the Banff and Turriff area and know a school friend who has lost their life on a crash on this road. But they still don't learn from this. Many accidents are due to speeding and misjudging corners or the road conditions. I feel that flashing lights would certainly help. And a warning of bad bends and more double white lines to stop overtaking.	Driver behaviour
73	Unfortunately the police are only out in force AFTER an accident occurs. The road is a very safe road. It's the drivers.	Lack of enforcement
74	Slow-moving vehicles do not use the passing places even though they have a line of cars behind them. This is a problem which must be sorted out.	Slow-moving vehicles - not using lay-bys
75	Road condition is the main area of concern on the A947.	Road condition
76	Lack of places to overtake, bad corners that should be removed between Banff and Turriff especially.	Lack of overtaking opportunities
77	Road layout is the main area of concern on the A947.	Bend issues
78	Frustration at being behind slower moving vehicles which have nowhere to pull over to allow traffic to pass. Also slower moving vehicles being unaware of the congestion they are causing & not pulling over if the occasion arises - ignorance of Highway Code.	Slow-moving vehicles - not using lay-bys
79	Poor driver etiquette, too many people driving at 40mph. Ideally, dual carriageways could be built, or at least crawler lanes to allow passing instead of wasting money on lay-bys & camera sites which are never used. For example, outside Fyvie a layby was built at the bottom of the hill to allow trucks to pull in to let cars past. If any research had been done, it would be clear that no truck driver will even consider stopping at the base of a hill. In my opinion, buses are not a decent alternative to cars, as the journey takes almost 2 hours by bus.	Driver behaviour
80	Mismanagement by the area planning departments allowing housing developments to be built all along the route. It is frustrating enough as it is with all the 30/50mph sections, let alone allowing more of them to be built. It feels as if it won't be long before the entire A947 will have 30mph restrictions on it requiring bypasses to be built. Surely these housing schemes could be built behind existing buildings instead of along the route?	Development
81	One point to make the roads safer is to return to trimming the growth on the verges for better visibility, & stop planting trees right next to the roads, as obviously these contribute to the damage caused in the event of an accident.	Visibility issues
82	The few viable overtaking places tend to have speed traps positioned on them.	Lack of overtaking opportunities
83	Speeding reckless stupid impatience.	Driver behaviour
84	Tractors causing tailbacks is the worst problem they will not pull over and do pass by passing places constantly causing reckless manoeuvres by drivers who may be on a time schedule for work etc.	Slow-moving vehicles
85	I'm fortunate I'm against the flow of traffic heading in to town but I have now fitted a dash cam because of the number of times I have had to take evasive action to avoid oncoming traffic dangerously overtaking, on many occasions you can see they have been held up by slow vehicles farm traffic and often drivers with little confidence.	Slow-moving vehicles

86	Having been using the A947 daily since 1990 I can say that the journey from Banff to Aberdeen still takes the same amount of time. 1 hour and 15 minutes whilst travelling at 57mph. The increase in travelling time comes when I reach Aberdeen where everything grinds to a halt. I used to leave at 6.45am in 1990 but because of the traffic in Aberdeen I now leave at 6.00am. The main problem as far as I can see is that some drivers would rather spend a while longer in their beds then try to make up the time by driving faster than they should do. When slowing down as I enter the 50 mph zones at King Edward and Birkenhills it seems to be the green light for most drivers to overtake me. This is why I say that the signs do not work. The people having accidents on the A947 are regular commuters. They know the road.	Driver behaviour
87	Too many farm vehicles, buses, lorries and cranes etc. with no places to pass them or for them to pull in safely, the road is a death trap and needs fixed asap.	Slow-moving vehicles
88	Impatient drivers who don't drive to road conditions. On long straight stretches of road vehicles overtaking from several vehicles back and not allowing those in front to overtake slow-moving vehicles.	Driver behaviour
89	Drivers are the problem not the road.	Driver behaviour
90	Road users being impatient and in too much of a hurry.	Driver behaviour
91	I feel road users themselves are inconsiderate of other road users and do not drive appropriately on the A947. I drive home from the heliport at 5.45 am to Fyvie every 6 weeks and am appalled at drivers heading into Aberdeen at that time of day who use excessive speed, overtake when it is not safe to do so and put other road users in danger. Perhaps harder penalties would help enforce appropriate driving behaviour.	Driver behaviour
92	Once you come onto the main road from the village & there is a long line of traffic especially lorries & tractors, the first opportunity is a long way so a crawler lane up Fourden brae might help.	Lack of overtaking opportunities
93	Please also ensure that the grass verges are maintained because they reduce visibility greatly.	Visibility issues
94	Due to it being a countryside road there are obviously a lot of farm vehicles on the road. This leads to tail backs and frustration from drivers. A suggestion could be to copy the roads in Ireland where they have introduced a wider road where slow-moving vehicles can still keep travelling but there is room for vehicles to get past without fear of causing an accident. Not a crawler lane as such but similar with an increase in the width of the road but with yellow lines indicating that slower vehicles can move over into this "lane" the lay-bys that have been introduced for slower vehicles are rarely used but possibly because the larger vehicles would lose momentum, if they were longer so that the vehicle does not actually have to stop they may be used more.	Slow-moving vehicles
95	Lack of passing places.	Lay-by issues
96	Large lorries, vans, tractors, forklifts using the road at a busy time of morning (between 06.45-0700) which drive at slow speeds. Frustration as other drivers refuse to overtake at straight stretches of the road which means very unlikely for any other cars to pass as this would mean passing multiple vehicles and not many stretches of road where this is possible.	Driver behaviour
97	Slow-moving vehicles.	Slow-moving vehicles
98	People not leaving for their destination in plenty of time.	Driver behaviour
99	Slow-moving vehicles not considering people behind them.	Slow-moving vehicles
100	Lack of opportunity to overtake when there are slow-moving vehicles or farm vehicles.	Lack of overtaking opportunities

File Note



101	Speed limits are too high need to be reduced especially in and out of villages. Also no consistency there - Newmachar for instance is 40 miles an hour one side and 60 the other. This causes speeding up to the village and then drivers slamming brakes on. It is difficult for residents in home just outside Newmachar on this side to enter and leave their property safely as drivers are already driving in excessive speeds by the time they leave the village.	Road Improvements
102	Speeding through the village of Newmachar especially HGVs from the north. People driving at 30 miles an hour causing tailbacks and people pulling out onto the road in front of you at the crossroads just outside Newmachar towards Dyce causing you to slam on your brakes to avoid a collision, happens very frequently older drivers inability to judge speed.	Driver behaviour
103	Lack of train commuting possibilities.	Public Transport Issues (Rail)
104	Congestion at junctions leading to long queues.	Road capacity issues
105	Excessive speeding and recklessness of some drivers.	Driver behaviour
106	Speed and unsafe overtaking.	Driver behaviour
107	Swailend junction /bridge needs south corner widened.	Bend issues
108	I drive on the A947 every day in both a car and an HGV. From the perspective of a car driver, the worst aspect of travelling on the A947 is the frustration caused by cars being driven too slowly. Not lorries but cars. We all appreciate that lorries/tractors have limits and indeed speed limiters and I can accept being held up by them. I also accept the right of any car driver to drive at 40mph if that is their wish, but why do these individuals who wish to drive at 40 mph, have to do so in groups of 3 or 4? Often ignoring opportunities to pass creating a tail-back of vehicles with the almost inevitable consequence that some "hero" decides it's worth the gamble. Also when the 40 mph-er finds him/herself behind a lorry, why travel so close to the lorry, when you have no intention of passing it(?) thereby creating a bigger obstacle for a more confident driver behind. The Cash converter vans, sorry, the Mobile Safety Camera vans are another cause of driver frustration because they are placed on the few places where there is, with a reasonable degree of safety, an opportunity to pass slower moving "convoys" of vehicles. This leaves people with no option but to attempt overtaking in less favourable places. From the perspective of an HGV user of the A947, in terms of an industrial route it's quite simply not fit for purpose. I firmly believe that if all HGVs were to stick to the prescribed 40mph speed limit traffic would, at certain times of the day, be one single line from Turriff to Dyce.	Driver behaviour
109	The lack of passing opportunities is obvious and the provision of pull-ins for us to allow traffic to pass is an insult. We are after all the road users who are most directly working against the clock; we have in the cab with us, a clock running against us doing our job, so why should we have to waste our limited driving time waiting for lines of traffic to pass us? The overall state of the A947 is terrible anyway.	Lay-by issues
110	My last journey was not my normal working journey so some of my answers would be different. There are next to no opportunities to overtake which does lead to frustration. Speed calming doesn't work and the presence of police cameras only work for the short time they are there.	Lack of overtaking opportunities
111	Slow-moving vehicles do not pull in to the one lay by.	Slow-moving vehicles - not using lay-bys
112	Better overtaking places for passing tractors.	Lack of overtaking opportunities
113	Slow moving motors are a problem.	Slow-moving vehicles

114	People on mobile phones are the biggest hazard on the A947 and in Aberdeen / Aberdeenshire in general. They are simply not looking where they're going and may as well be driving with a blindfold on. Strangely, there's no mention of this most dangerous offence on this questionnaire despite lives being lost and people being injured on an almost daily basis. Police appear either unable or unwilling to tackle the issue. I've had to take evasive action recently when someone came around a corner on the wrong side of the road whilst not being in control of their car because one hand was clamped to their ear, using a mobile phone. You never use this road without passing several drivers with heads down texting instead of looking where they're going.	Driver behaviour
115	Too many corners. Open up the road and take away most corners. That road needs upgrading and would reduce the amount of deaths on various parts of the road.	Bend issues
116	Provide more overtaking places for slow moving lorries and tractor.	Lack of overtaking opportunities
117	Road users taking risks.	Driver behaviour
118	But on that note the farmers and HGV drivers have a job to do as well.	Other
119	Build-up of traffic at Parkhill junction outside Dyce.	Road capacity issues
120	A bypass to the north of the village should be brought forward.	Road Improvements (Bypasses)
121	Parts of the road straightened to cut out dangerous bends.	Bend issues
122	People driving too fast and taking silly risks. This is exacerbated by the number of people travelling to work everyday	Driver behaviour
123	The poor quality of public transport. Bus transport is unreliable time wise and unfortunately we no longer have the opportunity to travel by train.	Public Transport Issues (General)
124	Too many young people in the Turriff area drive on the A947 as if it is a motorway. They are inexperienced and not affected by the frequent deaths of friends and family. 14+ young people known to me have died in crashes in the Turriff area in the past 15 years. Older drivers have no patience and overtake (a pointless activity on a road with so many tractors/ lorries.) The majority of drivers use phones whilst driving as they are never stopped by the police. The police are always in the same spots and hardly ever catch speeders. John Deer sales place, first layby after Turriff and half-way along the straight stretch to Birkenhills. There are too many selfish drivers and most people are not prepared to add time to a very boring drive to and from Dyce.	Driver behaviour
125	Lack of overtaking opportunities on the road and traffic driving at around 50mph backing up other traffic.	Lack of overtaking opportunities
126	Lack of consideration by those drivers towards others as they have a habit of slowing (35 to 40) in corners and then nipping back up to 50. Farm traffic hauling trailers between farm and ?? Some seem to operate tractors towing commercially?	Driver behaviour
127	I am always quite concerned reaching the bends from Fyvie and St Katherine's as although there have been near fatal accidents there road users still feel it's a safe place to overtake. Even though the larger vehicles struggle to make it up that stretch which is somewhat tiresome when there is a perfectly useful lay by to pull in and let cars pass, it's still not a good reason to put others' lives and families in danger.	Driver behaviour
128	Lack of safe places to overtake, this causes drivers to take risks which affect others.	Lack of overtaking opportunities
129	Agricultural tractors/Slow-moving vehicles etc., not using pull in lay-bys so traffics can pass.	Slow-moving vehicles - not using lay-bys
130	Fast moving traffic can all of a sudden come up to a stop on the Approach to Dyce i.e. you turn a blind corner and hit queueing traffic. The road isn't built to handle the volume of commuting traffic into Aberdeen.	Road capacity issues
131	As the main road to Aberdeen the road is not fit for the amount of traffic using it and was never designed for the volume it is meant to cater for.	Road capacity issues

File Note



132	The road is used by various vehicles from tractors to bus to car and lorries.	Slow-moving vehicles
133	Inexperienced drivers. Drivers going to slow for road conditions.	Driver behaviour
134	Lack of passing places.	Lay-by issues
135	Agricultural machinery leaving mud all over the road and not pulling in to let traffic pass, causing excessive tail backs and frustrated drivers taking risks to overtake.	Slow-moving vehicles - not using lay-bys
136	The standard of driving in the north east is shocking. Failure to plan to overtake; tailgating and then having to pull out to see past the vehicle is common. I've witnessed incidents of cars pulling out of junctions in the face of oncoming traffic and then doing 30mph. A car overtaking on corners is a common sight and I having had to take action to prevent an accident. There is a lack of overtaking lanes, especially where tractors insist on waiting until there are in excess of 30 cars before pulling over, and this causes frustrations. And to be fair a lot of the population is of an age where a driving test should be mandatory. I am currently trying to move away from the area and into Aberdeen as the commute is unsafe.	Driver behaviour
137	There is nothing wrong with the road - it's the drivers that cause the problems. Impatient young drivers in overpowered cars are the cause of most accidents and incidents along the route especially between Fyvie and Newmachar along the straight. Also the straight road between Fyvie and Turriff. I have been forced off the road many times by oncoming road users as they try to overtake and discover that they can't make it. In general, I like driving to and from Aberdeen from Fyvie but have built up a resistance to astonishment at some of the manoeuvres taken by young drivers, I have also noted the same poor driving from young women who feel the need to drive huge 4x4's wearing dark sunglasses. This might seem that I am being sexist but it is based on observation with and without my wife as a passenger or as the driver. A police presence helps but I often get flashed by oncoming road users as they try and warn me of police units ahead. I think that speed cameras would help cut down the number of accidents along this route, whether they are active or passive is of no consequence - their mere presence would be enough to deter speeding and dangerous drivers. I find that that the road markings are more than adequate. Average speed cameras would be an ideal solution but I suspect that they would be very expensive to buy and maintain. I also know (I have conducted a small survey) that most drivers are not aware what the white lines on the road mean - for example, the spacing between white lines in the centre of the road. So I guess that education is a key priority. Lastly, I had to search for ages to find this survey. Wouldn't it be good to mail this information with a prepaid return envelope or web address to those who live along the corridor so that you get a good sample of information?	Driver behaviour
138	Lack of overtaking facilities. On A947 between Fyvie Aberdeen at Fyvie Tullo section and Newmachar Dyce section.	Lack of overtaking opportunities
139	Poor driving by a minority of the road users. The A947 is not an unsafe or dangerous road but unfortunately suffers from a small number of impatient and aggressive drivers who do not take account of other road users. These poor drivers need to accept that the speed limit on the majority of the A947 is a MAXIMUM of 60mph and that there are many sections where that speed is not achievable safely. These drivers cause the majority of unsafe manoeuvres which are reported in the press. Many more drivers traverse the A947 safely each day than are involved in and incident. This clearly shows that the A947 is not a dangerous road but is used by a small number of dangerous drivers. Major realignment schemes are likely to lead to higher speeds being adopted by irresponsible drivers which may lead to more serious incidents in future. The current alignment self regulates the speed of the majority of traffic effectively.	Driver behaviour
140	Lack of overtaking opportunities.	Lack of overtaking opportunities
141	Large slow moving HGVs and agricultural vehicles refusing to pull in to allow vehicles to pass, these vehicles seem limited to 40mph which leads to large queues forming behind them.	Slow-moving vehicles - not using lay-bys

File Note



142	Police should enforce these vehicles being required to pull over which may instigate a change in the driving culture for these drivers.	Lack of enforcement
143	Drivers get frustrated that they cannot overtake slower moving vehicles leading to inappropriate overtaking and some vehicles overtaking a queue of traffic. Also some drivers not overtaking when they could do so causes long tailbacks. Introducing speed limits (50mph) at places where overtaking safely is possible adds to the frustration particularly if, like me, drivers obey the speed limit. An example of this on the straight part of road just beyond King Edward Church going towards Banff.	Driver behaviour
144	Side junctions	Lack of stacking lanes
145	Slow tractors.	Slow-moving vehicles
146	Boy racers.	Driver behaviour
147	People driving at 30-40mph creating frustration with other road users - you get into trouble for driving fast... Should be the same for slow drivers. People not allowing people to overtake and when they do speed up.	Driver behaviour
148	Very little places to overtake effectively.	Lack of overtaking opportunities
149	Slow moving vehicle not pulling over.	Slow-moving vehicles - not using lay-bys
150	The only other thing is farm machinery at peak times most of which seem to ignore the fact there's a long line of traffic behind them.	Slow-moving vehicles
151	The biggest problem I see most days is inappropriate overtaking usually it involves a vehicle crossing a solid white line. I wouldn't say that excessive speed was an issue very often just stupid driving. I seem to experience quite a lot of tailgating most commonly young female drivers. There's only so much you can do to the road to make it safer at the end of the day educating the drivers would be more beneficial. A novel idea would be to supply some drivers with dash cameras which could record some of the stupid drivers then download them so that the police could warn them about their driving also put up signs informing them they could be being filmed. I'm sure they would think twice about doing some dangerous driving after all they won't know which cars have them on board. I for one would be willing to try it.	Driver behaviour
152	Road conditions.	Road condition
153	Other drivers.	Driver behaviour
154	Slower moving vehicles especially lorries, tractors and old people that will not pull over to allow overtaking.	Slow-moving vehicles - not using lay-bys
155	Road is not fit for purpose, the volume of traffic exceeds what road was built for, road would be much better if whole road was a dual carriageway, these are statistically safer as there is less frustration as it is easier to overtake Slow-moving vehicles. Slowing down traffic by reducing speed limits will just cause more frustration.	Road capacity issues
156	Also all the towns on route need to be by passed.	Road Improvements (Bypasses)
157	Not enough opportunities to overtake slower vehicles.	Lack of overtaking opportunities

158	<p>The A947 is a rural, 'A' class road, leading to/from a major conurbation and industrial hub - fact. With that comes a wide mix of (a) traffic types, (b) road user groups, (c) topography and perhaps the greatest issue, (d) the fact that it is has increasingly become a major commuter route. Over the past few years, the A947 has generated a reputation of being the north-east's 'killer road'. Clearly that is a sensationalist phrase which is used to highlight perceived issues and the A947 has replaced the A96 which was retained this unfortunate 'tag' during the 1980s/early 1990s. There is no denying that the A947 presents drivers with a number of issues, which may not make it the road of choice for drivers who seek to maintain a vehicle speed at or near the national speed limit for the duration of their journey, however, that's the reality of the situation. In fairness, looking back to the 1990s and following concerns raised at the time, the then Scottish Government introduced a number of climbing lanes at key locations on the A96, which without doubt increased 'safer' overtaking opportunities. KSI incidents on that route have reduced significantly, albeit there has been a general KSI reduction across all of Aberdeenshire in the past decade. I do not feel that I can add anything more in terms of the 'main problems', as there have been various reports and studies over recent years which, from my perspective, articulate a range of perceived issues. Finally, the 'main problem' that I have about this route is the repeated statements that this is a 'dangerous road', requiring specific action. My belief, (unless you wish to prove me wrong), is that more recent collision statistics, perhaps over the past 5 years, would suggest that the issues (i.e. collisions) on the A947 are not as prevalent as they used to be. It should be noted that KSI incidents on the A947 have various causation factors.</p>	Other
159	<p>There are probably 2 geographically separate lengths: a/ North of Oldmeldrum - relatively fewer vehicles. The shortage of safe overtaking stretches (even single carriageway ones) is the main problem.</p>	Lack of overtaking opportunities
160	<p>This combines with the contrast between relatively slow moving, conservative minded drivers (quite often on short journeys) and faster drivers who get frustrated when others don't use the few opportunities to overtake and therefore cause queues to form. There seem to be 2 main classes - one is happy to drive at 50ish on the straights and 40ish on the bends; the other is comfortable at 10-15mph above this standard.</p>	Driver behaviour
161	<p>There are also tractors and slow moving lorries but these are unavoidable hazards - it's the non-over takers who cause the queues. While the speeders will get the blame, it's the more timid drivers who happily allow queues to form who are the cause of the frustration behind them. Due to the lack of overtaking stretches, the faster drivers are well aware that if they don't use the ones which exist, they are stuck in a queue for a considerable time. Speed monitoring measures will put a lid on the consequences of an accident but won't address the cause of the frustration - only more overtaking stretches will do that - if a driver knows there will be an opportunity to get past in a couple of miles or so they are more likely to be patient until that time. South of Oldmeldrum - relatively more traffic. Certainly at commuting times (my main period of use of the road) the number of vehicles combined with the 'bendy' road character means that drivers are more content to drive in convoy because any sort of overtaking opportunity is very limited. Safe overtaking single carriageway sections would still be useful at non-peak times but probably not at peak times. Dual carriageway short sections would be great but I suspect traffic volumes don't justify that - the main issues appear to be the crossover of 2 large traffic flows just North of Dyce.</p>	Slow-moving vehicles
162	<p>Lack of overtaking opportunities.</p>	Lack of overtaking opportunities
163	<p>Speed. I normally drive at around 60mph where allowed on the open road and within the speed limit in towns and villages and have yet to make a round trip to Aberdeen without being overtaken or being caught up in a town. Slow drivers are more of a problem than agricultural vehicles or lorries.</p>	Driver behaviour

164	Residing as I have, by the A947 these last 30 years, I have witnessed countless incidents as motorist, and bystander. We live on a blind bend, into which many motorists carry too much speed without knowledge of what lies beyond their immediate view. Travelling in my van, at the legal limit of 50mph it seems everyone passes me, including the public bus service. One of the same unbelievably passed a stationary refuse lorry on our blind bend in the face of oncoming traffic just the other week. We now have a mobile speed camera stance beside our entrance, what we do not have is a mobile speed camera more than a couple of hours on a Tuesday morning every four weeks or so. It is certainly unpopulated between the hours 05.00 to 07.00 on week days, or on a Friday or Saturday night when the road resembles a race track. I would regard these cameras as useless anyway. Their location being heralded immediately by text etc. affording speeders impunity everywhere else. Over the years we've seen many accidents, in terms of fatalities, most of those have probably occurred on what might be regarded as straight, less dangerous sections. It's an old chestnut, but the road is not dangerous, but many of the road users certainly are.	Driver behaviour
165	Severe lack of places to pass slow-moving vehicles such as tractors, buses and lorries. The few dedicated places set aside for slow-moving vehicles to draw in to allow others to pass do not get used. This is because they know that once they pull in they will find it very hard to re-join the A947 due to the amount of traffic.	Slow-moving vehicles - not using lay-bys
166	Better provision for overtaking is required to improve safety, the major cause of accidents on the A947 is people getting frustrated being stuck behind slow moving traffic and overtaking in the face of oncoming traffic or at inappropriate places. There should be dedicated overtaking lanes on both the North and South carriageways; ideally the A947 should be dual carriageway to cope with the vast amount of traffic both commercial and private now using this route.	Lack of overtaking opportunities
167	Lack of opportunities to overtake slower moving vehicles encourages risky behaviour (especially when tractors & lorries are on the road) condition of road forces most drivers to drive slower than speed limit (lots of bends, narrow passes and no dual carriageway etc.).	Lack of overtaking opportunities
168	Road into Oldmeldrum from Newmachar end - quite a number of vehicles are not nearly at 30mph when reaching the signs. As there is a junction there I often have to wait due to speed of traffic. There is a flashing speed limit sign but not adhered to by vehicles I'm following into Oldmeldrum or those when I'm waiting to turn out at the junction. I'm only speaking about those who are obviously speeding. I'm assuming that as there are no houses until a bit further in the road some driver do not feel they need to slow down until then	Driver behaviour
169	Poor driving standards which speed cameras do nothing about.	Driver behaviour
170	A visible police presence on the road is better.	Lack of enforcement
171	Lack of overtaking lanes on whole road.	Lack of overtaking opportunities
172	Lack of areas for slow farm traffic to pull in to let cars past.	Lay-by issues
173	Road verges not maintained reducing overtaking opportunities due to lack of visibility of road. Road works at busiest periods reducing road to one lane, should be programed to reduce disruption.	Visibility issues
174	Drivers have very little consideration for fellow motorists and carry out dangerous manoeuvres frequently. On my visit to Aberdeen today silver Peugeot over took me on a short straight while a motorbike was heading in the other direction causing me to break to ensure he could pull in before hitting the bike!! Speed of some of the vehicles is ridiculous! People should leave earlier if they want to get to their destination by a specific time. It was not only young drivers exceeding speed limits and a lot of larger vehicles i.e. range rovers yoyo between lorries.	Driver behaviour
175	Lack of places to overtake.	Lack of overtaking opportunities
176	Farm vehicles pulling out with no consideration for traffic.	Slow-moving vehicles

File Note



177	Idiot drivers who compromise everyone else's safety.	Driver behaviour
178	My most recent journey was during the day when I encountered very little problems. The issues are worse during peak hours between 7-9 am and 4-6 pm. Most of the issues I believe are caused by driver frustrations. Tractors, lorries, buses and slow moving cars on the road cause frustration (especially when they don't use the passing lay-by) this can lead to aggressive driving.	Slow-moving vehicles
179	The worst bit for congestion is Newmachar to Dyce in the mornings.	Road capacity issues
180	There are some bad corners, and areas that are not in great condition.	Bend issues
181	However it is often the attitude of other drivers and the risk they take (often due to frustration) that makes this road so unsafe.	Driver behaviour
182	State of the road, pot holes, rough tar.	Road condition
183	Slow-moving vehicles e.g. farm machinery during busiest times of days.	Slow-moving vehicles
184	Lack of overtaking opportunities.	Lack of overtaking opportunities
185	No safe passing places.	Lay-by issues
186	No specific places to overtake Slow-moving vehicles.	Lack of overtaking opportunities
187	Personally I have no real issues with the actual road but there is a lot of very poor and very fast driving on it. People do not seem to drive according to conditions and there is a lot of inappropriate overtaking and tailgating etc. this is a fairly unique problem to Aberdeenshire and is caused in part by young people having access to relatively fast cars. Perhaps they should have speed limiters on their cars for a certain time after passing their test. I do speed on the A947 on occasion - for example I was travelling home from Aberdeen late the other night in clear dry conditions on very quiet roads. The A947 was not designed to carry the level of traffic it now does and this leads to a lot of frustration when following slow vehicles etc. however our economy is dependent on agriculture and we should not be enforcing any restrictions against agricultural vehicles.	Driver behaviour
188	The main problem is the stretch of road between Banff and Turriff where the road is very twisty.	Bend issues
189	Very little place to overtake safely.	Lack of overtaking opportunities
190	The road is heavily used by slow moving agricultural vehicles.	Slow-moving vehicles
191	The other problem is that the road has a high number of drivers that can only drive at 40 miles an hour and cannot take the slightest corner without braking and there are few places to overtake safely.	Driver behaviour
192	Slow-moving vehicles (cars, buses, tractors, horse boxes).	Slow-moving vehicles
193	Lack of dual carriageway	Road Improvements (Dualling)
194	Lack of overtaking lanes.	Lack of overtaking opportunities
195	Overgrown verges for clear view of road ahead.	Visibility issues
196	The main problem(s) are that this is a journey that can take anywhere between 50 minutes to 2 and a half hours depending on people commuting to and from work in the morning and evening with tailgates from the Banff side of Newmachar all the way into Dyce. How can you plan if you have left too early or too late when it's always so inconsistent?	Road capacity issues
197	Another factor is farmers using tractors and slow moving lorries.	Slow-moving vehicles

198	The amount of overtaking sections is limited. I have used this road all my life and I know it like the back of my hand. I know when there are sharp corners, long straights for overtaking. I even know where pheasants and rabbits tend to hang out in case they come into the road when overtaking. But with so many slow-moving vehicles on the A947, I see so many people get frustrated (Myself included) that they take risks. We get excited when there's a possibility of overtaking slow drivers on the long straight between Turriff and Fyvie and the long straight before coming into Oldmeldrum from the Banff side. But when we see that there's no opportunity to overtake as there's cars approaching on the opposite side ... We get frustrated.	Lack of overtaking opportunities
199	Another problem is people who drive at 35-45mph in 60mph areas. These people could be driving, what they think to be safety conscious but to me it shows lack of confidence. There are speed limits put in place ... Why can we not have signs saying minimum speed 50 etc. etc. I enjoy driving. I enjoy driving from Banff to Aberdeen. But over the last 10 years I've noticed a huge amount of increased vehicles on this road and something has to be done to accommodate all these road users. It's like a computer ... The more items you add to your computer ... The slower it gets. The slower it gets ... The angrier you get. The angrier you get ... The more frustrated you get. This is the same as the A947 Banff to Aberdeen.	Driver behaviour
200	Road condition, uneven surface.	Road condition
201	Verges.	Visibility issues
202	Bends.	Bend issues
203	Lack of overtaking.	Lack of overtaking opportunities
204	Slow-moving vehicles, agricultural vehicles.	Slow-moving vehicles
205	No dual carriageway	Road Improvements (Dualling)
206	There is too much traffic for the design of the road.	Road capacity issues
207	There are no proper overtaking areas (dual carriage etc.) so if you get stuck behind slow traffic you have to go at their speed the whole way.	Lack of overtaking opportunities
208	People who get behind slow moving traffic and don't want to pass don't leave enough room for the ones who want to overtake and it ends up that you require a huge distance to overtake which in turn requires more speed to overtake the whole slow moving parade.	Driver behaviour
209	The worst part of using the A947 is the slow moving traffic.	Slow-moving vehicles
210	Lack of passing places makes overtaking very difficult.	Lay-by issues
211	I know younger people are always used as an example of speeding but I feel slow drivers are just as dangerous. It's the most frustrating thing in the world being stuck behind a CAR travelling at 40mph. We all understand that HGVs are restricted but there is no excuse for cars. If the driver is not comfortable driving at 60mph then maybe it's them that should off of the road. Obviously when the weather/ road condition deteriorate then you have to drive accordingly. Would you still pass the practical driving test doing 40mph in a 60mph zone in perfect driving conditions? Of course you would not same as you would fail if you were doing 75mph. CLAMP DOWN ON THE SNAILS!	Driver behaviour
212	Slow-moving vehicles not moving off the road when there is opportunity.	Slow-moving vehicles - not using lay-bys
213	Should be dual carriageway in some places so people can overtake	Road Improvements (Dualling)
214	Slow drivers, tractors, lorries.	Slow-moving vehicles
215	Between Banff & Turriff is far too windy, a lot safer if it was a straighter road.	Bend issues

216	Would benefit from having overtaking lanes on some parts of the route; make it a lot safer, surely there are plenty of opportunities to do this especially between Fyvie & Oldmeldrum. I know we'll never get dual carriageway but a better solution is vital to stop all the fatalities on this road.	Lack of overtaking opportunities
217	Slow vehicles, doing 40 mph in 60 limits causing frustration in other drivers after following for miles with no chance to overtake or said driver pulling over to let rear vehicle's pass. Overtaking lanes would be a big help but only if said slow drivers are educated in the use of them.	Driver behaviour
218	Not enough passing places when following large vehicles which is due to there being no areas for large vehicles to pull off.	Lay-by issues
219	Speed and no consideration for other drivers on road and also drivers going at 40 then speeding up on straights so other drivers can't get past them.	Driver behaviour
220	Tractors not pulling in so frustrating drivers to overtake.	Slow-moving vehicles - not using lay-bys
221	My journey this time was quicker and safer due to it being school holidays and traffic was lighter. In general this road is a lot busier and in poor weather conditions very dangerous. This is because road users do not slow down. Drivers are usually impatient and take risks when overtaking. On many occasions I have had to slow down due to irresponsible overtaking or speeding drivers.	Driver behaviour
222	Because of volume of traffic and varies i.e. tractors a, caravans, lorries etc. people get frustrated and overtake whenever they get an opportunity at certain sections of the road, slow vehicle lanes might help ease this problem.	Driver behaviour
223	Cars exceeding the speed limit.	Driver behaviour
224	Too many people heading to Aberdeen for work and being late so speeding and driving dangerously.	Driver behaviour
225	Road condition.	Road condition
226	Road sides and verges and trees hedges not being kept tidy and back off the road, to increase visibility of the road ahead.	Visibility issues
227	All new reflective bollards installed at great cost a couple years ago are scrounged by grass to the extent you can see them..... Money well spent.	Visibility issues
228	Lack of passing places & potentially a crawler lane for (crane) slow-moving vehicles, tractors etc. to allow passing safely.	Lay-by issues
229	The road is not capable of handling such a large volume of traffic as is on it now-a-days.	Road capacity issues
230	Tractor after tractor and lorry after lorry often keeps traffic flowing at unbearably slow speeds with little areas to pass such vehicles. Obviously this will likely never happen, but dual carriageway most of it and that will fix 99% of all problems. Road rage for example will be completely eradicated as if there are overtaking lanes, other cars can pass on the other lane with ease.	Slow-moving vehicles
231	Crawler lanes could be installed.	Slow-moving vehicles
232	Bypass at Newmachar.	Road Improvements (Bypasses)
233	Lack of overtaking lanes on a road where there is limited opportunity to overtake safely.	Lack of overtaking opportunities
234	Verges at side of road too overgrown. Cut down overhanging trees.	Visibility issues
235	Lack of overtaking places or lanes to overtake slow moving traffic this frustrates most drivers and those in cars with less power unable to overtake safely in the small straights where there is an opportunity to overtake this causes them to take risks to ensure they make their journey on time. Most drivers sit at the speed limit and will sit in the queue of traffic but once there is a queue sitting behind a few slow-moving vehicles this makes it impossible to overtake and leads to what I have witnessed very risky manoeuvres.	Lack of overtaking opportunities
236	Lack of lay-bys for slow-moving vehicles	Lay-by issues

237	Crawler lanes for slow-moving vehicles.	Slow-moving vehicles
238	Slow-moving vehicles e.g. Tractors failing to pull over when followed by a long line of traffic.	Slow-moving vehicles - not using lay-bys
239	Too many bends on the road which for some drivers is a hazard when they are exceeding the speed limit.	Bend issues
240	The main problem is frustration. Some people believe that they can drive in excess of the speed limit, overtaking dangerously and generally not allowing sufficient time for their journeys. They believe that they should be able to drive as if it was a dual carriageway. I do not consider that the road is particularly dangerous or unsafe, just some of the drivers on it.	Driver behaviour
241	Speed limit is generally 60mph but majority of drivers now driving at 45mph so very frustrating. Also a lot of cars do not leave enough space for you to overtake 1 x car so you end up trying to overtake a bunch of cars. The police generally out at the only bits of road that are safe to overtake. Very frustrating getting stuck behind a stream of cars bunched up doing 30 odd mph. The reason there are so many accidents is due to frustration.	Driver behaviour
242	Drivers go faster than is safe around the bends and on the rural stretches of the A947, especially in adverse weather conditions, believing they are still safe as they are not exceeding the speed limit. Living on the A947 I have witnessed many accidents, with cars frequently leaving the road and ending up in my property because drivers do not drive at a safe speed for the conditions. In terms of numbers, we have had over 7 cars come off the road in the last 3 years and have had to pull injured crying children out of smashed cars and harbour them in our house until the emergency services arrive! The bends and road camber are dangerous particularly at Backhill of Kingoodie and I have made representation to the Council about this requesting safety barriers but have been told that nothing can be done until someone actually loses their life as it goes by statistics in comparison to other roads and is not currently a priority! Sadly prevention of death appears not to be a priority. I also witness cars and vans outside my property overtaking slower vehicles on blind bends and the blind brow of a hill and many near misses. I believe further signposting, speed restrictions on bends, blind hills, safety barriers and road markings would help. The worry of cars ending up in my property when the road is wet or slippery means that I have to cordon off a large area and not access it for a number of months for fear of people or animals being hit, fences being damaged and animals escaping. It is only by my responsible actions in this respect that further accidents and injuries have not occurred. I feel very aggrieved about this restriction in civil liberty to use and enjoy my own property.	Driver behaviour
243	The present passing places are generally not big enough.	Lay-by issues
244	One of the main issues is large vehicles or tractors not pulling over when able to do so to allow cars to pass safely.	Slow-moving vehicles - not using lay-bys
245	The current traffic rules should probably be enforced more too, with greater police presence (not just camera vans). There is scope to put in crawler lanes at the "Oldmeldrum Straight" (north of Oldmeldrum) and at the South side of Turriff before Birkenhills. These would allow cars to pass safely without taking unnecessary risks.	Lack of enforcement
246	South of Newmachar traffic generally grinds to a halt at rush-hour. Hopefully this will improve once the APWR opens but some straightening of the bends there would improve traffic flow.	Road capacity issues
247	Inconsiderate drivers & road ... Drivers with no intention of passing other vehicles, but not leaving any space for others to do when safe. Causing frustration ... Recently in a queue that must have been 40 vehicles behind me & 20 in front ... Don't care attitude by some drivers.... This places pressure on drivers to take chances.... From Fyvie South is hellish ... Then the huge speed up & dangerous passing on the old Meldrum straight ...Speed cameras don't address this It only affects those caughtThis whole road needs a total re think , as do other drivers actions , who in turn endanger other drivers who are driving safelylarge supermarket lorries who stick to companies enforced speed limits , but that don't suit this particular road It's a mixture of inconsiderate driving, & the road ... Some drivers have to leave Banff at 5.00am to ensure being at their work place or meetings on the other side of Aberdeen for meetings at 7.00 am ... It is ridiculous ... Any later & it's a huge queue from Newmachar into Aberdeen....	Driver behaviour

File Note



248	Lorries obeying speed limit, yet holding up traffic, mostly from Towie to Oldmeldrum...Tractors & other slow-moving vehicles.	Slow-moving vehicles
249	Don't allow new houses to be built until this problem is solved, most houses have at least two cars now ...I often drive a motorhome & simply pull in if a long queue behind me, even doing the legal speed limit.	Development
250	One of the main causes is slow moving traffic , coupled by those who won't pass because they turn off at the Inverurie junction , or other places ... Old folk , & I am one , but I don't sit at 35 to 40 mph , many of those do , because half of them can't see.... I would suggest a month of bobbies stopping folk & seeing how far they can actually see!!!! Often causes lack of confidence I am sure.	Driver behaviour
251	Passing places are rarely used by slow vehicles.	Slow-moving vehicles - not using lay-bys
252	People in Aberdeenshire for some reason seem to think that their journey is more important than everyone else sharing the road. Drivers seem desperate to get to their destination faster than the time they have given themselves to do so. I practice defensive driving and have to be really aware on the A947 and expect people to pull out randomly from side road, overtake where there's no room and constantly be ready to brake when someone over takes in either direction or does an unexpected manoeuvre. I drive with my headlights on during the day to give other drivers the best opportunity to see me and am still astonished when an oncoming driver pulls out to overtake & I have to take evasive action. The drivers in the north east are appallingly selfish and aggressive in their driving behaviour - from teenage to middle age. As soon as you drive in Moray or down to Kincardineshire or Tayside general driving is calmer and more courteous.	Driver behaviour
253	Lack of place to allow them to pull over, I leave at 05.15 and it takes just over an hour to arrive in Dyce, when coming home leaving my place of work at 4pm that journey increases to over two hours. If there is an accident of any sort the tail backs can add an hour onto that. My average speed going home is ridiculous and if this was in central Scotland it would not be tolerated. It is a disgrace.	Lay-by issues
254	Slow moving traffic, trucks and tractors that never pull over with some of these vehicles adding 20 minutes to the journey either way.	Slow-moving vehicles
255	Slower farming traffic, HGV and other industrial, trade and agricultural vehicles not pulling over to allow other drivers a chance to pass.	Slow-moving vehicles - not using lay-bys
256	There is also not enough passing places or overtaking lanes (none actually) to allow safe overtaking of these Slow-moving vehicles. Frustration while driving is never good and traffic traveling slow without available resources to safely pass is a major contributing factor to the majority of my frustration.	Lack of overtaking opportunities
257	Furthermore the actual conditions of the roads at times are poor.	Road condition
258	Much wider roads and more overtaking opportunities or have regular overtaking lanes. Macduff to Turriff road is the worst part for not being able to overtake - it causes a lot of frustration.	Lack of overtaking opportunities
259	Other cars driving too fast and overtaking in dangerous places.	Lack of overtaking opportunities
260	Traffic being held up by slower moving vehicles such as buses or lorries.	Slow-moving vehicles
261	Slow-moving vehicles, particularly farm vehicles not making use of slow moving vehicle lay-bys. Other slow moving road users.	Slow-moving vehicles - not using lay-bys
262	The main cause of the frequent accidents on the A947 is basically due to the Arrogance, Speed and Impatience of drivers (usually young and inexperienced) and their lack of consideration and respect for other road users. However there are other factors that affect driving on this road.	Driver behaviour

