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To: Councillor Yuill, Convener; Councillor Radley, Vice-Convener; and Councillors Ali, Blake, Henrickson, Hutchison, Massey, McLellan and van Sweeden.

Town House,
ABERDEEN, 13 January 2025

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

The Members of the **NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE** are requested to meet in **Committee Room 2 - Town House** on **TUESDAY, 21 JANUARY 2025 at 10.00am**. This is a hybrid meeting and Members may also attend remotely.

The meeting will be webcast and a live stream can be viewed on the Council's website.
<https://aberdeen.public-i.tv/core/portal/home>

ALAN THOMSON
INTERIM CHIEF OFFICER – GOVERNANCE

B U S I N E S S

NOTIFICATION OF URGENT BUSINESS

1.1. There are no items of urgent business at this time

DETERMINATION OF EXEMPT BUSINESS

2.1. There are no exempt items

DECLARATIONS OF INTEREST AND TRANSPARENCY STATEMENTS

3.1. Members are requested to intimate any declarations of interest

DEPUTATIONS

4.1. There are no requests for deputation at this time

MINUTE OF PREVIOUS MEETING

- 5.1. Minute of Previous Meeting of 12 November 2024 - for approval (Pages 5 - 14)

COMMITTEE PLANNER

- 6.1. Committee Business Planner (Pages 15 - 26)

NOTICES OF MOTION

- 7.1. There are no Notices of Motion at this time

REFERRALS FROM COUNCIL, COMMITTEES & SUB COMMITTEES

- 8.1. There are no referrals at this time

PERFORMANCE AND RISK

- 9.1. Net Zero, Environment and Transport Performance Report - CORS/25/007
(Pages 27 - 42)
- 9.2. Annual Report on the performance of Aberdeen City Council from the Scottish Roadworks Commissioner - CR&E/25/012 (Pages 43 - 60)

NET ZERO & ENVIRONMENT

- 10.1. Active Travel to School - CR&E/25/008 (Pages 61 - 82)

TRANSPORT

- 11.1. Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert) - CR&E/25/006 (Pages 83 - 130)
- 11.2. 20mph Speed Limit Proposal (North) - CR&E/25/002 (Pages 131 - 178)

Integrated Impact Assessments related to reports on this agenda can be viewed [here](#)

To access the Service Updates for this Committee please click [here](#)

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Dunsmuir, sdunsmuir@aberdeencity.gov.uk

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Net Zero, Environment and Transport Committee

ABERDEEN, 12 November 2024. Minute of Meeting of the NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE. Present:- Councillor Yuill, Convener; Councillor Radley, Vice-Convener; and Councillors Ali, Blake, Henrickson, Hutchison, Massey, McLellan and van Sweeden.

The agenda and reports associated with this minute can be located [here](#).

Please note that if any changes are made to this minute at the point of approval, these will be outlined in the subsequent minute and this document will not be retrospectively altered.

DECLARATIONS OF INTEREST AND TRANSPARENCY STATEMENTS

1. The following transparency statements were intimated:-
 - The Convener made a transparency statement in respect of items 10.2 (Revocation of Anderson Drive corridor and Wellington Road Air Quality Management Areas (AQMA) and Amendment of City Centre AQMA) and 11.1 (Wellington Road Junction Improvements (WRJI) – Progress Report) due to his membership of Cycling UK and the AA, but advised that he did not consider this amounted to a declaration which would require him to withdraw from the meeting for those items; and
 - Councillor Blake made a transparency statement in respect of item 11.2 (Future Operation of Controlled Parking Zones Y and YY (Garthdee and Kaimhill) as she was a former employee of Robert Gordon University but did not consider that this amounted to a declaration which would require her to withdraw from the meeting for that item.

DEPUTATIONS

2. (A) DEPUTATION IN RESPECT OF ITEM 10.2 – REVOCATION OF ANDERSON DRIVE CORRIDOR AND WELLINGTON ROAD AIR QUALITY MANAGEMENT AREAS (AQMA) AND AMENDMENT OF CITY CENTRE AQMA – ELIZABETH LESLIE

The Committee received a deputation from Ms Elizabeth Leslie in respect of the above item. Ms Leslie was accompanied by Joan Thomas and Graeme Craib. Ms Leslie advised that they were in attendance to put forward observations and ask some questions as to what was driving the changes in Aberdeen that she stated no one was voting for. She began by stating that it was not possible to separate bus gates from the Low Emission Zone (LEZ), as their outcomes were similar. A count taken on 15 October 2024 from Great Western Road to the east end of Union Street had indicated 39 empty stores, with 2 in liquidation and the construction at Union Terrace Gardens still for lease. She added that only two cyclists were observed during this time, noting that with the Council's push for active travel, there were unregulated e-bikes, too numerous to count, which were entirely utilised commercially for food deliveries.

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Ms Leslie stated that Aberdeen's small businesses felt unheard in terms of their imposed trade predicament, adding that they had their proposed deputation to the 11 June 2024 Net Zero, Environment and Transport Committee deemed to be incompetent. She added that there was a disproportionate emphasis against private vehicles, noting that the recommendations in a report to Council on 11 October 2024 spoke of the safe and efficient movement of active travel and public transport users throughout the city. She asked why cars were not mentioned.

Ms Leslie noted that the United Nations Environmental Programme said that stakeholders might need to kickstart a walking and cycling policy in a city, to help local authorities to prioritise walking and cycling, and find out what steps needed to be taken to ensure that cities prioritised people over cars. She added that neither the Council nor the Scottish Government had coined the phrase 'active travel', and that it had been given to them. She stated that the UN Environmental Programme quote helped to understand why Councils around the world were utilising the exact same words and phraseology, such as 'active travel', 'wheeling', 'stakeholders', '15 minute cities', 'diversity', 'equity' and 'inclusion, and why Aberdeen City Council felt justified in prioritising pedestrians, bikes and wheeling over cars. Ms Leslie added that the World Health Organisation's (WHO) global action plan on physical activity was implementing unasked for national policies to ensure safer roads for cycling and walking. She stated that while Aberdeen citizens voted for Councillors to represent them, what they were getting instead was a one size fits all approach from the United Nations and its WHO agency, using local Councils as proxies to impose their agenda, regardless of actual need. Ms Leslie felt that such external influencers should take a walk down Union Street to witness the damage caused by their no private car ownership and active travel policies. She added that others around the world were beginning to push back against arbitrary global policies being implemented by various Councils, and that Aberdeen City Council's initiatives aligned with the UN Sustainable Development Goals, namely prioritisation of active travel over privately owned cars. She noted that the words 'privately owned' were of growing significance because of the European Union and UN's vision of ending private ownership of cars.

Ms Leslie asked Members, that although the harbour ships accounted for 10 percent of emissions, did the Council acknowledge that Aberdeen was in an enviable position, having one of the finest, if not the finest air cleansing mechanisms only metres from its city centre, namely the pristine North Sea air and wind. She highlighted that the LEZ had a detrimental effect due to forcing people to drive further, use more fuel and generally add hours to their working day, and that the public was now aware of that detrimental impact to the city centre, and that it was not proportional to the perceived or active benefit. She added that there had been an article in last week's Evening Express which referred to the city as a ghost town. Ms Leslie drew attention to what she considered was a relevant point from a research article by a group of academic and public bodies, which said that reducing pollution in city centres would likely have a minimal effect on public health. She asked that the Council reconcile this with its own website, which said that everyone was at risk of the effects from long term exposure to pollution.

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She explained that the Transport Scotland Act 2019 said that including people living or working close to busy, congested streets as part of the consultation process, would help inform the LEZ policy making process, helping to shape the guiding principles that the Scottish Government would adopt to design, establish and operate Scotland's Low Emission Zones. Ms Leslie said that this implied the decision to implement LEZs had already been made and the objective of the consultation was really just to shape policy. She added that it should be noted that the consultation was only answered by 500 people, and suggested that this did not reflect a broad spectrum of residents, businesses and visitors to Aberdeen, which put its validity into question, as the majority of people were unaware of any consultation.

In respect of the legality of LEZs, Ms Leslie noted that the Transport Scotland Act 2019 stated that authorities could create, amend or revoke LEZs – therefore this did not mean 'must', 'required' or 'mandatory', which she noted were the words used by Council officers at the September 2024 Net Zero, Environment and Transport Committee in relation to the LEZ. She quoted statements from officers at the meeting and suggested that the only actual requirement around air quality monitoring came from the Environment Act 1995, and that the Transport Scotland Act was only an instrument to provide a 'how to' and not a 'must do' in relation to LEZs. She noted that enforcement of the LEZ had started as of 1 June 2024, and the majority of people had been against it. She added that many people were now bypassing Aberdeen, and going instead to towns such as Inverurie or Stonehaven. Ms Leslie noted that a poll reported by Aberdeen Live in 2023 had shown that 90% of respondents had opposed the LEZ. Similarly, a survey published in the Press and Journal in 2024 had revealed that the majority of respondents were against the LEZ implementation in the city centre.

Ms Leslie stated that during her deputation to the Committee in September 2024, an officer had said that since the introduction of the LEZ in May 2022, there had been an improvement in air quality in 2022 and 2023, however she stated that the consensus of many people asked was that no one had paid any attention to the LEZ regulations until it was enforced in June 2024. She added that Glasgow and Edinburgh, which had significantly larger city centres than Aberdeen and had the same air quality standards, continued to be vibrant areas, suffering far fewer consequences from LEZ due to their size and scope. Ms Leslie said that in comparison, the bus gates had been introduced in Aberdeen to improve timeliness, reliability of buses and to displace car travel in favour of buses. She then highlighted some examples of where LEZ and bus gates intersected to make day-to-day life more challenging. Ms Leslie explained that her niece lived in Newtonhill and prior to LEZ had driven her diesel car to her city centre place of work. As her vehicle was not compliant with the LEZ, she had sold it with the intention of taking the bus instead, which would help to meet the Council's objective of displacing cars. However Stagecoach had then withdrawn their service from her area. Ms Leslie explained that her own experience was that the Stagecoach app, prior to the introduction of bus gates had consistently given a 39 minute travel time from Portlethen to Union Square, however this was now 40 to 42 minutes, and the Sunday service had been reduced from one bus an hour to one bus every two hours. She asked why Stagecoach

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had degraded its service within months of the LEZ being introduced, and that going to church in Aberdeen now involved a potential six hour round trip. Ms Leslie stated that when Stagecoach had been asked for the reasons for the service degradation, their answer was that the city had approved it.

Ms Leslie highlighted a deputation which had been made on 5 November 2024 to the Finance and Resources Committee to request funds for services for Aberdeen's vulnerable not to be cut. She added that the hardships faced by small businesses due to increased National Insurance contributions and the minimum wage had also been discussed at that meeting, and noted that at a recent meeting of the Anti-Poverty and Inequality Committee, there had been what she considered to be a meagre fund allocation for clothes for Aberdeen children living in poverty. She said this should be contrasted with the £1.5 million plus cost of the LEZ up to 1 June 2024, and suggested that all Council meetings were scrambling for funds, while she felt an inordinate amount of manpower, resources and funds were allocated to agendas such as the LEZ and what she felt were similar misguided offshoots.

She concluded by stating that Council had a duty to assess and balance both the reasonability and proportionality of LEZ against the damage being done to its city centre, and to that end the Council should initiate a cost benefit analysis. She added that what she felt were the differences between the vibrant Glasgow and Edinburgh city centres and Aberdeen's decaying city centre, should highlight that a policy should not be applied equally. She proposed that the LEZ should be revoked and that all fines levied should be returned, stating that unelected trans-nationals should not be allowed to influence local policy making. Finally, she stated that global warming had been rebranded as climate change as 'warming' did not affirm the required narrative, and asked that Members bear in mind that it was climate change that underpinned schemes like the LEZ, and that 100 percent of climate catastrophe predictions over the last 60 years had been 100 percent wrong.

(B) DEPUTATION IN RESPECT OF ITEM 11.2 – FUTURE OPERATION OF CONTROLLED PARKING ZONES Y AND YY (GARTHDEE AND KAIMHILL) – ANDREW MURRAY

The Committee then received a deputation from Mr Andrew Murray on behalf of Garthdee Community Council in respect of the above report.

Mr Murray explained that he was the chairperson of Garthdee Community Council, and stated that as a principle, the people of Garthdee strongly believed that it was the responsibility of Robert Gordon University (RGU) to permanently mitigate the impact of their presence and that of their customers on the people of the Garthdee community, both socially and financially. He explained that Garthdee Community Council and other community representatives had taken a pragmatic approach to this problem and suggested, in order to protect the interest of residents, the reputation of Aberdeen City Council and RGU's standing in the community, that there should be a compromise

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offered by RGU. This compromise would entail RGU putting on the table an offer to the tune of three to five years of administration costs of the controlled parking zone (CPZ). However Mr Murray said that the community considered what had been offered by RGU was unacceptable and a grossly offensive solution which placed the community in the middle of a disagreement between RGU and Aberdeen City Council. He noted that this meant that yet again the local residents of Garthdee were the losers, with the people of Garthdee having to face significant financial penalties or horrendous social penalties, through no fault of their own. Mr Murray added that the people of Garthdee were angry beyond anything he had witnessed in his twenty years of living in and serving the community. He stated that the people of Garthdee called upon Aberdeen City Council to make it clear to RGU that their offer simply was not good enough and to ask them to get back around the table with officers to come forward with something that the residents could accept. He said the residents should never have to pay to park in their own community, and irrespective of RGU's financial position, it did not and never would relieve them of their obligations to the people of Garthdee. He noted that as it stood, residents would never forgive RGU for their broken promises made in writing, and he suspected they would be an outcast in the eyes of the community groups and of those who lived in Garthdee. He noted that while they might exist within Garthdee, they would not be partners or part of the community.

Mr Murray added that he suspected that local Councillors and Aberdeen City Council as a whole would feel the wrath of Garthdee residents if a solution could not be found. He noted that he appreciated the predicament the Council was in as it would be difficult to be seen to be giving the Garthdee community preferential treatment, but nevertheless, he felt that sometimes exceptions must be made. He advised that plans were ongoing within the community to create a sustained, significant and hard-hitting campaign that rallied the people of Garthdee to fight what he felt was an injustice, but suggested that it would be more prudent if a compromise could be achieved which matched the promises made by RGU over a decade ago.

Mr Murray stated that the solution was simple, and that RGU needed to come back with an offer which, while it might not be ideal, would satisfy the vast majority of people in the community, namely for RGU to offer a minimum of three years' administration costs to allow a transition period, following which residents could decide whether to retain the CPZ and pay for it, or for it to be removed in its entirety. Mr Murray concluded by asking that the Council did not impose its will on local people, and that it let them decide, through consultation with the entire community and not only specific streets within the community, noting that it impacted everyone in Garthdee.

Members then asked questions of the deputation.

The Committee resolved:-

to thank the deputations for their contributions.

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MINUTE OF PREVIOUS MEETING OF 3 SEPTEMBER 2024

3. The Committee had before it the minute of its previous meeting of 3 September 2024 for approval.

The Committee resolved:-

to approve the minute as a correct record.

COMMITTEE BUSINESS PLANNER

4. The Committee had before it the business planner as prepared by the Interim Chief Officer – Governance.

During Members' questions to officers on the planner, there was mention of Aberdeen Royal Infirmary and therefore, the Convener made a transparency statement that he was a member of NHS Grampian Board.

The Committee resolved:-

- (i) in relation to item 4 (Den Burn Restoration Project), to note that officers anticipated that it might be possible to report to Committee in March 2025;
- (ii) in relation to item 10 (Active Travel Routes around Schools), to note that officers intended to present the report on this item to Committee in January 2025;
- (iii) in relation to item 15 (North East Scotland Active Travel Network Review), to note that officers would circulate a service update to Members in the next few weeks;
- (iv) to request that officers circulate a service update to Members outwith the meeting in respect of (a) the latest position in respect of the planning application for parking at Aberdeen Royal Infirmary; (b) discussions regarding possible installation of charging points at home locations, for staff who took vehicles home overnight; and (c) on the procurement for the wider rollout of charging points;
- (v) to note the reasons set out in the planner for the various delayed reports;
- (vi) to agree to remove items 13 (Nature Data: Outcomes of a Citywide Collaboration); 18 (Macaulay Drive Aberdeen); 35 (A93 Peterculter to Aberdeen Multi-Modal Corridor Study) and 65 (Bus Partnership Fund Grants Service Update); and
- (vii) to otherwise note the planner.