263	Road markings not being clear, particularly at night, specifically in my experience the two junctions: - 1. The Fraserburgh turn and 2. The Delgatie Castle turn, when approaching Turriff from the Banff direction, both of which are very difficult to see (particularly in the glare of oncoming headlights) even though I know the junctions are there, having driven that road for years. The markings just do not show up clearly at all. The solid white lines defining the edges of the road, particularly when supplemented by reflectors, are most valuable at night and definitely aid safer driving.	Road condition
264	Slow moving traffic does cause frustration and when there is a long tail back of cars there is no way everybody can get past in the short lengths of road available for overtaking. Slow traffic should have to pull off the road when possible, but it very rarely happens. Farm traffic is frequently guilty of causing such problems. In some places the length of marked broken white lines, overtaking road, is too short to be of any use, which adds to frustration and only encourages drivers to ignore them.	Slow-moving vehicles
265	SPEED.	Driver behaviour
266	My most recent journey was a very short one behind a large lorry which was travelling at a fair speed. I did not witness any of the dangerous driving suggested in the survey, but have seen them all on other occasions driving on this road over the last 20 years.	Driver behaviour
267	I consider that additional lay-bys to allow slow vehicles to pull over would go a long way to reducing risky overtaking and frustration.	Lay-by issues
268	Improving sight lines at the numerous side roads would also improve day to day safety.	Visibility issues
269	The places to safely overtake slow vehicles are few and far between, far too many bad bends in the road and should be made better. Cameras not the answer as most drivers slam on the brakes before them	Lack of overtaking opportunities
270	The roads not built to accommodate the volume of traffic.	Road capacity issues
271	The amount of lorries moving at their speed limit and no opportunities to overtake due to no overtaking lanes, volume of traffic and corners on the road.	Lack of overtaking opportunities
272	More and more houses are being built out this way but the roads are not being improved to cope with the volume of traffic created.	Development
273	Not enough road policing... Also not enough enforcement with mobile phone use. Makes me very angry seeing people even in towns using mobile phones. More enforcement with higher penalties.	Lack of enforcement
274	Many drivers don't leave safe distances... pinch my safe braking space when they overtake and they have to pull back in. When you lose a member of your family on the roads, you realise the risk we take every day with being on the roads and driving. It isn't just cars that speed, I've witnessed many a lorry driver.	Driver behaviour
275	I can see no problems with the road. It's the impatient drivers that cause the problems. It seems to be the attitude of a lots of drivers that they have to get to their destination as quickly as possible and if that means overtaking on blind corners or blind dips and rises putting others at risk then so be it. I have experienced many a morning or evening on the road where cars have been overtaking where they shouldn't. If there are mobile speed cameras they just slow down to go past these then speed up down the road again. Some drivers don't seem to see the white lines in the middle of the road or understand what they mean. Many a time cars are cutting corners even if you are approaching. Also speed limits seem to be there to hinder them. I have experienced on many occasions where coming from Turriff turning into Fyvie and cars being so impatient that they have overtaken which means they are in the lane in the middle of the road, which is classed as an invisible island, which is for cars coming from Oldmeldrum to turn into so they can turn into Fyvie. Also still being inside the 30mph speed limit coming out of Turriff and cars overtaking before even reaching the signs for national speed limit. Also my partner has experienced on a nearly daily occurrence of approaching the roundabout at Meldrum house from the Aberdeen side, kept in the left hand lane to go straight on (road to Fyvie) and either just about taken out by someone indicating to go right but goes straight on cutting the roundabout in the process or cars moving out in front of him from the bypass road because they think that because he is staying at the left he is going down the bypass road.	Driver behaviour

276	The A947 is a very busy road and not fit for purpose in this day and age but like anything else in this corner of the country I would be extremely surprised if any real improvements were made.	Road capacity issues
277	Dangerous overtaking. Speed. Both too fast AND too slow!	Driver behaviour
278	Drivers taking excessive risks and driving too fast, when the weather conditions i.e. heavy rain, water/floods on roads determine that speed should be slower and take more care in these conditions. Drivers not using indicators to advise of their next move, or turning off the road. Drivers not having lights on when it's an overcast/rainy day or at dusk/early morning and think other road users should be aware of their presence. Drivers using mobile phones whilst driving! - This should be a hefty fine and more than 3penalty points! Mostly seen lorry drivers do this!	Driver behaviour
279	Tractors/Slow-moving vehicles, either not using the drive in passing places/lay-bys provided, or not speeding up when on a straight part of road where car drivers could pass; this leads to frustration of many drivers, who then take risks putting others in danger as well as themselves!!	Slow-moving vehicles - not using lay-bys
280	Main problem is slow-moving vehicles. When the police are out they have speed cameras in the only safe places to overtake, which does nothing to improve safety. If they want to make it safer then park at accident black spots and get people for careless driving. They cause people to overtake in unsafe areas. Passing places are a waste of time. They are never used, post office lorries, buses and the load of slow moving cars will never pull into these.	Slow-moving vehicles
281	There are a lot of blind summits which also slow down opportunities to overtake; if these were removed then longer safe zones would be possible. The only way to make the road safer is to introduce reasonable length overtaking lanes. Having driven on the A947 for 15+ years my experience is slow vehicles and people tailgating making the overtaking manoeuvre more unsafe.	Visibility issues
282	Lack of places to overtake.	Lack of overtaking opportunities
283	Main problems - few places for overtaking.	Lack of overtaking opportunities
284	Twisty road.	Bend issues
285	Farm machinery on the roads at peak times. HGV vehicles.	Slow-moving vehicles
286	This evening I was stuck in a queue of traffic behind a slow moving lorry. The lorry did not make use of passing places. Other vehicles in the queue did not overtake even when there was a clear stretch of road. As a result 6 vehicles were travelling at a maximum speed of 40 mph between Turriff and Banff. This was later in the evening when I would not consider the road busy. It is worse during the day.	Slow-moving vehicles - not using lay-bys
287	I stay at Birkenhills 3 miles south of Turriff, There 2 straight stretches of road where you can overtake if possible the next is a short straight at Birkenhills which is a 50 ml per hour speed limit which is sometimes ignored. I myself got my car written off because a driver from 3 cars back tried to overtake when turning off. The driver said he was only doing about 60 he should learn to read road signs! We tried to get the speed limit reduced but the powers that be said there was no need on that stretch of road. He didn't get his car written off. Furthermore there have been 3 people killed here over a few years. 2 lines of white paint are all that is needed at very little cost.	Driver behaviour
288	Idiot drivers taking unnecessary risks and trying to get to their destination quicker when they should have allowed enough time plus a bit extra to get to their destination. A947 isn't a bad road - just bad drivers (who never seem to get caught!!)	Driver behaviour
289	Speeding especially over Swailend bridge very dangerous!!! Too fast!	Driver behaviour

File Note



290	It just takes one slow car, often going as slow as 40 (or slower!) in a 60, to cause a long tailback. It is very difficult and dangerous to overtake other than a very limited amount of passing places. This increases the urge to get as many cars past at once, causing dangerous situations!	Driver behaviour
291	Slow moving tractors and trailers are a nuisance and most don't pull over to let cars pass, even when there is obviously a big queue of cars behind. This makes people very impatient and causes some drivers to pass at places which are not ideal. I hate cars driving too close to the back of me. Some people just cannot stand to be running behind another car, passing at every opportunity. The long straight bit at Keilhill is seen as an opportunity for people to overtake and pick up a bit of speed.	Slow-moving vehicles - not using lay-bys
292	There are several bends on this road that need to be driven round with care. Could be done with some of them straightened out. Overall a bit of a twisty road and with the amount of traffic nowadays could probably be doing with upgrading.	Bend issues
293	When other road users are driving well below the speed limit you can't overtake them safely!	Driver behaviour
294	Getting stuck behind a slow moving vehicle that won't pull over to let traffic pass & this causes frustration.	Slow-moving vehicles - not using lay-bys
295	Drivers who lack confidence so don't keep to the speed limit (60). Over the years there have also been a number of accidents involving very young drivers driving very fast cars. The incomes in the area mean a lot of these youngsters can afford to drive cars that are completely inappropriate for their experience levels. This along with youngsters' belief that they are invincible causes them to take unnecessary risks at great speeds. These risk taking drivers along with those who lack confidence slowing the traffic are a recipe for disaster. This thought is not specific to the A947 but I believe that younger, inexperienced drivers should be limited to the type & engine size of car they drive. This is supposed to be managed by insurance but in this area a lot of them work in the oil industry or have parent who do & can afford these extortionate insurance prices. Speed cameras as on the road between Aberdeen & Dundee are a joke. People who know where they are speeding then slam on brakes to slow for the camera then speed off again as soon as they pass. I have witnessed this braking being so severe that it has the potential for causing accidents. I hate traveling on the A947 because it is such a frustrating road to drive.	Driver behaviour
296	The volume of traffic has built up over the years & a journey that used to take an hour you can now sometimes and half as much again. This added to the travel across Aberdeen without a bypass means the journey can take 2 1/2 hours to travel 55 miles. My husband says the A947 will never have dual carriageway but it will be the only solution to a truly frustrating road. If the A90 can be considered for Dual status then I feel we who live along the length of the A947 deserve the same conversation.	Road capacity issues
297	SLOW MOVING VEHICLES NOT PULLING OVER.	Slow-moving vehicles - not using lay-bys
298	IN WINTER SNOW CLEARING VEHICLE NOT LEAVING TURRIFF EARLY (BEFORE 06.00).	Road condition
299	PUBLIC TRANSPORT & SCHOOL TRANSPORT JUST PULLING OVER AS & WHEN.	Public Transport Issues (General)
300	We live on the A947 1.5 miles south of Oldmeldrum. We have nick named our front field "the car park" as during the winter months we frequently receive unwanted guests. I guess speed is usually the main factor but additional barriers would help as the road curves then dips down just on the straight and many a driver has been caught out by this and have ended upside down in a field. After personally removing a mother and 2 young kids from a total wreck we approached the council as we were genuinely worried that the next people would not be so lucky. During a site visit by a member of the council many years ago he was witness to 2 policemen assisting a driver parked up on top of our fence. To date nothing has been done but I appreciate there are 1000's of miles of roads to attend to and 100's of similar areas. We would ask however that consideration is given to known accident "hot spots" and appropriate mitigation put in place where and when funds allow. I have personally put in a ground embankment to "soften the blow" to the unwary drivers and also to stop them entering our fields. In addition to this the A947 appears to turn into a bit of a race track for work traffic.	Driver behaviour

File Note



301	Police presence at peak times (6.30 am - 8.30am Mon -Fri) would be greatly received. Thanks for taking time to read this.	Lack of enforcement
302	Aggressive driving by other motorists. Sometimes this is due to slow moving traffic e.g. tractors or tourists, but frequently there doesn't seem to be an obvious reason. Overtaking is often attempted when it is not safe to do so, followed by tailgating. However, the A947 in terms of structure/road layout is much better than many other roads, particularly single track rural roads.	Driver behaviour
303	Excessive speed, tailgating, unsafe overtaking, specifically on A947 between Oldmeldrum and Fyvie. Buses stopping at points other than designated stops - especially on bends. Drink drivers.	Driver behaviour
304	Aggressive young drivers. Tailgating.	Driver behaviour
305	Slow-moving vehicles - particularly tractors - failing to pull over. Slow-moving vehicles - tractors and lorries - pulling out onto the main carriageway without considering the speed of oncoming traffic.	Slow-moving vehicles - not using lay-bys
306	Lack of law enforcement. The list could be endless.	Lack of enforcement
307	Condition of roads.	Road condition
308	Lack of overtaking lanes. Macduff Shipyard cranes using both carriageways and actively preventing overtaking when it is perfectly safe to do so.	Lack of overtaking opportunities
309	Main problem is slow moving agricultural vehicles that refuse to use passing places or siding where they could pull in. It is also disgraceful that Aberdeenshire Council have spent so little on road improvements. The answer is to dual the whole A947, nothing less.	Slow-moving vehicles - not using lay-bys
310	The biggest issue is slow moving tractors and lorries that hold up traffic which then in turn creates silly manoeuvres and wreck less driving there aren't many passing places and these slow moving traffic should be pulling over and letting the tailbacks of up to 2 miles long past.	Slow-moving vehicles - not using lay-bys
311	Used by a lot of farm traffic with hidden turns.	Slow-moving vehicles
312	No opportunity for over taking lanes.	Lack of overtaking opportunities
313	Buses stop in the main road, there are few laybys for them to pull into and they often stop at no-overtaking areas causing a lot of tail backs in rush hour.	Lay-by issues
314	There are no right-turn areas in the middle of the road along much of the road, therefore a vehicle trying to turn right can cause much delay and sudden stopping of traffic, which can be dangerous as the road has several bends and often traffic is stationary out of sight. Notable at the cross-roads just North of Newmachar.	Lack of stacking lanes
315	30MPH limit near the by-pass works (just North of Dyce) is very long and encourages people to drive faster than 30 since there is little evidence of work along the stretch that has been zoned off. Should be a 40 MPH zone as approach Newmachar from North. Problems caused as people brake from 60 to 30 MPH.	Roadwork issues
316	As a local GP and regular commuter, I find the tragic deaths of people and the resulting long-term damage caused to their families, friends and community to be the biggest problem with unsafe driving on this road. I want everyone to be able to travel safely. Excessive speed and aggressive driving manoeuvres are a problem. I am also aware of collisions caused by a driver falling asleep and by inattention. There are parts of the A947 which flood quickly in heavy rain, and places such as the Cuminestown turn off where the view of oncoming traffic for drivers joining the A947 is poor. Average speed cameras, fixed cameras at risky points and police patrols I feel are appropriate measures to reduce risk. Education does not have much effect on drivers' bad habits unless enforcement is also used.	Driver behaviour
317	Frustration could be reduced by crawler lanes.	Slow-moving vehicles

318	Not enough overtaking lanes. Asking a slow moving vehicle to pull into a laybys is not an answer; they also have an important job to do. Andrewsford brae, for example has enough verge space that could be turned into an overtaking lane. There are quite a few other areas that can be turned into over taking lanes. Driver education needs to be enforced.	Lack of overtaking opportunities
319	There needs to be a bigger presence of unmarked police cars. Everybody breaking the speed/law should have to pass the extended driving test before they get their licence back and be on probation for two years. The penalties have to be tougher. Average speed cameras would be a good idea.	Lack of enforcement
320	Until the road improvements take place, the idiots need to be retrained in their thinking. Most of the time road rage & speed competition causes the problem. (I see racing every day). White van drivers need to have speed restrictors fitted to their vehicles.	Driver behaviour
321	Cars travelling at low speeds are extremely difficult to pass because there are limited places on the road that it is safe to do so which means drivers get frustrated and end up overtaking in unsafe places.	Driver behaviour
322	Tractors do not pull in to let traffic past which leads to lengthy queues of cars travelling at very low speed resulting in frustrated drivers again.	Slow-moving vehicles - not using lay-bys
323	Few opportunities to overtake slow traffic safely due to blind summits and twisting nature of road.	Lack of overtaking opportunities
324	Speeding, inconsiderate drivers.	Driver behaviour
325	Maintenance of verges so drivers can see traffic at road junctions.	Visibility issues
326	Lack of fixed speed cameras. Oldmeldrum-Fyvie specifically.	Speed camera issues
327	Slow-moving vehicles A947 Howe of Andrews Fiord Brae East to Aberdeen. And maybe A947 Tullo Straight from Old Meldrum. Lengthen the passing places/lay-bys to allow Articulated Vehicles to enter as well as Agricultural vehicles. Castleton Brae Double bends and hills at King Edward get that sorted. I find the road in general is not a bad road.	Slow-moving vehicles
328	The biggest problem is that there is a section of drivers who do not drive to the road conditions. In some cases should have been in Aberdeen a fortnight ago the speed they drive at.	Driver behaviour
329	The development of commuter towns along the A947 corridor means much more traffic heading to and from Dyce (traffic management in the Dyce area is a nightmare at peak times too).	Road capacity issues
330	Stretches of road suitable for overtaking on the A947 are few and far between, when one is approaching, the traffic bunches up behind slower moving vehicles, of which there are many due to agriculture in the area. If for any reason a safe overtake cannot be executed, there are some that take risks at unsuitable areas. Where there are long and relatively safe overtaking opportunity stretches, these are favoured by police and speed cameras due to the easy pickings available by, locals know it and so are careful but yet again this leads to tailbacks behind slower vehicles. I do agree that speed limits should be heavily enforced in restricted areas, and driving behaviour should be heavily monitored in known blackspots, not necessarily the long straights. There is much more to unsafe behaviour than just speed.	Lack of overtaking opportunities
331	I feel like the road could be wider in certain areas but other than that it's come a long way from what it used to be (sign post, extra traction tarmac etc.)	Bend issues

332	<p>There are not enough straight places to pass. There is only one long straight piece of road between Turriff and Fyvie. There are two long straight pieces of road [joined together at the top of a blind hill and bend between Fyvie and Oldmeldrum. Oldmeldrum to Whiterashes has ONE PIECE OF STRAIGHT ROAD AS YOU COME INTO WHITERASHES with its speed limit. One short straight between Whiterashes and Newmachar. Newmachar to Dyce has a couple of short parts to pass but you have to be quick, then you are in Dyce which is the start of Aberdeen. There are parts where you can chance passing a lorry if you are ready and quick BUT IF THERE IS SOMEBODY IMMEDIATLEY BEHIND A LORRY OR SLOW MOVING VEHICLE [FARM MACHINERY, BUSES] THAT IS UNSURE OF THERE DRIVING CAPABILITIES THEN THE QUEUE GETS LONGER AND LONGER AND PEOPLE GET IMPATIENT KNOWING THAT THERE ARE VERY FEW SAFE PASSING PLACES. Also you have to consider that there are a lot of small side roads join onto the A947 and this also plays a part in where you can overtake. At least provide crawler lanes to allow safe passing.</p>	Lack of overtaking opportunities
333	<p>This road has many corners, hills, dips and in the winter time is extremely prone to snow drifts and icy roads. You need at least an hour to get from Turriff to Aberdeen central and in the winter time you need to allow at least an hour and half to make sure you are not late for work .This is already leaving 25 minutes early ,to be in Aberdeen just after 7.00 am but do not start until 7.30.am. This road was not built to take the size and volume of traffic that is on it nowadays. This is a main road out of Europe's oil capital city and is not a dual road. There will only be more traffic using this road NOT LESS in the years to come.</p>	Road capacity issues
334	<p>A lot of lorries are on this road in the early morning and with the aforementioned problems it is a long time before you get a chance to pass safely.</p>	Slow-moving vehicles
335	<p>The road is very windy in places, and I feel 60 should be dropped to 40 in these areas to discourage people from going faster than they feel safe. This would slow down all road users.</p>	Road Improvements
336	<p>Suicidal drivers who overtake on completely unsuitable parts of road and therefore put everybody's life at risk.</p>	Driver behaviour
337	<p>Slow vehicles not being considerate and pulling over and letting the trails of cars behind them past.</p>	Slow-moving vehicles - not using lay-bys
338	<p>Traffic should be slowed to 40 mph or lower in Hattoncrook and Whiterashes - needs enforcement. No overtaking should be allowed in residential areas such as Hattoncrook and Whiterashes. I use the road twice every day and only see a speed camera once a year.</p>	Lack of enforcement
339	<p>Road between Hattoncrook and Oldmeldrum is too twisty, and very dangerous in the winter as it fills with snow very quickly. Oldmeldrum straights look safe to overtake however I have seen people being caught by traffic pulling out of Norvite warehouse. Road down the hill into Fyvie is too twisty and there are not enough warning signs for people who do not know the road. As somebody who has travelled up & down the hill into Fyvie every day for 13 years and know the dips and turns of the road surface I also believe there are parts of the road that are danger of landslide down into the gully. In winter this part of the road is atrocious and lorries jack-knifing are a problem. You need speed to get up the hill in the snow but need to go slowly because it is so twisty, this makes it very difficult to judge especially when you know there is a danger of cars in the opposite lane, going down the hill losing control. Also in the winter there is no other safe way into Aberdeen if you do not have a 4x4. The part of the road heading towards St Edwards going north is very dangerous; if it is icy in the winter you have to go extremely slowly however you also need speed to get up the hill, a dangerous double-bend.</p>	Bend issues
340	<p>Tractors and speed limited large lorries, e.g. Morrison's, going extremely slowly and failing to pull in to laybys to let traffic past. This leads to people making risky manoeuvres. If I am stuck behind a Morrison's lorry all the way into Aberdeen it can add up to 40 minutes to my journey. I have seen a 3 mile queue of traffic behind one of these lorries. In Newmachar people reversing out into the road in front of the co-op car park and parking beside the Co-op. Very difficult to see or get past.</p>	Slow-moving vehicles - not using lay-bys

File Note



341	Winter gritting has been a problem, Sometimes it just isn't done, despite council claims to the contrary; maybe supervisors should check people are actually doing the work they are supposed to be doing!	Road condition
342	Lack of opportunity for overtaking - this can cause frustration and lead to risk taking for people who are in a hurry, as there are frequently relatively slow-moving vehicles on the road.	Lack of overtaking opportunities
343	Drivers overtaking on solid white lines as there are no overtaking lanes. Layby for slow moving traffic a waste of time as even farm tractors do not use them most of the time.	Lack of overtaking opportunities
344	There are too many bad bends which could be realigned to open up sight lines and make overtaking much safer, especially on the sections between Banff and Turriff, Whiterashes and Newmachar and Newmachar to Dyce . The entire route is just two lanes with no crawler lanes installed anywhere to permit safe overtaking of slow HGV vehicles and tractors.	Bend issues
345	There are insufficient lay-bys which slow vehicles could use to pull over and permit faster traffic to pass safely.	Lay-by issues
346	Some corners are too sharp. Changing speed limit all the time is frustrating. Road needs straightened with a consistent speed limit and opportunities to overtake.	Bend issues
347	Not enough opportunities to overtake.	Lack of overtaking opportunities
348	Speed, overtaking on blind sections. We stay between Dyce and Newmachar on A947 roadside just short of NiaRoo Caravan site and to be honest the speed of some vehicles, particularly motorbikes, regularly exceeds 60 mph. Problem heightened at present with 30 mph restrictions at Goval due to bypass. People must feel need to catch up on lost time after exiting this restriction. No patience! Personally feel from Dyce to Newmachar there should be a 50mph if not 40mph restriction. Would welcome any police car to come and sit in our driveway and observe.	Driver behaviour
349	Large farm vehicles on road.	Slow-moving vehicles
350	Drivers speeding and racing.	Driver behaviour
351	ROAD UNSUITABLE FOR THE SPEEDLIMIT OF 60mph.	Road Improvements
352	NEEDS A DUAL CARRIAGEWAY.	Road Improvements (Dualling)
353	NEEDS AN OVERTAKING LANE.	Lack of overtaking opportunities
354	Slow-moving vehicles such as tractors and lorries and to a certain extent other drivers cause frustration. When one or two vehicles fail to overtake people that join the traffic behind them either don't bother to attempt an overtake or do so at great risk to try and clear the tail back. The lack of overtaking possibilities lead to people taking risks and overtaking in unsuitable locations. I have done so myself. An increased number of passing places will not resolve this as the ones that are available now are hardly used as it is. With the density of traffic on the road, especially at peak times, slow-moving vehicles would be constantly pulling in to allow people to pass.	Slow-moving vehicles - not using lay-bys
355	More drivers than most drive faster than is safe on this road, especially during hours of darkness.	Driver behaviour
356	Bends toward the northern end are hazardous - e.g. the profile and camber of Andrewsford Brae northwards is plainly dangerous.	Bend issues
357	Cars overtaking at bends or blind spots.	Driver behaviour
358	Slower drivers who drive 40mph throughout including the built up areas where there are 30mph limit sign.	Driver behaviour
359	Slow moving tractors; long vehicle over speed limit; two or three long vehicles travelling in group.	Slow-moving vehicles
360	Pot holes.	Road condition
361	Long grass at sides of road - visibility issues.	Visibility issues

362	Farm vehicles not allowing folk to overtake - in some countries they have to by law pull into the side of the road if there are 4 or more cars behind them - this is so helpful as you can wait and know that they will pull in - in NE Scotland it can be a battle of wills with the farm drivers and the road user.	Slow-moving vehicles - not using lay-bys
363	The main problem is slow moving traffic with a driver behind who does not overtake. This causes frustration to drivers behind who may attempt to overtake more than one vehicle at a point where it is dangerous to do so. Crawler lanes should be built for slower moving vehicles at hills and corners providing overtaking places for faster vehicles. This would reduce frustration. The crawler lanes should be well signed to give advanced warning say in 2 miles in 1 mile etc. Crawler lanes could also be built on long straights to ensure a passing opportunity.	Slow-moving vehicles
364	Drivers who appear to be unable to be behind a car being driven within the speed limits (e.g. through Fyvie). Cars where capacity is poor - drivers pushing their underpowered cars to overtake before a bend. Driving in a manner which suggests the driver takes no account that they can't see round bends and possible oncoming traffic. Drivers who appear to assume that other road users don't exist or who drive aggressively and sometimes intimidatingly. In short - speed / lack of consideration for other road users / not driving with regard to the prevailing road conditions.	Driver behaviour
365	Many drivers are reluctant to overtake which leads other drivers to become increasingly frustrated and subsequently attempting unsafe overtaking manoeuvres. Some drivers cruise as slow as 40mph whilst most of those doing longer journeys are attempting to cruise nearer to 60mph. This leads to bunching and large tailbacks often in excess of 12 to 15 cars.	Driver behaviour
366	There needs to be lanes for HGVs and slower vehicles to pull into to assist in overtaking. Ideally some dual carriageway would help.	Slow-moving vehicles
367	Poor driver behaviour primarily caused by frustration. Excess speed (gaining nothing as the vehicle in front at the Haudagain Roundabout was the vehicle that overtook me prior to me reaching Turriff). Slow drivers speeding up when there is an opportunity to overtake preventing this from taking place.	Driver behaviour
368	Quite a lot drivers do a lot of tail gating if you are doing right speed limit some tend to overtake at blind spot not knowing what's coming then they will cut you up if there is. When approaching Birkenhills and Fyvie is bad. Early in morning a lot of drivers never stick to speed limit of 50mph; cars overtake you doing 60-65mph. The long stretch before you come to Oldmeldrum is bad as well with people overtaking early in morning cutting up other drivers, some doing about 85-90mph. I think it would benefit to have speed camera put in these areas.	Driver behaviour
369	Lack of safe overtaking places - road heavily used by agricultural vehicles that don't always pull in when they can. Particular issue around Turriff- Fyvie and St Katherine's stretch of road.	Lack of overtaking opportunities
370	An increasing number of cyclists as you get closer to Aberdeen that need to be given space to make their journey safely as well.	Sustainable Travel issues
371	Blind corners, dips and bends, tourists, lorries, lots of junctions.	Visibility issues

372	The problem areas are commuting between King Edward and Aberdeen, not short recent journeys which your questions focus upon. In addition to safety we need to get a road fit for attracting and maintaining economic activity in the Banff/Macduff/ Turriff area; farmers, business, tourism, through traffic etc. It is very important to get improvements to attract business people to commute; tourists to come and general road traffic to come through; plus allowing farmers to do their work; all with a reasonable and assured commuting time to central Aberdeen. For commuting from say Banff to Aberdeen, the problem is not just some stupidly fast drivers but especially slow drivers and major problems in the road itself, which is not suitable for the mixed traffic it has; farmers, lorries, farmers acting as lorries hauling other people's loads, coaches, leisurely traffic and some elderly drivers are all part of the problem, which cause increasing frustration on a commuting road, and which encourages people to take extra risks under time and exasperation pressures. The problem is as much slow driving as it is fast driving; there are so many vehicles which proceed so slowly at bends or hills; lorries, coaches and cars driving at say below 50mph slow down often well below 40mph at every bend and steep hill. It can all lead to an extra 30+minutes commute which is then of course exacerbated by the problems in Aberdeen itself. So we need more than a few optional pull-in spaces, which traffic rarely use.	Driver behaviour
373	We need some parts of the road straightened out to allow extra-lane overtaking areas as in the A96; and with such areas advertised well in advance, frustration and related risks are greatly reduced; a couple of these should overcome many of the problems.	Bend issues
374	There should be also a clear official yardstick given to slow drivers, that if they have 6 or more vehicles behind them, they should pull in at the first opportunity.	Slow-moving vehicles - not using lay-bys
375	Mud left by farm vehicles on the road makes a marked difference in grip for breaking.	Road condition
376	In school term I travel Fyvie to Oldmeldrum, 7:30am. The road is like a race track!! People just see traffic and overtake regardless of traffic, as not possible to have police presence at this time and people know this they tend to please themselves and risk other people's journey to work. Bad roads? Bad drivers I think. Passing places are not the answer as they are seldom used, waste of money, some people do use them and I understand need for tractors and cranes to be on the road but the crane we see quite a lot never uses them. Leave work at 2:30 seems to be the mums speeding and overtaking desperate to be home for school run. Also I hate when people overtake coming into Fyvie just by the St Johns Wells road end very scary either way	Driver behaviour
377	I feel that verges around junctions should but cut short and a lot further back from the road so that visibility is much more improved for exiting junctions. Some junctions you have to slowly edge your way out, which could pose a risk for other road users.	Visibility issues
378	Slow-moving vehicles should use the designated passing places. I have seen on several occasions traveling to/from towns on the A947 and there have been long queues of traffic because the slow vehicles are not pulling over, only driving past the designated areas!! Personally I do not feel that the A947 is a dangerous road, I feel people need to drive according to the road conditions, watch their speed and only overtake when it is safe to do so!!! I think that the publishing on where the mobile camera van will be in the coming week in local newspapers is pointless. There are a large amount of signs placed on the A947 stating that there are speed cameras. Does this not make people want to avoid this road? If one person sees the camera van, he/she will let all friends/family know. This then makes people aware and will know to slow down if they are exceeding the speed limit.	Slow-moving vehicles - not using lay-bys
379	I have always said that; (a) There should be signs before any lay by so that anyone wanting to us them has plenty of waring to pull in (b) The lay by and overtaking laybys are far too small for tractors & trailers and artics (c) There are not enough laybys of any description.	Lay-by issues
380	There should be overtaking lanes as the A96 has.	Lack of overtaking opportunities
381	Total lack of law enforcement and then only interested in speed, not bad driving, driving using phones, etc.	Lack of enforcement
382	Lack of overtaking; there is quite a lot of agricultural traffic on this road, especially at the Grain Store between Oldmeldrum and Newmachar. Overtaking is legitimate and necessary.	Lack of overtaking opportunities

383	Congestion at Dyce in the morning. Poor road layout at the railway bridge north of Dyce causes all the industrial estates to foul up for about an hour in the evening. Just getting through that can take me 25mins, equivalent to the remainder of my journey time. AWPR might help, but not yet convinced. Cars braking at the back road junction just south of Newmachar. Weekend traffic is also slow when drivers are tourists or otherwise less familiar with the road. Cars braking at the junction for the Pitmedden Road condition is deteriorating, especially potholes and where brake assist surfaces have worn.	Road capacity issues
384	Slow moving traffic. Whilst tractors etc. are travelling slowly they do not make use of the options available to them to pull in to let traffic go buy. Very rarely will one pull in to let faster moving traffic move on.	Slow-moving vehicles
385	Lack of places to overtake leaves people frustrated and more likely to take risks such as overtaking on corners or when road not totally clear.	Lack of overtaking opportunities
386	Some very twisty corners on such a busy road with side roads on them which are not suitable for the volume of traffic.	Bend issues
387	Drivers needing educated in how to drive properly suited to the conditions at that time.	Driver behaviour
388	One of the main issues is the cutting or the roadside verges. This year (2015) the frequency of grass cutting has been very sporadic and piecemeal leading to unsafe conditions. Drivers that have been using the A947 for years and are experienced drivers know the good overtaking opportunities on the road - but with the lack of grass/verge cutting the same visibility isn't there leading to unsafe situations. Drivers unfortunately think they can still see but due to the ineffective or non-existent cutting that same visibility isn't the same - that's why cars have begun an overtaking manoeuvre but have had to brake. The A Class road like the A947 should have frequent and wider grass/verge cutting to maintain good overall visibility opposed to what we've had of the past few years. Ever since the LA sub contracted the work out to farmers it really has been substandard. This work should be taken back into LA control where it can be managed more effectively. The LA may look on overgrown verges as traffic calming measures but this is incorrect - drivers get used to the road conditions including visibility. Overtaking or crawler lanes need to be provided. A good example is the Andrewsford Brae near Fyvie - this is urgently needed in this area.	Visibility issues
389	The lay-by created for slow moving large vehicles is very seldom used as large slow-moving vehicles are reluctant to use this as they are unwilling to stop thereby losing momentum - so the location of the lay-by needs to be revised.	Lay-by issues
390	People getting frustrated at being held up behind lorries, tractors & slow moving cars and being unable to safely overtake, so, frequently see overtaking happening when it is not necessarily safe to do so and many close calls with oncoming traffic.	Driver behaviour
391	Most Lorries & Tractors are very good at pulling off the road to allow the large queues of traffic to pass, but there are not many available places for them to do so, particularly between Oldmeldrum & Newmachar, at these times you can often be in a queue where you can neither see the beginning or the end of it, however, there will still be someone who thinks they can work their way up the queue by overtaking everyone.	Lay-by issues
392	Hidden dip on the long straight north of Oldmeldrum.	Bend issues
393	Not enough opportunities to overtake safely.	Lack of overtaking opportunities
394	Drivers HAVE TO PASS VANS AND LORRIES when passing not staying back from the vehicle in front but popping out to see if it is safe into the oncoming traffic. TRACTORS NOT USING THE PASSING PLACES this causes frustration. This is a driver problem which will not be cured by installing more passing places. We have a lot of left hand drive vehicles on the road which causes a problem with overtaking.	Slow-moving vehicles - not using lay-bys
395	Drivers not leaving enough time to complete their journey thus having to speed and overtake.	Driver behaviour
396	No safe opportunities to overtake. Too many drivers not taking the opportunity when it is safe to do so, particularly on long straight stretches.	Lack of overtaking opportunities

397	Slow moving traffic.	Slow-moving vehicles
398	Cranes and slow-moving vehicles not pulling into laybys to allow traffic to pass resulting in overtaking being required.	Slow-moving vehicles - not using lay-bys
399	Slow-moving vehicles at Fyvie Brae.	Slow-moving vehicles
400	Lack of availability of safe overtaking spots from around Fyvie to Norvite straight.	Lack of overtaking opportunities
401	Many more cyclists braving the A947 this year. Large difference in speed between bikes and the rest of the traffic, although generally most drivers are considerate, the room to overtake is generally limited and it only takes one poor judgement. Addition of more cycle track provision to Oldmeldrum and Fyvie to match the existing Ellon - Dyce and Deeside routes with links to Bridge of Don and Westhill. Incorporate cycle route options in construction of Aberdeen bypass. Perhaps park and bike facilities at medium distance from Aberdeen rather than full distance cycle commute. Organised car share scheme to reduce quantity of traffic. Some sort of barter-able ticket/chitty option to provide flexibility to drive and earn chittys or be a passenger and spend chittys. The option to trade the chittys in on the bus/train perhaps for times when car share traffic not available.	Sustainable Travel issues
402	Basically it was not designed to accommodate the traffic it takes nowadays. This makes it feel unsafe as everyone has to use it, growing populations- elderly driving slowly, boy racers, lorries, farmers.	Road capacity issues
403	If we had trains it would be a lot better... the bus takes too long and is not very comfortable, I would use this more if improved service. An "Express" bus into Aberdeen would be great- like the x10 option Huntly has?	Public Transport Issues (General)
404	Slow lorries driving up out of Fyvie on the Andrewsford hill, desperately need a crawler lane. More pull offs so slow-moving vehicles can pull in which should be well signed or even better, dual parts of the road so long lines of traffic can be reduced thus reducing the frustration drivers feel when stuck in long lines of traffic.	Slow-moving vehicles
405	People going well below speed limit. Vehicles pulling out in front of you on to main road even if no cars are behind you and then they go very slow. If exiting a side road grass verges are quite high and cars have to move further out on to main road. Sometimes when passing a car when an odd opportunity arises when they are going 40/45mph they decided to put their foot on the throttle and go faster hence having to go slightly over the speed limit to get into right side of road safely. I have been behind people who drive 40/50mph on the open road holding up traffic and when reaching a reduced speed limit for a hamlet or town carry on travelling at 40/50mph. Drivers get frustrated and pass the slow drivers. I know everything is highlighted towards speed but some drivers should be penalised for going too slow at peak times. Also tractors should be staying off the road at peak times and not travelling 10 plus miles along this road. The road is not a bad road as such; inconsiderate and poor drivers cause frustration. If there was passing/crawler lanes placed strategically along this road, people's journeys would become more pleasurable and less stress and frustration due to the length taken to cover this route. Increase in commuters due to lack of work nearer home and the cost to live nearer Aberdeen over the years the road just can't cope.	Driver behaviour
406	Tractors not pulling in where opportunity arises.	Slow-moving vehicles - not using lay-bys
407	Too narrow and winding a road. Used by all sorts. Tractors. Trucks. Caravans etc. and most at rush hour.	Bend issues
408	The main issue is with the drivers not with the road. Slow-moving vehicles should pull over at any opportunity to allow overtaking but they do not, this makes other drivers frustrated and they are more likely to perform a risky manoeuvre.	Slow-moving vehicles - not using lay-bys
409	Vegetation could be cut back to allow better visibility for coming out of junctions and overtaking.	Visibility issues

410	Almost all trips along the road are at the speed of the slowest vehicle. As with other roads vehicles move in convoys which eventually produce the following order 1. Slow vehicle 2. Timid driver who won't overtake 3. Another timid driver 4. Normal confident driver 5. Fast risk taker, as the confident drivers overtake the number of timid drivers at the front increases. They often tailgate as well which is strange as they rarely overtake. What this leads to is the fast driver at the back overtaking the entire convoy or parts of it using the gaps between vehicles. This inevitably leads to more and more timid drivers moving up the convoy, producing a large length to the convoy. I don't think there is much of a solution to this, as the problem is not slow-moving vehicles, which are easy to overtake, but the timid drivers behind it who don't take the safe opportunities to overtake.	Driver behaviour
411	Drivers going too fast, not taking into account road/weather conditions, overtaking at inappropriate/dangerous places, driving too close to the car in front.	Driver behaviour
412	Slow-moving vehicles like tractors/farm vehicles/lorries that don't pull over allowing other road users to pass, even when there are places for them to do so safely.	Slow-moving vehicles - not using lay-bys
413	Lack of cats eyes is an issue - some parts of A947 have them others don't.	Visibility issues
414	There are a number of issues - there are certainly drivers who travel far too fast on the road, especially on long straight sections (between Fyvie and Oldmeldrum, for example).	Driver behaviour
415	Slow-moving vehicles and especially cyclists cause a lot of frustration, and you do see people taking risks to overtake if they've been stuck behind one for a while.	Slow-moving vehicles
416	I have also seen people swerving to avoid potholes/debris in the road in the past, which can be dangerous if there is on-coming traffic (although several bad sections, such as the approach to Whiterashes from the south, have been improved recently).	Road condition
417	I would consider taking the bus to work if it was not delayed so often at Dyce - at the moment, based on the experiences of people using the bus, it would likely add an extra half hour each way to my commute.	Public Transport Issues (Bus)
418	In my opinion most drivers are safe and considerate. However there are always some drivers who seem to drive over the speed limit or, clearly frustrated by the speed of other road users, overtake inappropriately. I witnessed last week a male in a 'hot hatchback' trying to overtake a lorry in such a manner at the bottom of the hill south of Fyvie. He had pulled into the carriageway for the oncoming traffic on which my lift share and I were driving and had to quickly brake and pull back in behind the lorry. It was clearly not a safe place to overtake, not because there was oncoming traffic, but because his visibility was not good enough. Similarly I have witnessed overtaking approaching the brow of the hill heading south on the Meldrum straights as well as past the sign for the sharp left at the Meldrum end of the straight. Should a car be coming around the bend headed north it would cause a serious accident. It seems that many of the crashes on the A947 are due to lack of judgement by drivers who are either inexperienced or overly confident, meaning they assume that because they may have done a similar thing before and not had a problem, they can do it again.	Driver behaviour
419	No safe places to overtake.	Lack of overtaking opportunities
420	Slow moving traffic.	Slow-moving vehicles
421	Not many places to overtake tractors\cyclists.	Lack of overtaking opportunities
422	Slow-moving vehicles which causes frustration and impatience in other road users.	Slow-moving vehicles
423	Idiot drivers. Why people feel the need to overtake to save one minute on a journey is baffling. Overtaking at inappropriate places and excessive speed are the key concerns.	Driver behaviour
424	Bad drivers.	Driver behaviour

425	The A947 is a main commuter route in/out of Aberdeen. High use by commercial vehicles including HGVs, and farm vehicles. Also a number of drivers who will not drive faster than 50mph. They also keep the brakes on as they drive round bends. This tends to cause some people to overtake in unsafe places. Also some drivers drive at 70mph to 80mph with poor observation and hazard awareness skills. A large number travel too close to the vehicle in front. I teach advanced driving as a national observer with the IAM.	Driver behaviour
426	To help improve safety the road should be a dual carriageway. Take steps to improve driver training. Start with 16 to 17 year olds in school. The transport infrastructure in North East Scotland is abysmal for a part of the world that contains the oil capital of Europe.	Road Improvements (Dualling)
427	All road markings should be clearly visible (repaint white lines etc. every year).	Road condition
428	Cut back the hedges etc. to improve visibility and ensure warning signs are clearly visible.	Visibility issues
429	Incompetent drivers not following the rules of the road - impatience, tailgating, lack of awareness and speeding.	Driver behaviour
430	Too many houses rapidly built in small rural communities have led to a mass of 'city' drivers believing that the same pushy driving mentality is the norm - it is not.	Development
431	Dangerous overtakes by impatient drivers.	Driver behaviour
432	Traffic around the airport areas can cause excessive tailbacks and delays during peak hours. Turning out of the airport road onto the A947 and vice versa can be very difficult due to speed and volume of traffic at this time.	Road capacity issues
433	Most people travel faster than 30mph through villages signed at 30mph. There needs to be strict controls on people speeding through villages.	Driver behaviour
434	I don't think it is the road to blame - a) People are driving without thought or care for others b) people do not leave enough time for travel (get out of bed earlier so rings to mind) c) having just taken my daughter out driving while learning it was awful - every time although she was doing speed limit they were racing past - this is awful for a learner driver (happened on all roads every day) L plate on car and past they go! d) Everyday people are on phones on the A947 but no proper deterrent when caught. Finally no one is perfect on the roads but some are just born idiots and therefore we need action.	Driver behaviour
435	Passing places are ok - it might benefit to have one nearer Oldmeldrum that lorries /tractors/car transporters could use - maybe they could stretch the passing place beside the Bethelnie road?	Lay-by issues
436	I always wonder why the Police do not target the A947 say for a month (several sets of Police on the road every day I do think this will have an impact). There should be NO warning of the road numbers in the papers of where checks are being done. The Police do a fantastic job but they are under staffed - much more Police required - and when they do catch the real problems on the road - the penalties are a joke - they need to be dealt with properly!	Lack of enforcement
437	I think that instead of changing the road they should cut the verges of this and every road on a rota basis and then people could have clear view at junctions (preventing accidents) basic housekeeping.	Visibility issues
438	As ever it is the extremes. People travelling too fast and engaging in dangerous manoeuvres and those that travel too slowly. They tend to cause frustration for other drivers.	Driver behaviour
439	There are some passing places but with exception of some agricultural drivers I have never seen them utilised.	Lay-by issues
440	During peak/rush hours, traffic movement is very slow on the A947 particularly between Victoria Street/Dyce Drive and the junction with the B979/B977. Once beyond the B979/B977 traffic tends to speed up and drivers frustrated by the slow progress made between these roads tend to then speed between the B979 and Newmachar to make up lost time.	Road capacity issues
441	Lots of bends on the A947, many of them could be straightened by major development.	Bend issues

File Note

442	Definitely speed that causes most accidents without a doubt, but the speeders would disagree. Probably worse during morning and evening, commuters to the Aberdeen area should be encouraged to travel a half hour earlier, this is never mentioned. It's common sense. Council always take the cheap option instead of looking ahead 20 years, they don't seem to grasp that these roads were not built for the volume of traffic there is now and increasing rapidly.	Driver behaviour
443	I travel this road all the time. It's busy and often lots of large vehicles and tractors that do not pull over.	Slow-moving vehicles - not using lay-bys
444	There is a lack of safe overtaking areas which makes the traffic bunch up. It can also be a rat race after work with frustrated drivers overtaking everywhere.	Lack of overtaking opportunities
445	There are also visibility issues due to blind humps in the road.	Visibility issues
446	Some crawler lanes.	Slow-moving vehicles
447	More large lay-bys would be advantageous.	Lay-by issues
448	The main problem is the high volume of traffic using the road and people the using road traveling at a very low average speed of around 35-40 at peak times. This leads to frustration for other drivers and ends up with people overtaking in places that are unsafe to do so.	Driver behaviour
449	Lack of opportunities to safely overtake slow-moving vehicles.	Lack of overtaking opportunities
450	The main problems are slow-moving vehicles who fail to pull in when a build-up of traffic is behind them causing frustration to other drivers who then take risks overtaking when it is not safe to do so.	Slow-moving vehicles - not using lay-bys
451	I frequently encounter drivers of all ages and both sexes who exceed the speed limit and drive far too fast for the road/ on bends etc. and do not adhere to bad weather conditions. They become complacent because they drive on the road each day, take risks and so far have survived. It's not the road that's dangerous, it's the behaviour and lack of courtesy & disregard for the safety of themselves and other road users that's the problem.	Driver behaviour
452	More police please? Unmarked cars would be very effective.	Lack of enforcement
453	Poor road markings particularly lack of white lines along the verge.	Road condition
454	Poor maintenance of overgrown vegetation obscuring views of road ahead at bends.	Visibility issues
455	Slow vehicles not pulling in when traffic builds behind them.	Slow-moving vehicles - not using lay-bys
456	Road inappropriate to volume of traffic i.e. bends dips and blind bends.	Road capacity issues
457	Poor driving.	Driver behaviour
458	Lack of law enforcement at key times.	Lack of enforcement
459	One of the common problems is lack of overtaking places. Often you come across a slow moving vehicle and if the first person does not overtake and does not leave enough room behind the car in front, then it can take a long time to get a decent straight length of road to overtake 2 vehicles.	Lack of overtaking opportunities
460	Lots of bad corners and the road has hardly changed in over 25 years whereas billions are being spent in the city and south of Aberdeen but nothing up North, we only have 1 road into Dyce where 3 roads meet and normally average at least 30 mins plus of a delay.	Bend issues

File Note



461	Not a lot of opportunities for overtaking on many parts of the road. It's common to see drivers unsure of overtaking larger slower vehicles just sit behind them making it more difficult for vehicles further back to overtake safely in the very limited overtaking opportunities. My last journey went very smoothly but I think that was probably due to the fact that schools and colleges were on holiday.	Lack of overtaking opportunities
462	Slow moving agricultural vehicles, lorries.	Slow-moving vehicles
463	There are no safe overtaking areas on this road.	Lack of overtaking opportunities
464	Although there are a few passing places for slow-moving vehicles to move into to allow cars behind past, very few vehicles use them especially farm vehicles.	Slow-moving vehicles - not using lay-bys
465	Lack of opportunities to overtake....twisty roads....lack of overtaking lanes.	Lack of overtaking opportunities
466	Dual carriageway.	Road Improvements (Dualling)
467	Lack of transport links, especially trains as this increases volume of traffic.	Public Transport Issues (Rail)
468	Lack of town bypasses as have to drive through 7 places/towns where speed limit is lowered....	Road Improvements (Bypasses)
469	Volume of farm vehicles and lorries.	Slow-moving vehicles
470	I can only talk about mornings and evenings, the standard of driving is extremely poor, sticking a mobile camera in the road is not an answer to dangerous or careless driving. There are areas mainly on the Old Meldrum straights, the corners before Turriff, and the hill after Fyvie where people take extraordinary risks, put in fixed cameras and have the police patrolling that road. Only yesterday I witnessed someone trying to overtake a slow moving lorry on the hill down in to Fyvie, a common mistake people make, I see this at least twice a week, they think it's clear they go for the overtake get halfway past the lorry and suddenly they are face to face with oncoming traffic, luckily the oncoming traffic managed to stop. But just behind them were 2 motorbikes who were travelling fast, they would not have fared well. Put double white lines from the top to the bottom of that hill and no overtaking signs. I have stopped to help at over 15 accidents in the last 3 years, all of which were down to stupidity and speed. Let's see that road being monitored much more closely. But we should remember that people who take risks like previously mentioned are not going to pay attention to signs saying 50 or 60mph. They do pay attention to fixed cameras and unmarked Police cars.	Driver behaviour
471	The only way to deal with it is fixed cameras and unmarked police presence.	Lack of enforcement
472	Not enough overtaking opportunities while being stuck behind slow-moving vehicles. (Trucks, tractors, slow drivers.)	Lack of overtaking opportunities
473	Slow moving tractors not using space to pull in, bus and cranes on road.	Slow-moving vehicles - not using lay-bys
474	Not enough crawler lanes.	Slow-moving vehicles
475	Heavy traffic at Bucksburn and at the junctions at the north end of Dyce.	Road capacity issues
476	Large number of bends together.	Bend issues
477	High volume of slow moving (especially farm) vehicles.	Slow-moving vehicles
478	Verges need to be cut to let you see the road and signs.	Visibility issues
479	Other drivers taking risks. Other drivers speeding excessively. Motor bikes speeding and overtaking.	Driver behaviour
480	Slow moving traffic.	Slow-moving vehicles
481	Not enough safe overtaking opportunities. Some risk free overtaking lanes would help.	Lack of overtaking opportunities
482	Lack of safe overtaking.	Lack of overtaking opportunities

File Note



483	Lack of pull-in places.	Lay-by issues
484	Slow-moving vehicles.	Slow-moving vehicles
485	I find a lot of drivers have a blatant disregard of not only their safety but also the safety of other road users. I find that the A947 is used as a race track and not necessarily by young boy racers, on my most recent journey I was over taken by a middle aged men in an Audi, he then went on to overtake a number of cars at risky bends.	Driver behaviour
486	This is an everyday occurrence; I feel that there should be fixed speed cameras and cameras which measure average speed.	Speed camera issues
487	Better police presence.	Lack of enforcement
488	Frustration at lack of overtaking space, due to windy nature of road.	Lack of overtaking opportunities
489	Amount of slow moving/agricultural traffic not pulling over to alleviate a large queue behind it.	Slow-moving vehicles - not using lay-bys
490	It's just too fast a road, it either needs dualling or some measure to slow it down (such as average speed cameras).	Road Improvements
491	Other road users - specifically slow-moving vehicles such as tractors and cranes causing large queues and not pulling in to avoid driver frustration (regularly count over 15 cars behind a vehicle driving around 40mph when I am on the A947. Should be signs (such as those in the Highlands about frustration when driving and encouraging drivers to allow overtaking).	Slow-moving vehicles - not using lay-bys
492	Lack of law enforcement on the road.	Lack of enforcement
493	Many dangerous drivers making risky overtake manoeuvres on blind summits/corners. Inexperience - not knowing the road.	Driver behaviour
494	Little or no opportunities to overtake slow-moving vehicles.	Lack of overtaking opportunities
495	It would be good to have crawler lanes.	Slow-moving vehicles
496	I am a very frequent user for long and shorter journeys and find that it is not lorries, or other larger slower moving vehicles to be the problem as people seem to accept they are restricted. There are a huge number of car drivers of all ages who drive slower and pose a bigger hazard. I do not mean when road conditions require a reduced speed. Cars travelling at average speeds of 30-40 Mph on the open road slowing even further on corners. This can lead to driver frustration and cause people to take risks. Some drivers at these speeds even get upset when people do overtake when safe to do so or I have to agree at times when it is not safe to do so. I feel that some drivers are far too aggressive and expect everything and everyone one to move out of their way. I have had a number of near misses over the years due to people overtaking dangerously and having to take drastic measures to prevent a collision. I have seen people attempt to overtake a long line of traffic which I feel is very unsafe and have even witnessed other drivers refusing to let them back into their own lane. I can understand why drivers feel like that but due to the stupidity of the person overtaking but their actions are also cause for concern. I live very close to the road and can see and hear the traffic from my house and it frightens me at times the speed that drivers go and the risks they take. The road is not dangerous it's the people who use it badly that make it appear to be so.	Driver behaviour
497	I feel that overtaking lanes or even some dual carriageway after Oldmeldrum to Aberdeen would be beneficial given the volume of traffic on the road now.	Lack of overtaking opportunities
498	Without wanting to sound old I am mid-forties! I have travelled this road most of my life and have seen how much the volume of traffic has increased at all different times of the day and the road is no longer fit for purpose.	Road capacity issues
499	Slow moving tractors.	Slow-moving vehicles
500	Lorries and large vehicles not using passing places.	Slow-moving vehicles - not using lay-bys

File Note



501	People driving high speeds both on stretches and on bends where not safe to do so. People driving too close to car in front. Motorbikes taking crazy chances to pass. Young boys racing! Some cars and many lorries driving slow and causing dangerous situations with people passing on dangerous places.	Driver behaviour
502	Grass on verges not frequently cut.	Visibility issues
503	No police presence weekend nights.	Lack of enforcement
504	Bad road condition.	Road condition
505	Too many bends.	Bend issues
506	I think there are many issues. Slow moving traffic is the most obvious one and few places to overtake. This means people rush to overtake at places like the Old Meldrum straight. I am amazed there haven't been more accidents there with some of the risky manoeuvres I've seen over the years.	Slow-moving vehicles
507	Overtaking lanes might help with this but really what would help most would be more affordable and better public transport. Ideally we would get the railways back to ease congestion etc. but that seems highly unlikely. Bus park and rides at Banff/Macduff, Turriff and other major settlements along the route might help. But only if bus prices seemed more reasonable. At present I think they are far too high for the levels and frequency of service. There seems to have been a very large increase in people who live along the route commuting into Aberdeen for work. Without decent public transport I only suspect the issues on the road will get far worse. Overtaking lanes would be a step in the right direction but that still focuses on the drivers. Really better public transport links are, in my opinion, going to prove to be vital in increasing the safety of all road users. As well as having positive knock on effects for congestion in Aberdeen and pollution etc. Though prices would have to be significantly lowered for this to become an attractive enough option for folks not to take their cars. Particularly as the further out from Aberdeen you are the earlier you have to get up to catch a bus.	Public Transport Issues (General)
508	Drivers driving at 40-50mph.	Driver behaviour
509	Lack of passing places.	Lay-by issues
510	Tractors not stopping to let excessive queues of cars past.	Slow-moving vehicles - not using lay-bys
511	Driver training generally is not required to a high enough standard. Almost all problems are due to poor scanning of forward hazards and even poorer interpretation of hazards seen. A small minority of drivers seem to have knowledge of the "2 second rule" for vehicle spacing and in consequence are generally regarding about 1 second or less as the travel time between them and the vehicle in front. This makes overtaking an anxious and stressful activity for them.	Driver behaviour
512	The A947 has a number of challenging sections (near Plaidy for example) with poor sight lines due to both peaks and troughs and tight corners. This challenges those with an over-confident view of the own ability to control their vehicle and who do not have an adequate forward scan. The A947 is not obviously a "dangerous" road for drivers who are properly trained and who plan proper journey times.	Visibility issues
513	Agricultural vehicles and other slow moving traffic.	Slow-moving vehicles
514	Lack of safe opportunities to overtake.	Lack of overtaking opportunities
515	Impatient drivers, tailgating in their haste to complete their journey.	Driver behaviour
516	Slow-moving vehicles with no opportunity to overtake safely and not using the appropriate overtaking lay-by of which there are not sufficient.	Slow-moving vehicles - not using lay-bys
517	Also extremely bad driving by young and inexperienced drivers who drive at excessive speed.	Driver behaviour

File Note



518	Inappropriate road markings.	Road condition
519	The use of the road by slow-moving vehicles and their complete inability to use the passing places & not considering other motorists.	Slow-moving vehicles - not using lay-bys
520	Nowhere to overtake slower moving traffic.	Lack of overtaking opportunities
521	Queuing at Dyce and the Haudagain roundabout.	Road capacity issues
522	Road works and tail backs.	Roadwork issues
523	Severe lack of overtaking lanes.	Lack of overtaking opportunities
524	Stretch of road between King Edward and south of Plaidy needs straightening out. Stretch of road between Fyvie and St. Katherines needs straightening out.	Bend issues
525	Police presence appears to be lacking at commuter times.	Lack of enforcement
526	No point in spending ridiculous sums of money on laybys for slow moving traffic as existing laybys are not being utilised. Traffic police should monitor slow moving traffic that refuse to go off road to allow long queuing traffic to pass.	Slow-moving vehicles - not using lay-bys
527	Slow moving traffic, farm traffic.	Slow-moving vehicles
528	Lack of overtaking lanes.	Lack of overtaking opportunities
529	Slow-moving vehicles.	Slow-moving vehicles
530	Poor overtaking manoeuvres carried out by drivers.	Driver behaviour
531	Verges badly overgrown in summertime leading to poor line of sight across corners.	Visibility issues
532	Road markings not clear and in some cases questionable regarding when it is perhaps ok to overtake or not.	Road condition
533	Lack of overtaking opportunities. Thinking in particular about the dip in road between Inverythan and Towie Barclay Castle at Seggat junction, near Turriff. Unless the oncoming vehicle is a van or HGV it disappears from sight until rising on the hill and drivers unfamiliar with the road may think it is safe to overtake.	Lack of overtaking opportunities
534	I tend to use public transport during the week so am fairly oblivious to the road conditions. When I am driving I rarely encounter any problems. Occasionally, slow-moving vehicles are encountered which can be frustrating, but this happens on any single-carriageway rural road. I don't feel the road is as hazardous as it is made out to be, if people drive sensibly and responsibly.	Other
535	There is not a lot wrong with the A947 itself. It's 99% about the drivers on it. Drivers drive too fast, they don't pay attention, I meet drivers far too often who are clearly giving little glances down to phones.	Driver behaviour
536	Slower vehicles cause frustration and force other drivers to take unnecessary risks. Standout problem for me is the Birkenhills Junction 3 miles south of Turriff that I arrive at every morning to join the A947. The amount of times I see vehicles traveling south overtake in this 50mph zone is crazy.	Slow-moving vehicles
537	Lack of safe overtaking places apart from the Meldrum Straight - regular unsafe overtaking happens.	Lack of overtaking opportunities
538	Tractors/large vehicles not pulling over to let tailbacks clear.	Slow-moving vehicles - not using lay-bys
539	Drivers speeding and overtaking at inappropriate places (at times because of frustration caused by other vehicles - e.g. tractors).	Driver behaviour
540	Drivers who seem to lack confidence so drive more slowly than conditions would allow. Drivers who drive the car but not the car and the road. Drivers who will not overtake slower moving vehicles thus leading to the creation of convoys.	Driver behaviour

File Note



541	Agricultural vehicles on the road during peak commuting times.	Slow-moving vehicles
542	Siting of mobile speed camera points on the straights where overtaking is mainly carried out. This also applies to the Police too as Greenspot is a favourite location. Overall the A947 is not a difficult road to drive. Notwithstanding the speed limits in places such as King Edward, Birkenhills, Hatton of Cook etc., and areas such as Castleton to Plaiddy and Kinmundy, it is possible to drive at 60mph provided conditions allow.	Speed camera issues
543	Inexperienced young drivers.	Driver behaviour
544	Farm vehicles travelling in tandem so no space to overtake leading to frustrated drivers taking ill advised "chances" to overtake.	Slow-moving vehicles
545	Slow moving farm traffic.	Slow-moving vehicles
546	Lack of overtaking lanes.	Lack of overtaking opportunities
547	I view the main problems being related to the volume of traffic now using the A947.	Road capacity issues
548	There is no park and ride facility along the A947 at all and the public transport is very expensive and unreliable on the return journey from Dyce to Turriff.	Public Transport Issues (Bus)
549	As always, driver behaviour is probably a large factor in many of the accidents that have occurred on this road over the years. I have been commuting for 10+ years and in general the road is good so terms like "killer road" being used by media don't help. It would be interesting to understand the root cause of the accidents that have occurred - I suspect frustration plays a part and if some measures could be taken to ensure a smooth flow of traffic at a reasonable pace, I am sure drivers would be content to accept the pace and not take risks.	Driver behaviour
550	The lack of suitable places to allow vehicles to overtake slower moving traffic. This creates frustration and leads to risks being taken in order to get past slower moving traffic. Options to reduce the volume of traffic could be considered and this may help. Despite 50mph speed limits at Birkenhills, Hatton Crook and Whiterashes, these areas are often used as overtaking opportunities. The Andrewsford hill between Fyvie and St Katherine's is a slow climb for heavier vehicles and often results in drivers taking risks to get past prior to this area or indeed overtaking between the top of the hill and St Katherine's where there is only short straight stretches of road.	Lack of overtaking opportunities
551	Lack of easy alternative routes.	Other
552	Poor winter clearance of roads.	Road condition
553	Too many cars with only one person, car share schemes could be made more attractive.	Sustainable Travel issues
554	Volume of traffic.	Road capacity issues
555	Slow drivers. Lack of driving skill in poor road conditions, especially snow. Winter driving should be part of driving test.	Driver behaviour
556	There are very little overtaking places causing frustration.	Lack of overtaking opportunities
557	Slow lorries (they are complying with the 40mph limit for their class but this encourages risky overtakes from cars), tractors not pulling in often enough. Slow moving cars not paying attention to other vehicles behind them.	Slow-moving vehicles - not using lay-bys
558	Driver behaviour. Poor judgement and impatience. No specific location.	Driver behaviour
559	I regularly see impatient drivers who tailgate others (including myself), they carry out dangerous manoeuvres at high speed, sometimes using mobile phones - I am a paramedic with 25 years' experience driving on the A947 on a daily basis - I can honestly say that all the fatal and serious Road Traffic Collisions I have attended on this road have never been connected with the state of the road - they have always been driver error, speed or through drink/drugs/phones. I feel stressed whilst driving my own vehicle on this road because of the increase in these reckless, inconsiderate, dangerous drivers.	Driver behaviour

560	Too many idiots driving fast and aggressively.	Driver behaviour
561	Not enough safe passing places.	Lay-by issues
562	Aggression on part of drivers, the bigger the car more aggression. Tailgating. Pressuring cars sticking to speed limits. Culprits are Land Rovers, BMW's, Volkswagens, Audi, plus in my experience most high powered cars. I am under impression that regular commuters who use road daily are, in my view speeding idiots who handle cars as weapons to intimidate other road users	Driver behaviour
563	There are the passing bays for slow-moving vehicles to go in to let traffic past but these are rarely used. Tractors etc. on the road during the morning and evening rush hours are frustrating for all vehicle drivers and tend to cause the most problems. There are also service and school transport buses which stop and start frequently, but again little chance to get past them safely.	Slow-moving vehicles - not using lay-bys
564	The main problem is the variety of traffic which uses the road, from slow moving agricultural vehicles and large lorries to cars and motorbikes. There are very few opportunities to overtake tractors and lorries and when there are there is usually some fast moving car coming from the back to overtake the whole line of traffic, then "cutting in" when it can't get past. (Poor driving I know!)	Lack of overtaking opportunities
565	I feel the main area of concern is the slower driver which causes frustration amongst the drivers ahead and then in turn leads to cars overtaking dangerously. If there were more opportunities available to overtake this may help.	Slow-moving vehicles
566	The tractors, lorries and buses should be encouraged more to pull into the passing places to allow traffic to overtake. I've been on the road quite a number of times when slow vehicles have passed these places to continue at a slow place for quite a few miles which has caused frustration.	Slow-moving vehicles - not using lay-bys
567	The slow-moving vehicles (not only the farmers) are blocking the road quite often. The lay bys are only used by one out of 20; lorries never use them at all. Slow moving cars sometimes force "idiots" to take over at inappropriate places. The lay bys are hardly used ever (I can understand the guys, they want to get home as well but it's still frustrating). Slow moving cars (sometimes at speeds slower than the farming traffic) creating frustration as well. Due do the long time it takes with the bus from Turriff to Dyce or Aberdeen it's not considered as an alternative to the car.	Slow-moving vehicles - not using lay-bys
568	Queue jumping and excessive speed are problems as well.	Driver behaviour
569	This road lacks overtaking opportunities. It's better during winter spring due to the lower vegetation.	Lack of overtaking opportunities
570	The operation of unmarked police cars or laser speed traps should be considered as well. The way the police is measuring speed in this country is quite ineffective (I'm from Germany), because it takes only place at pre-announced areas and you are hardly able to overlook them.	Lack of enforcement
571	The other issue that causes a lot of the frustration are the ludicrous delays coming in and out of Dyce; this frustrates people and leads to a lot of the speeding on the road simply to make up time.	Road capacity issues
572	Some of the paint in the centre of the road is incorrect, i.e. non solid lines at hill tops, bends you can't see round etc. The vast array of lay-bys built a few years ago for police was a total waste of money as I've yet to see one using them!	Road condition
573	The people who drive it are the problem, not the road. I've been driving on the road daily for the last 15 years; main problem is a small number of idiots who think they are invincible.	Driver behaviour
574	Drivers driving too slowly. Slow drivers tailgating slow moving Farm Machinery so close they cannot see oncoming traffic then pulling out into the face of oncoming traffic. Slow drivers forming a convoy, (perhaps due to their inability to overtake) then driving too close to one another to allow safe overtaking. Slow drivers not concentrating on the road ahead, i.e. talking to passengers including using their hands to do so (mostly older people). Far too many drivers not aware of what's happening around them, i.e. not looking beyond their own vehicle or is their eyesight so bad they don't see you until you are upon them.	Driver behaviour

File Note



575	Inappropriate use of speed cameras, they should be in the towns to catch slow country drivers who continue to drive at 40-45 mph.	Speed camera issues
576	Slow vehicles causing build-up of traffic trying to overtake.	Slow-moving vehicles
577	I have travelled this route for 28 out of the last 30 years and during this time I have seen from hardly any traffic to the high levels that I encounter every day. The main problem is the lack of passing places on the entire route, whilst there are a few long stretches where passing is possible, considering that there is no contraflow of traffic at the time, there is by this time a large volume of cars all wanting to pass at the same time. This is often done by a large number of cars at the same time making it unsafe even if the oncoming route is clear. Passing places on the route are a waste of time. While farm vehicles use the passing places, it is not done as often as it should, and lorries never do, and with many lorries going at 40mph, the frustration can well be imagined	Lay-by issues
578	NOTHING WRONG WITH ROAD. LORRIES GO TOO SLOW AND SOME CAR DRIVERS OVERTAKE ON SOILD WHITE LINES.	Driver behaviour
579	Too many bends.	Bend issues
580	Apart from NO SAFE AREAS TO OVERTAKE.	Lack of overtaking opportunities
581	Most of the road users travelling to/from work and school, so CONGESTION.	Road capacity issues
582	Not enough places for farm, slow transport to park, to allow you to pass safe. THE SLOWER TRANSPORT, LORRIES, TRACTORS, BUSES, WHAT CAN YOU DO, GET IN THE LINE.	Slow-moving vehicles - not using lay-bys
583	Not enough places to pass. The road is extremely busy in both directions and drivers get very frustrated when they are stuck behind slow-moving vehicles. This means that when you get a straight bit of road everyone is "eager" to pass the "hold up", which in turn leads to people driving in a manner they would not normally. It is frustrating when you are stuck at 40-50mph and you just want to get from A to B. It could really do with being a dual carriageway in places!	Lay-by issues
584	With the amount of HGVs and tractors and trailers using the A947 there are not enough safe overtaking areas on this road. There has been a lot of money spent on edge of road reflector studs, marker posts, edge of road white lines etc. from Banff to Aberdeen which have not been kept up to standard. I am sure a lot of the money would have been better spent on planning an overtaking lane at Andrewsford brae near Fyvie where there is plenty of waste ground to form an overtaking lane which would save traffic building up and then seems to form a queue right to Aberdeen.	Lack of overtaking opportunities
585	Farm machinery and slower moving vehicles not pulling into passing places to allow other road users past. Andrewsford Brae is particularly bad for this especially when money was spent on creating a layby at the bottom of the hill for slower moving vehicles and there is also a large layby on the brae itself.	Slow-moving vehicles - not using lay-bys
586	Traffic moving at very different speeds (e.g. farm vehicles and drivers on a lengthy journey travelling close to speed limits). Lack of safe overtaking opportunities.	Lack of overtaking opportunities
587	Lack of pull-off areas for slow-moving vehicles.	Slow-moving vehicles
588	Lengthy sections of road with bends, e.g. between King Edward & Turriff and between Oldmeldrum & Newmachar. Contrast between sections of open road with 60mph limit and sections in urban environments with pinch points, e.g. Turriff, Oldmeldrum and Newmachar.	Bend issues
589	Lack of overtaking opportunities which leads to frustrated drivers trying to overtake at inappropriate times.	Lack of overtaking opportunities
590	Road between Turriff and Oldmeldrum is in terrible condition. Road needs to be upgraded. This part of the road is where I see the dangerous driving, overtaking on corners. Basically this part of the A947 is a death trap.	Road condition
591	Balmedie junction needs to be by-passed/straightened.	Bend issues
592	Traffic tail back can be almost at Newmachar.	Road capacity issues

593	There are too many bends on road, therefore reducing the opportunity to overtake, many of the straight parts of road where overtaking would be possible are often at turn offs or junctions making it impossible to pass slower moving traffic. Due to the volume of traffic using the road bearing in mind that the traffic includes a large percentage of lorries and vans the roads are neither big enough nor wide enough for this type of vehicle. I think the road should be updated into dual carriageway for most of the way this would enable the traffic to flow smoothly, it would allow vehicles to overtake slower moving vehicles with less risk and reduce the tension on drivers which in turn leads to road rage and aggressive behaviour. It would also reduce the time and length of journey which would benefit those who are travelling to and from work on a daily basis.	Lack of overtaking opportunities
594	Personally don't think there's anything wrong with A947 it's the bad drivers that cause the problems and unfortunately there is a lot of them. I have been travelling this road for over 20 years and always see bad driving usually drivers overtaking from 4 to 5 cars back and just making it in before bend but each time it's lucky and they are involving us all in the manoeuvre.	Driver behaviour
595	Slow-moving vehicles ignorant of the decency to pull over to allow following traffic to make better progress even at the speed limit. Drivers ignorant or unwilling to use the pull in bays and laybys to allow overtaking.	Slow-moving vehicles - not using lay-bys
596	Lack of overtaking opportunities along most of the road.	Lack of overtaking opportunities
597	Not enough overtaking opportunity.	Lack of overtaking opportunities
598	The main problem is actually agricultural vehicles using the public roads, it always has been an issue and I've known some farmers to actually compete as to how long they can make a queue behind them before they finally pull over to let cars past, this causes the road rage and near collisions.	Slow-moving vehicles
599	Little safe opportunities to overtake vehicles that are well below speed limit. I don't generally exceed the limits apart from an overtaking manoeuvre, then right back to speed limit. Being unable to get past a driver who is well below the limit can cause frustration and result in some reckless or inexperienced drivers, making poor judgements on when and where it is safe to overtake.	Lack of overtaking opportunities
600	Just attitudes of other drivers not only the ones at speed but those who drive at 30mph in 60mph roads as some people get frustrated which causes accidents.	Driver behaviour
601	The new road surface at Hatton/Birkenhills has been left bumpy and uneven which I can see causing problems. Not a good job been done and when road works was in progress at one point I had to sit at lights for almost 20mins to get into my road end where they had placed the lights. Also the major detour we have to take which causes more expense in fuel and takes time out of our busy schedules.	Road condition
602	Poor overtaking areas.	Lack of overtaking opportunities
603	Farm vehicles not pulling over to let people pass.	Slow-moving vehicles - not using lay-bys
604	Not dual-carriage way.	Road Improvements (Dualling)
605	Road contains a lot of blind bends, which in winter makes a very dangerous road to drive on.	Bend issues
606	I have seen others overtake close to a corner where it would be impossible to see any oncoming traffic.	Driver behaviour
607	Hardly any laybys/passing places for slow-moving vehicles to park to let other traffic past.	Lay-by issues
608	Most times whilst travelling on the A947 I have never seen police presence or any method of enforcing the speed limit.	Lack of enforcement
609	Road is used a lot by farmers tending to their fields which cause a lot of anger, especially when they do not pull into one of the rare passing places.	Slow-moving vehicles - not using lay-bys
610	Too many stupid, impatient people.	Driver behaviour

611	Too many bends.	Bend issues
612	Too many tractors.	Slow-moving vehicles
613	Slow-moving vehicles i.e. tractors slowing the speed on a busy road meaning more likely chances of drivers attempting risky overtake manoeuvres jeopardising safety of themselves & other road users.	Slow-moving vehicles
614	Not enough laybys for tractors to use to pull into to allow other users to pass safely.	Lay-by issues
615	High cost of public transport fares puts people off using to help minimise traffic on roads.	Public Transport Issues (General)
616	Section between Turriff and Fyvie is like a race track and cars will drive at excessive speeds and overtake traffic. Same on straight sections near Oldmeldrum. A lot of people don't adhere to speed limits in Oldmeldrum and Newmachar.	Driver behaviour
617	Not a lot of passing places between Oldmeldrum and Aberdeen which causes issues when behind slow moving traffic. Main issue is driver behaviour and attitude. Although more passing places or overtaking lanes between Oldmeldrum and Aberdeen will help.	Lay-by issues
618	Lack of opportunities to overtake slower moving vehicles i.e. farm vehicles and vans. This results in drivers putting others in danger by taking chances to overtake at inappropriate times. There are few straight stretches of road, resulting in people getting frustrated by being stuck in queues and taking risks to overtake when the slightest opportunity presents itself.	Lack of overtaking opportunities
619	It can be extremely annoying when tractors are on the road and nowhere safe to overtake apart from very few spots which invariably mean everyone else pulls out at the same time. No consideration for other drivers in maybe smaller less powerful cars. I enjoy driving but some days on the A947 my heart is in my mouth as I watch people overtake at silly places and nearly cause an accident. I cannot pinpoint specific places as I have seen this all over the road. This road was made way before cars were so big and powerful and could go so fast, this is a main factor as some drivers unable to cope with the speed.	Slow-moving vehicles
620	Can't understand why people drive over the white linesespecially going round corners!	Driver behaviour
621	Over growth at side at side of roads making harder to overtake and people takin more risks.	Visibility issues
622	Could do with crawler lanes at points in the road e.g. Fyvie brae.	Slow-moving vehicles
623	Younger male drivers with expensive fast cars.	Driver behaviour
624	Road is very dangerous. I've had in near 3 head on crashes in three years of driving to work each day. I have also had people peeping their horns at me that have overtook and need squeeze to get in front of me and another car or they would of had a head on however there driver ended up giving me the fingers even though I was the one that had to put the brakes on to let her in. Hate this road!	Driver behaviour
625	As a resident of St Katherines for 14 years I feel compelled to complete this survey - over the years I have witnessed so many "near misses" through no fault of the road. I have to exit onto the A947 each day; this is not a problem if turning left towards Turriff but if turning right towards Oldmeldrum this is different. I have had cars flash their lights/aggressive behaviour etc. shown towards me as have most of the residents here!! No road fault - it's the thoughtless people who travel on it that are the problem.	Driver behaviour
626	Slow-moving vehicles like tractors need to learn to pull in, if people don't intend to overtake leave room for others too. It's all little things that lead to bigger problems and accidents because people get frustrated.	Slow-moving vehicles
627	In my opinion there is nothing wrong with the road, it's the people who drive the on the road that need educated.	Driver behaviour
628	Speed, overtaking.	Driver behaviour
629	Speeding drivers with no regards for other road users. i.e. overtaking on double white lines/blind comers forcing people to brake sharply.	Driver behaviour

File Note



630	Lack of dual carriageways.	Road Improvements (Dualling)
631	Lack of overtaking lanes.	Lack of overtaking opportunities
632	Too many bends on the road that could have been straightened years ago.	Bend issues
633	Drivers driving all over the place - not paying attention - driving too fast.	Driver behaviour
634	Impatient drivers who are hell bent on overtaking the car in front even if it's not safe to do so.	Driver behaviour
635	Aggressive, excessively fast drivers, who are distracted, and not paying attention to road conditions or what is going on around them. On the flip side, very, very slow drivers who cause frustration. I'm not talking about farm traffic as I expect this in the country side, but OAPs who drive at 40mph or below in 60mph areas.	Driver behaviour
636	The most annoying part of the journey was the fact that we had to make a detour via New Deer which added considerable time and mileage to our trip. The road was closed south of Turriff and no information was given as to why or where, which meant we did not take another smaller road as we did not know where exactly the road was closed. The diversion signs were few and far between which also led to our anxiety. Fortunately, we had left plenty of time to get to the airport, but only just got there in time. I feel that a warning could have been given earlier and with more detail so that we could have chosen another route. We shall not be going to the airport this way in future. Having used the bus coming out of Aberdeen in the early evening there is usually a very bad traffic jam at Dyce and beyond. We are glad to hear that road improvements may be made. It is badly needed.	Roadwork issues
637	Driver behaviour is the issue here. Arrogance, speeding, aggressive drivers, failure to use headlights in poor visibility, use of mobile phones etc. Almost every day we witness some hazardous driving behaviour and although I'm a well-qualified, alert and considerate driver ... I'm still very nervous of other road users and their potential to cause me and my family harm. To the extent that I have to call friends, family and new visitors to my home with 'hints & tips' on staying safe on our road.	Driver behaviour
638	Slow-moving vehicles not pulling over to let traffic past.	Slow-moving vehicles - not using lay-bys
639	Lack of places to overtake.	Lack of overtaking opportunities
640	Educating slow-moving vehicles to use lay-bys provided.	Slow-moving vehicles - not using lay-bys
641	The Tullos straight and the junction at Norvite are the locations I frequently experience other drivers driving carelessly. Tractors/cars turning at Norvite from the Fyvie side are often overtaken just as they are about to turn. I had to use my horn to alert a female driver overtaking me that her decision needed to be aborted due to the tractor about to turn in. I was furious that someone had made a conscious decision to overtake when approaching a junction, not predicting or considering that someone may be turning right. I frequently encounter being overtaken when I am doing 60mph (the speed limit!!!!) and there is a then a huge gap, meaning that they are exceeding the speed limit by 10-20mph!! The Tullos straight becomes a dual carriageway during rush hour morning and night because slower moving traffic.	Driver behaviour
642	Slow moving traffic, trailers, tractors and LGVs. This combined with the twisty nature of the road due to geography makes long tail backs of traffic with little overtaking opportunities.	Driver behaviour
643	Road surface and potholes.	Road condition
644	Young drivers speeding.	Driver behaviour
645	No safe overtaking lanes....both sides of Oldmeldrum straight could be made into passing lanes.	Lack of overtaking opportunities
646	Slow-moving vehicles not pulling in causing frustration and dangerous overtaking.	Slow-moving vehicles - not using lay-bys
647	More areas where possible for overtaking.	Lack of overtaking opportunities