**NET ZERO, ENVIRONMENT AND TRANSPORT PERFORMANCE REPORT -
CORS/24/297**

5. The Committee had before it a report by the Executive Director Corporate Services which presented the status of appropriate key performance measures relating to the services falling within its remit.

The report recommended:-

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that the Committee note the report and provide comments and observations on the performance information contained in the report Appendix A.

The Committee resolved:-

- (i) to note that the Environmental Manager and Roads Operation Manager would provide information to Members outwith the meeting in respect of the nature of complaints which had led to the rise in figures set out on pages 41 and 45 of the reports, as well as any common themes;
- (ii) to note that the Chief Officer – Operations would circulate a recent article to Members outwith the meeting in respect of Energy from Waste; and
- (iii) to otherwise note the report.

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE ANNUAL EFFECTIVENESS REPORT - CORS/24/293

6. The Committee had before it a report by the Executive Director Corporate Services which presented the annual report of the Net Zero, Environment and Transport Committee to enable Members to provide comment on the data contained within.

The report recommended:-

that the Committee –

- (a) provide comments and observations on the data contained within the annual report; and
- (b) note the annual report of the Net Zero, Environment and Transport Committee.

The Committee resolved:-

- (i) to note that there would be consideration of any Terms of Reference which had not been utilised as part of the annual Scheme of Governance Review and through the Governance Reference Group; and
- (ii) to otherwise note the report.

CLIMATE CHANGE REPORT 2023-24 - CR&E/24/282

7. The Committee had before it a report by the Executive Director City Regeneration and Environment which sought approval of the statutory Climate Change Report (CCR) covering the period 2023/24, which was required to be submitted to the Scottish Government, to ensure compliance with the requirements of Part 4 of the Climate Change (Scotland) Act 2009.

The report recommended:-

that the Committee –

- (a) approve the Climate Change Report 2023/24, as detailed in Appendix 1 and instruct the Chief Officer - Strategic Place Planning to submit the report to the Scottish Government prior to the reporting deadline of 30 November 2024;

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- (b) instruct the Chief Officer - Strategic Place Planning to publish the Climate Change Report on the Council's website; and
- (c) instruct the Chief Officer - Strategic Place Planning to align the reporting periods and reporting date for both the annual Climate Change and Natural Environment Reports and to explore the potential to combine these into a single report.

The Committee resolved:-

- (i) to note that officers would investigate the data to ascertain the percentage of short-haul flights which had been within the UK and advise Members of this information outwith the meeting;
- (ii) in relation to page 95 of the report, to note that officers would provide information to Members outwith the meeting in respect of the location of the photovoltaic installation which had been installed to generate solar power, as well as any plans for solar panels in other buildings; and
- (iii) to approve the recommendations.

REVOCATION OF ANDERSON DRIVE CORRIDOR AND WELLINGTON ROAD AIR QUALITY MANAGEMENT AREAS (AQMAS) AND AMENDMENT OF CITY CENTRE AQMA - CORS/24/278

8. The Committee had before it a report by the Executive Director Corporate Services which sought approval to revoke the Anderson Drive and Wellington Road Air Quality Management Areas (AQMAS) and amend the City Centre AQMA to omit particulates (PM10).

The report recommended:-

that the Committee –

- (a) note the compliance with national PM10 and NO2 national air quality objectives in the Anderson Drive and Wellington Road Air AQMAS and compliance with the PM10 objective in the City Centre AQMA;
- (b) approve the revocation of the Anderson Drive and Wellington Road AQMAS and amendment of the City Centre AQMA to omit PM10; and
- (c) instruct the Interim Chief Officer - Governance to commence statutory procedures to formally revoke and amend the AQMAS.

The Committee resolved:-

to approve the recommendations.

WELLINGTON ROAD JUNCTION IMPROVEMENTS (WRJI) – PROGRESS REPORT - CR&E/24/299

9. The Committee had before it a report by the Executive Director City Regeneration and Environment which (a) provided an update on progress to date; (b) outlined the outcome of the Wellington Road Junction Improvements (WRJI) Design Manual for

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Roads and Bridges (DMRB) Stage 2 Route Option Assessment Report; and (c) advised on the next steps in development.

The report recommended:-

that the Committee –

- (a) note the Design Manual for Roads and Bridges (DMRB) Stage 2 Route Option Assessment report at Appendix 1;
- (b) note the relationships between the Wellington Road Junction Improvement Scheme and the ongoing development of the Aberdeen South Harbour Link Road project, which was currently progressing through the detailed planning and design process;
- (c) note the linkages between the Wellington Road Junction Improvement project and the routing of Aberdeen Rapid Transit as agreed by Net Zero, Environment and Transport Committee on 11 June 2024;
- (d) agree the preferred option (K) outlined in the DMRB Stage 2 report and instruct the Chief Officer - Capital to progress further development of the preferred option including undertaking a tailored Design Manual for Roads and Bridges Stage 3 Scheme Assessment; and
- (e) instruct the Chief Officer - Capital and the Chief Officer - Strategic Place Planning to investigate funding opportunities for the future development and implementation of the project and report an Outline Business Case and conclusion of Stage 3 Scheme Assessment to the Finance and Resources Committee in Autumn 2025.

The Committee resolved:-

to approve the recommendations.

FUTURE OPERATION OF CONTROLLED PARKING ZONES Y AND YY (GARTHDEE AND KAIMHILL) - CR&E/24/313

10. With reference to article 12 of the minute of its meeting of 27 March 2024, the Committee had before it a report by the Executive Director City Regeneration and Environment which presented the outcome of engagement with Robert Gordon University (RGU) and the community “to seek to agree on a framework for the period after the ten years that will be acceptable to all and will meet the needs of the Community” following the end of RGU commitments to fund the management of the Garthdee/Kaimhill controlled parking zones (CPZ) Y and YY.

The report recommended:-

that the Committee –

- (a) note that discussions were undertaken by officers with Robert Gordon University (RGU), community representatives and local Members;
- (b) note that RGU provided options for a 3 or 5 year transition period, part-funded by the Council, reliant on the Council not charging residents for permits during this period;

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- (c) note the community representatives response to the suggested transition period in section 3.4 of the report;
- (d) note the implications of not charging for resident permits for the 3 or 5 year period, as set out in the report;
- (e) agree that implementation of a transition period was not a feasible option and should not form part of the informal consultation which was to be carried out on the future of CPZ Y and YY;
- (f) note that the Chief Officer - Operations would now undertake the informal consultation previously instructed by this Committee in March 2024, as set out at section 3.8 of the report, and report back the results and recommendations in March 2025; and
- (g) instruct the Chief Officer – Finance to include expected changes in operating costs and income levels for Zones Y and YY in the budget process for 2025/26.

The Committee resolved:-

- (i) to approve recommendations (a), (b) and (c); and
 - (ii) to instruct the Chief Officer - Operations to invite RGU, local Members, and community representatives, including Garthdee Community Council, to a discussion to consider further options and to report back on this as part of the budget process to the Council Budget meeting on 5 March 2025.
- **COUNCILLOR IAN YUILL, Convener**

	A	B	C	D	E	F	G	H	I	J
1	NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE BUSINESS PLANNER The Business Planner details the reports which have been instructed as well as reports which the Functions expect to be submitting for the calendar year.									
2	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Director	Terms of Reference	Aberdeen Adapts and Net Zero Themes	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
3	21 January 2025									
4	Road Safety Plan Annual Update towards 2030 casualty reduction targets	To provide the annual update	January (or nearest committee)	Vycki Ritson	Operations	City Regeneration & Environment	8	Mobility	R	Officers propose that this will be provided as a Service Update as with last year's update. As officers are reporting on results posted by Transport Scotland, there are no recommendations as these remain as agreed by the Road Safety Plan.
5	Citywide implementation of 20mph speed limit (North)	To present the results of the first consultation		Tolu Olowoleru	Operations	City Regeneration & Environment	8	Mobility		
6	Annual Report on the performance of Aberdeen City Council from the Scottish Roadworks Commissioner	To update the Committee on the performance of Aberdeen City Council's Roads Maintenance and Roadworks Coordination sections following the publication of the annual performance report by the Scottish Roadworks Commissioner	Response received from the Scottish Roadworks Commissioner mid October, therefore a report was unable to be prepared to meet the committee reporting deadlines for this cycle - the report will now be presented in January 2025	Paul Davies	Operations	City Regeneration & Environment	7	N/A		
7	Review of Waste Strategy	NZET 27/03/24 - to instruct the Chief Officer - Operations to report the review of the waste strategy through this Committee starting in Autumn 2024	Officers plan to submit a briefing note to the Strategy Board on 10 October, to allow engagement with the Board prior to the report being submitted to Members. It is therefore proposed that the report will be presented in January 2025 instead	Martina Klubal	Operations	City Regeneration & Environment	1	Natural Environment	D	A draft strategy is currently being developed and is being taken through the corporate governance process. Further work is required to the document before it can be reported to committee. It is therefore proposed that the report will be taken to NZET later in 2025, to a Committee meeting to be confirmed.
8	Active Travel to School	Net Zero, Environment & Transport 31/10/23 - to instruct the Chief Officer - Strategic Place Planning, Chief Officer - Education and the Chief Officer - Operations and Protective Services to bring back a report on options for how to promote and improve active travel routes around schools		Will Hekelaar	SPP / Operations / Education and Lifelong Learning	Various	8	Mobility		

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	A	B	C	D	E	F	G	H	I	J
2	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Director	Terms of Reference	Aberdeen Adapts and Net Zero Themes	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
14	19 March 2025									
15	Den Burn Restoration Project	NZET 20/06/23 - to instruct the Chief Officer – Strategic Place Planning to (a) continue to seek additional funding; (b) evolve the project scope in line with available funding; and (c) report back to Committee once the required funding has been secured	SEPA Offer and MoU are signed. NHS has a place on the Steering Group - as neighbouring landowner and to embed health / wellbeing in the project. Funding for Concept Design mostly in place and Tender being drafted. Private sector Investment Brochure complete. Solicitation for funding will start. As commercially sensitive, details will require to remain confidential until agreed. Intention to Report back to Committee after Concept Design stage and funding in place to seek approval for Detailed Design.	Sue Cumming	Strategic Place Planning	City Regeneration & Environment	1	Natural Environment		This report will be best timed once response from funding bid is received, therefore March NZET Committee is suggested but this may need to be amended depending on when response from funding bid is received
16	Local Nature Conservation Site Review	To present the review	This report is not tied to a statutory timescale and other work currently requires to be prioritised meaning this report needs to be moved back - likely to be March 2025	Gordon McLean	Strategic Place Planning	City Regeneration & Environment	1	Natural Environment		
17	Expansion of Home Composting of Garden Waste	Council Budget 06/03/24 - to instruct the Director of City Regeneration and Environment to report to the Net Zero, Environment and Transport Committee on how the Council could encourage and support the expansion of home composting of garden waste	Officers are working on refreshing their communications plan for home composting and aim to start delivering messaging around April to tie in with the start of the gardening season and so it is proposed to now present this report in March 2025, to align better with the financial year, and to allow time to consider any further actions and to develop these.	Martina Klubal	Operations	City Regeneration & Environment	1	Natural Environment		

[illegible]

	A	B	C	D	E	F	G	H	I	J
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Director	Terms of Reference	Aberdeen Adapts and Net Zero Themes	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
23	Aberdeen Rapid Transit	<p>NZET 11/06/24 - to instruct the Chief Officer - Strategic Place Planning to report back to Committee on the ART Strategic Business Case by the end of financial year 2024/2025, including further exploration of the costs and risks associated with both a Bus Service Improvement Partnership and Franchise approach, and prior to moving to Outline Business Case.</p> <p>Also to agree that the multi-modal corridor studies be concluded at the end of the STAG Options Appraisal and the bus priority infrastructure options that align with the agreed ART routes be incorporated within the overall ART business case development process rather than continue as standalone projects.</p> <p>NZET 03/09/24 - to instruct the Chief Officer - Strategic Place Planning to incorporate the options for active travel provision into the Aberdeen Rapid Transit report to be reported back at the earliest opportunity (ref Westhill to Aberdeen City Centre Active Travel report)</p>	The ART Strategic Business Case will be reported back by the end of the financial year, likely to the March 2025 meeting. Bus priority and active travel infrastructure options from the multi-modal corridor studies will be fed into the ART Outline Business Case, subject to approval of the SBC	Kirsty Chalmers	Strategic Place Planning	City Regeneration & Environment	7 and 8	Mobility		
24	10 June 2025									
25	Trees and Woodland	Net Zero, Environment & Transport 09/05/23 - to instruct the Chief Officer – Operations and Protective Services to report annually to the Net Zero, Environment & Transport Committee on progress to the objectives of the Tree & Woodland Strategic Implementation Plan		Steven Shaw	Operations	City Regeneration & Environment	1	Natural Environment		
26	North East Scotland Active Travel Network Review	NZET 31/10/23 - to instruct the Chief Officer – Strategic Place Planning to report further progress to this Committee at an appropriate time following the public consultation process, within the next 12 months	The Regional Active Travel Network Review was approved by Nestrans Board in September. Officers have advised that a service update is likely to be more appropriate than a report at this time, as this will be a progress update, with no specific recommendations at this stage for Committee	Will Hekelaar	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
27	Cluster Risk Register Reporting	To present Cluster Risk Register and Assurance Maps in accordance with committee terms of reference.		Mark Reilly / David Dunne	Operations / Strategic Place Planning	City Regeneration & Environment	9	N/A		
28	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		

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2										
29	Roads and Transport Related Budget Programme 2025 - 2026 (Annual Report)	This report is Business Critical to spend the allocated Capital Budget approved at the Council Budget meeting and brings together the proposed roads and transportation programme from the approved Capital Budgets for 2025/26		Neale Burrows	Operations	City Regeneration & Environment	7	N/A		
30	Implementation of Pavement Parking Prohibition	NZET 11/06/24 - to instruct the Chief Officer - Operations to report to this Committee no later than July 2025 on the operation of the pavement parking prohibition and make any necessary recommendations arising from that		Tolu Olowoleru	Operations	City Regeneration & Environment	8	Mobility		
31	Staff Travel Policy and Council Travel Plan	Net Zero, Environment & Transport 28/03/24 - to instruct the Chief Officers – Strategic Place Planning and People and Citizen Services, following analysis of the consultation and finalisation of the documents, to report both the updated Staff Travel Policy and Council Travel Plan back to this Committee and / or other relevant committees by Summer 2025 for approval.		Anthony Burns	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
32	9 September 2025									
33	Low Emission Zone - Costs & Income	Net Zero, Environment & Transport 31/10/23 - to instruct the Chief Officer – Strategic Place Planning to submit a report to this Committee in Summer 2025 identifying the costs and income associated with operation of the LEZ during the 2024/25 financial year, including a proposed programme for the use of any surplus income.	Summer 2025 - It will be July 2025 before we know what full year 1 income is so reporting in summer 2025 is achievable	Will Hekelaar	Strategic Place Planning	City Regeneration & Environment	8	TBC		
34	Air Quality Progress	To update committee members on the annual air quality monitoring results for 2024		Nick Glover	Strategic Place Planning	City Regeneration & Environment	1 and 6			
35	Road Winter Service Plan	To present the Road Winter Maintenance programme every September. NZET 03/09/24 - to instruct officers to highlight any specific changes to the winter maintenance plan in future reports		Paul Davies	Operations	City Regeneration & Environment	8	Mobility		
36	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
37	18 November 2025									
38	Annual Committee Effectiveness Report	To present the annual committee effectiveness report		David Dunne	Strategic Place Planning	City Regeneration & Environment	General Delegation 8.5	N/A		