File Note



648	Bypass towns if you need to go to a town you would visit it most people just want an easier and faster way to commute to Aberdeen.	Road Improvements (Bypasses)
649	Definitely never take the bus as it takes about 3 hrs before it gets to Aberdeen.	Public Transport Issues (Bus)
650	Cars generally travelling too fast and tailgating.	Driver behaviour
651	The police and speed cameras are nowhere to be seen!! In my 24months driving this road I have never seen a police speed car or mobile camera, visible on the road between the hours of 5.30am-9am and 4pm-6.30pm. I don't know why this is the case as the statistics don't lie, this is the time when accidents are more likely to occur? With no deterrent! I have recently been talking with truck drivers who use the route daily, and to my astonishment they admit speeding up to 50mph at rush hour times. This is apparently 10mph over their legal limit. The question I gave them was why? And the answer I received astonished me profoundly! They said if they run at 40mph motorists take extreme risk taking overtaking on bends, double white lines etc., the list goes on. But when they maintain 50mph a vast majority of motorists will wait until it's safe to overtake. So the sad moral to this story is they are doing the police a favour, reducing the risk of an accident, who in turn would prosecute them for speeding.	Lack of enforcement
652	At rush hour traffic time, am and pm, I witness every single day absolutely unsafe and atrocious driving. My occupation is a professional driver, and often do multiple rotations from Turriff to Dyce throughout the day.	Driver behaviour
653	Recent roadworks completed outside Turriff is shocking, road surface is bumpy and feels unsafe to drive. Social media sites have been full of locals complaining about it.	Roadwork issues
654	Slow-moving vehicles DO NOT use the lay-bys to allow traffic to pass.	Slow-moving vehicles - not using lay-bys
655	Followed a car tailgating a lorry at 40mph all the way from Banff to Turriff yesterday and had no way of overtaking..... Very frustrating.	Driver behaviour
656	Very few areas for you to overtake slow vehicles.	Lack of overtaking opportunities
657	General road condition - rough areas edges of road in disrepair slow moving farm machinery and debris on road Also recently the abysmal attempt at recovering section just outside Turriff at Hatton straight this has affected the road badly as it is affecting the handling of vehicles!!!!!!!!!!!!!!	Road condition
658	Slow traffic during rush hour travelling times. Not enough overtaking places, but then would slow drivers/vehicles use them??	Lack of overtaking opportunities
659	People driving slowly and causing tailbacks with no consideration for other road users.	Slow-moving vehicles
660	I feel the police should be policing unnecessary slow driving practices so traffic can run at a steady pace and avoid frustration to other drivers who have left at a reasonable time to get to their work place but find themselves hampered.	Lack of enforcement
661	In my opinion the A947 needs to be made into a dual carriageway. There would be fewer accidents and people wouldn't need to take risks like they do. Most of the time any journey I undertake on the A947 isn't an enjoyable experience, due to the fact of slow-moving vehicles, e.g.: tractors, lorries and people driving well under the speed limit. It's about time this road was upgraded for modern living. Aberdeenshire Council needs to come out of the dark ages and improve our roads. Take a look at the central belt, best roads in Scotland. We have limited public services in this neck of the woods due to having no rail service. I think it's about time our main routes were given a makeover. It shouldn't take a survey to make changes. There have been problems with the A947 for years now. Surely councillors can see this for themselves.	Slow-moving vehicles

662	In my experience the majority of motorists travel too fast on the A947. I have been overtaken by motor cyclists and car drivers travelling at very high speed on many occasions while driving on the A947 both to and from Aberdeen. I live adjacent to the A947 and am aware that the stretch of road between Banff and Turriff is used as a race track by some young motorists and particularly motorcyclists. This occurs every weekend during the summer months. I also have a concern about motorists cutting corners and driving over double white lines in order to cut corners. This happens regularly at the part of the A947 that dips down to cross Castleton Bridge at King Edward. I regularly walk across the road at this point and have witnessed drivers crossing over the double white lines onto the wrong side of the road travelling towards Banff. This practise is extremely dangerous for pedestrians. I have raised this with a local councillor who visited the site with me and witnessed this driver behaviour. He was shocked! I suggested a speed limit of 50mph set on the A947 between Turriff and Banff as an experiment to improve driver behaviour and would like to take this opportunity of suggesting it again.	Driver behaviour
663	Impatient speeding drivers more cars on the road nowadays.	Driver behaviour
664	There are far too few opportunities to overtake slow-moving vehicles safely.	Lack of overtaking opportunities
665	I have never seen a slow moving vehicle pull into one of the specially designed places to allow others to pass. I feel that under normal driving conditions, it is safe to drive at 60mph on much of the A947. I become very frustrated when someone in front of me is driving less than 50mph. Thus causes impatience in many people as well as backed up traffic. In general the traffic infrastructure in the Banff area is not fit for purpose as there are many more cars on the road these days. The A947 is really the only suitable route from Banff to Aberdeen.	Slow-moving vehicles - not using lay-bys
666	The bus journey takes over 2 hours and there is no rail service in the area. There are numerous industrial vehicles on the road which have to travel at slower speeds. I think we have been forgotten about. All the money has been put into roads further south. I see several new roads either built or being built to service the areas around Oldmeldrum and Inverurie.	Public Transport Issues (General)
667	Speeding, for example, on the series of bends approaching the roundabout at the gates of Meldrum House. Overtaking at excessive speed or at inappropriate times, for example. On the long Tullo straight north of Oldmeldrum. Motorcyclists in particular travel at excessive speed.	Driver behaviour
668	Very slow-moving vehicles not entering purpose built laybys for overtaking.	Slow-moving vehicles - not using lay-bys
669	Impatient and aggressive drivers who don't appear to tolerate people taking care and sticking to speed limits	Driver behaviour
670	No account being taken for bus drivers by cars pulling out in front of them etc.	Slow-moving vehicles
671	Aggressive driving/overtaking by other drivers - I encounter dangerous overtaking on almost all journeys. A947 is notorious. Horrible road!	Driver behaviour
672	Speed. Reckless drivers.	Driver behaviour
673	Not enough speed limits and road signs.	Road Improvements
674	No crawler lanes.	Slow-moving vehicles
675	Tractors constantly being on the road. Lorries and buses going very slow.	Slow-moving vehicles
676	Overtaking is a big issue with vehicles travelling at 50mph or less.	Driver behaviour
677	Not enough areas to overtake slower moving vehicles. Especially during rush hour.	Driver behaviour
678	HGVs having to stick to 40mph cause tailbacks.	Slow-moving vehicles
679	Agricultural vehicles slowing traffic down so other road users then take unnecessary risks to pass them.	Slow-moving vehicles
680	Not enough overtaking opportunities.	Lack of overtaking opportunities

File Note



681	Tractors, slow moving traffic.	Slow-moving vehicles
682	A lot of dangerous overtakes on the Oldmeldrum straight past Norvite and on the windy road between King Edward and Plaidy.	Driver behaviour
683	High amount of slow moving traffic, particularly HGVs and agricultural traffic.	Slow-moving vehicles
684	Inconsiderate, ill mannered, ignorant drivers with no regard to road safety, limits etc.	Driver behaviour
685	Lack of safe sections to overtake.	Lack of overtaking opportunities
686	The little lay-bys are not used by tractors etc. to allow traffic to pass.	Slow-moving vehicles - not using lay-bys
687	Insufficient passing places due to lots of slow moving traffic on road.	Lay-by issues
688	Uneducated and inexperienced drivers. Drivers using mobile phones.	Driver behaviour
689	Mud on the road can be dangerous.	Slow-moving vehicles
690	Tractors sometimes don't pull in to allow traffic to pass.	Slow-moving vehicles - not using lay-bys
691	Young male drivers in fast cars who believe themselves to be invulnerable are a second major factor.	Driver behaviour
692	The road is getting busier as more new housing developments appear.	Development
693	The A947 is not, in my opinion, an inherently dangerous road. However, it is a busy road at peak times and, with being a rural road, it can become congested very quickly if farm traffic is present. I believe frustration is the one of the main contributory factors in accidents.	Road capacity issues
694	Impatience by other road users. Inappropriate speed - usually too fast but often too slow, for example 40mph in a standard car with no adverse road/weather conditions but speeding up to the speed limit on straight stretches thereby preventing overtaking except at excessive speed.	Driver behaviour
695	Potholes need to be sorted as well.	Road condition
696	Too much farm traffic, maybe there needs to be more places for tractors to pull over.	Lay-by issues
697	Long grass etc. at sides of road not cut, making it impossible to see ahead to check for oncoming traffic at parts of the road that does offer safe overtaking!	Visibility issues
698	Slow-moving vehicles (tractors) not using existing passing spaces causing frustration!	Slow-moving vehicles - not using lay-bys
699	Lack of spaces for slow-moving vehicles to use.	Slow-moving vehicles
700	Farm traffic and HGV slowing down traffic also causes trouble as people get so frustrated. I know now to leave 2 hours before meeting someone in Aberdeen and an hour and a half for Inverurie as I know I will get stuck behind a slow vehicle without a doubt. People driving this road for work don't have the luxury of time I have, so they get frustrated and worried which leads to stupid overtakes and speeding. Although I've seen a few idiots doing what must have been over 100mph easy on a few occasions too. Ironically passing the hung up football tops left after fatal crashes. It seems no matter how safe we made a road there are still complete idiots risking lives purely for fun.	Slow-moving vehicles

File Note

701	People driving too fast and being in too much of a hurry is the main concern. Drivers overtaking in stupid, stupid places when there is no way they can see round corners. Driving right up behind you while waiting to overtake is a concern too. Especially when weather is bad. It seems they just don't think about safety. On more than a couple of occasions the last few years I have come round a bend and had to slam on the breaks as I've encountered a car overtaking oncoming in my lane. I would say scares on this road are far too frequent. I have a 7 month old in the car now and I hate driving it now. I think twice about the journey. My family all live in Aberdeen or Inverurie area while I live beside MacDuff. It's a terrible situation when you think twice about seeing family because of the safety of a public road.	Driver behaviour
702	Lack of passing areas.	Lay-by issues
703	Farmers using the road at peak times, it's quite common to see tail backs of more than 20 vehicles behind a tractor, I feel they should not be allowed to use the route at peak times, or at the least be forced to pull over to allow traffic to pass safely.	Slow-moving vehicles - not using lay-bys
704	Congestion at Dyce by old railway. Make the road wider there to let traffic flow from industrial estate and turning.	Road capacity issues
705	Lack of overtaking areas making people speed on straight parts. Overtaking when they can't see oncoming traffic. Silly reduce speed area like Birkenhills; having reduced speed at Auchterless turn would be better.	Lack of overtaking opportunities
706	Witness a high amount of road rage where vehicles will sit close to cars in front and increase pressure on them as they will always look to overtake in areas that are unsafe. On occasions where I have had to drive in rush hour traffic I will often witness vehicles who are unhappy at sitting in the flow of traffic and overtake long queues of vehicles and pull in at the last moment causing drivers to take breaking action which has a knock on effect, I find this happens mostly on the two straight sections of road between Fyvie and Oldmeldrum. I have also on occasion been overtaken on areas which have solid white lines or are junction areas where the road is widen for traffic to turn in. Speed is also a regular problem as I will often have traffic catch up to me at a very quick pace on almost all parts of the route due to not following the speed limit, this is in both rural areas at 60mph and built up areas where the speed limit is 50, 40, 30mph, though I find it happens more in sections of the road that are at 30mph.	Driver behaviour
707	Inexperienced and/or ignorant drivers.	Driver behaviour
708	Tractors never pull over to allow overtaking.	Slow-moving vehicles - not using lay-bys
709	Takes 2 hours to travel 35 miles far too slow. I spend 4 hours travelling. Cost of transport is high. No one seems to know the speed limit.	Road capacity issues
710	Does the long term plan include consideration of bringing rail service back to Turriff, Macduff, Banff and the coast towns?	Public Transport Issues (Rail)
711	Road really badly needs to allow for slow drivers and for heavy vehicles - tractors and agricultural vehicles as well as buses and goods vehicles. The current road constrains all drivers to the pace of the slowest and is not fit for the purposes for which it is used.	Slow-moving vehicles
712	What is especially frustrating is when you and about 20 other vehicles have been behind a tractor/or something doing under 40mph for over 5 miles and they do not pull into the laybys intended for slow-moving vehicles. I do not enjoy the journey - I find it quite worrying in fact. I don't particularly like overtaking and tend to err on the cautious side. I would prefer to sit behind a vehicle doing 50 than overtake - probably only overtaking it on 2 sections of the whole Turriff to Aberdeen Road and that would be on the Oldmeldrum straight or the straight bit between Fyvie and Turriff - just after what used to be the petrol station.	Slow-moving vehicles - not using lay-bys

File Note



713	I do not in general exceed the speed limit - only if my speed has crept up and I notice I'm doing over 60mph - and then it tends to be no more than 63mph. Or when I am overtaking it is necessary to exceed the speed limit because I want to get in as quick as possible then back down to my speed. There is such limited opportunities to overtake on the A947 - there are very, very few places safe to do so - some straight bits of road, although long - have lots of junctions - and I have seen many a time drivers coming out of junctions - turning right onto overtaking drivers. You think it's safe but it's not!! It is fairly easy to get frustrated - it is not unusual to be stuck behind a vehicle doing less than 40 mph for over 10 miles. It is fairly typical to go all the way from Oldmeldrum to Newmachar at 50mph and under.	Lack of overtaking opportunities
714	Slow-moving vehicles do not use lay-bys causing frustration if you are stuck behind them for long periods of time.	Slow-moving vehicles - not using lay-bys
715	Inconsiderate drivers.	Driver behaviour
716	Lack of areas for overtaking.	Lack of overtaking opportunities
717	Lot of slow & heavy traffic sometimes (lorries and Farmers).	Slow-moving vehicles
718	Idiots that seem to think them getting to work is more important than other road users lives. People who do not drive to the speed limit when conditions are good. Cause queues then more of a risky over take for people behind the queue.	Driver behaviour
719	Slow-moving vehicles not pulling over.	Slow-moving vehicles - not using lay-bys
720	Uneven road surfaces.	Road condition
721	No room to overtake.	Lack of overtaking opportunities
722	Slow drivers.	Driver behaviour
723	Road surface in poor repair, frequent large potholes and uneven road surface.	Road condition
724	Aggressive drivers taking risks in order to overtake. Drivers become increasingly frustrated and driving style becomes more erratic, show road rage. Cars being driven without headlights in conditions of poor visibility.	Driver behaviour
725	Slow-moving vehicles failing to pull in to allow safe overtaking.	Slow-moving vehicles - not using lay-bys
726	Large volumes of articulated lorries and agricultural vehicles with limited opportunities to overtake safely.	Lack of overtaking opportunities
727	Also, the bottleneck at The Balmedie junction needs to be addressed - whether by slip road, flyover or roundabout.	Road capacity issues
728	Lack of overtaking opportunities, especially between Aberdeen and Turriff. I don't think it justifies a dual carriageway but a crawler lane would be appropriate.	Lack of overtaking opportunities
729	Then you get people (inexperienced young people) who risk overtaking in stupid places that are far from safe to do so with excessive speed.	Driver behaviour
730	In the winter, due to cut backs the conditions can be very scary on untreated surfaces. More gritting at the right times needs to be reintroduced.	Road condition
731	The main problem is drivers going far too slow including agricultural vehicles who do not pull into the side or into the specific slow vehicle spaces already in place. This causes most of the frustration when driving on this road. A lot of the slow moving traffic is elderly drivers who sit at 40 - 45 mph!!!	Slow-moving vehicles - not using lay-bys
732	Unlike the other routes to Aberdeen, the A947 has no overtaking lanes.	Lack of overtaking opportunities
733	Unlike the other routes to Aberdeen, the A947 has no dual carriageway.	Road Improvements (Dualling)
734	Lack of knowledge of some drivers when driving.	Driver behaviour

File Note



735	Conditions of the road.	Road condition
736	People overtaking whilst other cars are coming in the opposite direction.	Driver behaviour
737	Also the frequent lack of opportunities to pass with regards to passing lanes is bad especially with regards to commuting to work in the morning when you have a specific time to be at your destination.	Lack of overtaking opportunities
738	Other road users e.g. lorries, tractors etc. are holding traffic up frequently and resulting in people having to pass in stupid places to get past them to be at work on time and potentially putting themselves in danger due to the slow-moving vehicles being a hazard and not pulling in when they are obligated to do so when there is a certain level of vehicles behind them, they continue on their journey and frustrate other drivers and result in people putting themselves at risk.	Slow-moving vehicles - not using lay-bys
739	The road conditions are terrible, pot holes in a lot of places where you have to attempt to avoid them from damaging your car and resulting in being put in a dangerous position. Also the general condition of the road not specific to pot holes is bad.	Road condition
740	It's such a busy road and in our current society people are constantly rushing to get to and from work. The amount of slow-moving vehicles on this road is so, so, so frustrating. You give plenty of time for your journey and then get held up for 15-20 minutes. I hate over-taking but often have no other way around it unless I want to be sitting behind a tractor or lorry for miles. There are a few points that a slow moving vehicle can pull in but they often never use them!! These vehicles make others over-take unnecessarily and at risky times. It's not exactly a safe road to overtake on as there are only certain places you can do it safely. If this road was a dual carriageway there would be so much less accidents and people getting stressed. If that can't be done then something needs to be! There should be a stricter law on slow-moving vehicles letting passers-by. I get stuck behind 6-7 per morning and it's so enraging!!!	Slow-moving vehicles - not using lay-bys
741	Vast amount of corners.	Bend issues
742	Length of verge grass/uncut verges obscuring vision of road ahead.	Visibility issues
743	No suitable overtaking areas.	Lack of overtaking opportunities
744	Tractors and drivers not driving to the national speed limit.	Driver behaviour
745	Nowhere to pass the many slow moving tractors / vehicles etc.	Lay-by issues
746	No dual carriageway.	Road Improvements (Dualling)
747	Lack of overtaking opportunities. Tiring due to sheer amount of twists and turns and narrow sections.	Lack of overtaking opportunities
748	No bypass for towns like Oldmeldrum and Newmachar.	Road Improvements (Bypasses)
749	Roundabout needed at approach to Dyce during rush hours.	Road capacity issues
750	Traffic wait time after an already long journey is unacceptable.	Road capacity issues
751	Excessive traffic at Parkhill junction. Frequent accidents at the Rosehall bridge section.	Road capacity issues
752	Poor visibility for overtaking as verges not cut back.	Visibility issues
753	Slow moving traffic. Heavy loads avoiding A96 low bridge.	Slow-moving vehicles
754	I would prefer to see more overtaking opportunities.	Lack of overtaking opportunities
755	My last trip was an evening run so it was quite a decent run. It was this trip I have based my answers on as requested. Day runs can be lengthy and rather more frustrating. I have had many encounters of long waits behind tractors that won't pull over and other very slow vehicles.	Slow-moving vehicles - not using lay-bys

756	Poor road conditions, throughout entire journey. Recent resurfacing on the Hatton Straight, just south of Turriff is a shameful example of council road workers competence. The surface is now worse than it was prior to the works commencing.	Road condition
757	It is a busy road at most times I travel. Luckily not at peak going to work times. Road is not to a standard for the volume of traffic.	Road capacity issues
758	Not much opportunity to overtake.	Lack of overtaking opportunities
759	I have on a number of occasions witnessed manoeuvres that other drivers have made and been overwhelmed! I have also done things in my younger days and have learned my lesson with age; I am now 31 and have a four year old and one year old in the car. This plays on my mind a lot as I am responsible for their safety; I feel that other drivers on this road are compromising the safety of innocent people like me and children.	Driver behaviour
760	There are a few areas on the road that I feel could be improved by cutting back trees/ bushes the main one being on the Turriff to Banff road just before Keilhill I find there is a blind corner where it's ok to overtake on the Turriff to Banff side but there could be something coming fast the other way and would be on you right away without warning.	Visibility issues
761	A lot of slow-moving vehicles, lorries, tractors etc. I feel some drivers get agitated sitting in long lines of traffic or stuck behind a slow moving vehicle they try and overtake it daft places. If they were to leave a 5-10 minutes earlier in the morning this night help them if they are using the road to get to work. I frequently use the road from Banff to Turriff then Turriff to Banff up visiting my family in Turriff. Then once a month I travel to Dyce from Banff to pick up my husband from heliport this is normally a very long journey. I always slow down there when on my way from Banff to Turriff so I am ready to slow down. I personally do think it's down to the people using the road, not the road itself but I do feel that areas could be improved, like I have mentioned above. I do also find that some drivers drive at 40-50mph on the Banff to Turriff road then come into Turriff and do 40???? This I find is quite annoying if drivers drive at 60 when meant to would help. This is maybe a lot of elderly drivers that do this.	Slow-moving vehicles
762	Drifting snow is a particular problem in the Whiterashes area due in part to a lack of fencing or hedgerows along this stretch.	Other
763	Additional (and longer) passing places are required to allow tractors and other slow-moving vehicles to pull over. It is not uncommon to follow a tractor doing between 30-40mph for 5 or 10 miles or more because there is nowhere suitable to pull in.	Lay-by issues
764	Although the frequency of the bus service has improved, journey times are much longer door to door than many commutes by car even with the congestion! With the housing growth in Inverurie and Oldmeldrum areas, and possible developments further north in Turriff this road must be a major priority for funding.	Public Transport Issues (Bus)
765	The road markings need attention, in places they are very faded or non-existent. On dark, wet winter nights they are vital in safely navigating the twistier parts of the route. 4X4 drivers should be educated that they are not bomb proof and just as likely to crash in bad weather at excessive speeds as the rest of us!	Road condition
766	Some parts of the road seem to suffer the need for regular repairs (the A920 junction south of Oldmeldrum and the Whiterashes area in particular seem to suffer). To add insult to injury there are additional delays due to the AWPR works. I'm not sure what the bend issues will be at the junction between the bypass and the A947 but users of the A947 must have priority if the delays in Dyce are not to be exacerbated. (The Kwikfit roundabout takes significantly longer to navigate most evenings than the Haudagain!).	Roadwork issues
767	In addition to a major bottleneck at Dyce where the B977 straddles the A947. The most bangs for bucks would be to sort out the delays at the Dyce end; this would reduce journey times and ease frustration which is the biggest cause of speeding.	Road capacity issues
768	Commuters to Aberdeen who have too little or restricted choice as to travel times face frequent delays due to slow-moving vehicles (tractors, lorries, caravans and poor drivers who do not drive to the conditions),	Slow-moving vehicles
769	No lighting in winter.	Visibility issues
770	Lack of dual carriageway.	Road Improvements (Dualling)

File Note



771	Poor overtaking opportunities.	Lack of overtaking opportunities
772	The road is not good for overtaking. I only go to Aberdeen to visit family so timescales are not that important to me, but I can imagine it is a terribly frustrating route if you have to go to and from work on a daily basis and try to keep to a schedule.	Lack of overtaking opportunities
773	There are often slow moving farm vehicles and large lorries that are difficult to pass.	Slow-moving vehicles
774	When it's raining, drainage off the road is poor in places North of Fyvie.	Road condition
775	A lot of wildlife - pheasants and deer.	Other
776	Cars and motorcycles go far too fast on this road, difficult corners and farming vehicles, people don't have patience. Car in front of us kept going across white line to such extent if it had not turned off I would have reported them.	Driver behaviour
777	The road is not the problem it is the impatient drivers using it!	Driver behaviour
778	Hazardous parking/vehicle movements at the Co-op in Newmachar. Frequently, vehicles reversing out onto the main road causing traffic to come to a standstill to let vehicles out. Also southbound vehicles parking outside Beekies Neuk opposite the Co-op which impedes the two way flow of traffic, should be double yellows opposite the Co-op.	Town Issues
779	It's hazardous for pedestrians crossing the road at this location. (Outside the Co-op in Newmachar)	Sustainable Travel issues
780	Specific locational issues: - poor junction visibility (especially both Straloch junctions due to road alignment and overgrown vegetation, also parked vehicles obscuring visibility at the B993 Whiterashes/Inverurie junction).	Visibility issues
781	There are general problems with driver behaviour: -- driver frustration due to slow-moving vehicles and lack of opportunity to overtake safely due to the volume of oncoming traffic - driver attitude/poor hazard perception - competitive/aggressive driving - drivers speeding in Whiterashes and Hattoncrook to overtake slower moving vehicles, should these be made 40mph instead of 50mph? - drivers crossing solid white lines to overtake slower moving vehicles - drivers turning right from the A920 Pitmedden junction on to the A947 just south of Oldmeldrum frequently pull out when it is not safe to do so causing northbound traffic to brake	Driver behaviour
782	Lack of safe overtaking opportunities.	Lack of overtaking opportunities
783	The number of slow moving agricultural vehicles.	Slow-moving vehicles
784	The main problems/issues are: - sheer volume of traffic, which has increased significantly in the past 5 years.	Road capacity issues
785	Big lorries/farm vehicles/diggers etc. not pulling over into laybys. Incredibly risky overtaking on bends/places with restricted visibility - I often have to brake for vehicles overtaking the other way to keep myself safe and have experienced a number of serious near misses. The situation has worsened in the last decade in my opinion due to the increased volume of slow moving traffic.	Slow-moving vehicles - not using lay-bys
786	Very few places to safely overtake combined with far too much traffic not keeping up with the speed limit (doing 40mph [or less] in a 60 zone is very common) causing lengthy tailbacks.	Lack of overtaking opportunities
787	Bad condition of road. Ice. Pot holes.	Road condition
788	Bad upkeep of road, especially in winter when not enough early morning gritting takes place.	Road condition
789	No dual carriageway.	Road Improvements (Dualling)
790	Older drivers who do not ever drive at national speed limit but are never stopped for this and asked why.	Driver behaviour
791	No proper opportunity to overtake slow-moving vehicles.	Lack of overtaking opportunities
792	Bottleneck congestion from Asda Dyce to airport turn off on way home at teatime. Haudagain roundabout and the changing speed limit from 30 to 40 to 30mph from there all the way into Aberdeen. Causes confusion.	Road capacity issues

File Note



793	Farm vehicles with unsafe dangerous attachments.	Slow-moving vehicles
794	Bus lanes empty when there is congestion on road.	Public Transport Issues (Bus)
795	Slow-moving vehicles e.g. tractors who don't pull into the few passing places when they could.	Slow-moving vehicles - not using lay-bys
796	Commercial vehicles - LGVs, vans, and tractors exceeding their speed limits thereby giving cars fewer opportunities to overtake safely.	Driver behaviour
797	Driver frustration at slow traffic.	Driver behaviour
798	Dangerous bends.	Bend issues
799	Far too high volume of traffic for a very basic A road to have to deal with combined with the different speeds at which people wish to drive at. A lack of carriageway means more overtaking happens and therefore increased risks. As a result its catch 22 faster drivers get frustrated at slower ones and slower ones get frustrated and faster ones. More incidents of tailgating and people have no patience to wait their turn to overtake and end up pulling out early on other road users sometimes having to cut up other vehicles when forced to pull back in. One thing I would like to add is that mornings are worse than evenings and by focusing the survey on the most recent journey you will more than likely get a lot of answers which are based on a far more relaxed journey assuming most people are filling the survey in during the evening at home as I am.	Road capacity issues
800	Many drivers seem to either not care or are not aware that the speed limit of the A947. Before I moved to Turriff I believed that the national speed limit signs meant 70mph but I have since learned differently. I am sure there are more drivers that are not aware of the speed limit or simply disregard this and take advantage of the straight sections of the road to overtake - at great speed - multiple cars in one go. Let me make this clear, the police do not care enough to do anything about speeders on the A947. The odd mobile speed camera van is simply not enough to curb the speeding epidemic. Motorcycle riders are the absolute worst, they overtake in more dangerous areas than a car would and behave like they cannot be behind any other traffic. I have a dash-cam and am building up a collection of footage to show that bikers and drivers of powerful cars are allowed to drive with impunity. If you want to improve safety, launch an educational campaign about the speed limits (especially for HGV drivers), place average speed cameras and create more passing places for slow-moving vehicles (tractors etc.) along the road.	Lack of enforcement
801	Farm vehicles which won't pull over and allow traffic to flow.	Slow-moving vehicles - not using lay-bys
802	Lack of safe overtaking lanes.	Lack of overtaking opportunities
803	Vision blocked by overgrowth at roadsides or traffic on other side of road.	Visibility issues
804	Slow vehicles causing drivers to attempt overtaking in dangerous aces as very few chances to overtake with either bends on road.	Slow-moving vehicles
805	People driving slower than the speed limit, making following vehicles impatient and then overtaking at unsafe places. People driving too fast, and not knowing the bends in the road well enough, so having to brake excessively to compensate. People driving too fast in general. Drivers not being aware of road conditions, for example when the roads are wet, not compensating.	Driver behaviour
806	Careless, impatient, unsafe drivers of all ages, gender and vehicle type!	Driver behaviour
807	Everyone knows there are absolutely no fixed speed cameras along the whole road, so the so-called warning signs that there are laughable to those who speed! Install fixed speed cameras and warning signs approaching so called bad bends which flash for you to slow down and remove national speed limit signs and replace them with 60mph ones, as many drivers are obviously completely unaware as to what the sign means!! The road itself is not dangerous or bad, in general it takes approximately 30 minutes or so to get to the Parkhill turn off, weather and traffic permitting, yet it can take as long to pass through Dyce at certain times, which I think might be part of the problem with some drivers, as they haven't allowed for the delays, so go tearing up and down the road. Irresponsible drivers are definitely the problem!!	Speed camera issues

File Note



808	Tailgating by drivers seeking overtaking opportunities.	Driver behaviour
809	Slow-moving vehicles on rural sections.	Slow-moving vehicles
810	Bridge at Banff, junction and bridge very tight for HGVs/ buses - requires other drivers to look ahead, be aware of limitations and show consideration - inexperienced drivers might not realise constraints faced by HGVs.	Bend issues
811	Congestion and delays around Dyce especially at rush hour.	Road capacity issues
812	Lots of slow moving farm vehicles causing tailbacks.	Slow-moving vehicles
813	Speed limit at King Edward near school is never obeyed - there should be a better road / safety barriers so such a low speed isn't required. Lots of tailgating by young drivers whilst looking for an opportunity to overtake.	Driver behaviour
814	Dangerous overtaking, people driving at 40mph in 60mph. Older people driving ridiculously slow & younger people driving too fast, overtaking before corners. Erratic driving.	Driver behaviour
815	Mud on road from farm traffic.	Road condition
816	People who drive at excessive speeds. Drivers overtaking at inappropriate places and cutting back in in a reckless manner. People who drive not in accordance with the conditions - road surface/weather conditions etc.	Driver behaviour
817	Lack of suitable places for vehicles to overtake slower moving vehicles and/or agricultural vehicles.	Lay-by issues
818	Being a single carriageway rather than dualled.	Road Improvements (Dualling)
819	Biggest issue there is more and more traffic, more and more people taking chances and inevitably more and more accidents.	Road capacity issues
820	I see a lot of farmers who I know have a job to do in rural community, however do not pull in to side of road or lay-bys opportunity to let cars past when they have several cars behind, this is a big problem! There is no indication how far they will go, I have followed tractors for a lot of miles on several occasions, I once reported one to police and asked them if they could just talk to the guy and explain the situation they are causing by this behaviour.	Slow-moving vehicles - not using lay-bys
821	People overtaking in dangerous places, see it all the time and very aware that anybody can be coming the other way on my side of the road. I have been involved in an accident where a woman coming the other way was overtaking a tractor and trailer at Castleton bridge between Banff and Turriff. At least 2 or 3 decent passing lanes (places) are required on this road from Banff to Aberdeen to help reduce risk and an improvement to the policy regarding use of farm vehicles is required, this would be the easiest fix in the short term, a lot of these vehicles go at an awkward speed nowadays, too slow to stay behind, too fast to pass and that creates pressure with people hard up behind you. There are also a lot more farmers utilising farm trailers as heavy goods/ long vehicles.	Lack of overtaking opportunities
822	Slow-moving vehicles (tractors) do not pull over to allow fast moving traffic to overtake.	Slow-moving vehicles - not using lay-bys
823	Too many bends.	Bend issues
824	Aggressive drivers and speed.	Driver behaviour
825	Single carriage way. Not enough opportunities to overtake.	Lack of overtaking opportunities
826	Parkhill junction - nightmare.	Road capacity issues
827	Newmachar - Can be dangerous with cars parked on side of street.	Town Issues
828	Long term Oldmeldrum requires a bypass.	Road Improvements (Bypasses)

829	Slow-moving vehicles almost never pull in to allow overtaking (Tractors; Cranes; Lorries.) They carry on knowing they have a huge tailback behind them and don't seem to care and are definitely not held to account. Slow-moving vehicles should not be allowed on the A947 during commuting times and a minimum speed limit should also be enforced as with other EU countries.	Slow-moving vehicles - not using lay-bys
830	There is not enough safe road overtaking opportunities on the A947 to overtake slow-moving vehicles. There ends up being a huge tail back and then people get frustrated and take risks out of desperation and that's when accidents occur.	Lack of overtaking opportunities
831	Crawler lane on Meldrum straight would be beneficial.	Slow-moving vehicles
832	Overtaking lane on Meldrum straight would be beneficial.	Lack of overtaking opportunities
833	Also the road between Turriff and Birkenhills that has just been resurfaced needs doing again as it is far worse than it was before! Totally unsafe causing vehicles to bounce across the road.	Road condition
834	Speeding. Aggressive driving.	Driver behaviour
835	Travelling towards Turriff, on the bit known as the Meldrum straight, there is always some idiot who pulls out to overtake the whole line of traffic, on this occasion there was oncoming traffic. The overtaker had to cut in between vehicles to avoid a collision.	Driver behaviour
836	Roads being re-tarred worse than what they were before they started! Poor road surfaces!	Road condition
837	Drivers going too fast, being inconsiderate to others, drivers going too slow (car drivers as well as agricultural vehicles or caravans, etc.)	Driver behaviour
838	Very little in the way of safe overtaking places.	Lack of overtaking opportunities
839	Towns keep getting bigger and bigger. An example is Turriff where the 40mph signs just seem to keep moving further and further out of town every time you go through it. So it just takes longer and longer to get through towns in general when this happens. When going through towns there are parked vehicles either side of the streets meaning you have to pull in especially when big lorries automatically assume right of way. Again takes up driving time. (Main road in Turriff) When driving into Aberdeen the junction with the Parkhill road is a total disaster area. Too many cars at rush hour cause chaos.	Road capacity issues
840	The only thing that I would change about this road is to make slow-moving vehicles aware that when there is a place for them to do they should be pulling in, it would take away from most people the need to be overtaking	Slow-moving vehicles - not using lay-bys
841	Other road users drive far too quickly and do not have the patience to wait behind slower moving vehicles. Many partake in unsafe overtaking and will tailgate other cars. I have been tailgated on several occasions and had lights flashed at me in the morning on my way to work. I was sitting at 60mph and the car behind obviously wished me to drive faster. I have on other occasions seen cars overtake at least 5 cars with the cars in the oncoming traffic having to break. I feel that the farmers get the blame for a lot of the slow moving traffic and I think this is unfair. Farm machinery have to use the roads to get between fields etc. but they do pull in and allow traffic to pass. A lot of frustration comes from being stuck behind lorries and larger vehicles that drive under the speed limit and also other car users who drive at 40/45mph. Yes the road is not the best road however the main problem is the actual users.	Driver behaviour
842	Excessive speeds, tailgating, 'cutting in', very risky overtaking manoeuvres are always seen in the times I travel between 6am-7am between Oldmeldrum - Dyce. Speeding is a big problem through Oldmeldrum and then it is constant until Newmachar. The sweeping bends outside Meldrum and the long straights from Whiterashes to Newmachar are especially dangerous at this time with idiot drivers risking themselves but more importantly other as they rush to work. I have reported a few drivers to the police for almost knocking me off the road with their selfishness.	Driver behaviour

843	I have requested the police make undercover patrols on this section to catch the offenders during these times, as it is no use in a marked patrol as the offending drivers merely speed up once past or they are visible. It is a horrible road to drive on in the morning and I know of a few people who refuse to drive on it then for absolute fear they will be injured because of some idiot. As yet, I have never seen anyone stopped by the police on this road during the morning. I would have hours of dash cam footage available to them showing how idiotic some people are merely to get to work.	Lack of enforcement
844	Many people trying to overtake when unsafe due to general traffic and farm traffic. Many people clearly breaking the speed limit due to speed camera issues and think they are safe to do so.	Driver behaviour
845	For immediate improvement/reduction in accidents get marked police cars policing these roads AT the PEAK times.	Lack of enforcement
846	Having travelled regularly on the A947 between Macduff and Aberdeen for approximately 40 years I have seen a general decline in driving standards. Having been a member of the Scottish North Eastern Counties Constabulary Traffic Department, and Grampian Police, I was also very much involved in driver observation. There are several things which have contributed to the general decline in my observations/opinion. Driver Factor is one major issue. Nobody likes to be told their driving falls short of the required standard. However, sadly that is a fact. From first getting a full driving licence there is a trait for young drivers to be driving, in general, far too fast for the road conditions, including other vehicles etc. Also enforcement requires a hands on approach by human beings, as opposed to cameras, electronics devices etc. (the exception to this being average speed/distance cameras). This will not be welcome news for police and other road safety administrators because of the costs involved. (Far cheaper to install electronic devices/coupled with out of sight out of mind philosophy) in the belief "problem solved". It is a known fact that any rules of any kind are only as good as how well they are enforced. All of society I am sure would not comply with the simplest of rules in the knowledge "nothing happens anyway". I am sure it will be with the best of intentions that any changes to the A947 take place. Again it should be remembered the A947 road is what it is. Like others in the north east having perhaps an A classification, it was designed/laid out in general terms over 50 years ago to facilitate the flow of traffic at that time. Not for being used for what it being used for now, namely a means of transporting hundreds of people daily, to get to and from somewhere where they work. In other words, you cannot make a silk purse out of a sow's ear!	Driver behaviour
847	People overtaking when unsafe to do so due to being frustrated by slow moving traffic/tractors/lorries.	Driver behaviour
848	It goes through too many towns and villages.	Road Improvements (Bypasses)
849	An awful long distance road with nasty bends and curves. Aberdeenshire Council do nothing to upgrade the road to dual carriageway instead rely on boot boy police tactics that only impress old ladies who read tripe sheets like the Sunday Post. This road should be upgrade to a trunk road as the council are useless. It then needs bypasses and dual carriage way sections.	Road Improvements (Dualling)
850	Tractors are a main frustration on occasions they will pull in to allow overtaking but this is rare. Buses stopping in country to pick up/drop off I find dangerous and in general older drivers that want to toddle along at 40mph.	Slow-moving vehicles - not using lay-bys
851	Bendy parts on road I have been driving it for 24 years. The Oldmeldrum straight can be scary at times as that's where everyone wants to overtake and very rarely speed cameras there when I'm passing.	Bend issues
852	People generally not taking the opportunity to overtake slower moving traffic when it is safe to do so, but not leaving sufficient space to allow cars following to overtake them. Speeding and excessive speed is NOT an issue at all on the A947 at any point.	Driver behaviour
853	Nutters driving way in excess of the speed limits and performing high risk overtaking manoeuvres (blind bends, brow of hills). Regularly tailgated, despite doing 60mph. People don't seem to adjust their speed according to road conditions e.g. mud, rain - lack of education?	Driver behaviour
854	Excessive speed is a big problem - particularly by HGVs - and this won't be solved by speed cameras, or reduced speed limits without actual enforcement.	Driver behaviour