	A	B	C	D	E	F	G	H	I	J
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Director	Terms of Reference	Aberdeen Adapts and Net Zero Themes	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2										
39	Natural Environment / Climate Change Annual Reports	NZET 12/11/24 - to instruct the Chief Officer - Strategic Place Planning to align the reporting periods and reporting date for both the annual Climate Change and Natural Environment reports and to explore the potential to combine these into a single report.		Bishnu Bhattarai / Lina-Elvira Back	Strategic Place Planning	City Regeneration & Environment	2 and 4	Natural Environment / Empowerment		
40	Aberdeen Cross City Connections - Active Travel Scheme Development	Net Zero, Environment & Transport 07/03/23 - to report back to this Committee upon completion of the outline business case, and to provide an annual update on progress of detailed design and delivery thereafter.	To date, funding has not been secured in 24/25 to enable progress to an outline business case. Officers will continue to pursue funding opportunities during 24/25 and in future financial years.	Ken Neil	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
41	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
42	DATE FOR REPORTING BACK TO BE CONFIRMED									
43	Building Performance Criteria - Energy Efficiency	Council 28/2/22 - to instruct the Chief Officer - Corporate Landlord within the context of available funding, to update the Council's Building Performance criteria to ensure that it is compliant with Scottish Government's voluntary Net Zero Public Buildings Standards for all new build or significant refurbishment projects and to seek funding opportunities to upgrade existing building stock, including all required feasibility assessments to allow the building assets to meet Energy Efficiency Standard for Social Housing (EESH2), or to reduce carbon usage within the portfolio and create pathways to Net Zero, and report back to the City Growth and Resources Committee on progress before March 2023 NZET Committee 20/6/23 - to note that officers would provide an update on the next meeting on item 8 (Building Performance Criteria – Energy Efficiency) which would outline when the work was expected to be undertaken	To note the verbal update at the June 2024 meeting that the building performance policy and standards were currently being updated in accordance with the national standards which had recently been produced and that a report would be presented to a future meeting on progress and any changes which might be required	Stephen Booth / Mai Muhammad	Corporate Landlord	Families and Communities	1	Building, Heat & Infrastructure		
44	The Aberdeen City Council (City Centre, Aberdeen) (Traffic Management) (Experimental) Order 2023 - Implementation	Urgent Business Committee 18/12/24 - to instruct the Chief Officer - Operations, should there be no objections received during the statutory consultation period, to make an appropriate Traffic Regulation Order giving effect to the removal of the ban on right turns from Union Terrace onto Rosemount Viaduct or to report back to the Net Zero, Environment and Transport Committee if objections are received during the statutory consultation period		Neale Burrows	Operations	City Regeneration & Environment	8	Mobility		

[illegible]

[illegible]

[illegible]

	A	B	C	D	E	F	G	H	I	J
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Director	Terms of Reference	Aberdeen Adapts and Net Zero Themes	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2	EV Infrastructure Joint Procurement Exercise	NZET 20/06/23 - to note that officers would report back to a future Committee on the joint procurement exercise being undertaken in relation to EV infrastructure. As there are no actions for Committee to approve, it was agreed at NZET on 11/06/24 this be presented as a service update. NZET 03/09/24 - to note that the Chief Officer - Strategic Place PLanning would arrange for officers to circulate a service update to Members		David Dunne	Strategic Place Planning	City Regeneration & Environment				
59										
60	Place Based Strategy Framework	NZET 11/06/24 - to instruct the Chief Officer - Strategic Place Planning to produce an annual service update on the ongoing development of the plans and strategies set ou in the report, noting that this would be in addition to the ongoing reports to Committee on each individual plan and strategy	June 2025	David Dunne	Strategic Place Planning	City Regeneration & Environment				
61	Nature Awareness Campaign	NZET 11/06/24 - to instruct the Chief Officer - Strategic Place Planning to continue working on the campaign with citywide partners and provide a service update within 12 months of this report	By June 2025	Richard Brough / Gordon McLean	Strategic Place Planning	City Regeneration & Environment				
62	Open Space Audit	NZET 11/06/24 - to instruct the Chief Officer - Strategic Place Planning to finalise the reports and circulate via service update		Guy Bergman	Strategic Place Planning	City Regeneration & Environment				
63	Northern Roads Collaboration Joint Committee	NZET 03/09/24 - to note that officers would circulate an update to Members outwith the meeting in relation to the Joint Committee		Neale Burrows	Operations	City Regeneration & Environment				
64	Draft Local Transport Strategy	NZET 03/09/24 - to note the need for a broader representation of the residents of Aberdeen in the responses to the consultation and instruct the Chief Officer - Strategic Place Planning, following consultation with the Chief Officer - Data Insights to report back to committee via service update the measures in place to increase the response from under-represented groups and to align more closely to the demographic profile of the city		Alan Simpson	Strategic Place Planning	City Regeneration & Environment				

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	21 January 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Net Zero, Environment and Transport Performance Report
REPORT NUMBER	CORS/25/007
DIRECTOR	Andy MacDonald
CHIEF OFFICER	Martin Murchie
REPORT AUTHOR	Louise Fox
TERMS OF REFERENCE	7

1. PURPOSE OF REPORT

- 1.1 To present Committee with the status of appropriate key performance measures relating to the services falling within its remit.

2. RECOMMENDATION

- 2.1 That the Committee note the report and provide comments and observations on the performance information contained in the report Appendix A.

3. CURRENT SITUATION

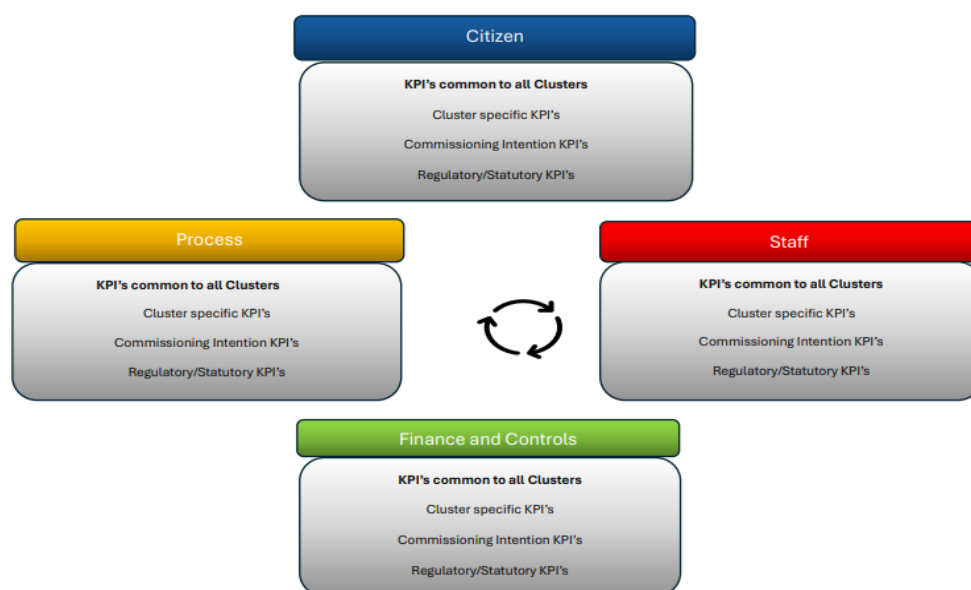
Report Purpose

- 3.1 This report is to provide members with key performance measures in relation to certain appropriate services as expressed within the 2024/25 Council Delivery Plan.

Report Structure and Content

- 3.2 Performance Management Framework Reporting against in-house delivery directly contributing to, or enabling delivery against, the city's Local Outcome Improvement Plan (LOIP) has informed development of successive Council Delivery Plans, including the 2024/25 Council Delivery Plan agreed by Council on 6th March 2024.
- 3.3 The Council's Performance Management Framework, supporting and enabling scrutiny against progress of the Council Delivery Plan and its key measures, establishes a robust performance management and reporting system which encompasses single and multi-service inputs, outputs and outcomes.
- 3.4 The refreshed Performance Management Framework for 2024/25 was approved at the meeting of Council on the 21st August 2024.