855	Absolute lack of provision for cyclists, pedestrians and horse riders along route. There should be paths alongside the road linking the communities along the route. The A947 links several communities yet provides no easy access between them for non-motorised transport. I drive the A947 in a car occasionally, but ride my bike to/from the city while daylight hours allow for it (April - October). I enjoy it regardless of the fact that the traffic (and road surface is poor). I'm satisfied with my travel times on the A947. It's actually not that bad a road from a driving point of view. It goes through farming areas and as such drivers need to be prepared to encounter agricultural traffic and the occasional stray animal.	Sustainable Travel issues
856	Impatient drivers overtaking other vehicles when it is clearly unsafe to do so. Harvest time and holiday time is the worst for very Slow-moving vehicles on the road; people take chances and put other road users at risk when they unsafely overtake these vehicles. 3 times this year we have had near head on collisions due to drivers speeding round blind bends and coming onto our side of the road. This road is deadly and I fear for my safety every time I use it.	Driver behaviour
857	Not enough passing points for drivers to safely overtake.	Lay-by issues
858	Drivers get agitated by slow-moving vehicles; the road needs to be widened for overtaking of slow vehicles including buses and cyclists.	Slow-moving vehicles
859	It's very narrow and twisty especially don't like the bends just out of Dyce under round the bridge.	Bend issues
860	People do drive very slowly and it is frustrating for people who do want to drive at the speed limit and people are going at 40mph	Driver behaviour
861	Lack of overtaking opportunity.	Lack of overtaking opportunities
862	Lack of visibility due to the grass on the verges being so long.	Visibility issues
863	Pot holes.	Road condition
864	Road closures due to resurfacing - why does it take so long to resurface 100yards of road!? Can these works not be done at night to reduce the effect on road users?	Roadwork issues
865	At the moment there are road improvements happening hence the longer travel time and redirected traffic, which is fair enough. However, I frequently see drivers overtaking at excessive speed too close to bends in the road and areas where they cannot see oncoming traffic clearly. I find this quite scary. More lay-by spaces for slow-moving vehicles to rest temporarily would also be helpful.	Driver behaviour
866	More lay-by spaces for slow-moving vehicles to rest temporarily would also be helpful.	Lay-by issues
867	The problem is with the drivers not the road. And the problem with the drivers is stress. Regular people on a regular day shouldn't feel so pressured. The journey is just as important as the destination. Somehow finding a way to change attitudes and possibly lifestyles is probably the answer.	Driver behaviour
868	I am a cyclist and so my answers reflect the fact that I usually have to AVOID the A947 and similar fast, busy A roads because they are simply not safe to cycle on.	Sustainable Travel issues
869	Lack of any meaningful enforcement (police presence).	Lack of enforcement
870	Excessive speeding. Bad driving (lack of consideration for other road users). Failure to obey the rules of the road (such as, overtaking across a solid centreline).	Driver behaviour
871	Slow-moving vehicles causing long tail backs with only a few safe places to pass, particularly bad during commuter times, it makes people take chances when trying to overtake.	Slow-moving vehicles
872	Lack of speed signs/speed markings on road; I think people are unaware of speed limit on the road. More flashing speed signs when exceeding speed limit.	Other

File Note



873	Farmers in tractors not pulling into specific laybys to let vehicles passed especially during rush hours.	Slow-moving vehicles - not using lay-bys
874	Insufficient overtaking opportunities especially with the amount of farm vehicles, lorries and other vehicles travelling below the national speed limit for the road.	Lack of overtaking opportunities
875	Speed - people need to slow down now before someone is killed.	Driver behaviour
876	Strangely enough, we never see a Police car, unless it is merely going to or coming from Fraserburgh, not on patrol. They only Police trunk roads now and don't the motorists know it.	Lack of enforcement
877	Vehicles taking excessive risk when overtaking due to frustration caused by being stuck behind slow-moving vehicles. There are few passing places and often people drive too fast when the road is very busy.	Lay-by issues
878	Too many people taking risks to overtake, people pulling out without checking mirrors.	Driver behaviour
879	Hardly any bus service, like twice a day or something.	Public Transport Issues (Bus)
880	Tractors.	Slow-moving vehicles
881	Too many bends at Longmanhill.	Bend issues
882	One of the worst problems now is mud on the road. According to the law, the person making the mess is responsible for cleaning it up, but no one bothers. Sometimes they put up a sign saying 'mud on road'!	Road condition
883	Lack of cat's eyes, not just on this road, on all roads, one of the greatest inventions, yet they can't be bothered raising them and replacing, they make a massive difference to safe driving.	Visibility issues
884	Bad road surface, wrong camber on some parts - no one seems to know how to build the camber on a road nowadays. The correct camber helps the vehicles turn corners and allows water to drain freely - but now our roads are just tarred over with no camber.	Road condition
885	Bad positioning for turning right.	Lack of stacking lanes
886	Bad overtaking. If this survey is purely to decide whether to put in speed cameras, I would say you are wasting your time. We all have Tom-toms and get warned well before approaching a camera. Overtaking lanes though, they are a good idea, plenty of them up the Inverness way.	Lack of overtaking opportunities
887	Another main problem, as throughout Northern Aberdeenshire especially, is the poor public transport infrastructure. Although I do not blame the council at all for this, I really feel removal of the railways years ago was one of the most lamentable decisions anyone ever took in the area.	Public Transport Issues (Rail)
888	There are definitely a couple of dangerous sections that could be highlighted as a priority and I don't think that should be too much of a problem i.e. no overtaking sections. I think the traffic problems in Aberdeen city is always in the back of your mind when travelling south. I always want to make up as much time as possible when heading to Aberdeen because I KNOW I'm going to lose time in Aberdeen. The surrounding roads (relatively speaking) carry less traffic and can lead to an inflated level of self-confidence. The mixture of commuter traffic and agricultural vehicles is always going to be an issue and encourage overtaking where it is not strictly safe to do so. Overtaking 2+ vehicles can be very dangerous but situations where there is a tailback of vehicles occurs regularly.	Lack of overtaking opportunities
889	High volume of farm vehicles on the road.	Slow-moving vehicles
890	Level of skill from many road users is poor. (Lane discipline on roundabouts, indicating etc.)	Driver behaviour
891	Road surface is disgraceful.	Road condition
892	Not enough overtaking points. Lorries and HGV's travelling at over their speed restriction making it difficult for cars etc. to overtake.	Lack of overtaking opportunities

File Note



893	Very busy road with a lot of rural/farm traffic on it and also lots of lorries with very little chance to overtake/allow them to pull in.	Slow-moving vehicles
894	Road condition isn't great either, surfaces very uneven.	Road condition
895	Excessive speed and irresponsible driver behaviour. The idiots seem to continue to drive because they are undeterred by the threat of law enforcement.	Driver behaviour
896	Lack of overtaking opportunities due to windy road leads to drivers taking risks to overtake/speeding.	Lack of overtaking opportunities
897	The steep sides and verges between Birkenhills and Turriff are a total disgrace. These weeds need removing and over hanging branches would all improve visibility.	Visibility issues
898	New road surfacing.	Road condition
899	Bad driving, speed and downright aggression.	Driver behaviour
900	Very winding road. Between lower Plaidy and the Fraserburgh Turn off, Fyvie and St. Katherines near the Cairnlogie turn off.	Bend issues
901	Lack of overtaking opportunities.	Lack of overtaking opportunities
902	Tractor/machinery drivers not pulling over to allow queues of traffic behind them to pass - leads to frustration - dangerous driving.	Slow-moving vehicles - not using lay-bys
903	Police presence is totally lacking when most commuters are heading to Aberdeen.	Lack of enforcement
904	Other road users think they are invincible. So speed, overtake in inappropriate places, are impatient and have no consideration for other road users. Being a daily user of the A947 I hate that it is the same registration plates/vehicles that are the habitual offenders.	Driver behaviour
905	There are limited opportunities to overtake on the A947 due to the volume of traffic and lack of safe sections especially between Fyvie and St Katherines; Turriff to King Edward and south of Oldmeldrum.	Lack of overtaking opportunities
906	Tree growth in certain sections i.e. north of Turriff has blocked visibility for overtaking.	Visibility issues
907	Drivers of slow-moving vehicles do not use the several lay-bys constructed for that purpose.	Slow-moving vehicles - not using lay-bys
908	Slow moving agricultural vehicles not pulling off to let a queue pass.	Slow-moving vehicles - not using lay-bys
909	Too fast driving for quality of road. Breaking speed limits in towns and villages. Drivers "chancing" overtaking when they can't see far enough ahead.	Driver behaviour
910	Drivers lack of knowledge of how to drive. Also most accidents are investigated as to the cause, but the results are not published.	Driver behaviour
911	The last journey was a short one. Longer journeys (quite frequent) involve many of the driving habits mentioned in the questionnaire. Slow-moving vehicles (agriculture, lorries) are the most common. Bicycles are becoming increasingly so.	Slow-moving vehicles
912	Driver behaviour. Not speeding but not driving at an appropriate speed for road conditions. Driving too fast on straight stretches with bends at the end.	Driver behaviour
913	Some laybys would help.	Lay-by issues
914	Lack of overtaking opportunities resulting in dangerous overtaking and frustration from quick drivers, especially when farmers are moving equipment around.	Lack of overtaking opportunities
915	Some overtaking lanes would help.	Lack of overtaking opportunities
916	Average speed cameras would help	Speed camera issues
917	It's an inconsistent journey - fast, slow, fast slow - slowing down for villages and built up areas, get going again then slow down for slow traffic etc. which causes some other road users to be impatient. Dyce, Newmachar and Oldmeldrum need proper bypasses.	Road Improvements (Bypasses)

File Note



918	Huge amount of traffic that means delays even if you leave 2 hours ahead. There needs to ideally be a dual carriageway.	Road capacity issues
919	More traffic using the road due to increasing numbers of residential communities with no improvements on the junctions to these.	Road capacity issues
920	Frustration by drivers in queues being unable to overtake especially with large lorries and farm vehicles on the route. The one stretch where overtaking is possible is often too busy in both directions for safe overtaking (Hatton straight and Tullo). Getting out of Aberdeen any time after 4pm is very slow, frustrating and fuel wasting. The roundabout at the north end of Dyce to the turn off to Balmedie is totally clogged up. When using public transport it often takes more than 2 hours to make the journey of 35 miles and a car journey can be almost as bad.	Lack of overtaking opportunities
921	Slow moving traffic failing to use lay bys. Unable to pass safely at various sections of road.	Slow-moving vehicles - not using lay-bys
922	Stiffer penalties for young drivers would perhaps make them think twice on speeding or driving carelessly. Too many drivers driving at 100+mph and not being banned as they will lose their jobs. They should consider this before driving the way they do.	Lack of enforcement
923	Uneven road surfaces. Road has been closed recently due to resurfacing but when reopened still a very bumpy surface for driving on.	Road condition
924	Drivers overtaking on double white lines, inappropriate places for overtaking i.e. coming up to a corner. Additional lay-bys for slower moving vehicles will not make any difference as many slow vehicles do not use spaces there are provided at the moment.	Lack of overtaking opportunities
925	Dual carriageway would greatly improve the road and travel time, as I have tried leaving earlier but still not getting into town any quicker??	Road Improvements (Dualling)
926	The farm machinery.	Slow-moving vehicles
927	The flow of traffic.	Road capacity issues
928	Congestion and delays caused by volume of traffic around Dyce and Parkhill.	Road capacity issues
929	Lack of overtaking opportunities even on straight sections because of traffic volume and blind crests.	Lack of overtaking opportunities
930	Long stretches of road with multiple bends which reduce speed, especially of HGVs and buses; for example between Turriff and Banff.	Bend issues
931	Large number of junctions with no stacking lane for right hand turns, causing traffic to queue up.	Lack of stacking lanes
932	Young boy racers in fast cars trying to show off or just drive like they own the road. Every single journey to Aberdeen is stressful for that reason because there are a high number of young people with fast cars around this area. It's especially stressful when traveling with a new-born baby and people coming the other way are overtaking dangerously causing our car to have to slow down. It's not a nice road to be on and every journey when you never know what's coming around the corner possibly on the wrong side of the road. Also a lot slow-moving vehicles and a lot of very impatient drivers causing people to take chances. There's nothing on that whole road to stop people speeding taking risks. Police camera vans just make people slow down for two minutes it takes to drive past it.	Driver behaviour
933	If this survey was about general driving on A947 my answers would be quite different. It so happens, at the moment it is the holidays and the road is quiet. Main problem is hold up at Parkhill Bridge which hopefully will be alleviated once the AWPR is complete.	Road capacity issues
934	Along all the A947, drivers exceed speed limits (in my opinion).	Driver behaviour
935	Many drivers (some very young; some driving high performance vehicles) driving at excessive speeds.	Driver behaviour
936	Few opportunities to overtake due to: a) Many bends on road b) High level of cars travelling in opposite direction at 'commuting' times.	Lack of overtaking opportunities
937	The other road users, speed and inconsiderate.	Driver behaviour

File Note



938	Potholes.	Road condition
939	Single carriageway is insufficient for high volume traffic.	Road capacity issues
940	Farm vehicles accessing road at commuting times.	Slow-moving vehicles
941	Not enough safe overtaking areas.	Lack of overtaking opportunities
942	Slow moving tractors that do not pull in when there is a tailback.	Slow-moving vehicles - not using lay-bys
943	People speeding. Overtaking in silly places.	Driver behaviour
944	Tractors not pulling in when there is a line of cars behind.	Slow-moving vehicles - not using lay-bys
945	People driving above speed limit.	Driver behaviour
946	Slow-moving vehicles do not pull into passing places and should more.	Slow-moving vehicles - not using lay-bys
947	Drivers being frustrated by slower moving vehicles.	Slow-moving vehicles
948	Lack of opportunities to overtake larger vehicles such as buses, lorries and tractors.	Lack of overtaking opportunities
949	Slow-moving vehicles such as agricultural vehicles causing frustration,	Slow-moving vehicles
950	Along with bad driving such as tailgating, overtaking in blind spots and persons who even if you are driving at the exact speed limit must overtake you regardless if it is safe to do so. There is also quite a number of motorists who drive on the open road at 40-50mph who when they come to a built up area keep driving at the same speed and if you are unlucky enough to be quite a bit in front of them when you enter a 30mph zone you will find them right on your tailgate staying there till you get out on the open road again, which I regard as driving in a threatening manner.	Driver behaviour
951	From the 1950's to 1970's there was a policy by the road designers to put in bends and humps in order to slow the traffic down. This was before the speed limit of 60mph was introduced. The result of this policy is the cause of huge frustration and it needs to be addressed by removing these hazards as far is possible, or at the very least by making more stretches available at regular intervals for passing slow moving traffic. I would mention the road between Oldmeldrum and Dyce as being particularly frustrating.	Bend issues
952	A947 is a main trunk road on which there are too many small developments as a result of piecemeal planning decisions over many years. The number of accesses should be reduced with local roads between settlements. Hatton Crook is an example where houses were built on the opposite side of the main road to the services (fish and chip shop and deli at the time), resulting in a speed reduction area. When I was a regular traveller on the road (30 years ago) there were few if any double white lines - now a large portion of the road has double white lines, ignored most of the time by speeding drivers. Progressively the standard of driving in the north east has deteriorated from poor to abysmal, selfish and arrogant. I recently drove from the south of the Lake District back home to Turriff, along a mixture of narrow roads, single carriageway, dual carriageway and motorway when driving south of the border was pleasant and enjoyable. Going round the Glasgow racetrack was somewhat different! From Stonehaven northwards the standard of driving deteriorated with tailgating, speeding and arrogant overtaking on the A90 which continued through Aberdeen to Turriff. The principle problem is the drivers, and no amount of tinkering with the road will address that. The second and major problem is the growth of traffic through piecemeal housing development without addressing the infrastructure including roads.	Driver behaviour
953	The road is not the problem, the people driving on it are. Frustration is just lack of patience and there is no need for it and no excuse for it. If everyone drove according to road conditions, most accidents would not occur.	Driver behaviour
954	Dangerous drivers.	Driver behaviour
955	No opportunity to overtake.	Lack of overtaking opportunities

File Note



956	Speed and overtaking when they couldn't see it was safe to do so.	Driver behaviour
957	A global culture of impatient and aggressive driving. This culture makes safety measures hard to implement changes and regulate. Cars should not be promoted as entertainment i.e. BBC Top Gear.	Driver behaviour
958	We should have kept the railways for long distance travel, fast travel and for the transport of bulk goods. We could have railways again if we wanted safe, fast, reliable, low energy, and weather resistant transport.	Public Transport Issues (Rail)
959	Lack of passing places.	Lay-by issues
960	Lack of enforcement of slow vehicles using passing places.	Lack of enforcement
961	Other road users speeding and performing risky overtakes.	Driver behaviour
962	Lack of law enforcement between 06:30 - 08:30 and 16:00 - 18:00, the worst time for seeing dangerous driving/excessive speeding.	Lack of enforcement
963	Slow-moving vehicles.	Slow-moving vehicles
964	Driver behaviour - generally a minority - but too big a minority.	Driver behaviour
965	Not all parts of the road are suitable for all the uses it has; commuting, farming, leisure, business, students etc.	Road capacity issues
966	Insufficient safe overtaking areas when encountering slower vehicles; sometimes tractors, less often lorries, but quite frequently less confident drivers - my impression being that they are less confident to some extent by all the bad publicity about the road.	Lack of overtaking opportunities
967	Some farmers/drivers of HGV's pull in to the lay-bys to allow drivers past, but an awful lot of them don't. This leads to frustration.	Slow-moving vehicles - not using lay-bys
968	One of the main problems is when a slow moving vehicle (e.g. a lorry/bus/tractor) is followed by one or two cars that are not confident at overtaking. The cars behind then have to sit in convoys of up to and over 20 cars for miles on end. Some drivers take the risk and then have to pass a couple of cars and the lorry in front.	Driver behaviour
969	Require overtaking lanes especially between Turriff and Oldmeldrum.	Lack of overtaking opportunities
970	Tractors, not following the law of pulling over if there are more than 7 cars behind - almost daily occurrence.	Slow-moving vehicles - not using lay-bys
971	Slow drivers who drive at 40mph on 60mph road and continue at 40mph on 30mph road, so they pull away from you in build-up areas and are a real pain, they are the ones who should be penalised as they cause some drivers to be impatient and take risk. Lorry drivers - certain companies need to spend some money on educating drivers, they think they own the road.	Driver behaviour
972	Get the railway back!	Public Transport Issues (Rail)
973	Narrow roads, too many bends and inclines affecting visibility. I was involved in a head on crash at Upper Tack Croft a few years ago, the narrow road and slowing traffic behind a cyclist caused an impatient driver to overtake half a dozen cars straight into our car.	Bend issues
974	Reduced speeds for villages very effective.	Road Improvements
975	Better signs.	Road Improvements
976	Road markings.	Road condition
977	Tractor lay-bys.	Lay-by issues
978	Bad drivers who seem to think they have to break the speed limits. The long straight pieces of road e.g. at Tullo just outside Oldmeldrum towards Fyvie, are great if you are stuck behind a slow vehicle but some drivers like to overtake regardless of whether or not the vehicle in front is already travelling at 60miles per hour.	Driver behaviour

File Note



979	Slow moving tractors at peak commuting time also cause frustration to car drivers. At Whiterashes there is a large grain store so at harvest time, a lot of tractors are on the road taking grain here early morning when they cannot get on with further combining due to morning dew, etc.	Slow-moving vehicles
980	Speed, frustration, farming/haulage traffic leading to frustrated, inappropriate overtaking. Too often I feel forced to pull into a lay-by or turn off the road to let faster traffic past as I will not take risks overtaking slower moving vehicles and I end up being tailgated or cut up.	Driver behaviour
981	Create some if not all dual carriageway as single track roads for such a busy route seems terrible, if not dangerous.	Road Improvements (Dualling)
982	Start the train as people won't take the bus while it takes as long and stops so often.	Public Transport Issues (General)
983	Speed limits are Whiterashes and Hattoncrook are 50mph at present. Quite a lot of drivers ignore this. Would like to see more control on this.	Lack of enforcement
984	Tractors being on the road at 6.30am and 6.00pm: this is the last thing you wish to see on the road when usually are trying to get your work or home from work. The tractor drivers don't seem to know what lay-bys are for they don't pull over drivers get frustrated over take at stupid places then accidents can help or horns start to be used.	Slow-moving vehicles - not using lay-bys
985	Young drivers in fast cars are willing to take risks on this road and they are putting the other drivers at risk.	Driver behaviour
986	Bad/aggressive driving.	Driver behaviour
987	Twisty road, one lane in each direction.	Bend issues
988	Limited overtakes heavy use by traffic including lorries.	Lack of overtaking opportunities
989	Lack of bus lay-bys.	Lay-by issues
990	Increase in the number of horse boxes being towed at slow speeds at the weekend.	Slow-moving vehicles
991	Impolite pulling out by parked vehicles, especially in Newmachar, where they cause hold-ups by turning right soon after.	Driver behaviour
992	Excessive speed of other vehicles. Vehicles being driven too close to others. Very risky overtaking putting other road users in danger. Not adjusting speed to road conditions. Every time I travel on this road these days there is always at least one incident I encounter of more than excessive speed or poor quality of driving - get the impression that some drivers are not in proper control of their vehicle or are using the road as a race track which is very frightening. It's not the road that's the problem; it is drivers not adjusting their speed and control to the prevailing conditions. Too many drivers these days are prepared to take dangerous risks which put other lives in danger as well as their own!	Driver behaviour
993	Road surface in places is of poor quality.	Road condition
994	Vehicles travelling at 40mph creating huge tailbacks and seemingly completely oblivious to the opportunities for them to pull in and let the rest of the traffic flow at a more sensible speed. This is more often than not a normal road car which is more than capable of travelling at 55 - 60mph. Having travelled the road for several years I can safely say it is these inconsiderate and potentially incompetent drivers who create the frustration which leads to most of the risky and dangerous manoeuvres I have witnessed over the years.	Driver behaviour
995	We need crawler lanes.	Slow-moving vehicles
996	Interception of these drivers who create huge tail backs - by the police - as well as the speeders who are of course equally dangerous. Focus on these areas instead of short term campaigns or ridiculous folleys like building small laybys for speed vans that never seem to be occupied, would make a massive difference to the route. Remove 20% of the frustration and you'll remove 80% of the dangerous manoeuvres.	Lack of enforcement

997	Lack of overtaking opportunities when following slow drivers.	Lack of overtaking opportunities
998	Drivers who are slow on bends, then speed up on straight stretches when it should be possible to overtake them. Drivers driving too fast, and not driving to the road conditions. The road is not the best of roads, but it is not as dangerous as people say. It's the drivers driving inappropriately that make it dangerous.	Driver behaviour
999	I have been driving for 60 years can honestly say that no improvements have been made to straighten bad bends during the past 25 years. It used to be the case that every year something was done in that regard but since the inverness road was changed to via Huntly Keith etc. it has been abandoned.	Bend issues
1000	I feel that passing places are a good idea if enforced but the tractor drivers of today go sailing on. Just like on motorways I feel that there are few accidents on straight roads.	Slow-moving vehicles - not using lay-bys
1001	It is a matter of speed enforcement. I know that poverty will be claimed but surely the fourth richest country on the globe could find more resources to widen and straighten large sections of the worst bits. The big lorries are doing their best in this regard. Further south wide roads are everywhere. The section Banff to Turriff could stand major improvement.	Lack of enforcement
1002	Car drivers traveling at inappropriately slow speeds (at least 15 + mph less than speed limit, sometimes 30 mph in national speed limit areas). During the winter many cars have blown highlight bulbs, and use their full beams to compensate, dazzling other road users.	Driver behaviour
1003	Slow-moving vehicles that do not use laybys or designated areas to permit overtaking, in particular large cranes and diggers and some tractors. Inexperienced drivers who become frustrated and overtake in inappropriate areas and other drivers who frequently attempt to 'jump' forward in long queues of traffic, causing others to brake harshly.	Slow-moving vehicles - not using lay-bys
1004	Buses which stop at unmarked bus stops, often situated on blind bends, or areas with limited visibility - particularly the 305, which caused a serious accident near Meddens junction.	Public Transport Issues (Bus)
1005	Pedal cyclists that have little or no lights or hi-visibility clothing.	Sustainable Travel issues
1006	Inconsiderate driving of agricultural vehicles, even when there are appropriate spaces for pulling in. This causes overtaking manoeuvres which should never be considered but are due to frustration.	Slow-moving vehicles - not using lay-bys
1007	Racing of vehicles by younger drivers between Banff and Turriff and return.	Driver behaviour
1008	The concentration of overtaking possibilities (coming from Banff to Aberdeen) is between St Katherines (Norvite) to Oldmeldum and vice versa. Other locations are risky as the road is winding. It would be better to make a dual carriageway or create overtaking lanes.	Lack of overtaking opportunities
1009	Another option is to rebuild the railway with fast moving trains into Aberdeen. Make a connection from Banff towards the Keith-Aberdeen railway. You create work in this time of unemployment.	Public Transport Issues (Rail)
1010	Drivers being impatient when held up by slow moving traffic. Aggressive driving especially in rush hours. Drivers taking risks passing when they cannot possibly see the road ahead or passing when double white lines.	Driver behaviour
1011	Slow-moving vehicles very rarely use the pull-in lay-bys.	Slow-moving vehicles - not using lay-bys
1012	People pull out to overtake in the most inappropriate places and have to force their way back into a queue of traffic when something approaches. Speed cameras don't capture stupidity.	Driver behaviour
1013	Lack of visibility at Luncarty/Castleton Bridge. Lack of visibility at both Keilhill Junctions. Hatched area should be re-instated to prevent overtaking due to blind summit, junctions and bus stop.	Visibility issues
1014	Growth of new trees at Little Hilton Farm, obscuring the view at one of the few safe places to pass between Banff and Turriff.	Visibility issues

1015	HGVs are limited by law to 40mph on a single carriage road. Most lorries ignore this on the A947 apart from Tesco and Morrisons fridge vans from the meat plant in Turriff. I find that these lorries travelling at 40mph build up long queues very quickly especially during peak times. It is not uncommon to see modern high speed tractors stuck behind them. Additionally they do not pull into lay-bys provided for slow-moving vehicles. I would like to see a 50mph limit introduced on the A947 for HGVs as it has been on the A9 to reduce driver frustration.	Slow-moving vehicles - not using lay-bys
1016	Always see people on their phones while driving. Speeding is also an issue along with aggressive driving, tailgating.	Driver behaviour
1017	As there is always an increase in traffic when the schools go back, Aberdeenshire should make it a priority to sort out bus passes for all pupils wishing to travel to school by bus. We are more than half way through the first term back and out of zone pupils have still not got their bus passes yet. In the small 30ish pupil school that my son attends, at least 5 pupils are waiting for their bus passes and therefore having to be driven to school by their parents. This is increasing the traffic on the road and around schools unnecessarily. When multiplied by the number of the schools in the area this is totally unacceptable. Surely the safety of our children should come first. This is not only when they first apply to get on the bus but every year when the schools go back after the summer - we have to reapply every year and wait for 3 -4 weeks before they can get on the bus.	Other
1018	There are not enough safe opportunities to pass slower moving traffic.	Lack of overtaking opportunities
1019	Slow-moving vehicles do not generally pull in to passing places to let the queue of traffic behind get past. This then leads to driver frustration and people taking risks.	Slow-moving vehicles - not using lay-bys
1020	I don't believe the road is a bad road. The whole length of the road has been upgraded in the last 50 + years. The problems in my opinion are the drivers using the road. I look forward to the day when all vehicles are fitted with black boxes and front and rear cameras so that we can see what actually happens at incidents!	Driver behaviour
1021	I live in King Edward (have done for over 40 years) and find vehicle speeds are much higher recently, giving less thinking time, as I have to enter this road between two bends. One concern in our community is if a function is being held in the church or hall, or if a funeral is being held, car parking is at a premium, parking happens on both sides of the main road, and quite a lot of the traffic is reluctant to slow down, although there are a lot of walking people.	Driver behaviour
1022	Also the visibility could possibly be improved with removal of vegetation, banks, etc. which all would help. Another place where a good long strip of visibility previously allowed overtaking was on leaving Turriff heading for Banff, but some trees have grown up cutting this visibility to around half the distance.	Visibility issues
1023	Waking within King Edward is now not very safe as we have had two lamp-posts demolished recently by skidding vehicles on the bend at hall junction.	Sustainable Travel issues
1024	At peak times the traffic is in excess of what the road can cope with, leading to frustration and dangerous driving.	Road capacity issues
1025	Too many bends.	Bend issues
1026	Slow moving traffic, lorries, tractors and other farm machinery.	Slow-moving vehicles
1027	Slow moving cars and HGVs are very reluctant to stop at passing laybys to let queues of traffic past. Farm vehicles are more willing to stop but still not as often as they should.	Slow-moving vehicles - not using lay-bys
1028	The main problems are idiots on the road driving like lunatics - do not blame the road that would be utterly preposterous.	Driver behaviour
1029	Tractor drivers should pull in and let streams of traffic past at busy times.	Slow-moving vehicles - not using lay-bys
1030	If the Council insists on letting more and more house builders build houses, then what do you expect - more traffic and more problems! Stop building so many blasted houses.	Development
1031	Excessive speed of other drivers overtaking on blind corners. Farm traffic not pulling over when appropriate.	Driver behaviour

File Note



1032	I've witnessed 12 cars stuck behind a tractor which refused to pull into 2 passing places.	Slow-moving vehicles - not using lay-bys
1033	Too many tractors on the road, causing huge tailbacks of traffic! Left King Edward at 7am and counted 8 tractors between Turriff to Parkhill bridge.	Slow-moving vehicles
1034	The slow-moving vehicles also will not pull over, very rare that they will and there is also a lack of places to pull in. I witness a lot of drivers speeding through 50mph limit in Birkenhills as well as overtaking here.	Slow-moving vehicles - not using lay-bys
1035	Aggressive driving. Overtaking on double white lines.	Driver behaviour
1036	Not enough passing places for slow-moving vehicles to pull in.	Lay-by issues
1037	Slow-moving vehicles ignoring the passing places available.	Slow-moving vehicles - not using lay-bys
1038	There are speed camera signs but no speed cameras.	Speed camera issues
1039	No police presence. Never seen a police vehicle on the road, going to Banff and coming home.	Lack of enforcement
1040	Speeding. Overtaking on solid white lines.	Driver behaviour
1041	Slow traffic not pulling in (mostly tractors).	Slow-moving vehicles - not using lay-bys
1042	Speeding and frustration by some drivers. Often coming home, travelling between Turriff and Auchterless and driving at 58mph, cars still overtake.	Driver behaviour
1043	A bigger presence of police cars on the road would help and even more so 'unmarked ones'.	Lack of enforcement
1044	Make it compulsory for tractors to draw into lay-bys provided - the majority of them don't bother.	Slow-moving vehicles - not using lay-bys
1045	Excessive driver speed.	Driver behaviour
1046	Slow going vehicles i.e. HGV farm traffic. Farm traffic on road at peak times.	Slow-moving vehicles
1047	Lack of opportunities to overtake slow-moving vehicles.	Lack of overtaking opportunities
1048	There should be designated lay-bys where vehicles travelling below 50mph must pull in to allow flow of traffic through.	Slow-moving vehicles - not using lay-bys
1049	Bad driving is a problem with people overtaking on to oncoming cars meaning they have to brake to avoid a crash.	Driver behaviour
1050	Instead of noticeable police speed camera vans, there should be undercover police cars once a week at different times on the road. This would allow bad drivers to be pulled over, if word of mouth spread that this is happening, it may help the problem - at least on this piece of road.	Lack of enforcement
1051	People always speed on this road - have hidden speed cameras dotted along the stretch of road and fines for going over 70mph.	Speed camera issues
1052	Impatient drivers, don't like to be stuck in a line of cars, overtake at high speed and when I arrive in Dyce they are a couple of cars in front.	Driver behaviour
1053	More overtaking lanes required.	Lack of overtaking opportunities
1054	Grass verges not cut – line of vision not good in parts. Grass needs to be cut round reflectors and arrows on corners.	Visibility issues
1055	Laybys should be long enough to accommodate slow-moving tractors and lorries.	Lay-by issues
1056	Solid white lines should be improved and repainted on a regular basis.	Road condition
1057	Police should be a lot harder on speeding motorcyclists.	Lack of enforcement
1058	Supermarket lorries should not be allowed to use road as a car park – i.e. running slow to reach destination at right time.	Driver behaviour
1059	Slow-moving farm traffic.	Slow-moving vehicles
1060	Little opportunity to overtake.	Lack of overtaking opportunities
1061	Young racers.	Driver behaviour

File Note



1062	No opportunity to overtake.	Lack of overtaking opportunities
1063	Slow-moving vehicles do not use the laybys designated for this.	Slow-moving vehicles – not using lay-bys
1064	Drivers take risks regularly by overtaking.	Driver behaviour
1065	Other drivers being stupid i.e. tailgating and overtaking inappropriately.	Driver behaviour
1066	Slow-moving vehicles not pulling over when excessive cars behind them.	Slow-moving vehicles – not using lay-bys
1067	No opportunities to overtake as it is a very busy road.	Lack of overtaking opportunities
1068	Public transport very expensive.	Public Transport Issues (General)
1069	Slow-moving vehicles not pulling in to let cars pass.	Slow-moving vehicles – not using lay-bys
1070	Speeding and overtaking on blind corners.	Driver behaviour
1071	Drivers overtaking on blind corners. This happens regularly. This does not only put the driver of the overtaking car in an unsafe position but it greatly alarms the other drivers on the road who are watching on.	Driver behaviour
1072	Passing places. Just seems to be a fast road.	Lay-by issues
1073	Slow-moving traffic.	Slow-moving vehicles
1074	Little/no opportunities to overtake.	Lack of overtaking opportunities
1075	Various heavier vehicles i.e. farm vehicles not using laybys to pull in to allow traffic to pass – hence car drivers get frustrated and overtake high numbers of cars – dangerous manoeuvres that may result in injury.	Slow-moving vehicles – not using lay-bys
1076	People tailgating and driving too close to the car in front.	Driver behaviour
1077	Speed and peoples' attitudes to slow-moving vehicles.	Driver behaviour
1078	Dips in road/blind spots on stretch from Birkenhills to Fyvie.	Visibility issues
1079	Speeding traffic on bends before Plaidy – most people disregard 40mph speed limit.	Driver behaviour
1080	Cars and tractors pulling out causing me to brake sharply.	Driver behaviour
1081	Lack of visibility due to grass/bushes.	Visibility issues
1082	More overtaking places for slow vehicles.	Lack of overtaking opportunities
1083	Drivers risky overtaking and excessive speed.	Driver behaviour
1084	Slow-moving traffic i.e. tractors/tractors towing trailers.	Slow-moving vehicles
1085	HGVs slowing on hilly parts of the road.	Driver behaviour
1086	Drivers not adhering to speed limits, road markings and road conditions and highway code.	Driver behaviour
1087	Only two places to overtake.	Lack of overtaking opportunities
1088	People take risks too many times – never feels safe. People go too fast.	Driver behaviour
1089	Reduce speed limit at most places on the road.	Lack of enforcement
1090	Have an express bus between main towns on the A947 – at present takes 2 hours by bus from Banff to Aberdeen – it only takes 3 hours from Aberdeen to Glasgow!	Public Transport Issues (General)
1091	Slow-moving vehicles – tractors/lorries/HGVs failing to pull in and abide rule 169 of the highway code.	Slow-moving vehicles – not using lay-bys
1092	There is a distinct lack of overtaking opportunities that are safe.	Lack of overtaking opportunities
1093	Turriff – Oldmeldrum has many spots such as Fyvie hill where lorries will hold up traffic.	Slow-moving vehicles

File Note

Q11. Please rank the following objectives from 1 to 5 where 1 is most important to you and 5 is least important to you.

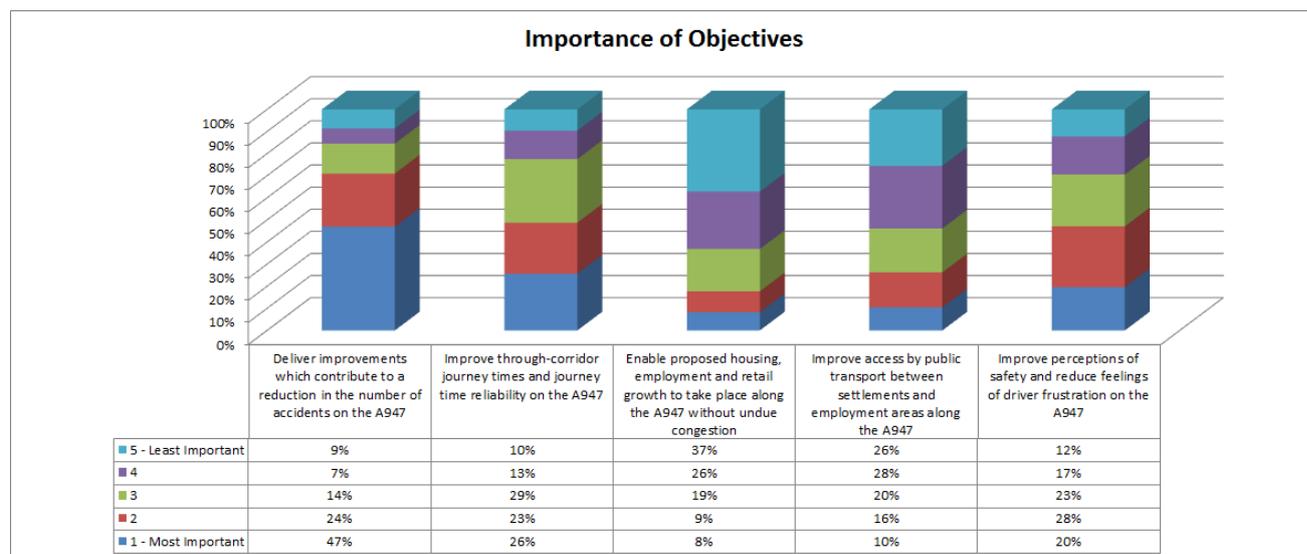


Figure 18: Importance of objectives for A947 Route Improvement Strategy

Based on respondent's views on the prioritisation of objectives, the following order of priority is identified:

1. Objective 1 – Deliver improvements which contribute to a reduction in the number of accidents on the A947: 71% ranked this as either their most important or second most important objective.
2. Objective 2 – Improve through-corridor journey times and journey time reliability on the A947; 49% of respondents ranked this as either their most important or second most important objective.
3. Objective 5 – Improve perceptions of safety and reduce feelings of driver frustration on the A947; 48% of respondents ranked this as either their most important or second most important objective.
4. Objective 4 – Improve access by public transport between settlements and employment areas along the A947; 54% stated that was either least important or not important with only 10% stating this to be the most important objective.
5. Objective 3 – Enable proposed housing, employment and retail growth to take place along the A947 without undue congestion; 63% stated that was either the least important or not important objective. Only 8% considered this to be the most important objective.

In summary of the ranking above and Figure 18, it is clear that respondents feel that measures to reduce the number of accidents on the A947 should be the top priority (with 47% assigning this objective as the most important). This is followed by improvements in journey time and journey time reliability and reduced feelings of driver frustration. The least important objectives to respondents were enabling proposed housing, employment and retail growth to take place and improving access by public transport between settlements and employment areas along the A947.

Q12. What, if anything, could Aberdeenshire Council do to improve the A947?

Table 12.1 presents a summary of findings from Q12. Responses have been grouped into categories to aid the identification of issue types. Table 12.2 provides a full breakdown of responses.

Table 12.1: Summary of Findings from Q12

Category	Example of Improvement Suggested	Approx. No. of times raised
Greater opportunities for overtaking	Overtaking lanes and crawler lanes.	111
Dualling	Dualling of some sections along the corridor or dualling the whole length of the A947.	75
Road condition improvements	Increased road treatments in winter, improved visibility of road markings and repairing pothole issues.	55
Driver education	Encouragement for drivers of slow-moving vehicles to use the lay-bys provided, advertising the dangers of irresponsible driving (e.g. speeding, dangerous overtaking ('obeying solid white lines'), mobile phone use), education of the frustration created by slower drivers and those apprehensive to overtake about the dangers of travelling too close to the vehicle in front, and education campaigns for young people in schools.	50
Greater provision of lay-bys	Greater provision of lay-bys and an increase in the size of lay-bys.	48
Road realignment	Straightening of the most hazardous corners and bends on the road.	42
Other	Other suggestions to improve the route include restricting slow vehicle movements to certain times of day, improving links with Aberdeen City and providing alternative routes.	41
Public Transport improvements	Reinstatement of rail links, cheaper fares, improved express bus services and the introduction of Park & Ride facilities.	39
<i>General</i>		<i>12</i>
<i>Bus</i>		<i>11</i>
<i>Rail</i>	<i>14</i>	
Improved visibility	Greater verge maintenance, increased illumination.	39
Speed cameras	Greater provision of speed cameras and less visible speed cameras, either fixed-position or average speed cameras.	38
Greater enforcement	Greater police presence, particularly in 'unmarked' vehicles, higher penalties for those who are found to be breaking the law and enforcement of slow-moving vehicles using existing lay-bys.	34
Route improvements	Improvements to junctions, provision of bypasses and stacking lanes.	32
Traffic Signage	Variable message signs showing speeds motorists are travelling at and real-time information about the road condition ahead, signage to remind motorists of best-practice driving (i.e. speed limit signs) and signage on approach to hazardous bends and corners.	26
Speed enforcement	Lowering the speed limit and placing stricter controls on speeding.	13
Restrict new development	Restricting new housing developments as this is a contributing factor to congestion issues.	10
Policy change	Introducing a higher speed limit for HGVs and limiting the engine size available to new drivers.	6
Improved opportunities for active travel	Improved opportunities for cyclists and pedestrians.	4
Town improvements	Restricting parking in some areas, particularly in Newmachar.	4

Table 12.2: Responses to Q12

Ref	Comment	Category
<i>Options for improvement</i>		
1	Ensure that the grass by roadsides is appropriately cut to allow safe entry into A947 from side roads.	Improved visibility
2	More warning signs regarding blind summits/corners.	Traffic signage
3	Easier system of reporting dangerous drivers.	Greater enforcement
4	Where possible make the road dual carriageway. Given the number of commuters who use that road frequently and given it is the main route north to Banff and beyond and services towns so obviously on the increase in population size such as Newmachar and Oldmeldrum, the fact the road is still single carriageway is beyond belief.	Dualling
5	General housekeeping along the route - grass cutting.	Improved visibility
6	Repair surface.	Road condition improvements
7	Road signs should not be in stupid places that obstruct views.	Route improvements
8	Fixed speed cameras along the route.	Speed cameras
9	Dual the road.	Dualling
10	Lower speed limit.	Speed enforcement
11	More passing places but make sure large vehicles can fit in them.	Greater provision of lay-bys
12	Route improvements.	Route improvements
13	Personally, it doesn't matter what is done to improve the road some drivers will continue to speed and carry out risky overtaking.	Driver education
14	Putting the railway back would be brilliant.	Public Transport improvements (Rail)
15	At the very least a higher visible police presence.	Greater enforcement
16	Slow vehicle overtaking lanes.	Greater opportunities for overtaking
17	Add overtaking lanes.	Greater opportunities for overtaking
18	Do not permit additional housing along A947 until some upgrading of road has been done.	Restrict new development
19	Improve road treatments over winter.	Road condition improvements
20	Improve line of sight and straighten some sections to allow further safe overtaking opportunities.	Road realignment
21	If you could improve driver education for those travelling at slower speeds/towing trailers/cranes, etc. to pull in to allow traffic to pass would greatly improve travelling on this road.	Driver education
22	Would like to see higher enforcement, especially between 5am and 7am.	Greater enforcement
23	How about dual carriageway.	Dualling

File Note



24	Overtaking lanes in some areas.	Greater opportunities for overtaking
25	Speed cameras (as there are not any between Banff and Aberdeen).	Speed cameras
26	Have more lay-bys for slow moving vehicles to reduce driver frustration.	Greater provision of lay-bys
27	More police patrols. By-pass to Aberdeen will hopefully improve situation also.	Greater enforcement
28	Speed cameras.	Speed cameras
29	Improved road surfaces.	Road condition improvements
30	Better road alignment.	Road realignment
31	Overtaking lanes.	Greater opportunities for overtaking
32	Signs displaying the speed limits for a range of vehicles. This should help the many drivers who haven't looked at the Highway Code since learning to drive.	Traffic signage
33	Better quality of road surfacing. Patching between Oldmeldrum and Newmachar is uneven and not consistent with existing surface. The south entrance to Whiterashes road surface is a disgrace.	Road condition improvements
34	Add speed cameras on long stretches of road.	Speed cameras
35	Higher fines for speeding and dangerous drivers including the maximum prison sentence for causing death on the road.	Greater enforcement
36	Look at straightening corners and proper places for buses to pick up passengers.	Road realignment
37	Fyvie Brae needs to be reviewed for a crawler lane.	Greater opportunities for overtaking
38	Overtaking lanes.	Greater opportunities for overtaking
39	Dual carriageway.	Dualling
40	Improve road surface.	Road condition improvements
41	Improve illumination.	Improved visibility
42	Add in more filter lanes and overtaking lanes.	Greater opportunities for overtaking
43	Places like King Edward where there is a 50mph limit are good as it is a twisty bit of road with several houses. More places to pass safely would reduce driver frustration. Slow-moving vehicles like tractors should use the passing places provided to let traffic flow instead of driving past them. More passing places would be good.	Greater provision of lay-bys
44	Stop housing growth around the area until the roads are capable of taking all the extra traffic.	Restrict new development
45	Straighten-out bends.	Road realignment
46	Make some sections of road dual carriageway.	Dualling
47	The lack of decent road markings and cats eyes throughout the A947 needs to be looked at. The efficiency of some cats' eyes is really poor especially in winter and poor light.	Road condition improvements
48	The A947 has been a road for a very long time and has unfortunately been labelled as a dangerous road owing to a few careless drivers which in turn decipher the general opinions of a generation! Roads are not dangerous just the users!	Driver education

File Note

49	Liaise with Aberdeen City Council in relation to improving the flow of traffic at Dyce as this leads to unnecessary hold ups for those travelling out with Dyce, especially during rush hour.	Other
50	The road isn't the problem...the drivers are.	Driver education
51	Educate farmers to use passing places. If they have 3 cars behind them it should be compulsory to allow passing.	Driver education
52	Dual carriageway, route improvements.	Dualling
53	Keep tractors off the road at most busy times of day i.e. 06:00am to 09:00am,16:00 19:00.	Other
54	I attended a meeting at Banff Academy 2 years ago. Since then there have been more deaths on the A947. Maybe a greater enforcement would deter some drivers from taking risks but now we are speaking "money". Gone are the days when a police car stopped you and gave you a word of warning. The embarrassment of being pulled over made you think as you drove away after that. Now it's all about making money and fines.	Greater enforcement
55	Install places where slow moving vehicles can pull in and let other vehicles past safely.	Greater provision of lay-bys
56	Get overtaking lanes on the road.	Greater opportunities for overtaking
57	It is not the road that is the problem. People don't drive to the layout and conditions of the road.	Driver education
58	Dual carriageway.	Dualling
59	Fill in potholes.	Road condition improvements
60	Keep drains clear so water does not lie on the roads.	Road condition improvements
61	Dual carriageway would be ideal.	Dualling
62	Crawler/overtaking lanes. Remove mobile safety camera vans from safe overtaking places i.e. at the end of long straight open sections, instead monitoring unsafe overtaking places would surely be a better option. I.e. people crossing solid white lines on the carriageway.	Greater opportunities for overtaking
63	Install more speed signs that show your speed, especially in urban sections - Turriff, Newmachar etc.	Traffic signage
64	Dual lane the lot of it would make it so much easier for commuters.	Dualling
65	Liaise with Police to tackle misuse of technology while driving. Educate drivers through advertising (on TV and Radio) the consequences of such irresponsible and dangerous driving.	Driver education
66	Introduce overtaking lanes.	Greater opportunities for overtaking
67	Repairs to the road.	Road condition improvements
68	Cutting overgrown verges and trees in various parts of the road.	Improved visibility
69	Straighten parts of the road where possible.	Road realignment
70	Improve young driver education, keep up police presence to curb racing.	Driver education
71	Keep up police presence to curb racing.	Greater enforcement
72	Improve public transport between the coast and Aberdeen by making it more reliable and cheaper for people.	Public Transport improvements (General)
73	Buses from Methlick to Turriff or Ellon to Turriff.	Public Transport improvements (Bus)

File Note



74	Prepare a joined up development plan and stop building houses without first improving the roads.	Restrict new development
75	The bus for me was a one-time only trip, it was so expensive and it took too long. I car-share instead with my husband who also works in Aberdeen.	Public Transport improvements (Bus)
76	I believe that building a dual carriageway might be a stretch too far but passing places like on the road to Huntly might ease the frustrations of other drivers who get held up by heavy haulage and farm traffic who seem, more often than not, unphased by the mile of traffic they are holding up. The A947 is a pretty way to get to work and I would be concerned that any plans to develop these parts might have a detrimental impact on the natural beauty of the area.	Greater provision of lay-bys
77	Passing places.	Greater provision of lay-bys
78	Improve access into Aberdeen.	Other
79	Improve overtaking facilities to reduce frustration.	Greater opportunities for overtaking
80	Trim roadside verges to improve visibility. Trim overhanging trees.	Improved visibility
81	Consider lobbying for the speed limit for LGV's to be increased to 50mph which would reduce some of the frustration caused by slow moving.	Policy change
82	Provide more slow moving lay-bys of appropriate size to allow LGV and farm traffic to pull in after slow sections such as hills and tight bends to allow following traffic to be released and at the same time not to penalise these LGV and farm traffic on the approach, especially to inclines.	Greater provision of lay-bys
83	More high visibility Police Patrols to discourage poor driving.	Greater enforcement
84	Straighten some bends.	Road realignment
85	Provide more laybys that are long enough for lorries and enforce their use.	Greater provision of lay-bys
86	Overtaking lanes at regular intervals.	Greater opportunities for overtaking
87	Overtaking lanes.	Greater opportunities for overtaking
88	Dual carriageway sections.	Dualling
89	Anything to improve connections with Aberdeen City.	Other
90	Make the whole thing a dual carriageway and bypass all towns on route.	Dualling

91	<p>Let's be more honest and 'up-front' about what goes on with the A947. It's probably not a killer road; yes it would be great if we could make significant improvements, e.g. remove the Kingoodie Bends; do away with the Swailend Bridge; by-pass Turriff; straighten out the Andrewsford Brae etc. etc., however we all know that these aren't going to happen. On the assumption that there continues to be concern about this route, I would suggest that for a 24/36 month period, Council Officers look closely at every collision on the A947 (not just looking at causation factors provided) but engaging/speaking with the Police; obtaining analytical support; maybe even with those involved in collisions if (a) they agree, (b) there are no legal impediments and (c) it adds value; thereby getting down to the real 'nuts and bolts' of each collision. This shouldn't entail too much work, some form of evaluation criteria; outcome analysis; recommendation process; formal sign off etc. etc. A (very) small working group could be established, say the 'The A947 Incidents Review Group', meeting every quarter or six months to discuss the analysis of these incidents and to decide upon whether any other action is required. The group would not only be restricted to collisions, but also to 'near miss' information and any other police data/intelligence about driving incidents on the route. I think there used to be / may still be an A947 group in existence; however, it might need rejuvenated to accommodate this role. The potential results of this could include: 1. We're not doing anything more with the A947 - it's no worse than some other roads and on a vehicular usage/volume basis, there's always going to be some collisions OR 2. Most collisions on the A947 are clearly linked to engineering issues, which require specific remedial attention. N.B. Clearly this would pose the local authority with some serious issues to consider.</p>	Other
92	North of Oldmeldrum - provide more stretches with a long visibility - i.e. overtaking opportunities.	Greater opportunities for overtaking
93	South of Oldmeldrum - straighten out the worst bends in order to reduce the number of slow moving areas.	Road realignment
94	Ideally provide shortish stretches of dual carriageway to allow overtaking.	Dualling
95	Average speed cameras might help.	Speed cameras
96	I doubt straightening the odd bend will have much impact on accident numbers; I wouldn't be surprised if the problem is exasperated without their speed calming effect. The council would be spending good money after bad, without a cultural change from the road users, and there is depressingly little prospect of that. Roll on the driverless car is the best I can offer.	Driver education
97	Dual carriage the whole route, bypass villages.	Dualling
98	Public transport is fine if you live along main roads. Unfortunately I don't.	Public Transport improvements (General)
99	More passing places for slow vehicles to pull in.	Greater provision of lay-bys
100	Reduce road works at busy periods. Better maintenance of the road to reduce pot holes over winter.	Road condition improvements
101	I would spend the money building a rail track and improving public transport times- get the cars off the road.	Public Transport improvements (Rail)
102	Improve the condition of the road, put in overtaking lanes, or more passing places either way, or create new stretch of road in the Fyvie area.	Greater opportunities for overtaking
103	The police should be monitoring the road more, enforcing the limit, especially with younger drivers. Of the numerous accidents in the last few years many have involved young drivers at excess speeds. I can't really think of similar issues on other roads in other parts of Scotland. There is a lot of inappropriate driving and this needs to be stamped out. Honestly I don't really think there is a problem with the actual road - there are far worse roads - but the users and speed need to be addressed. Perhaps extra penalties could be introduced for offences on the road given the history of fatal RTAs. It's a no win situation for Aberdeenshire Council.	Greater enforcement

File Note



104	Make it a dual carriageway.	Dualling
105	Make it dual carriage all or part way.	Dualling
106	Minimum speed limits... i.e. no driving slower than 50mph in certain areas.	Other
107	Overtaking lanes.	Greater opportunities for overtaking
108	Implement certain times tractors can use roads.	Other
109	Dual carriageway.	Dualling
110	Dual carriage.	Dualling
111	3-4 overtaking lanes.	Greater opportunities for overtaking
112	More passing lanes in areas.	Greater opportunities for overtaking
113	Police crackdown on slow moving cars/vans/trucks. HGV limit up to 50mph.	Policy change
114	Dual carriageway.	Dualling
115	Straighter road.	Road realignment
116	Overtaking lanes.	Greater opportunities for overtaking
117	The whole road needs upgraded. As our main link to the South it is vitally important that this road is improved to cut down on fatalities.	Road condition improvements
118	Bring back trains.	Public Transport improvements (Rail)
119	Lanes for slow moving traffic to reduce frustration and mass overtaking in certain sections of road i.e. Any straight bits between each town!!	Greater opportunities for overtaking
120	Get drivers to slow down - educate them that driving fast is not the same as being a good driver!	Driver education
121	Dualling suitable sections like on the A96 would help the majority of problems as those who wish to overtake would get the chance to without problem.	Greater opportunities for overtaking
122	Passing places.	Greater provision of lay-bys
123	Slip roads/Flyovers to allow traffic to flow while a car turning across the carriageway is waiting (at the junction for ACE Winches is a good example where this would be good).	Route improvements
124	Increasing of the speed limit of lorries would also help this problem.	Policy change
125	Improved visibility, tree trimming to allow light into the dark, damp and generally slippery road surfaces are (like what was done to an extent on hill out of Fyvie heading to Aberdeen) this makes the roads feel wider and improves visibility, in turn making the road safer too.	Improved visibility
126	Educating drivers about tailgating and overtaking would help.	Driver education
127	Dual Carriageway most/part of it.	Dualling
128	More passing points for slow vehicles to go into.	Greater provision of lay-bys
129	Improve road surfaces.	Road condition improvements

File Note



130	Look after the side of roads.	Road condition improvements
131	Suitable overtaking lanes.	Greater opportunities for overtaking
132	Slow moving traffic overtaking lanes would provide the best course of action!	Greater opportunities for overtaking
133	Dual carriageway.	Dualling
134	Add overtaking lanes.	Greater opportunities for overtaking
135	More lay-bys.	Greater provision of lay-bys
136	Sign posting to advise slow moving vehicles to pull over.	Traffic signage
137	Make it a dual carriageway.	Dualling
138	I believe you should not be aiming for 'improved perceptions of safety' for individual drivers as I think it results in people driving faster. People need to be more aware of the risks on this road and reduce their speed accordingly. A public system for people to log accidents which are not reported to the Council or emergency services would help you to get a clearer picture of accident black spots. We frequently have cars leave the road and end up in our property, at Backhill of Kingoodie, but often the driver calls a recovery vehicle rather than the emergency services so the accident is never reported, including incidents where we have sustained damage to fence lines and property and been left to make repairs ourselves. This is worrying in the event of not being on site at the time or if livestock escape. I am also aware that the emergency services do not always report accidents to the Council so you do not have a clear picture of the real extent of the problem. I believe safety barriers on bends and stretches of road which are known as accident areas, additional 'SLOW' or 'reduce speed' signs, and reducing speed limits in these places would all help educate drivers. They also do not appear to know what a solid white line in the centre of the road means anymore and I see frequent overtaking where it is not safe to do so. There is also little awareness that when leaving the city and travelling out to the country that the surface temperature of the road drops significantly in winter and what was a safe driving speed closer to town becomes unsafe in rural areas due to ice formation.	Driver education
139	Additional slow vehicle lanes.	Greater opportunities for overtaking
140	Laybys may also help.	Greater provision of lay-bys
141	The Council's resources are limited without greater input from central government. The emphasis should be in education. The A947 is not a dangerous road and neither is it a "killer road".	Driver education
142	Something needs done... Public transport does not help, because it's simply caught up in the traffic... Only cure to that is re-build the railway... many folk are not close to public transport in any case, it's only from most major towns, so is not a factor in this.	Public Transport improvements (Rail)
143	Increased enforcement so aggressive drivers can be caught & penalised.	Greater enforcement
144	Speed cameras at the villages to bring speeds down.	Speed cameras
145	Straighten some of the worst sections before and after Fyvie.	Road realignment
146	Passing places for slow vehicles that can be policed and actually enforced.	Greater provision of lay-bys
147	Some presence on the road by police to reduce speeding works vans etc.	Greater enforcement
148	Increased number of passing places.	Greater provision of lay-bys

File Note



149	Overtaking lanes.	Greater opportunities for overtaking
150	A lot more overtaking opportunities. Or overtaking lanes. Macduff to Turriff road is the worst for not having this.	Greater opportunities for overtaking
151	More direct public transport to Aberdeen from areas such as Banff and Macduff would be beneficial.	Public Transport improvements (General)
152	Perhaps more passing places for slow moving vehicles to pull in and try and educate people to use these if they are in a tractor or other slow moving vehicle.	Greater provision of lay-bys
153	The ideal solution would be to dual the A947 from Aberdeen to Banff.	Dualling
154	Mean time signs advising slow drivers to speed up at peak commuting times.	Other
155	More lay-bys.	Greater provision of lay-bys
156	Improved sight lines at minor junctions.	Improved visibility
157	The whole road needs updated.	Route improvements
158	Make it a dual carriageway.	Dualling
159	Dual it!	Dualling
160	Definitely remove dangerous bends & accident hotspots.	Road realignment
161	Speed cameras.	Speed cameras
162	It's not the road that has the problem, it's the frustration and stupid driving that contributes to more accidents than most. However, slow moving vehicles and inconsiderate and driving doesn't help.	Driver education
163	They must introduce overtaking lanes. This is the only way to reduce frustration, introduce safe overtaking zones. If there were the opportunity to bypass the Fyvie hills that would help safety and make conditions easier in the winter.	Greater opportunities for overtaking
164	Remove the small blind summits beside the old petrol station between Fyvie and Turriff. For safety, make it double white lines at the top of the Oldmeldrum straight.	Improved visibility
165	Stop people overtaking before they can see down the hill, but also get the police to sit there a few times a week - it is an accident waiting to happen.	Greater enforcement
166	Fixed speed cameras.	Speed cameras
167	Overtaking lanes.	Greater opportunities for overtaking
168	Overtaking lanes would stop frustration.	Greater opportunities for overtaking
169	More passing places which slow traffic will actually use. More safe opportunities to pass.	Greater provision of lay-bys
170	Improvement over 20 years seems a bit ridiculous they could build a whole new road faster than that. Overtaking lanes would be a short term solution.	Greater opportunities for overtaking
171	Stop developing until you have the road safer!	Restrict new development

File Note



172	Stop doing small patch repairs! They cause very uneven surfaces which causes the car to become unbalanced when bumping up and down over all these 5m long repairs, often clumped together with old road in between! It is much nicer to see the whole section of the road being re-surfaced. I do not notice any longer delays when the whole section is re-surfaced in comparison to these stupid patch repairs. The road is uneven with holes, and the council are exchanging that with uneven stretches with raised sections!	Road condition improvements
173	Provide passing places where you can overtake slow moving vehicles safely. It's not rocket science!	Greater provision of lay-bys
174	Make the road dual carriageway.	Dualling
175	Fixed speed cameras on straight stretches of road e.g. Oldmeldrum-Fyvie.	Speed cameras
176	Maintenance of grass verges so drivers can see what's coming at road junctions.	Improved visibility
177	Get rid of some of the bends.	Road realignment
178	More passing places for slow moving vehicles.	Greater provision of lay-bys
179	Give it the same consideration as other roads in the area. Dual it.	Dualling
180	Dual the whole length. If the Scottish government can build a new Forth Bridge to satisfy Lowlanders surely after the amount of revenue and taxation that the North East contributes it is not too much to ask.	Dualling
181	Make it dual carriageway.	Dualling
182	Get slow moving vehicles off the road!!	Other
183	Create overtaking lanes in certain zones, bus laybys and right-hand turn zones to allow traffic to pass instead of waiting behind vehicles at popular junctions.	Greater opportunities for overtaking
184	Average speed cameras at regular intervals. Fixed cameras at risk points such as where vehicles join the carriageway.	Speed cameras
185	Police patrols.	Greater enforcement
186	Improved public transport links so people can leave vehicles at home.	Public Transport improvements (General)
187	Overtaking lanes between Oldmeldrum and Fyvie, Turriff and Fyvie and between Turriff and Banff.	Greater opportunities for overtaking
188	Road condition information signs such as at points of frequent flooding between Turriff and Fyvie.	Traffic signage
189	Make 10% of the length of the distance from Dyce to Banff overtaking lanes.	Greater opportunities for overtaking
190	Double the amount of mobile cameras (no appeal when caught).	Speed cameras
191	Improving the road won't cure the bad driving without educating the rogue drivers.	Driver education
192	It would benefit from parts of the road being a dual carriageway. Passing places for slow vehicles to pull into would not work at all because majority of slow drivers don't think they are going too slow so will not feel the need to pull in.	Dualling
193	Provide overtaking lanes to allow safe passing.	Greater opportunities for overtaking
194	Provide a dual carriageway from Aberdeen to Oldmeldrum at least.	Dualling
195	Straighten it!	Road realignment
196	Reduce the speed limit in certain areas.	Speed enforcement
197	Traffic cameras.	Speed cameras

File Note



198	Overtaking lanes / signs to remind slow vehicles to pull over. Newmachar bypass.	Greater opportunities for overtaking
199	Speed limits 40 mph at Hattoncrook. No overtaking at Hattoncrook.	Speed enforcement
200	Grit the roads early, properly and more frequently in the winter.	Road condition improvements
201	Fines for companies who speed limit their lorries and do not allow their drivers to pull into laybys because of their time limits on their travel and tachograph readings.	Other
202	Local farmers should be reminded of their responsibilities to pull in to let traffic pass and perhaps be reminded that they are to inform their staff to do the same.	Driver education
203	Straighten the road between Hattoncrook and Oldmeldrum.	Road realignment
204	No parking outside the Co-op in Newmachar in the mornings and evenings, it is just too dangerous This is also close to the turning road for the school, if you want parents to walk their kids to school they should be able to feel safe doing so.	Town improvements
205	Newmachar itself probably need a bypass.	Route improvements
206	Speed cameras on the Oldmeldrum straights.	Speed cameras
207	More obvious warning signs about turning traffic heading North towards Norvite.	Traffic signage
208	Road down the hill into Fyvie really needs improvement. The woods around this part of the road are for sale, under no circumstances should whoever buys it be allowed to cut down the trees as the tree roots are the only thing preventing the entire hill from sliding onto the road, however the owner of this land should be also forced to cut the old dead trees down as the road has been blocked at least twice in the past year due to trees falling in the wind. The hotel (Meldrum House) should also be forced to take some tree cutting measures on the edge of their property beside the road as they have also blocked the road several times in the past couple of years.	Road condition improvements
209	Provide more overtaking lanes.	Greater opportunities for overtaking
210	Reconstruct several stretches of the road to take out severe bends and improve road surfaces and adverse cambers.	Road realignment
211	Possible fixed camera between Uppertack and Nia Roo.	Speed cameras
212	Restrict speed between Dyce and Newmachar.	Speed enforcement
213	Install crawler/overtaking lanes on some sections to make overtaking of slow, heavy and agricultural traffic safe.	Greater opportunities for overtaking
214	Overtaking lanes would be of great benefit, but not in locations that already have straight sections of road.	Greater opportunities for overtaking
215	The re-instatement of a rail link would be of huge benefit to the area and reduce traffic congestion. Either by a direct line into Aberdeen or by a connection line into the main route from Inverness to Aberdeen.	Public Transport improvements (Rail)
216	Implementation of a direct or express type bus service that does not stop at every little town along the way would also be of benefit. If the same bus stopped at the airport instead of in Dyce it would remove the frustration of hanging around for a connection bus round to the airport. This is one of the main reasons I drive.	Public Transport improvements (Bus)
217	Maintain route to a high standard (road surface, drainage, verge cutting, and lighting).	Road condition improvements
218	Create more lay-bys for slow moving vehicles to pull off.	Greater provision of lay-bys
219	Introduce fixed or average speed cameras.	Speed cameras

File Note



220	Create overtaking lanes.	Greater opportunities for overtaking
221	Widening and straightening the most hazardous bends, e.g. Andrewsford Brae and the Castleton Dip.	Road realignment
222	Need dual carriageway.	Dualling
223	Farm vehicles - help them to make better journeys with courtesies to help other drivers.	Other
224	The Council is not responsible for the bad driving on the A947. Greater enforcement might improve safety or at least keep some drivers within legal requirements. Maybe make some examples public.	Greater enforcement
225	Pot holes.	Road condition improvements
226	Overgrown grass, etc. Improve perceptions of safety - so no actual safety improvement just perception of how safe the road is?	Improved visibility
227	Dual carriageway where possible.	Dualling
228	Passing lanes for tractors / HGVs to pull into.	Greater provision of lay-bys
229	Signs for slower moving vehicles to leave gaps to aid overtaking.	Traffic signage
230	More enforcement.	Greater enforcement
231	There should be a number of overtaking lanes placed (both North and Southbound) along the road.	Greater opportunities for overtaking
232	Parts should be dual carriageway.	Dualling
233	Driver education should be enhanced.	Driver education
234	Enforcement should be enhanced where and when possible.	Greater enforcement
235	Overtaking straight sections as on A96.	Greater opportunities for overtaking
236	Restrictions on slow drivers holding others up.	Other
237	More bypass roads.	Route improvements
238	Apart from pot holes and road conditions drivers need to be aware we can make it safer by driving at lesser speeds and consideration to other drivers.	Driver education
239	Ensure that roadside verges are well kept, more so around junctions. Grass should be cut short and a lot further back from the road to ensure that there is a high level of visibility.	Improved visibility
240	It is obvious that the standard of road on the A947 has not reflected the amount of new housing permitted in the A947 area. The road simply isn't fit for purpose and dualling should be considered in parts where slow moving large vehicles are struggling to negotiate steep hills. The number of cars on the road has increased considerably not just due to the amount of residential development in the area but also the affordability of property in Aberdeen City itself - drivers are choosing to commute as they can't afford properties in Aberdeen City itself.	Dualling
241	Aberdeenshire Council should take back the responsibility of cutting the vegetation/grass on the verges so it's more regulated / managed to increase visibility.	Improved visibility
242	Provide overtaking lanes to allow safe overtaking. Where overtaking lanes cannot be provided, more laybys to allow large slow moving vehicles to pull off the road. Replace the anti-slip road coating for improved winter driving.	Greater opportunities for overtaking

File Note



243	Fixed speed cameras at accident blackspots.	Speed cameras
244	Some more 50mph zones through areas of many bends e.g. south of King Edward.	Speed enforcement
245	Whilst I do not condone speeding the use of fines does not really address the problem, the offender should be contacted and made to attend some form of class to try and educate rather than punish.	Driver education
246	Introduce more overtaking opportunities.	Greater opportunities for overtaking
247	Introduce overtaking lanes.	Greater opportunities for overtaking
248	Introduce separation junctions at Parkhill and Airport turnoff.	Route improvements
249	Get the Aberdeen bypass open on/ahead of schedule and include cycle routes in parallel to the bypass to link the existing cycle routes.	Improved opportunities for active travel
250	Stop allowing further housing developments etc. along the route where the speed limits have to be reduced i.e. Hatton of crook.	Restrict new development
251	Establish areas to introduce overtaking lanes.	Greater opportunities for overtaking
252	Fine tractors who have stayed on road at thirty/forty miles per hour for travelling in excess of five miles without pulling in to allow vehicles to pass.	Other
253	Prevent landowner's private housing to plant trees too close to boundary where in the past a clear view along road would have allowed people to pass safely, cut grass verges.	Improved visibility
254	Improve some corners and camber of road surface.	Road realignment
255	Cut back vegetation at road sides to improve visibility.	Improved visibility
256	Improve condition of road (potholes etc.).	Road condition improvements
257	Any "smart interactive" measures, as now being implemented on Motorways, which provide information on the actual state of the road along with variable signage.	Other
258	Consider dualling parts.	Dualling
259	Improve public transport.	Public Transport improvements (General)
260	In an ideal world, the road would be dual-carriageway, but this is unlikely to be an affordable option.	Dualling
261	I would suggest the introduction of a cycle path alongside the road to eliminate the need to over-take cyclists.	Improved opportunities for active travel
262	Need for adequate speed enforcement - if the only thing that works is average speed cameras, then that's what's needed.	Speed cameras
263	Cut back overgrown hedges on bends to improve visibility every month.	Improved visibility
264	Repaint all white lines and markings every year.	Road condition improvements
265	Set up a scheme to teach school leavers good driving in their last two years in school. Get everyone to re-sit a short driving test every 4 years to keep their licence and keep their skills level up. The A947 between Oldmeldrum and Turriff is poor for the use it is put to, but is OK if good driving skills are used.	Driver education

File Note



266	The junction road from Rothienorman on to the A947 in Fyvie has very poor visibility to the North. This need improving ASAP.	Improved visibility
267	Greater enforcement vital.	Greater enforcement
268	Cameras that indicate speed.	Route improvements
269	Maintain road surface.	Road condition improvements
270	Stop rapid housing expansion.	Restrict new development
271	Create more employment opportunities out with Aberdeen City.	Other
272	Reduce development immediately on road side areas as this can contribute to congestion.	Restrict new development
273	Improve junction at airport with traffic lights in peak hours.	Route improvements
274	Strict controls on speeding through villages and unsafe overtaking.	Speed enforcement
275	Improve drivers, not the road!	Driver education
276	Cut the verges and basic housekeeping- maybe the stretch at the passing place beside Bethelnie. Convince the authorities that the driving test must be changed.	Improved visibility
277	In order to improve the peak/rush hour traffic, measures need to be taken by either widening the road or providing mechanisms that would improve the flow of traffic in this area. Potentially a roundabout/mini roundabout at the junction of the B979/A947/B977. The AWPR will probably relieve some of the traffic attempting to go between Dyce Drive and the B977 in the future. Widening the road between the B979/B977 and Newmachar would certainly improve road safety and travel times.	Other
278	Dual carriageway.	Dualling
279	Straighten some of the dangerous bends.	Road realignment
280	Overtaking lanes.	Greater opportunities for overtaking
281	Provide overtaking lanes.	Greater opportunities for overtaking
282	Laybys to allow safe overtaking.	Greater provision of lay-bys
283	A bigger police presence, unmarked vehicles.	Greater enforcement
284	More lay-bys for slow moving vehicles to use.	Greater provision of lay-bys
285	Strict fines for slow moving vehicles who fail to pull in where there are more than 7 vehicles driving behind them.	Other
286	Lower speed limits in accident black spots with speed cameras...visible and mobile.	Speed enforcement
287	Limit the size of engines the younger drivers use immediately after passing their driving test.	Policy change
288	At the corner under the old rail bridge just before you get to Dyce where the 3 roads meet at Dyce there can be up to a 30min delay. Surely adding a flyover or additional crossing over the river into Dyce would ease congestion here.	Route improvements
289	Tractors and diggers don't always pull in to designated lay-bys to allow the build-up of traffic pass by. These lay-bys are few and far between so maybe more could be provided. At the end of the day, everyone wants to get to work.	Driver education
290	Passing lanes need to be added to sections of this road.	Greater provision of lay-bys

File Note



291	Overtaking lanes.	Greater opportunities for overtaking
292	Bypass Turriff and Newmachar.	Route improvements
293	Train links.	Public Transport improvements (Rail)
294	Fixed cameras all along the route especially accident black spots.	Speed cameras
295	No overtaking areas as previously mentioned.	Greater opportunities for overtaking
296	Overtaking lanes.	Greater opportunities for overtaking
297	Give consideration to traffic volume before building another housing scheme on this road. Give the police the best resources to have a long running campaign in that road. I for one am tired of seeing badly injured people on that road.	Restrict new development
298	Improve section from Dyce to Newmachar - road surface.	Road condition improvements
299	Install average speed cameras.	Speed cameras
300	Improve steep sections around Fyvie. Improve section from Turriff to Banff - visibility.	Road realignment
301	Option to bypass Turriff.	Route improvements
302	Make the speed limit the same for all traffic, buses, cars, lorries at 50 mph and impose heavy penalties for exceeding it, with a high concentration of police vehicles patrolling it, and stopping speeders and poor drivers to charge/educate them.	Speed enforcement
303	Provide overtaking lanes by straightening the road at certain points.	Greater opportunities for overtaking
304	Dual carriageway as much as possible.	Dualling
305	Overtaking corridors is a reasonably good idea.	Greater opportunities for overtaking
306	Better public transport links are vital to help ease congestion and the like.	Public Transport improvements (General)
307	The obvious one, Dual carriageway from Dyce to Banff should be implemented ASAP.	Dualling
308	Work with police and courts to deal with poor driver behaviour. In particular, any infraction which leads to licence endorsement should be accompanied by re-training within a defined period. A second endorsement should lead to suspension of licence until further training is completed. A third endorsement should lead to psychological assessment of the driver's suitability to hold a licence and barring if found to have personality characteristics which are dangerous in a driver. These are what you require of any pilot flying you to Spain or wherever. There standards apply to pilots. Pilots don't kill many people. Drivers do. I recognise that not all the above is yet legally possible. Perhaps the Council should push for their being so.	Driver education
309	The above section does not deliver any relevance to improvements. The road is relatively safe subject to responsible road users and ability to progress safely and timely without slow moving vehicles (e.g. tractors) causing unnecessary delays.	Other
310	There needs to be more opportunities for overtaking slow moving cars, overtaking lanes.	Greater opportunities for overtaking
311	Improved signage for slow moving vehicles to stop in passing areas.	Traffic signage
312	Make major realignment improvements at various locations i.e. remove bends.	Road realignment
313	Upgrade existing road to dual carriageway in sections where the existing road is relatively straight.	Dualling
314	Greater enforcement to make slow moving traffic go off-road to allow queuing traffic to pass.	Greater enforcement

File Note



315	Dual carriageway sections of road.	Dualling
316	Overtaking lanes.	Greater opportunities for overtaking
317	Average speed cameras perhaps, persevere with road safety.	Speed cameras
318	Crawler lane on Andrewsford Brae – Fyvie to St Katherines. What SHOULDN'T be done is straightening out bends, or anything similar (at great expense) which mean peoples can just go faster. The problem is with general driving standards, on every road, not just the A947.	Greater opportunities for overtaking
319	Provide more pulling-in spots for slow moving / large vehicles and enforce that they do pull over to let tailbacks clear.	Greater provision of lay-bys
320	Coming into Birkenhills, Fyvie, Meldrum straight and Whiterashes, speed cameras could help. Those are the spots where drivers have been frustrated and tend to take chances.	Speed cameras
321	Use the Community Planning process to work with the Police. Frequent irregular patrols are more of a deterrent than fixed point placing of cars and mobile cameras. Speed checks help but slower drivers need education as much as the high speed lunatics. Work with the DoT and lobby for driver retesting and increase the standards of skill required for driving on modern roads and in current a future traffic flows.	Driver education
322	Improve options for overtaking slower moving vehicles, particularly at Andrewsford hill outside Fyvie, double white lines at roads between Andrewsford hill and St Katherine's to eliminate risky overtaking.	Greater opportunities for overtaking
323	Consider some form of park and ride to reduce traffic volume.	Public Transport improvements (Bus)
324	Roads can be improved by installing crawler or passing lanes which would reduce frustration.	Greater opportunities for overtaking
325	Road users should be encouraged to maintain a good reasonable speed and slow drivers should be charged with dangerous driving as much as fast drivers.	Route improvements
326	Improving alternative routes such as via Rothienorman would take traffic off the A947.	Other
327	Widen verges so you can see to overtake, cut back verges and cut back trees.	Improved visibility
328	Put in overtaking lanes.	Greater opportunities for overtaking
329	Raise HGV limit to 50 like on the A9.	Policy change
330	Better signage ON road surfaces before bends or rumble strips.	Traffic signage
331	I don't think Aberdeenshire Council can do anything to improve the A947- it wouldn't matter what you did-there are still idiots on the road who maim or fatally injure usually innocent road-users who are usually law-abiding citizens!	Driver education
332	Dual A947.	Dualling
333	Make it a dual carriageway.	Dualling
334	Repaint white lines and replace missing cats' eyes as road visibility is poor in some stretches when it is dark and/or raining (the whole route but especially between St Katherines and Dyce).	Improved visibility
335	Perhaps average speed cameras may encourage the traffic to move at a better pace.	Speed cameras
336	Some overtaking lanes could help.	Greater opportunities for overtaking
337	Straighten up some parts of the road to create more opportunities to overtake.	Road realignment
338	Unmarked police cars to get an example of some road users would be nice (maybe make it public).	Greater enforcement