- 3.5 Service standards against each function/cluster, associated with Council delivery planning, offer continuous insight into the effectiveness, and accessibility of core service provision to the Council's stakeholders and city communities.
- 3.6 Where appropriate, data capture against these standards is now directly incorporated within the suite of metrics contained within Appendix A and will be reported against on either a monthly, quarterly or annual basis.
- 3.7 The Performance Management Framework provides for a consistent approach within which performance will be reported to Committees. This presents performance data and analysis within four core perspectives, as shown below, which provides for uniformity of performance reporting across Committees.



- 3.8 This report, as far as possible, details performance up to the end of November 2024 or Quarter 2 2024/25, as appropriate and where data is currently available. It also includes an update on performance against the annual maximum cap of carbon emissions (tCO₂e) and progress towards meeting the annual carbon savings target (tCO₂e).
- 3.9 Appendix A provides an overview of performance across certain relevant services, with reference to recent trends and performance against target.
- 3.10 Within the summary dashboard the following symbols are also used:

Performance Measures

Traffic Light Icon



On target or within 5% of target

 Within 5% - 20% of target and being monitored

 More than 20% below target and being actively pursued

 Data only – target not appropriate

Where narrative analysis of progress against service standards is provided and has been attributed with a RAG status by the relevant Service Manager, these are defined as follows:

RAG Status

- **GREEN** – Actions are on track with no delays/issues emerging
- **AMBER** – Actions are experiencing minor delays/issues emerging and are being closely monitored
- **RED** – Actions are experiencing significant delays/issues with improvement measures being put in place

4. FINANCIAL IMPLICATIONS

There are no direct financial implications arising out of this report.

5. LEGAL IMPLICATIONS

There are no direct legal implications arising out of this report.

6. ENVIRONMENTAL IMPLICATIONS

There are no direct environmental implications arising out of this report

7. RISK

The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic	None	NA	NA	NA
Compliance	No significant legal risks.	Publication of service performance	L	Yes

		information in the public domain ensures that the Council is meeting its legal obligations in the context of Best value reporting.		
Operational	No significant operational risks.	Oversight by Elected Members of core employee health and safety/attendance data supports the Council's obligations as an employer	L	Yes
Financial	No significant financial risks.	Overview data on specific limited aspects of the clusters' financial performance is provided within this report	L	Yes
Reputational	No significant reputational risks.	Reporting of service performance to Members and in the public domain serves to enhance the Council's reputation for transparency and accountability.	L	Yes
Environment / Climate	None	NA	NA	NA

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	None
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The Council aims to support improvement in the local economy to ensure a high quality of life for all people in Aberdeen. This report monitors indicators which reflect current economic activity within the City and actions taken by the Council to support such activity.
Prosperous People Stretch Outcomes	The Council is committed to improving the key life outcomes of all people in Aberdeen. This report monitors key indicators impacting on the lives of all

	citizens of Aberdeen. Thus, Committee will be enabled to assess the effectiveness of measures already implemented, as well as allowing an evaluation of future actions which may be required to ensure an improvement in such outcomes.
Prosperous Place Stretch Outcomes	The Council is committed to ensuring that Aberdeen is a welcoming place to invest, live and visit, operating to the highest environmental standards. This report provides essential information in relation to environmental issues allowing the Committee to measure the impact of any current action.
Regional and City Strategies	None

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	No Assessment is required for this report. I confirm this has been discussed and agreed with Martin Murchie, Chief Officer, Data Insights (HDRCA) on 14 th Oct 2024
Data Protection Impact Assessment	Not required
Other	None

10. BACKGROUND PAPERS

Council Delivery Plan 2024/25 – COM/24/060

[Local Outcome Improvement Plan 2016-2026](#) (April 2024 Refresh)

Performance Management Framework – CORS/24/232

11. APPENDICES

Appendix A – Performance Summary Dashboard

12. REPORT AUTHOR CONTACT DETAILS

Louise Fox

Strategic Performance and Improvement Officer

lfox@aberdeencity.gov.uk













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Net Zero, Environment and Transport Committee Performance Report Appendix A



Operations

Environmental Services















1. Citizen – Environmental Services

Performance Indicator	Q4 2023/24		Q1 2024/25		Q2 2024/25		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received (stage 1 and 2) - Environment	16		40		50		
% of complaints resolved within timescale (stage 1 and 2) - Environment	81.3%		92.5%		84%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Environment	12.5%		17.5%		28%		
*Total No. of lessons learnt identified (stage 1 and 2) - Environment	0		0		3		

*Lessons learnt referred to throughout this Appendix are lasting actions taken/changes made to resolve an issue and to prevent future re-occurrence for example amending an existing procedure or revising training processes. When a complaint has been upheld, action would be taken in the form of an apology or staff discussion/advice, but these actions are not classified as lessons learnt.

Performance Indicator	Q4 2023/24		Q1 2024/25		Q2 2024/25		2024/25 Target
	Value	Value	Value	Status	Value	Status	
Number of Partners / Community Groups with links to national campaigns - Green Thread	159	159	217		163		







2. Processes - Environmental Services










Performance Indicator	Sept 2024		Oct 2024		Nov 2024		2024/25 Target
	Value	Status	Value	Status	Value	Status	
*% Streets free from litter and refuse to a minimum Grade B (in line with Keep Scotland Beautiful LEAMS standards)	85%		85%		85%		80%
**Open spaces satisfactorily maintained to a minimum of Grade B (in line with APSE national benchmarking LAMS standards)	85%		90%		No data		80%
Number of Complaints upheld by Inspector of Crematoria	0		0		0		0
% Outdoor play areas visited, inspected and maintained to national standards on a fortnightly basis	100%		100%		100%		100%
% Water safety equipment inspected within timescale	97.5%		97.7%		98.3%		100%

*Sept-Nov LEAMS (85%) is overall figure from August to November surveys.

** No LAMS surveys are conducted from November to March.

3. Staff - Environmental Services




Performance Indicator	Q4 2023/24		Q1 2024/35		Q2 2024/25		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Environment)	0		1		0		
Accidents - Non-Reportable - Employees (No in Quarter - Environment)	6		1		3		

Performance Indicator	Sept 2024		Oct 2024		Nov 2024		2024/25 Target
	Value	Status	Value	Status	Value	Status	
*Sickness Absence - Average Number of Days Lost - Environmental	9.2		8.1		7.5		10
**Average number of working days lost due to sickness absence per FTE employee, monthly	1.71		2.35		2.35		
Establishment actual FTE	292.89		323.92		290.87		

* We are aware that the reported performance of the 12-month rolling average for working days lost due to sickness absence per FTE throughout this report, is not fully accurate due to current system constraints relating to the calculation of FTE and variable working patterns for some staff. In some cases, the actual absence rate is lower than the reported figure. This does not impact on attendance management for staff and their respective managers. Officers are currently working internally on data quality issues and with the vendor to resolve this anomaly.










** This indicator calculates the working days lost due to sickness per month per employee. This is calculated by dividing the total number of days lost due to sickness during the respective month by the average of all the FTE staff employed during the same month.