File Note



339	Sort out the crazy delays coming in and out of Dyce.	Route improvements
340	Introduce a minimum speed limit, with the use of speed limit information Boards. Increase the speed limit on vans/light goods vehicles to 60mph. Increase HGV vehicles to 50mph (if it's safe and possible on the A9, it's safe and possible on the A947).	Policy change
341	Introduce average speed cameras to enforce both maximum and minimum speed limits.	Speed cameras
342	Have Traffic officers in layby's to pull in slow moving traffic and carryout spot-checks on all vehicles pulled in, this should include a roadside sight test with the immediate confiscation of any vehicle on a failure of the eye test until cleared by an Optician.	Greater enforcement
343	The A947 may need maintenance but the road itself is not the problem, inappropriate speed is the problem [mainly slow speed] not speeders as you seem to concentrate your resources on. Dualling or introducing overtaking lanes would help but seems a lot of money to spend on a driver problem rather than a road problem.	Driver education
344	More good sized passing places for slow vehicles to pull in to allow overtaking and signs to encourage this to happen.	Greater provision of lay-bys
345	Public transport would have to improve tremendously for people to consider. The time taken is double that of own car journeys and not very practical for people who travel the length of the A947 on a daily basis. Proposed housing along the route will make the journey tremendously more hazardous.	Public Transport improvements (General)
346	MAKE OPPORTUNITIES TO OVERTAKE SLOW MOVING VEHICLES SAFELY.	Greater opportunities for overtaking
347	FUNDING, IF AVAILABLE YEARS AGO, AN IMPROVED ROAD AND LESS FATALITIES/INJURIES WITHOUT THAT HENCE THE SAME ROAD.	Route improvements
348	I cannot get public transport where I live. I live in the rural countryside, there IS NO PUBLIC TRANSPORT, so you HAVE to use your car to go anywhere. The biggest problem was the removal of the railway, no forward thinking that this would be the main means of transporting many people along this route!!	Public Transport improvements (General)
349	There needs to be dualling at various places throughout the route to make sure that people can get past slow moving vehicles and thus in turn remove the frustration seen by many drivers who have to drive on this road daily or weekly. More buses on it will just slow it down even more!! At peak times on this road it's a total nightmare and can take you forever and a day getting from Aberdeen home!	Dualling
350	Don't think there is much wrong with the road itself, it is the people behind the steering wheels that cause the problem by having no patience and driving to the correct speed. More people might use public transport if it was cheaper to do so. With regards to question 11 about the perception of safety and reduce feeling of driver frustration on the a947 has this not been tried before with the Police and Fire Service- Drive safe stay alive campaign this works if it has the support of the general public. I know that the event that was hosted last year in Turriff on a Sunday morning was poorly attended.	Driver education
351	Realign the road to eliminate the worst bends.	Road realignment
352	Create overtaking lanes, e.g. between King Edward and Turriff.	Greater opportunities for overtaking
353	Make greater use of illuminated speed limit signs.	Traffic signage
354	Ensure that verges are regularly cut so that visibility is not impaired, e.g. between Danshillock and Castleton farm in King Edward.	Improved visibility

File Note



355	Stop taking shortcuts, cost cutting. The A947 outside Turriff has just been re-surfaced, in my opinion the surface was in better condition before they did it.	Other
356	Balmedie junction needs to be bypassed/straightened. Traffic tail back can be almost at Newmachar.	Route improvements
357	Straighten the road.	Road realignment
358	Put overtaking lanes in place.	Greater opportunities for overtaking
359	Dual carriageway in parts if not all of the road. This is the main road the only other means of transport is by bus and the bus has to use this road, the bus has speed restrictions, this too adds to the congestion as faster moving vehicles cannot find a suitable place to overtake.	Dualling
360	Reduce amount of bends.	Road realignment
361	The road is fine just got to watch the too slow drivers which frustrates the too fast drivers, think it's down to people respecting themselves and others safety while driving don't think its Aberdeenshire Council's responsibility, actually need to stop manufacturing cars that go ridiculously fast!!	Driver education
362	Provide regular overtaking and alternating corridors every few miles with a raised speed limit for the duration of the extra lane, as seen in Luxembourg on major trunk routes.	Greater opportunities for overtaking
363	Sort out the grid locked area at the Hatton of Fintray and Dyce bridge area. It's insane. Widen the junction and bridge crossing over to Banff.	Route improvements
364	Overtaking lanes.	Greater opportunities for overtaking
365	Overtaking lanes.	Greater opportunities for overtaking
366	Mandatory for slow moving vehicles to pull over to prevent frustration resulting in dangerous overtaking.	Other
367	Bigger police presence to catch drivers speeding, driving recklessly/carelessly. A947 is a very dangerous, congested route, could there be other possibilities such as a linking the east coast via train to Aberdeen? There would be a lot less accidents and it would be well used.	Greater enforcement
368	We don't need improved access to public transport. We need it cheaper. How can I afford to take a bus to Aberdeen when it's £16? If I was to take my family - me, husband, and five teenage kids it would cost about £100 instead of less than £10 in the car. And it takes two hours and makes us feel sick!	Public Transport improvements (Bus)
369	I don't mind the road; it's just the impatient idiots who drive on it that's the problem. Or really old people.	Driver education
370	Slow moving vehicle lane. Ban tractors etc. during peak rush hour times.	Greater opportunities for overtaking
371	Sort pot holes permanently rather than patching which only acts temporarily till next frost etc.	Road condition improvements
372	Reduce speed limits through Birkenhills and other villages where bus stops on main road.	Speed enforcement
373	Passing places between Oldmeldrum and Aberdeen.	Greater provision of lay-bys
374	Average speed cameras.	Speed cameras
375	Bigger police presence early morning.	Greater enforcement
376	Fixed speed cameras.	Speed cameras

File Note



377	I would suggest overtaking lanes along the main stretch of road between Aberdeen and Banff. Also, in rush hour, there is a severe backlog at the Balmedie cut off just before the city, with cars joining the road from the right before the old railway bridge, others turning off to Balmedie, then more turning off to the industrial estate. A roundabout at this junction, or a flyover from east to west would cut down on the volume of traffic in this area.	Greater opportunities for overtaking
378	I don't think the Council can do much as personally I don't blame the roads it's the drivers.....so don't know what can be done there!	Driver education
379	Overtaking lanes at parts of road e.g. Fyvie brae.	Greater opportunities for overtaking
380	Would love a train service from Banff to Aberdeen.	Public Transport improvements (Rail)
381	Do not allow another 50 houses to be built at St KATHERINES & use the same junction!! You take your life in your hands each time you exit!!	Restrict new development
382	Lengthen the layby beside Bethelnie cut verges in summertime. But it really is bad driving nothing wrong with the road.	Driver education
383	Dual it.	Dualling
384	Create over taking lanes.	Greater opportunities for overtaking
385	Widen the road or at least provide more overtaking lanes.	Greater opportunities for overtaking
386	More police.	Greater enforcement
387	Speed 'flashing' signs at St Katherines gateways.	Traffic signage
388	Make it a dual carriageway or apply extra road areas for turning off.	Dualling
389	Start from scratch and design a new road. The existing road needs too many improvements so start again.	Road condition improvements
390	Passing lanes.	Greater provision of lay-bys
391	Average speed cameras.	Speed cameras
392	Overtaking lanes.	Greater opportunities for overtaking
393	Bypass towns.	Route improvements
394	Better surfaces.	Road condition improvements
395	Visibility in all areas i.e. verge cutting, decent surface preparation.	Improved visibility
396	Dual carriage the whole thing!! No? Not an option? Ah well then, continue to suffer frustration 10 times a week then.	Dualling
397	Change to a Dual Carriageway.	Dualling
398	I would like to propose a speed restriction of 50 mph to be imposed on the stretch of road between Turriff and Banff. This part of the A947 is regularly used as a race track particularly at weekends by young drivers of cars and motorcycles.	Speed enforcement
399	Dual carriageway.	Dualling
400	Unmarked police cars.	Greater enforcement
401	Road condition improvements.	Road condition improvements
402	Overtaking places.	Greater opportunities for overtaking

File Note



403	By-passes.	Route improvements
404	Signposting to prompt speed reduction on approach to towns, for example, 300, 200, 100 yards to 30mph limit through Oldmeldrum. Slow down signs on approach to bends between Balgove/Balcairn crossroads to Oldmeldrum and on the same stretch in the northerly direction.	Traffic signage
405	40 or 50mph speed limit between Balgove/Balcairn crossroads to Oldmeldrum.	Speed enforcement
406	Remove belt of trees nearest road (Little Hilton pond, north of Turriff) to allow clear visibility for safe overtaking in both directions.	Improved visibility
407	Unobscured road signs (north of King Edward Church and just before Balcross cottage) indicating bends and "slow down multiple junctions" - there are 5 junctions leading off A947, and introduce a speed limit of 40mph.	Improved visibility
408	Reinstate double lines from (Balcross cottage) to beyond last of 5 junctions (Woodside of Foulzie). Don't know why lines were changed a number of years ago after resurfacing and this unsatisfactory position continued following further resurfacing. Northbound drivers come out of bend and overtake when no clear visibility and don't realise there's a bend further on towards Keilhill. Saw an example of this on recent bus journey when waiting for bus to move off - witnessed a near miss when a car overtook the bus and another vehicle was coming south round the said bend. North moving vehicles about to turn right into (Woodside of Foulzie) junction being overtaken despite right indicator on for at least 100 yards, and sometimes 2 other cars waiting behind being overtaken. Southbound traffic indicating right onto (Bogside) road also being overtaken.	Road condition improvements
409	Overtaking lanes at (Tulloch) straight.	Greater opportunities for overtaking
410	Enforce use of passing place laybys, otherwise they are not fit for purpose, and introduce more laybys where opportunities for overtaking cannot be introduced. Perhaps some sort of bylaw to enable drivers to report registration numbers of those who don't allow faster vehicles to overtake. I've witnessed a tractor pass 5 of those passing places, resulting in a build-up of 20+ vehicles.	Greater provision of lay-bys
411	Dual carriageway.	Dualling
412	More visible police presence, drivers behave as they do because they know they will probably get away with it. Only police can enforce safety. There seems to be a culture of risky driving behaviour in the area. It is the attitude, not just infrastructure.	Greater enforcement
413	It's not the roads, it's the drivers!	Driver education
414	Add in overtaking lanes to allow safe overtaking.	Greater opportunities for overtaking
415	Make the existing passing places longer as they are too short for tractors with trailers and HGVs.	Greater provision of lay-bys
416	Speed cameras at towns/points where limit drops to 50mph as nobody slows for these. Average speed cameras along the whole stretch may improve overall safety, but will not stop dangerous overtaking manoeuvres.	Speed cameras
417	Clearing of roads in snow conditions.	Road condition improvements
418	Dual carriageway of the road would be a great improvement. If not, at least to Oldmeldrum.	Dualling
419	Overtaking lanes at strategic points.	Greater opportunities for overtaking
420	Possible dualling of sections to allow flow of traffic to continue at a steady pace causing less frustration and accidents.	Dualling
421	Educate young drivers.	Driver education

File Note



422	Better road surfaces.	Road condition improvements
423	Cutting back verges.	Improved visibility
424	Widening the road to allow safer overtaking.	Road condition improvements
425	Fix potholes and uneven roads.	Road condition improvements
426	Add more places for tractors to pull over.	Greater provision of lay-bys
427	More passing places for slow moving vehicles.	Greater provision of lay-bys
428	I honestly don't know... average speed cameras the entire length?	Speed cameras
429	Driver education, but if someone has a risky personality they will always drive in a risky way.	Driver education
430	Overtaking lanes to pass farm traffic and HGVs. It is a well maintained road but it's the mentality of people driving it that's the problem.	Greater opportunities for overtaking
431	I don't feel there is anything wrong with the road itself, it is road users that cause the problem, the road is quite safe if everybody drove to the speed limit, I feel it is road users that drive between 40-50mph that cause the safety issues as they frustrate other motorists, which in turn causes anger and people taking unnecessary risks.	Driver education
432	Speed signs to remind people to travel at 60mph.	Traffic signage
433	Educate young drivers.	Driver education
434	Overtaking lanes - 1 between Fyvie and Oldmeldrum, 1 between Newmachar and Fyvie.	Greater opportunities for overtaking
435	Overtaking lanes.	Greater opportunities for overtaking
436	Put in overtaking lanes to allow safer overtaking.	Greater opportunities for overtaking
437	Congestion.	Other
438	Roundabouts. It's not about how fast people drive it's about the chances they take, putting other people at risk.	Route improvements
439	Overtaking lanes.	Greater opportunities for overtaking
440	Have more passing lanes due to the volume of slow moving vehicles.	Greater opportunities for overtaking
441	Need to improve the road surface on the little stretch of road just as you come into Newmachar where it states 40mph from Aberdeen side of the A947.	Road condition improvements
442	The road conditions are terrible, pot holes in a lot of places where you have to attempt to avoid them from damaging your car and resulting in being put in a dangerous position. Also the general condition of the road not specific to pot holes is bad.	Road condition improvements
443	The frequent lack of opportunities to pass with regards to passing lanes is bad, especially with regards to commuting to work in the morning when you have a specific time to be at your destination and other road users e.g. lorries, tractors etc. are holding traffic up frequently and resulting in people having to pass in stupid places to get past them to be at work on time and potentially putting themselves in danger due to the slow moving vehicles being a hazard and not pulling in when they are obligated to do so when there is a certain level of vehicles behind them, they continue on their journey and frustrate other drivers and result in people putting themselves at risk.	Driver education
444	Public transport too expensive: £12.75 single adult fare. Reinstate rail links.	Public Transport improvements (General)

File Note



445	Railway line to be reconnected along this route to reduce volume of traffic.	Public Transport improvements (Rail)
446	Rosehall bridge bends to be straightened.	Road realignment
447	Employ competent road workers; those with a brain who have the foresight and competence to state where works underway are poorly organised; the poor road surfacing on the Gatton Straight (just south of Turriff) and the joke of a roundabout just off Inverurie, travelling north to Rothienorman.	Other
448	Having buses stop on main roads near corners is madness. It happens about a mile north of Fyvie at Fyvie station and I've witnessed near misses on several times.	Other
449	Dual carriageway but probably not possible.	Dualling
450	Cutting of grass and cutting back trees and bushes would help don't think this is done as much as it used to be probably, due to budget cuts.	Improved visibility
451	No more houses until the capacity of the road has been improved to take the existing volume of traffic, let alone anymore!	Restrict new development
452	Remove the bottle necks at Dyce.	Route improvements
453	More frequent places for tractors etc. to pull in (need to be long enough for two tractors with trailers as this is a frequent configuration).	Greater provision of lay-bys
454	Proper maintenance of the road (including along the verges).	Road condition improvements
455	Better transport link between Macduff and Inverurie, get trains back up north.	Public Transport improvements (Rail)
456	Straighten some bends.	Road realignment
457	Overtaking lanes.	Greater opportunities for overtaking
458	Make road improvements.	Road condition improvements
459	Provision of additional overtaking opportunities.	Greater opportunities for overtaking
460	Provision of signage to encourage slow moving vehicles to pull in to existing lay-bys.	Traffic signage
461	Consider the provision of a park and ride facility at Oldmeldrum or Inverurie.	Public Transport improvements (Bus)
462	Encourage the use of on-board vehicle cameras to deter and penalise poor driver behaviour.	Other
463	Trim verges more than once per year at junctions.	Improved visibility
464	Open up the old railway line.	Public Transport improvements (Rail)
465	Make it a dual carriageway.	Dualling
466	Put in overtaking lanes wherever possible.	Greater opportunities for overtaking
467	Road condition and upkeep of surface of road. Lot of water just lies on surface which freezes badly in winter. Improve gritting and snow clearance especially from Fyvie to Newmachar where it is open.	Road condition improvements
468	Target slow moving farm vehicles often badly lit and without number plates.	Greater enforcement
469	Reopen train line in Banff and Buchan giving us an alternative mode of transport.	Public Transport improvements (Rail)

File Note



470	Introduce cheap bus fares for commuters not just for pensioners. Park and ride fares are ridiculously high. My 3 daughters are over 16 therefore for a shopping day out, leaving my car at Bridge of Don park and ride costs about £12 which defeats the purpose of why we have park and ride!	Public Transport improvements (Bus)
471	Target speeding commercial vehicles and publish the results. We hear of cars exceeding the 60 limit but we never seem to hear of prosecutions of tractor drivers doing 30 to 35mph or LGVs doing 45 to 50mph or more. Vans between 2 and 7.5 tonnes seem to drive at the same speed as cars. Pick-up trucks and vans towing trailers or animal trailers don't stick to their speed limit of 50 either. The general impression is that everyone thinks the speed limit is 60mph for all vehicles. The 'Know your Limits' campaign needs to be stepped up a gear (or two).	Driver education
472	Widen it. Straighten it.	Road realignment
473	Road conditions have in recent years been awful in places and have been left that way for weeks sometimes months with no corrections. Resurfacing should be done correctly once not every year with cheap repairs. People would appreciate road works if it meant good full road repairs were being made.	Road condition improvements
474	MORE PASSING PLACES FOR SLOW VEHICLES TO PULL IN, AND ENFORCE THEIR USE! I'm fed up of tractor drivers ignoring these dedicated passing places and leading a mile-long queue, forcing drivers to attempt ever more dangerous overtakes.	Greater provision of lay-bys
475	Add speed cameras, preferably average speed cameras.	Speed cameras
476	Create overtaking lanes on the straights just north of Oldmeldrum.	Greater opportunities for overtaking
477	Signs reminding drivers of the speed limit depending on the vehicle type (cars 60mph, vans 50mph etc.).	Traffic signage
478	Stop idiots parking on the road by the shop at Newmachar, it's really dangerous to drive past as people parking there are unable to see to be able to pull out.	Town improvements
479	Dual carriageway required.	Dualling
480	Bring back trains! Buses take too long!	Public Transport improvements (Rail)
481	Install average speed cameras which are more effective than the ones that just record current speed. People drive really fast until they get to the speed camera and then they comply with speed limits just as long as they are within range of the cameras.	Speed cameras
482	More young-driver education about the safety of sensible driving.	Driver education
483	The amount of commuting traffic surely warrants a dual carriageway, especially nearer Aberdeen and where it'll meet the new AWPR. This would remove the problem of road rage / unsafe overtaking due to slow moving vehicles, improve journey times and provide a better link to the North East.	Dualling
484	Do something about the times that farm traffic could be on the road. Provide more laybys that slow moving vehicles can stop to improve traffic flow & enforce it!	Other
485	If you really want to improve levels of traffic at peak times reinstate railway links from Turriff to Inverurie or Aberdeen, provide more frequent buses. I used to take the bus to go to college but nearer to Christmas the bus would always be full before even arriving at Fyvie, mostly by OAPs using free bus pass. In London many years ago free bus passes could not be used before 9:30 & between 5pm-6pm. College students, commuters have to travel at busy times, OAPs don't.	Public Transport improvements (General)
486	Dual the carriageway or at least parts of it, to provide definite opportunities for overtaking, to allow those who wish to overtake slower moving vehicles to do so safely.	Dualling

File Note



487	Possibly route HGV vehicles with any cars behind on the offshoot at Fyvie the bus used to take, then at least HGV are getting off the main road and letting a few cars by. HGV's don't do 40mph, make them stick to it or at least allow cars past before speeding up again.	Other
488	Passing lanes in a few places. A good consultation with the farming community and police, end result is they could end up being partly responsible for road deaths if this continues with more traffic and the farmers won't pull in.	Greater opportunities for overtaking
489	Crawler lane on Meldrum straight.	Greater opportunities for overtaking
490	Resurface road at Birkenhills where it has just been done badly.	Road condition improvements
491	Fixed speed cameras in more places used alongside mobile units at busy times.	Speed cameras
492	Having road works complete safely and properly instead of finished early with poor results and worse road surfaces.	Road condition improvements
493	Please bear in mind that not all traffic on the A947 is just going between Banff and Turriff, a significant amount of it is travelling much further, and public transport from the set off point is either non-existent or takes too long. (Portsoy to Aberdeen takes over 2.5 hours on a bus...if it doesn't break down!)	Public Transport improvements (Bus)
494	In the winter they don't seem too bothered about treating the surface when its covered with snow and ice, compare with the A90 in winter which gets gold star treatment by bear...maybe the A90 has more traffic, but the A947 is still an A road and should be maintained as such.	Road condition improvements
495	I wasn't aware there was any particular problem with this road. It seems to me this survey has been written from the point of view of Aberdeen (city) and not the shire - where the "problem" is people commuting into the city and back - and gosh-darn it! Doesn't it take an awfully long time! Ever since we decided to live 30 miles away from where we work! Amazing! Companies, IMO, should have to declare how far each employee lives away from their place of work and pay a HUGE fee for any who live more than 10 miles away - unless they also provide a bus pass or train season ticket for that employee (and no, pushbikes do not count - they are a major disruptive problem on our roads; they *slow* the whole system down and don't pay road tax). Also aren't there huge upgrades going on with the Aberdeen peripheral route thing? Surely that is going to change the traffic profile for this section of the NE? A pity we still don't have all those railways they closed down in the 60s, eh? Also stop building housing developments along roads that are already at capacity. You should be redeveloping inner-city plots not adding to the rural traffic problems by destroying farmland. And improve parking at or near to train stations - particularly Inverurie. I don't think of using the train that often because I can never find anywhere to park - and even if you do, the train ticket itself costs more than the petrol to drive to Aberdeen and back, and if you add a parking charge on top of that it becomes obscene in money terms and logistically tricky as you are never at your final destination at the other end anyway. All train stations should have *large* free car parks close by. And why is Dyce airport terminal on the opposite side to the train station? In case you can't guess I hate the options on the page above: every single one of your "improve" statements will be interpreted by you to make things worse.	Other
496	I feel that overtaking lanes should be provided where possible.	Greater opportunities for overtaking
497	Some straightening of bends where possible would help.	Road realignment
498	Public transport is a joke - there is only the wretched slow coach bus. Quicker by hearse! Put in a proper railway service. Aberdeenshire council should hand the road off to Transport Scotland or else surprise me build a motorway!	Public Transport improvements (General)
499	A sign at brow of hill just north of Oldmeldrum to warn "Badgers - Slow" as there is one knocked down there on a regular basis (fortnightly) unfortunately.	Other

File Note



500	Greater provision of speed cameras at towns/points where limit drops to 50mph as nobody slows for these. Average speed cameras along the whole stretch may improve overall safety, but will not stop dangerous overtaking manoeuvres.	Speed cameras
501	Provide paths alongside the A947 to allow pedestrians, wheelchair users, cyclists and horse riders travel in greater safety between communities along the road.	Improved opportunities for active travel
502	Straighten the roads.	Road realignment
503	Dual carriageway.	Dualling
504	More passing points.	Greater provision of lay-bys
505	Cats eyes on dangerous corners.	Improved visibility
506	Road condition improvements.	Road condition improvements
507	Flashing speed limit signs where you encounter villages.	Traffic signage
508	Bypass towns & small settlements to reduce risk to everyone.	Route improvements
509	Overtaking lanes.	Greater opportunities for overtaking
510	Extra overtaking lanes along stretches where drivers often overtake unsafely, e.g. uphill by grain store.	Greater opportunities for overtaking
511	Limit speed and ban overtaking. Encourage people to take time to enjoy their journeys rather than rushing them.	Speed enforcement
512	Make more passing places for large/slow/agricultural vehicles.	Greater provision of lay-bys
513	Mostly I think improvements need to come from better education and training of drivers. So-called road improvement schemes (straightening out bends etc.) only make for faster accidents.	Driver education
514	Strategically placed overtaking lanes could be some help.	Greater opportunities for overtaking
515	Possibility of making dual carriageway for parts of route to allow overtaking slow vehicles safely.	Dualling
516	More speed signs.	Traffic signage
517	More police at commuter times.	Greater enforcement
518	Flashing speed signs to show drivers their speed.	Traffic signage
519	It appears drivers are unaware of the actual speed limit, some think it's 70mph, why not paint the speed limit on the road at regular intervals?	Driver education
520	Average speed cameras would be good.	Speed cameras
521	More police in unmarked vehicles.	Greater enforcement
522	Have buses actually run on time so people don't miss appointments.	Public Transport improvements (Bus)
523	Put in overtaking lanes.	Greater opportunities for overtaking
524	Identify high risk areas and highlight them. Put in place procedures to improve safety/awareness. Signs or fixed speed cameras.	Speed cameras
525	Dual carriageway in places to allow safe overtaking.	Dualling
526	Enforce the speed limit for LGVs and HGVs.	Greater enforcement

File Note



527	Passing places.	Greater provision of lay-bys
528	Wider roads.	Road condition improvements
529	Better road conditions.	Road condition improvements
530	Dual carriage way for part of road.	Dualling
531	I drive on the Macduff-Turriff section occasionally but cycle short sections about 1-2 times a week, normally out with commuter or 'boy racer' times. I have no problem with typical driver behaviour, which is generally better than 10 years ago, but speeds are sometimes excessive. Some of what I see on my 5000 miles annually on NE roads (50% A&B class, 50% unclassified) would astound you. Mobile phone use is approximately 10% for drivers, < 5% HGVs, around 40% of tractors, but hardly ever seen in town. That said, most driving is reasonable and considerate out with the commuter and 'boy racer' times. Tinkering with the roads won't solve the problems, but education and better enforcement will, and should produce lasting results throughout Scotland. Short-term fix or long-term fix? It's up to you.	Driver education
532	Flashing speed signs.	Traffic signage
533	Overtake lanes.	Greater opportunities for overtaking
534	Average speed cameras.	Speed cameras
535	Keep the grass verges and sidings clear, and cut back trees and branches. It's not the road! It's the drivers!	Improved visibility
536	Make it law that slow moving vehicles, tractors, wide loads, have to pull over at regular intervals, allowing the build-up of traffic past.	Other
537	General housekeeping of verges - cutting grass/cleaning culverts/cutting back shrubs/mending potholes.	Improved visibility
538	Construct overtaking lanes on certain sections.	Greater opportunities for overtaking
539	More signs alerting drivers who do not know the road of known danger spots with flashing warnings to slow down, etc.	Traffic signage
540	Educate drivers of slow vehicles (tractors, HGVs) to use special lay-bys and construct more lay-bys for their use.	Driver education
541	Checking and regrading "blind summits".	Road realignment
542	Allowing "waiting bays" for right-hand turning traffic so that through traffic can proceed.	Route improvements
543	Bypass towns and villages.	Route improvements
544	Put more resources into snow clearing and gritting.	Road condition improvements
545	Realigning sharp bends.	Road realignment
546	Driver education. Always drive with dipped headlights. Teach Defensive Driving to all. Respect for pedestrians. Have the P&J publish regular driving tip and police reports on causes of accidents. Educate drivers on driving safety.	Driver education
547	Dual carriageway from Oldmeldrum to link with the AWPR.	Dualling
548	Overtaking lanes beyond Oldmeldrum.	Greater opportunities for overtaking
549	More cycle tracks to remove cyclists from the road and harm's way.	Improved opportunities for active travel
550	Safe areas for bus stops allowing traffic to pass.	Public Transport improvements (Bus)

File Note



551	Parking areas provided in built up areas near rural shops e.g. Newmachar. The increased disabled parking and reduced public parking outside the co-op has increased congestion and has made the traffic near the shop very dangerous.	Town improvements
552	Overtaking lanes.	Greater opportunities for overtaking
553	Make sure verges are trimmed to improve sightlines at junctions.	Improved visibility
554	Average speed cameras.	Speed cameras
555	Greater enforcement.	Greater enforcement
556	Improve the road surface on the B999 Potterton-Fourden section - it's really bad!	Road condition improvements
557	Encourage Transport Scotland to reconsider option Q of the A96 dualling (over their ludicrous plan of option C). Dyce, Newmachar and Oldmeldrum badly need bypassing and by branching off from the AWPR at Dyce a new dual carriageway could be built bypassing these towns (improving the quality of life for those living there - allowing these communities to grow) and re-join the current A96 again at Colpy. From this new section of road better access and links could be formed to the "energy corridor" of Peterhead by way of the proposed road upgrades already being planned. That would resolve part of the A947 problem by way of already committed Government spends and leaves Aberdeenshire Council a shorter section of road to upgrade with say greater opportunities for overtaking. Just needs some joined-up-thinking.	Other
558	Train line.	Public Transport improvements (Rail)
559	Dual carriageway.	Dualling
560	Straighten out many of the bends to provide safe overtaking.	Road realignment
561	Provide crawler lane on braes outside Fyvie on Aberdeen side.	Greater opportunities for overtaking
562	Improve various tight corners.	Road realignment
563	If everybody drove at steady speed of 55-60mph people would get into town in much same time and without risking lives of others and themselves.	Driver education
564	Provide laybys for slow vehicles to pull in to allow queues to clear.	Greater provision of lay-bys
565	Improve public transport. I used to get the bus every day for the same journey. Often the bus would get full in the morning with commuters and some people wouldn't be able to get on. Same for the return journey after work. Many times after 5pm the bus wouldn't turn up at all, or would be full. The option of train service in this area would benefit a lot of people.	Public Transport improvements (General)
566	I only use a small section of it so only problem I have is Parkhill Bridge hold up.	Route improvements
567	Ensure drivers breaking the law are prosecuted. This would certainly help reduce road traffic collisions.	Greater enforcement
568	Average speed cameras along the length of A947 - no doubt expensive to install, but I think it's one fail-safe way to stop many 'fast drivers' who, at the moment, find it all too easy to slow down for speed cameras - only to put their foot on the throttle again.	Speed cameras
569	Try to straighten out many of the worst 'bends/corners' on the road.	Road realignment
570	Hard-hitting educational sessions in local schools, showing consequences of high-speed car accidents.	Driver education
571	Overtaking lanes.	Greater opportunities for overtaking

File Note



572	Fix the potholes.	Road condition improvements
573	Dual carriageway.	Dualling
574	Passing places.	Greater provision of lay-bys
575	Cut back trees which obstruct visibility in summer.	Improved visibility
576	Encourage farmers to be considerate when driving tractors.	Driver education
577	Talk to farmers.	Driver education
578	Fix potholes and drainage.	Road condition improvements
579	Overtaking lanes.	Greater opportunities for overtaking
580	More passing places which should be very clearly marked.	Greater provision of lay-bys
581	Dualling - would make driving on the A947 safer. I doubt it would solve any speeding problems though - possibly even worse.	Dualling
582	Dualling.	Dualling
583	The only and safest way would be of course dual carriageway, but since Aberdeen has waited far too many years for route improvements there is not much chance of Aberdeenshire Council doing much to help the situation of the A947. There is so much slow moving agricultural vehicles and lorries on this road which do not use the existing lay-bys so further lay-bys would be a complete waste of money.	Dualling
584	The only other suggestion would be extra lanes where slow moving vehicles cause long tailbacks therefore causing frustration, so anything that will help free up Route improvements on this road is the only way forward.	Greater opportunities for overtaking
585	Remove as many corners and humps as possible along the route thus providing clearer visibility and more speed consistency.	Road realignment
586	Flashing speed lights at particular areas to remind drivers of the 60mph limit.	Traffic signage
587	Widen the road areas at regular intervals to allow the passing of slow moving traffic. The commuter area between Oldmeldrum and Dyce is particularly in need of attention.	Road condition improvements
588	Improve driver behaviour.	Driver education
589	In my opinion the road is fine as it is. Reducing feelings of driver frustration is a pointless exercise as only the person driving can control that. Ok, more laybys for slow moving vehicles may help, but only if they use them, otherwise people just need to learn patience and drive accordingly.	Greater provision of lay-bys
590	Provide passing places or more opportunity to overtake.	Greater provision of lay-bys
591	Perhaps overtaking lanes.	Greater opportunities for overtaking
592	More opportunities for safe overtaking (overtaking lanes and dual carriageways - possible sites Meldrum Straights, improve hill/corner at Blair near Oldmeldrum, perhaps dual carriageway part between Turriff/Fyvie near Towie and between Whiterashes/Newmachar).	Greater opportunities for overtaking
593	Lay-bys in appropriate places for tractors etc. to pull over.	Greater provision of lay-bys
594	Improve public transport between the coast and Aberdeen by making it more reliable and cheaper for people.	Public Transport improvements (Bus)

File Note



595	Bypass Turriff, Oldmeldrum.	Route improvements
596	Deal with the absolute nightmare of a bottle neck as you approach Dyce. (I wish I had a suggestion to help)	Route improvements
597	Improve condition of the road.	Road condition improvements
598	More passing places.	Greater provision of lay-bys
599	Dual carriage areas.	Dualling
600	Overtaking lanes to allow passing of slower vehicles and lorries etc.	Greater opportunities for overtaking
601	Improve visibility.	Improved visibility
602	Use the lay-bys for slow moving vehicles. Most accidents are caused due to slow drivers frustrating other road users leading to chance taking. The nature of the A947 does not lend itself to very many overtaking opportunities, due to lack of long straight pieces of road.	Greater provision of lay-bys
603	Police patrols to enforce usage.	Greater enforcement
604	Overtaking lanes.	Greater opportunities for overtaking
605	Cats' eyes the entire length.	Improved visibility
606	Provide alternative routes.	Other
607	Lots of bad corners.	Road realignment
608	Lack of creeper lanes.	Greater opportunities for overtaking
609	Overtaking lanes adds delays. Slowing to go through a town of 10 houses where as a dual carriageway would be a far better option to enable faster flowing traffic which would also lead to people moving into these areas like what happened to Inverurie when they got the dual carriageway.	Dualling
610	Longer bends, clearer junctions, deer fencing large amount of road kill, scary on a motorbike.	Improved visibility
611	Better junctions (wider with improved visibility).	Improved visibility
612	Improve section from Dyce to Newmachar - bends.	Road realignment
613	Improve steep sections around Fyvie. Improve section from Turriff to Banff - bends.	Road realignment
614	Overtaking lanes between Oldmeldrum and Aberdeen.	Greater opportunities for overtaking
615	Better white lines make them clearer.	Road condition improvements
616	No road works with long diversion and over run closures during workdays.	Other
617	Perhaps some new signs.	Traffic signage
618	Review traffic management outside the Newmachar Co-op to make it safer for customers, other road users and pedestrians.	Town improvements
619	Dual carriage.	Dualling
620	Provide more laybys that slow moving vehicles can stop to improve traffic flow & enforce it!	Greater provision of lay-bys
621	Road surface improvements.	Road condition improvements
622	Bypass Longmanhill.	Route improvements

File Note



623	Try to get some Police patrols on it.	Greater enforcement
624	Investigate dualling.	Dualling
625	Encourage and enforce haulage, agricultural and slow moving traffic to pull over.	Other
626	Build a railway (although I appreciate this is unrealistic and cost prohibitive).	Public Transport improvements (Rail)
627	Improve visibility.	Improved visibility
628	Improve road alignment in worst areas such as Plaidy - King Edward.	Road realignment
629	Upgrade the Oldmeldrum - Inverurie road to encourage traffic on to A96 instead of A947 between Oldmeldrum and Aberdeen.	Route improvements
630	Increase the number of stacking lanes at road junctions.	Route improvements
631	Lots of things. Have more people in schools from a young age to educate about safe driving. Perhaps local initiatives joint with Police Scotland?	Driver education
632	Dual carriageway.	Dualling
633	Ban slow moving vehicles on road at peak times - 0600-0800 & 1600-1800.	Other
634	Birkenhills has a 50mph speed limit. Often cars overtake and do not adhere to speed limit.	Speed enforcement
635	What is needed here is flashing signs showing speed of approaching cars/vehicles.	Traffic signage
636	What is needed here is DOUBLE WHITE LINES in middle of road between the two "Birkenhills" signs. So as well as 50mph, no one should overtake. There has been 3 fatal accidents here in the last few years.	Road condition improvements
637	Overtaking lanes.	Greater opportunities for overtaking
638	Short of dualling it; straighten it as much as possible - e.g. north of Turriff.	Road realignment
639	Overtaking and/or crawler lanes for overtaking.	Greater opportunities for overtaking
640	Overtaking lanes.	Greater opportunities for overtaking
641	Dual carriageway straight parts of the road.	Dualling
642	Signs to encourage slow-moving vehicles to pull in.	Traffic signage
643	Road signs indicating maximum speed limit (60mph) (to remind drivers it is not a race track) placed at strategic points along route.	Traffic signage
644	General road safety measures.	Route improvements
645	Improve visibility around corners.	Improved visibility
646	Better signage – particularly to highlight blind spots.	Traffic signage
647	Clear overhanging branches/shrubs to improve view of road ahead.	Improved visibility
648	Remove some of the worst bends.	Road realignment
649	More double-white lines.	Road condition improvements
650	Improve recent tarring job on A947 between Turriff and Birkenhills – too bumpy and not level.	Road condition improvements
651	Road restructuring at St Katherines before the additional housing.	Road realignment

File Note



652	Right turns on A947 should be safer.	Route improvements
653	More overtaking places.	Greater opportunities for overtaking
654	Better white lines and maintenance.	Road condition improvements
655	Make a better job of cutting verges and junctions.	Improved visibility
656	Longer lay-bys.	Greater provision of lay-bys
657	Prosecute slow drivers who don't use lay-bys.	Other
658	Encourage more industry to come to towns like Turriff – save some of the congestion going to Aberdeen.	Other
659	Improve public transport links	Public Transport improvements (General)
660	Dual carriageway.	Dualling
661	Sort out congestion at Dyce.	Other
662	Every other route into Aberdeen has dual carriageway – the bottle neck at Dyce/Bridge of Don is appalling.	Other
663	Provide public transport at cheaper rates – can travel to Glasgow (3.5 hours) cheaper than to Aberdeen (1 hour).	Public Transport improvements (General)
664	Time restrictions on road for slower moving vehicles.	Other
665	Make the road safer by introducing average speed cameras.	Speed cameras
666	Roadworks to reduce the number of bends.	Road realignment
667	For staff who travel choose more realistic times for meetings. Example – if by bus, having a meeting start in Aberdeen at 0930 means you have to leave Banff at 0630 to get there in time. By car, you have to leave at 8. The journey is only 35 miles but it takes too long.	Other

File Note

3. Summary

This file note has been prepared to outline the results from the Online Survey that was developed to better understand existing issues and improvements sought by A947 route users.

The results indicate that there are a range of scenarios that lead to feelings of driver frustration on the A947, including due to not being able to travel at their desired speed, a lack of opportunity to overtake and a perception that journey times are taking longer than they should. Furthermore, many respondents reported feeling unsafe due to other users of the road.

These results were supported by responses to commonly witnessed behaviours on the route. A majority of respondents reported frequently witnessing risky overtaking manoeuvres and vehicles being tailgated along the route. It is also interesting to note that although respondents were unlikely to indicate that they sped themselves (i.e. travelling faster than 10-15mph above the speed limit), a significant majority of motorists reported to witnessing others travelling at excessive speeds.

The open response questions allowed for a greater insight into the overall perceptions of the route. The results of these questions indicated that the primary issues on the A947 are associated with concerns related to driver behaviour, a lack of overtaking opportunities and slow-moving vehicles. In terms of improvements to alleviate issues, the most common suggestions were to develop greater opportunities for overtaking, dualling of the route and improving road conditions.

Going forward, the results from this work will be used to inform the identification of problems and issues on the A947 and in turn the development of appropriate options as part of the preparation of a Route Improvement Strategy for the A947.

File Note

Appendix A: Online Survey

A947 Road User Survey Questionnaire

Aberdeenshire Council is carrying out a study to develop a long term Route Improvement Strategy for the A947. The purpose of this strategy is to develop a route which is fit for the purpose of connecting the communities along the route in a safe, effective, and sustainable manner.

AECOM, an independent research agency, is conducting the research on the Council's behalf targeted at motorists that use the A947 and wider communities along the route designed to understand existing concerns about the route and what improvements users would like to see made over the long term. Responses from this survey will be used to help identify options for improving the A947 between Banff and Aberdeen.

The survey should take no more than 10 minutes to complete and respondents will be placed into a draw to win either the 1st prize of £100 worth of shopping vouchers; or a 2nd prize of a full car valet. If you would like to be entered into the prize draw, please provide your email address at the end of the survey.

This survey is being run in line with the Market Research Society Code of Conduct which can be found here https://www.mrs.org.uk/standards/code_of_conduct.

The closing date for response is Monday 7th September 2015. For any queries, please contact transportation@Aberdeenshire.gov.uk.

Please note that an online version of this survey is available at www.a947survey.net

All answers are anonymous so please answer honestly.

S1 How often do you make journeys on the A947? (Select one only)

Every day of the week	1
3-6 times per week	2
1-2 times a week	3
Less than once a week but more often than once a month	4
Monthly	5
Less than once a month/One off	6

S2 Where were you travelling to and from on the most recent journey you made that used the A947?