4. Finance & Controls - Environmental Services













Performance Indicator	Sept 2024		Oct 2024		Nov 2024		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	47.4%		55.3%		62.9%		100%

Fleet and Transport







1. Citizen – Fleet and Transport










Performance Indicator	Q4 2023/24		Q1 2024/25		Q2 2024/5		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received (stage 1 and 2) - Fleet	0		1		1		
% of complaints resolved within timescale (stage 1 and 2) - Fleet	No complaints Q4		100%		100%		75%
% of complaints with atleast one point upheld (stage 1 and 2) - Fleet			0%		0		
Total No. of lessons learnt identified (stage 1 and 2) - Fleet			0		0		

2. Processes – Fleet and Transport




Performance Indicator	Q4 2023/24		Q1 2024/25		Q2 2024/25		2024/25 Target
	Value	Status	Value	Status	Value	Status	
% HGVs achieving first time MOT pass	93.9%		88.9%		96.4%		95%
% Light Vehicles achieving first time MOT pass	86.4%		95.6%		92.5%		93%
% of Council fleet - alternative powered vehicles	13.8%		14.8%		15%		
% of Council fleet lower emission vehicles (YTD)	93.9%		96.1%		96.6%		100%







3. Staff – Fleet and Transport

Performance Indicator	Q4 2023/24		Q1 2024/25		Q2 2024/25		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Fleet)	0		0		0		
Accidents - Non-Reportable - Employees (No in Quarter - Fleet)	0		1		1		

Performance Indicator	Sept 2024		Oct 2024		Nov 2024		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Fleet	4.5		4.4		4.2		10
Average number of working days lost due to sickness absence per FTE employee, monthly	1.11		1.54		1.46		
Establishment actual FTE	40.62		34.01		39.8		

4. Finance & Controls – Fleet and Transport













Performance Indicator	Sept 2024		Oct 2024		Nov 2024		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	49.1%		57.8%		66%		100%

Performance Indicator	Q4 2023/24		Q1 2024/25		Q2 2024/25		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Fleet Services - % of LGV/ Minibuses/ Small Vans Vehicles under 5 years old	65%		69.67%		71.78%		80%
*Fleet Services - % of large HGV vehicles under 7 years old	54.81%		59.43%		60.95%		80%













*As the % of large HGV vehicles is being reviewed over a 7 year period, this takes into account 2 years during which no vehicles whatsoever were purchased. This was due to the market appraisal ongoing at that time and also developments towards greater net zero availability. Both sets of data are also subject to variance when an asset is disposed of/replaced.

Roads and Infrastructure







1. Citizen - Roads










Performance Indicator	Q4 2024/25		Q1 2024/25		Q2 2024/25		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received - Roads	61		39		43		
% of complaints resolved within timescale - Roads	68.9%		69.1%		60.5%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Roads	26.2%		51.3%		55.8%		
Total No. of lessons learnt identified (stage 1 and 2) - Roads	1		2		3		

2. Processes - Roads




Performance Indicator	Sept 2024		Oct 2024		Nov 2024		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Percentage of all streetlight repairs completed within 7 days	97.87%		99.17%		96.63%		90%
Number of Street Light Repairs completed within 7 days	184		240		201		
Potholes Category 1 and 2 - % defects repaired within timescale	100%		100%		100%		95%
Potholes Category 1 and 2 - No of defects repaired within timescale	131		66		191		

3. Staff - Roads













Performance Indicator	Q4 2023/24		Q1 2024/25		Q2 2024/25		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Roads)	0		0		0		
Accidents - Non-Reportable - Employees (No in Quarter - Roads)	3		0		1		

Performance Indicator	Sept 2024		Oct 2024		Nov 2024		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Roads	5.2		4.1		3.6		10
Average number of working days lost due to sickness absence per FTE employee, monthly	1.25		1.02		0.69		
Establishment actual FTE	147.53		161.51		146.43		







4. Finance & Controls - Roads

Performance Indicator	Sept 2024		Oct 2024		Nov 2024		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	45.1%		51.8%		59%		100%

1. Citizen - Waste

Performance Indicator	Q4 2023/24		Q1 2024/25		Q2 2024/25		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received - Waste	127		99		86		
% of complaints resolved within timescale - Waste	95.7%		92.9%		95.3%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Waste	75%		62.6%		67.4%		
Total No. of lessons learnt identified (stage 1 and 2) - Waste	0		2		4		

2. Processes – Waste







Performance Indicator	Q4 2023/24		Q1 2023/24		Q2 2024/25		2024/25 Target
	Value	Status	Value	Status	Value	Status	
*% Waste diverted from Landfill	87.7%		90.4%		93.8%		85%
*Percentage of Household Waste Recycled/Composted	42.1%		42.4%		42.3%		50%










*% Waste diverted from Landfill/% Household Waste Recycled/Composted – These figures are intended and used for internal monitoring only and are based on a rolling 12-month period.

Recycling and Diversion rate for rolling 12 months October 2023 – June 2024




Description	Tonnage (T)	Percentage	Target
Recycled	38484.2	42.3%	50%
EFW	46756.6	51.4%	
Total Waste diverted from landfill (= Recycled + EFW)	85240.7	93.8%	85%
Landfilled	5675.9	6.2%	
Total household waste	90916.6	100.0%	

3. Staff – Waste

Performance Indicator	Q4 2023/24		Q1 2024/25		Q2 2024/25		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Waste)	1		0		0		
Accidents - Non-Reportable - Employees (No in Quarter - Waste)	14		8		4		

Performance Indicator	Sept 2024		Oct 2024		Nov 2024		2024/25 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Waste	5.5		4.7		4.6		10
Average number of working days lost due to sickness absence per FTE employee, monthly	1.74		1.68		1.5		
Establishment actual FTE	186.14		186.09		189.6		

4. Finance & Controls – Waste

Performance Indicator	Sept 2024		Oct 2024		Nov 2024		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	51.3%		58.5%		67.1%		100%





Strategic Place Planning

Climate and Sustainability Policy

Carbon Budget

Carbon Budget 2024/25 - provisional update				
Maximum cap on total* Council carbon emissions 2024/25 – 24,113 tCO2e**				
	Q1 2024/25	Q2 2024/25	Q3 2024/25	Q4 2024/25
	%	%	%	%
% of annual carbon budget used	23.8%	20.7%		
<p>Provisional data indicates during the first 2 quarters (April-September 2024) the Council used 44.5% of the carbon budget for 2024/25.</p> <p>* Total Council carbon emissions are from sources including Council buildings (electricity, gas, oil, district heating); water; fleet assets (vehicle and plant); street lighting, internal waste, homeworking.</p> <p>** tCO2e - tonnes of carbon dioxide equivalent</p>				

Traffic Light Icons Used

	On target or within 5% of target
	Within 5% - 20% of target and being monitored
	More than 20% below target and being actively pursued
	Data only – target not appropriate

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	21 January 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Annual report on the performance of Aberdeen City Council from the Scottish Roadworks Commissioner
REPORT NUMBER	CR&E/25/012
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Neale Burrows & Paul Davies
TERMS OF REFERENCE	7

1. PURPOSE OF REPORT

- 1.1 To update the Committee on the performance of Aberdeen City Council's Roads Maintenance and Roadworks Coordination teams following the publication of the annual performance report by the Scottish Roadworks Commissioner.

2. RECOMMENDATIONS

That the Committee:-

- 2.1 Note the contents of the Roads Commissioner's report (appendix 1); and
- 2.2 Note that officers have been in communication with the Road Works Commissioner's office who have clarified noticing requirements and that they are satisfied that Aberdeen City Council have acted appropriately to improve procedures and performance with regards to noticing.

3. CURRENT SITUATION

- 3.1 The Scottish Roadworks Commissioner oversees the planning, co-ordination, and quality of road works by both Local Authorities and statutory undertakers in Scotland. All works as undertaken within adopted roads in Scotland require to be noticed in accordance with the conditions and timescales as set out in the New Roads and Street Works Act (1991).

Works are recorded in the Commissioner's noticing system. Proposed works entered into the system without the requisite information, or out-with the prescribed timescales will incur a 'noticing failure' marker. Each set of proposed works requires noticing actions to be completed at different times; for example, some works require an initial notice three months before works begin, a follow-up notice a week before works begin, and notice activation on the day the notice

begins. The timescales for certain noticing elements were changed by the Commissioners Office prior to the 2023/24 financial year.

The Office of the Scottish Roadworks Commissioner (OSRWC) issues figures to all local authorities and undertakers which show the performance of each organisation.

At the end of the year, the OSRWC issues annual performance review letters to all works promoters in Scotland. These letters confirm the promoters compliance, or otherwise, with the Commissioners targets.