From: _____ **Approx departure time:** _____

To: _____ **Approx arrival time:** _____

S3 What was the purpose of your trip? (Select one only)

Commuting	1
Business	2
Leisure	3
Education	4
Visiting friends / family	5
Other (please write in)	6

File Note

S4 And was this by... (Select one only)

Car	1
Motorcycle	2
Van/Light goods vehicle	3
HGV	4
Bus	5
Bicycle	6

S5 If you selected 'Car' to Question S4, please state whether you were the driver or passenger (Select one only)

Driver	1
Passenger	2

S6 Could your most recent trip on the A947 have been made by public transport?

Yes	1
No	2

S7 Are there any alternative routes you could take to make the most recent journey you took on the A947?

Yes	1
No	2

If you answered 'Yes' to Question S7, please briefly describe the alternative route below.

--

S8 For how many years have you held a car driving licence? (Select one only)

Less than 2 years	1
2 to 5 years	2
6 to 10 years	3
More than 10 years	4
Do not hold a licence	5

S9 How confident would you say you were as a driver, both in general and on the A947? (Select one answer for each)

	<i>Very confident</i>	<i>Reasonably confident</i>	<i>Not very confident</i>	<i>Not at all confident - a nervous driver</i>
<i>In general</i>	1	2	3	4
<i>On the A947</i>	1	2	3	4

File Note

We would now like to ask you about your driving behaviour in general.

Q1 IN GENERAL, how effective would you say the following are in improving road safety?
(Select one for each row)

	<i>Very effective</i>	<i>Quite effective</i>	<i>Not very effective</i>	<i>Not effective at all</i>	<i>Don't know</i>	<i>Unaware of this measure</i>
Fixed position speed cameras	1	2	3	4	5	6
Mobile speed camera vans	1	2	3	4	5	6
Average speed cameras	1	2	3	4	5	6
Police presence	1	2	3	4	5	6
Flashing signs showing speed of the approaching car	1	2	3	4	5	6
Speed limit signs	1	2	3	4	5	6
Road Condition	1	2	3	4	5	6
Reduced Speed Limits	1	2	3	4	5	6
Slow-moving vehicle / overtaking lanes	1	2	3	4	5	6
Road Safety Education Campaigns	1	2	3	4	5	6

Q2 Remembering that this survey is confidential, when driving on the A947, IN GENERAL how often do you...? (Select one for each row)

	<i>Nearly all the time</i>	<i>Frequently</i>	<i>Quite often</i>	<i>Occasionally</i>	<i>Hardly ever</i>	<i>Never</i>
Overtake a slower moving vehicle	1	2	3	4	5	6
Travel close to (tailgate) another vehicle	1	2	3	4	5	6
Have to slow down when you are aware that there is a speed camera ahead	1	2	3	4	5	6
Exceed the speed limit on rural sections	1	2	3	4	5	6
Exceed the speed limit in towns and villages	1	2	3	4	5	6
Switch on one thing, such as the headlights, when you meant to switch on something else, such as the wipers	1	2	3	4	5	6
Sound your horn to indicate your annoyance to another road user	1	2	3	4	5	6
Find yourself driving faster than you intend to	1	2	3	4	5	6

File Note

In the following questions we need you to think specifically about the most recent time you drove on the A947...

Q3 Thinking about the most recent time you drove on the A947, how often did you...?
(Select one for each row)

	<i>Frequently</i>	<i>Occasionally</i>	<i>Hardly ever</i>	<i>Never</i>	<i>Not applicable</i>
Overtake a vehicle	1	2	3	4	5
Feel frustrated due to being in traffic travelling slower than the speed you wanted to drive at	1	2	3	4	5
Feel frustrated at the lack of opportunity to overtake	1	2	3	4	5
Feel unsafe due to the actions of other road users	1	2	3	4	5
Check your phone or make / take a call	1	2	3	4	5
Feel that the journey is / was taking longer than it should	1	2	3	4	5
Start to overtake but had to abandon the manoeuvre	1	2	3	4	5
Think you exceeded the speed limit by more than 15 mph	1	2	3	4	
Think you exceeded the speed limit by more than 10 mph	1	2	3	4	
Think you exceeded the speed limit by up to 3mph	1	2	3	4	

Q4 If you responded in Question 3 that speed was exceeded, to what extent were any of the following reasons for you exceeding the speed limit on the most recent trip made on the A947? (Select one for each row)

	<i>To a very large extent</i>	<i>To some extent</i>	<i>Not a factor</i>	<i>Don't know</i>
Felt pressurised by following traffic	1	2	3	4
To make up time after being stuck behind slow moving vehicles	1	2	3	4
Didn't leave enough time to make my journey	1	2	3	4
I generally exceed speed limits when I drive	1	2	3	4
I felt it was safe to do so	1	2	3	4
Because I like going fast	1	2	3	4

Q5 How effective would you say the following were in enforcing your speed on your most recent journey along the A947? (Select one for each row)

	<i>Very effective</i>	<i>Quite effective</i>	<i>Not very effective</i>	<i>Not effective at all</i>	<i>N/A or did not encounter</i>
Speed limit signs	1	2	3	4	5
Police presence	1	2	3	4	5
Risk of points on your licence	1	2	3	4	5
Your own safety	1	2	3	4	5

File Note

Desire to conform to the law	1	2	3	4	5
No opportunity - could only go as fast as rest of traffic	1	2	3	4	5
I just generally observe speed limits when I drive	1	2	3	4	5
I always leave plenty of time to make my journeys so I don't need to speed	1	2	3	4	5
Towing a caravan/ trailer	1	2	3	4	5
Presence of/ consideration for my passengers	1	2	3	4	5

Q6 Thinking about your most recent journey on the A947, how often (if at all) did you witness the following? (Select one for each row)

	<i>Nearly all the time</i>	<i>Frequently</i>	<i>Quite often</i>	<i>Occasionally</i>	<i>Hardly ever</i>	<i>Never</i>
Overtaking when it was risky	1	2	3	4	5	6
Vehicles failing to complete an overtake manoeuvre	1	2	3	4	5	6
Road rage or aggressive behaviour	1	2	3	4	5	6
A vehicle being tailgated	1	2	3	4	5	6
Vehicles travelling at excessive speed	1	2	3	4	5	6
The space in front of a vehicle being inappropriately taken/ other drivers being 'cut up'	1	2	3	4	5	6

Q7 On a scale of 1 to 5, where 1 is low and 5 is high, how enjoyable was your most recent journey on the A947?

<i>Low</i> 1	2	3	4	<i>High</i> 5
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Q8 On a scale of 1 to 5, where 1 is low and 5 is high, how satisfied were you with how long your most recent journey took on the A947?

<i>Low</i> 1	2	3	4	<i>High</i> 5
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Q9 On a scale of 1 to 5, where 1 is low and 5 is high, how safe did you feel during your most recent journey on the A947?

<i>Low</i> 1	2	3	4	<i>High</i> 5
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File Note

Q10 What, if any, do you see as being the main problems and issues on the A947? *(Please provide as much detail as possible, including any specific location detail where relevant)*

Q11 A number of draft objectives have been identified to guide the development of the A947 Route Improvement Strategy. Please rank the following objectives from 1 to 5 where 1 is most important to you and 5 is least important to you.

	Ranking
1. Deliver improvements which contribute to a reduction in the number of accidents on the A947.	
2. Improve through-corridor journey times and journey time reliability on the A947.	
3. Enable proposed housing, employment and retail growth to take place along the A947 without undue congestion.	
4. Improve access by public transport between settlements and employment areas along the A947.	
5. Improve perceptions of safety and reduce feelings of driver frustration on the A947.	

Q12 What, if anything, could Aberdeenshire Council do to improve the A947? *(Please answer fully)*

File Note

To ensure that we have spoken to a representative sample of drivers:

D1 Please could you provide the first part of your postcode? e.g. AB12

D2 Which age group do you fall into? (*Select one only*)

- | | |
|---|-------|
| 1 | 17-19 |
| 2 | 20-24 |
| 3 | 25-34 |
| 4 | 35-44 |
| 5 | 45-54 |
| 6 | 55-59 |
| 7 | 60-64 |
| 8 | 65+ |

D3 Gender

- | | |
|---|--------|
| 1 | Male |
| 2 | Female |

If you would like to be entered into the draw to win either the 1st prize of £100 worth of shopping vouchers; or a 2nd prize of a full car valet, please enter your email address below. This will not be used for anything else.

Email Address.....

Thank you for completing this survey. Any queries should be sent to transportation@Aberdeenshire.gov.uk.

Please return the survey to the following address:

Transportation
Infrastructure Services
Aberdeenshire Council
Woodhill House
Aberdeen
AB16 5GB

Please note that an online version of this survey is available at www.a947survey.net

Appendix C: Newspaper Survey – Questionnaire & Results

File Note

Project:	A947 Route Improvement Strategy	Job No:	60335603
Subject:	Banffshire Journal – Travel Survey Results		
Prepared by:	Jo Duck	Date:	25 September 2015
Checked by:	Andrew Robb	Date:	28 September 2015
Approved by:	Richie Fraser	Date:	30 September 2015

1. Introduction

Short freepost A5 Surveys were enclosed within the Banffshire Journal (which has a 4,500 circulation in the Banff area) in its 31st August edition. The purpose of the survey was to understand current trip patterns of existing route users and to explore their perceptions of driving on the A947, including instances which may lead to driver frustration.

In total, 297 surveys were returned¹.

A copy of the survey used is presented in Appendix A, with the key findings presented in the following sections of this file note.

2. Banffshire Journal Travel Surveys – Data Analysis and Interpretation

2.1 Journey Details

Q1a. Where were you travelling to and from on the most recent journey you made that used the A947?

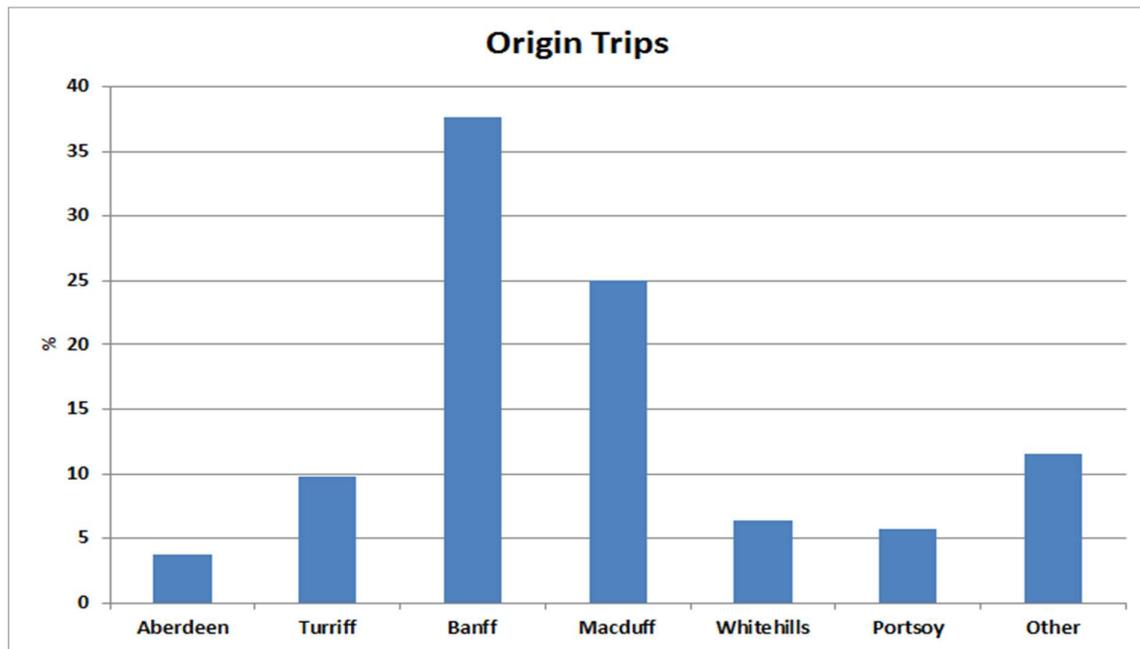


Figure 1: Main origins when travelling along A947

¹ Gender: Male – 52%, Female – 47% / Age: 17-34 – 4.7%, 35-59 – 36.7%, 60+ - 58.6%.

As shown in Figure 1, the most common places of origin on the A947 of those who responded to the survey were Banff (37.6%), Macduff (25.1%), and Turriff (9.8%). A range of 'other' locations made up 11.5% of responses. The results typically accord with the circulation area of the Banffshire Journal.

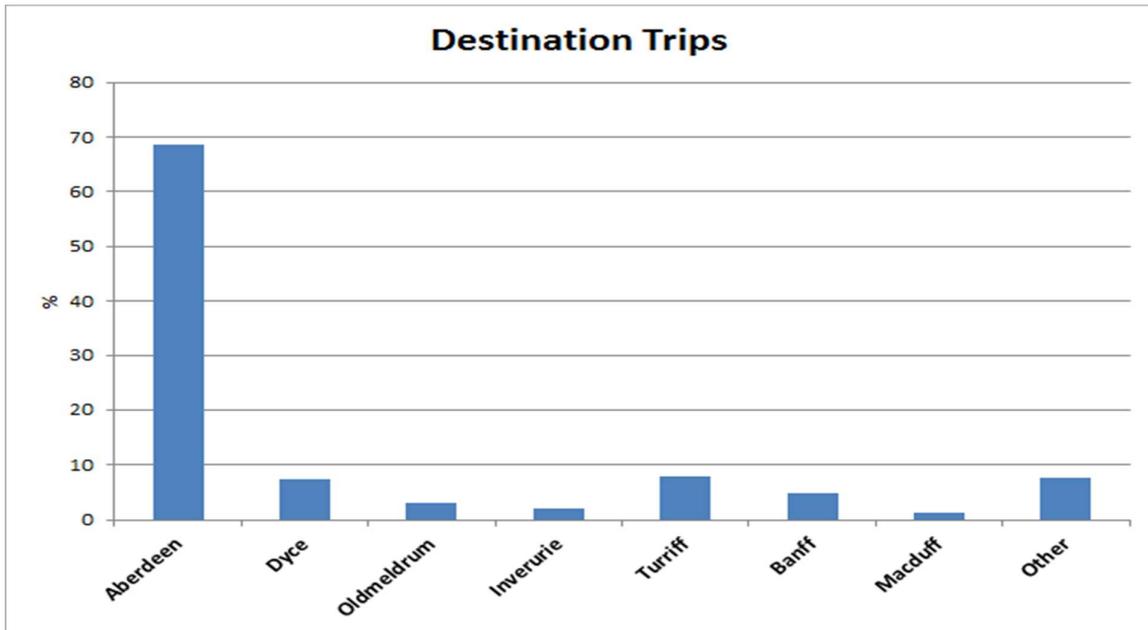


Figure 2: Main destinations when travelling along A947

Figure 2 shows that the most common destination for travellers on the A947 was Aberdeen City, which was the destination for over 68% of those completing the Travel Survey. Turriff (8%) was the next most common destination followed by 'Other' (7.7%) and Dyce (7.3%).

Q1b. Reason for Travelling?

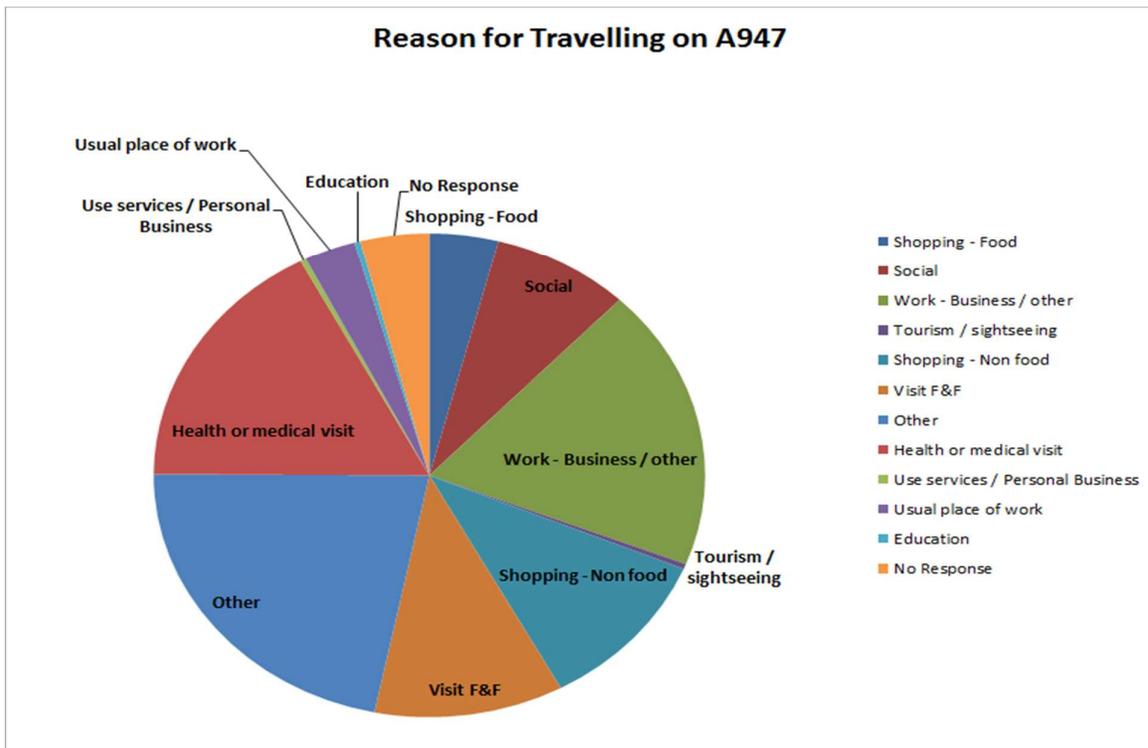


Figure 3: Reasons for travelling along A947

In terms of purpose of travel, Figure 3 illustrates that the route is used for a variety of purposes. The most common reason for using the A947 was for work purposes (19%), highlighting the important role of the route in providing access to jobs. Other common reasons for using the A947 include health or medical visits (17%), visiting friends and family (11%) and non-food shopping (11%). ‘Other’ reasons comprised 22% of responses.

2.2 Personal Driving Behaviour and Travel Perceptions on the A947

Q2. Thinking about your most recent journey on the A947, how often did you...?

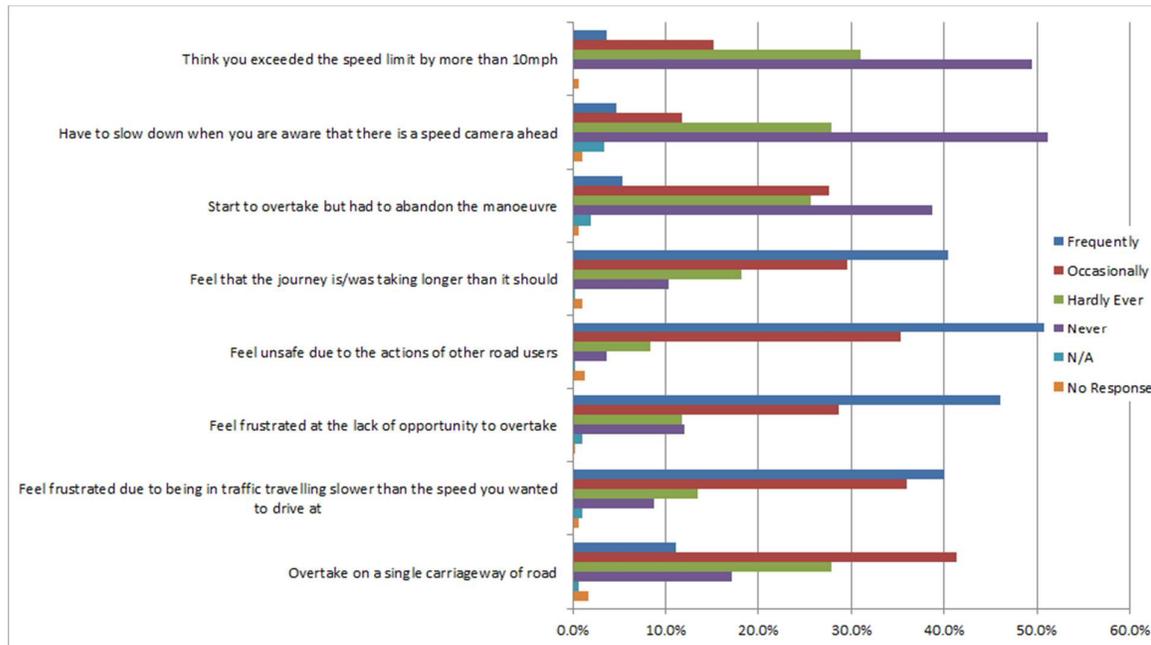


Figure 4: Driving Behaviour and Travel Perceptions on the A947

Figure 4 illustrates respondents' views to a number of statements relating to driving behaviour and perceptions of safe and efficient travel on the A947. Results indicate:

- A significant proportion of motorists (86.2%) admitted to feeling **unsafe due to the actions of other road users** on the A947, with 50.8% stating they 'frequently' felt this way and 35.4% 'occasionally' feeling this way.
- Results indicate that many drivers experience a level of **driver frustration due to being in traffic travelling slower than the speed they want to drive at**. 40.1% said they 'frequently' experience frustration; 36% said they 'occasionally' felt this way.
- 74.7% of motorists admitted to feeling **frustrated at the lack of opportunity to overtake** on the A947 (46.1% said they 'frequently' felt this way, 28.6% said they 'occasionally' felt this way).
- 40.4% of motorists 'frequently' felt that their **journey was taking longer than it should**, with 29.6% stating they 'occasionally' felt that way.
- Just over half of all respondents admitted to **overtaking** on the A947 ('frequently' – 11.1%; or 'occasionally' – 41.4%). Of the other respondents, 27.9% said they 'hardly ever' overtake on this route and 17.2% said they 'never' overtake on this route.
- **Starting to overtake but then having to abandon the manoeuvre** was not seen as a major problem to A947 users, with 38.7% saying this 'never' happened to them and 25.6% saying this 'hardly ever' happened.
- Around half of motorists (49.5%) said that they never **exceeded the speed limit by more than 10mph**. A further 31% said that they were 'hardly ever' in this situation. In contrast, only 3.7% admitted they 'frequently' exceeded the speed limit by 10mph, and only 15.2% 'occasionally' did.
- A significant majority of respondents stated that they 'never' (51.2%) or 'hardly ever' (27.9%) had to **slow down when becoming aware that there is a speed camera ahead**. Only 4.7% of motorists admitted that they 'frequently' found themselves having to slow down on becoming aware that a speed camera lay ahead, and only 15.2% admitted that this was 'occasionally' the case.

2.3 Witnessed Driver Behaviours on the A947

Q3. Thinking about your most recent journey on the A947, how often did you witness the following...?

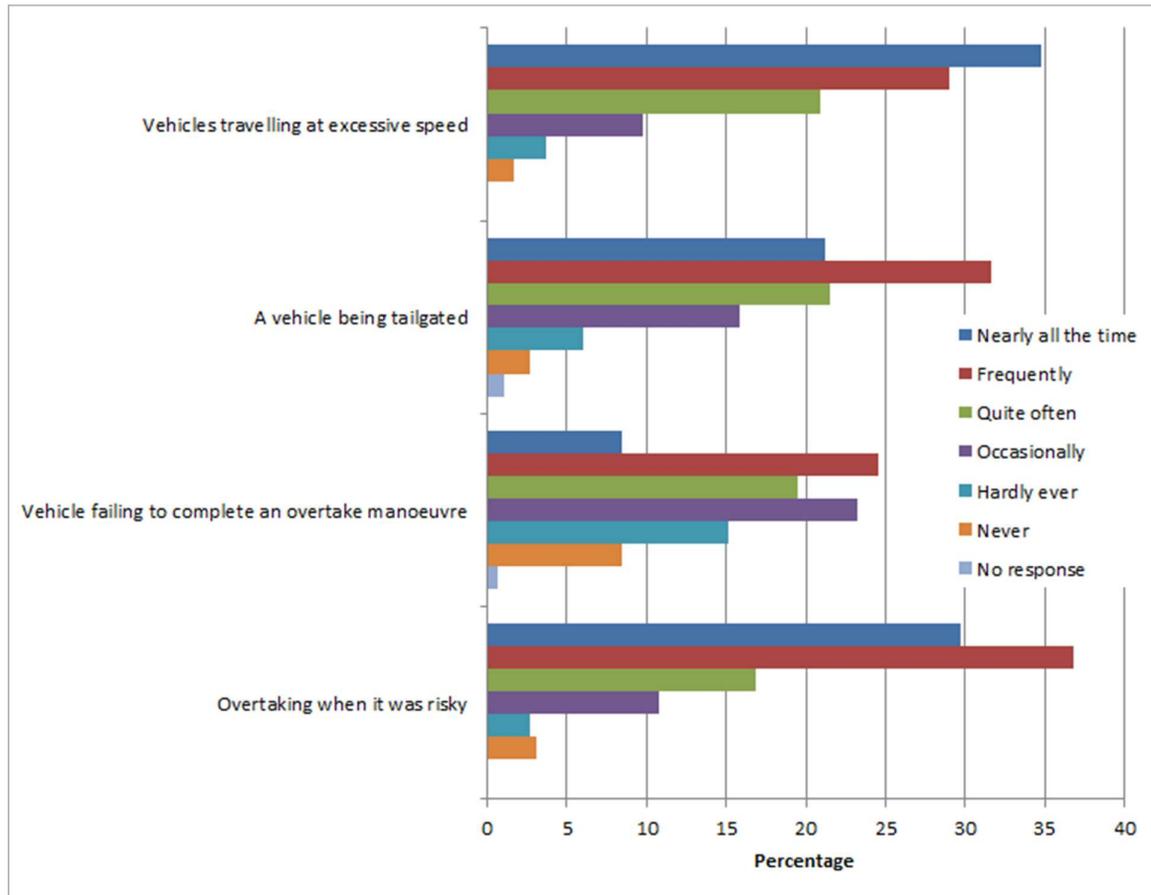


Figure 5: Behaviours witnessed on the A947

Figure 5 demonstrates respondents' views to a number of statements relating to driving behaviours that they have witnessed on their recent journeys on the A947. A summary of results is outlined below:

- In terms of **vehicles travelling at excessive speeds** along the route, of all the driving behaviours listed, this was the one which the greatest number of respondents said that they witnessed 'nearly all the time' (29.1%). A further 20.9% said that they 'frequently' witnessed this, and 9.8% 'occasionally' saw this.
- Over 66.5% of respondents said that they witnessed **risky overtaking** on the A947 ('frequently' – 36.8%; 'nearly all the time' – 29.7% and 'quite often' – 16.9%).
- **Vehicles being tailgated** along the route also appeared to be a common behaviour identified on the route, with 21.2% of respondents stating that they saw this 'nearly all the time', 31.6% 'frequently' saw this, and a further 21.5% 'quite often' witnessed tailgating.
- The prevalence of respondents witnessing **vehicles failing to complete an overtaking manoeuvre** was lower, with only 8.4% saying that they witnessed this behaviour 'nearly all the time'. However, responses do suggest that this is a commonly witnessed event, with 23.2% stating that they saw this 'occasionally', 19.5% seeing this 'quite often' and 24.6% seeing this 'frequently'.

2.4 Journey Enjoyment & Satisfaction

Q4. On a scale of 1 to 5 (where 1 = low and 5 = high), how enjoyable was your most recent journey on the A947?

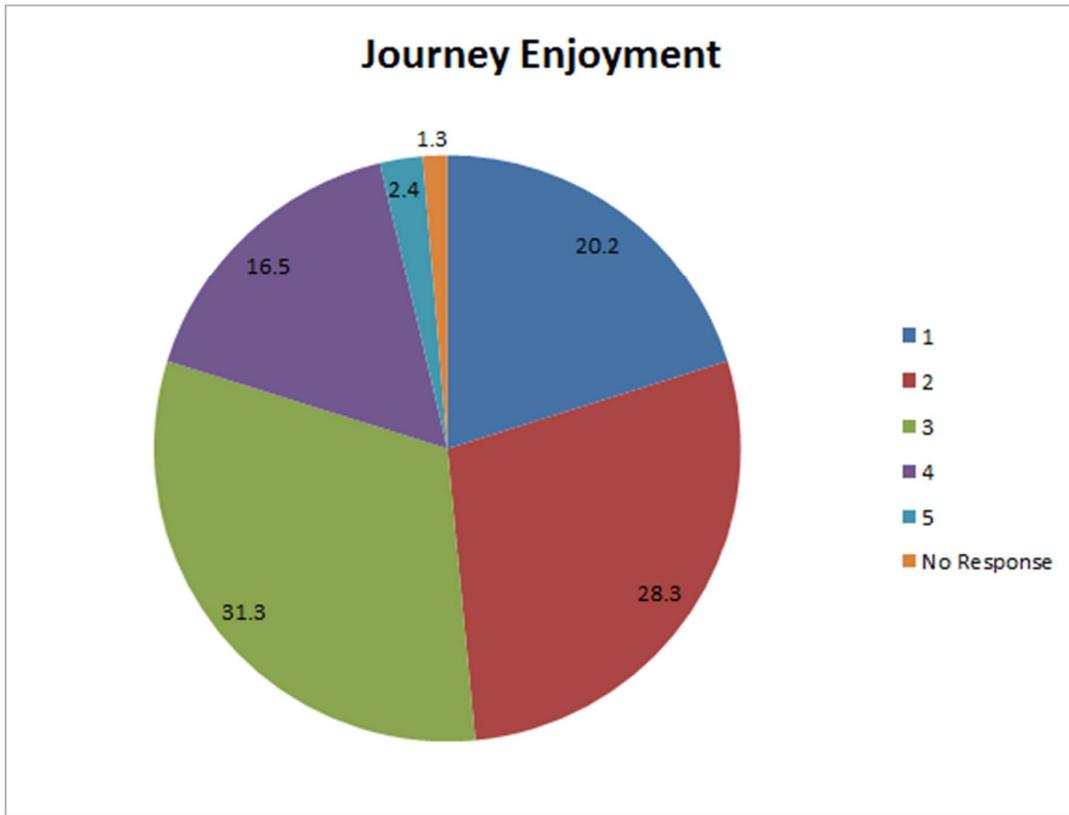


Figure 6: Journey Enjoyment on the A947

Figure 6 shows that the majority of motorists do not have a strong opinion regarding their level of enjoyment when using the A947 (31.3% selected neither high nor low).

Q5. On a scale of 1 to 5 (where 1 = low and 5 = high), how satisfied were you with how long your most recent journey took on the A947?

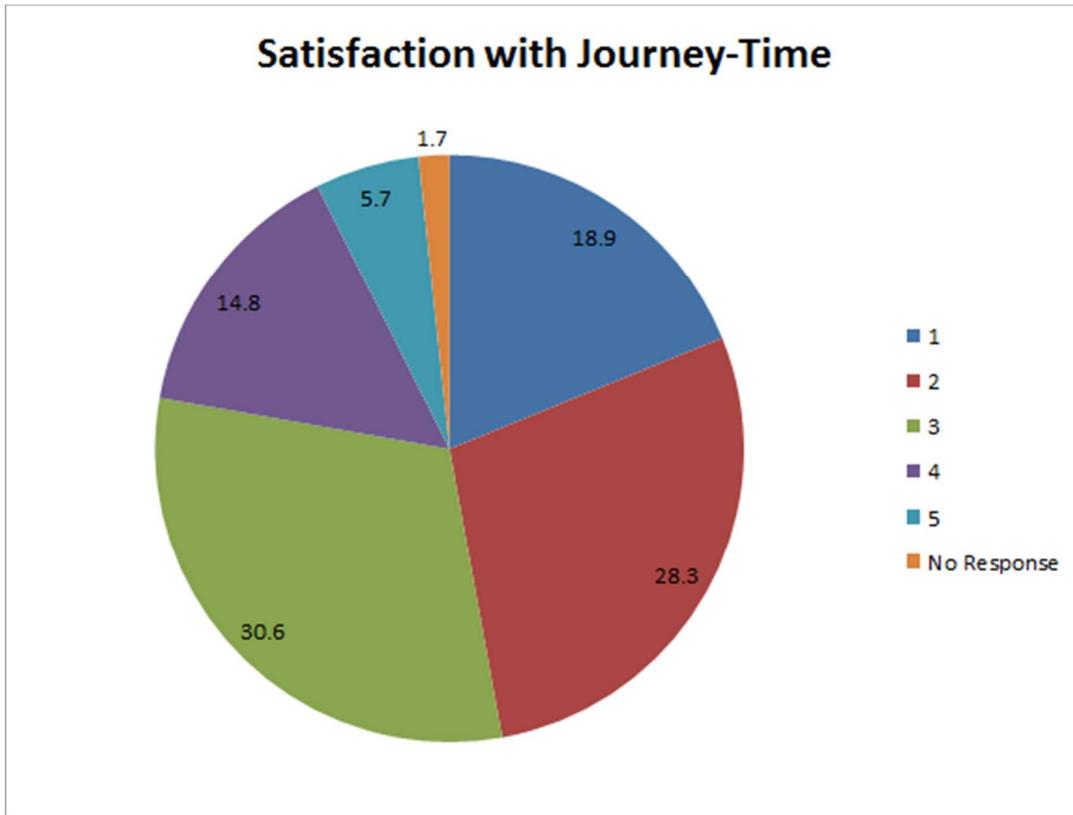


Figure 7: Satisfaction with Journey Times along the A947

Similar to Question 4, Figure 7 shows that the majority of respondents took a neutral stance on their satisfaction with how long their journey typically takes, with 30.6% selecting neither high nor low. Overall however, results suggest that more respondents are less satisfied (47.2%) about the length of their typical journey than those who are more satisfied (20.5%).

Q6. On a scale of 1 to 5 (where 1 = low and 5 = high), how safe did you feel during your most recent journey on the A947?

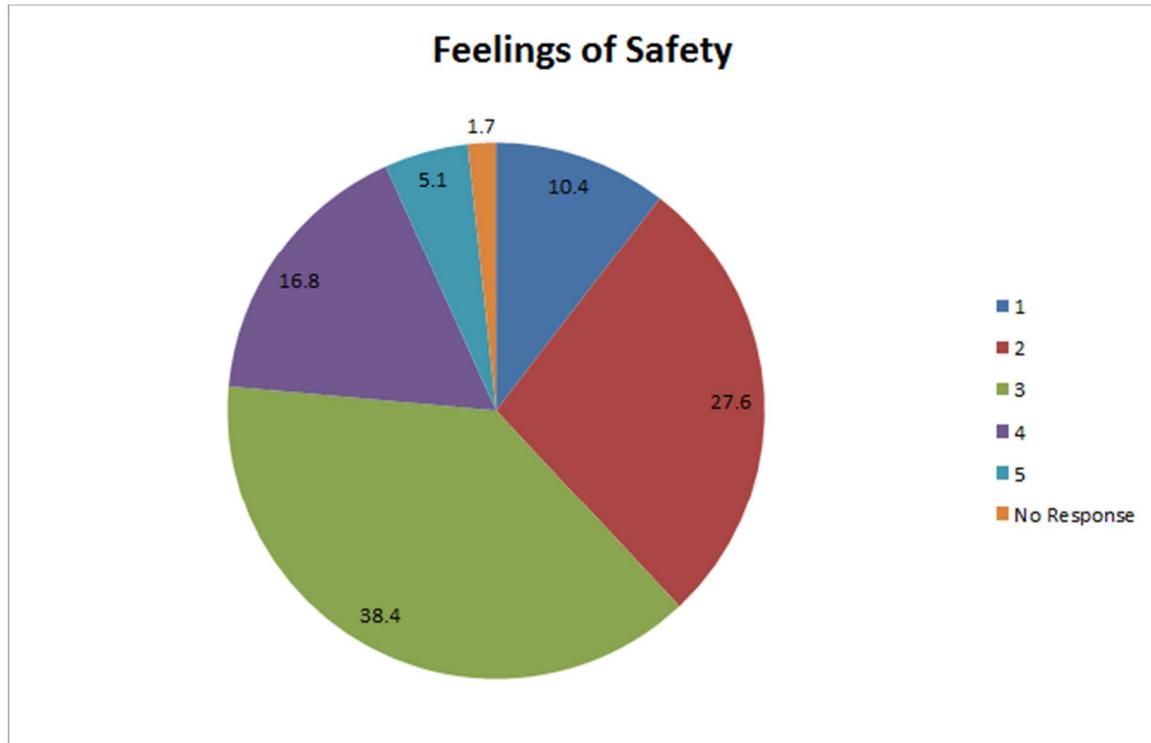


Figure 8: Feelings of safety on the A947

Figure 8 shows the perceptions of safety that frequent route users encounter. The results suggest that a greater proportion of route users feel unsafe when driving on the A947 (38%) compared to those who feel safe (21.9%).

3. Summary

This file note has been prepared to outline the results from the short freepost Travel Survey that was enclosed within the Banffshire Journal in August 2015.

The results indicate that there are a range of scenarios that lead to feelings of driver frustration on the A947, including the lack of opportunity to overtake slower moving vehicles and driver perception that their journey took longer than it should.

These results were supported by identification of commonly witnessed behaviours on the route. The majority of respondents reported witnessing vehicles travelling at excessive speeds nearly all the time and vehicles undertaking risky overtaking manoeuvres. A significant number of respondents also indicated that they had witnessed a vehicle being tailgated on their most recent journey on the A947.

Going forward, the results from this work will be used to inform the identification of problems and issues on the A947 and in turn the development of appropriate options as part of the preparation of a Route Improvement Strategy for the A947.

Appendix A: Banffshire Journal Survey

Aberdeenshire Council is carrying out a study to identify options for improving the A947 between Banff and Aberdeen. We would be grateful if you would spare a couple of minutes to answer a few questions about your experiences of using the route. **All answers are anonymous so please answer honestly.**

Q1 Where were you travelling to and from on the most recent journey you made that used the A947?

From:	To:
Reason for Travelling:	

Q2 Thinking about your most recent journey on the A947, how often did you...? (Circle one for each row)

	Frequently	Occasion-ally	Hardly ever	Never	N/A
Overtake on a single carriageway section of road	1	2	3	4	5
Feel frustrated due to being in traffic travelling slower than the speed you wanted to drive at	1	2	3	4	5
Feel frustrated at the lack of opportunity to overtake	1	2	3	4	5
Feel unsafe due to the actions of other road users	1	2	3	4	5
Feel that the journey is/was taking longer than it should	1	2	3	4	5
Start to overtake but had to abandon the manoeuvre	1	2	3	4	5
Have to slow down when you are aware that there is a speed camera ahead	1	2	3	4	5
Think you exceeded the speed limit by more than 10 mph	1	2	3	4	

Q3 Thinking about your most recent journey on the A947, how often (if at all) did you witness the following...? (Circle one for each row)

	Nearly all the time	Frequently	Quite often	Occasion-ally	Hardly ever	Never
Overtaking when it was risky	1	2	3	4	5	6
Vehicle failing to complete an overtake manoeuvre	1	2	3	4	5	6
A vehicle being tailgated	1	2	3	4	5	6
Vehicles travelling at excessive speed	1	2	3	4	5	6

Q4 On a scale of 1 to 5 (where 1 = low and 5 = high)...

...how enjoyable was your most recent journey on the A947?					
1 (Low)	2	3	4	5 (High)	
...how satisfied were you with how long your most recent journey took on the A947?					
1 (Low)	2	3	4	5 (High)	
...how safe did you feel during your most recent journey on the A947?					
1 (Low)	2	3	4	5 (High)	

Age (circle one only)	17-34	35-59	60+
Gender (circle one only)	Male		Female

The closing date for response is Monday 7th September 2015. For any queries, please email transportation@aberdeenshire.gov.uk. To take part in a more detailed survey and to be entered into a prize draw, visit www.a947survey.net

PLEASE RETURN THE QUESTIONNAIRE TO US BY PUTTING IN A POST BOX – NO STAMP REQUIRED

This research is being carried out under the Market Research Society's Code of Conduct which means the information you give will be completely confidential and will only be used for this research.