- 3.2 In late May 2024, the Commissioner's office issued Aberdeen City Council's performance report and letter. The report confirmed that Aberdeen City Council's performance for the 2023/24 financial year was deemed unsatisfactory.
- 3.3 Whilst several metrics determine an authorities overall result, the reason for the unsatisfactory rating was administrative failures of works noticing. When investigated, it was established that "missed notices" (notices entered or activated after the prescribed times) were responsible for the noticing failures. This was found to be a result of notices being activated out with the prescribed time period.
- 3.4 When works are to begin, notices placed in advance of works must be "activated". This must be done before a specified time of day. Similarly, works must be marked as completed within stipulated timescales. The time notices must be activated by was changed for the 2023/24 year and investigation into the unsatisfactory performance revealed that there had been poor dissemination of information relating to the changes within ACC. It was found that some officers who administered the noticing procedures had not been fully aware of the changes, or the implications of missing prescribed noticing deadlines.
- 3.5 The ACC noticing failure rate jumped from a 2.6% (the Commissioners stated target is <4%) in the last quarter of the 2022/23 year to 13.4% in the first quarter of the 2023/24 year when the new noticing procedures were introduced by the Commissioner's Office. It should be noted that other authorities also saw a significant jump in noticing failures at this time, though the ACC failure rate increase was greater than the roads authority average. In the second quarter of 2023/24, a 2.4% improvement in failure rates was noted, followed by a further 4.7% improvement in quarter 3 - putting ACC on par with the roads authority average for quarter 3.
- 3.6 The 3 consecutive periods of failure to adhere to the Commissioners target for noticing failures resulted in ACC being put on an Improvement Plan by the Commissioner's Office. This came into effect in February 24.
- 3.6 In quarter 4 of 2023/24, ACC noticing failure rates had fallen to 2.8%, comfortably below the Commissioners target and better than the local authority average of 3.7%.

- 3.7 The continued improvement in compliance resulted in the Improvement Plan being withdrawn in May 2024 (appendix 2).
- 3.8 Whilst the percentage of noticing failures that occurred following the changes to the Commissioners noticing requirements is not acceptable, the rapid improvement in compliance performance demonstrates that officers have acted effectively to investigate and address the compliance issue which resulted in the “unsatisfactory” rating for the 2023/24 year. Changes have been made to how procedural changes regarding noticing are disseminated to the teams who carry out noticing works. This should ensure that noticing compliance should not suffer should the Commissioner’s Office make further changes to noticing in the future.
- 3.9 Officers have discussed the performance issues which led to the implementation of an improvement plan with the commissioners office and have clarified what is required to ensure good noticing performance. These discussions revealed that there had previously been incorrect understanding of performance targets and the metrics used by the Commissioner’s office. During a call with the Commissioner’s office the Commissioner’s representative confirmed that they were content that ACC had taken appropriate action to resolve the issues which had led to the issuing of a performance improvement plan.
- 3.10 ACC is on track to achieve compliance with the Commissioner’s performance targets for the current financial year.

4. FINANCIAL IMPLICATIONS

- 4.1 There are no direct financial implications arising from the recommendations of this report and the performance did not impact any revenue collection from associated noticing charges for contractors.

5. LEGAL IMPLICATIONS

- 5.1 There are no direct legal implications arising from the recommendations of this report.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 There are no direct environmental implications arising from the recommendations of this report.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Conflicting or increased demands on the service may impact on the ability to ensure that all works are recorded and processed timeously.	Ensure close communication between the various teams is maintained to ensure that any potential issues are dealt with before they incur any noticing failures.	L	Yes
Compliance	Failure in compliance could risk a potential fine to be imposed by the Roadworks Commissioner if figures fall below expected targets for an extended period of time.	Continue to manage noticing system to ensure compliance with timescales as set by the Roads Commissioner	L	Yes
Operational	Ongoing high levels of service demand are placing additional pressure on existing staff resources.	There is a need to ensure that there are sufficient, suitably qualified staff available to manage the various works elements.	L	Yes
Financial	Potential for fine to be imposed by Roadworks Commissioner if figures fall below expected	Continued monitoring and management of noticing system should offset the risk of any fine being imposed.	L	Yes

	targets for an extended period.			
Reputational	Consistent poor performance may impact the authorities reputation with the Roadworks Commissioner	It is vital that the current operating model and close communication channels between the various teams is maintained to offset any potential noticing issues	L	Yes
Environment / Climate	N/A	N/A	N/A	N/A

8. OUTCOMES

<u>Council Delivery Plan 2024</u>	
	Impact of Report
Aberdeen City Council Policy Statement <u>Working in Partnership for Aberdeen</u>	The proposals within this report support the delivery of the following aspect of the policy statement: - - Seek to invest in our road and pavement network.
<u>Aberdeen City Local Outcome Improvement Plan 2016-26</u>	
Prosperous Economy Stretch Outcomes	Closer monitoring and programming of works will reduce disruption to road users and assist in maximising the economy of the city.
Prosperous People Stretch Outcomes	Better management of roadworks associated with the roads and footways, street lighting and traffic safety measures will assist in making safe and resilient communities for people to live in.
Prosperous Place Stretch Outcomes	Supporting and promoting more efficient working methods in an effort to reduce the overall disruption to all road users on a day-to-day basis will ensure that works are undertaken in a safe and managed method which will be an overall benefit to everyone.
Regional and City Strategies	Aberdeen City Council has a statutory duty to ensure that all planned works are undertaken within the parameters as set by the Scottish Roadworks Commissioner. Failure to achieve certain key targets has the potential to adversely impact on the delivery of schemes by other statutory undertakers. Regular monitoring of all information as uploaded onto the Roads Commissioner's website is vital to ensure that disruption to the road network is minimised. Better management of all planned works, in terms of multi-

	utility coordination is essential to maximise productivity and reduce long-term, or multiple occupations on the adopted roads network, which merely serves to increased disruption and delays to all road users.
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9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	No assessment required. I confirm this has been discussed and agreed with Mark Reilly, Chief Officer Operations on 10/12/24.
Data Protection Impact Assessment	Not required
Other	Not required

10. BACKGROUND PAPERS

10.1 N/A

11. APPENDICES

- 11.1 Appendix 1 - Roadworks Commissioners Annual Review letter, May 2024
Appendix 2 - Performance Data for ACC, April 22 to March 2024
Appendix 3 – Roadworks Commissioner IP Sign off letter May 2024

12. REPORT AUTHOR CONTACT DETAILS

Name	Neale Burrows
Title	(Acting) Roads Infrastructure Manager
Email Address	nburrows@aberdeencity.gov.uk
Tel	067663

Name	Paul Davies
Title	(Acting) Team Leader
Email Address	pdavies@aberdeencity.gov.uk
Tel	01224 067821

Mrs Angela Scott
Chief Executive
Office of Chief Executive
Aberdeen City Council
Marischal College Business Hub 12
West Broad Street
Aberdeen
AB10 1AB

Contact: Graham Milne
Direct Tel: 0131 244 9936

23 May 2024

Our Ref: PER/GM/2024/ACC

Dear Mrs Scott

Road Works Performance Review – 2023/24

I am writing to provide a review of your organisation's road works performance during 2023/24.

Section 118(1) of the New Roads and Street Works Act 1991 (the 1991 Act) places a duty on roads authorities to co-ordinate the execution of works of all kinds (including works for road purposes) in roads for which they are responsible:

- a) in the interests of safety;
- b) to minimise inconvenience to persons using the road; and
- c) to protect the structure of the road and integrity of apparatus in it.

Annual road works performance reviews are issued to utility companies, roads authorities and transport authorities in respect of the period 1 April to 31 March. Reviews consider how well organisations are meeting their statutory obligations.

Management and Performance Reports

Organisations are expected to routinely monitor their own performance utilising reports which are downloadable from the Scottish Road Works Register (SRWR). This ongoing process allows you to take appropriate action throughout the year to improve performance. Your organisation's performance against the expected targets is detailed in the Appendix.

Overall, the road works performance of Aberdeen City Council was unsatisfactory during 2023/24. However, had you delivered compliance associated with the commencement and closure of your works as set out in the Transport (Scotland) Act 2019 legislation, your performance would have been deemed satisfactory.

The performance of your organisation in 2022/23 was satisfactory and I expect to see increased efforts to deliver a well-managed performance in 2024/25.

I would draw your attention to the appendix which compares your organisation's performance against the expected standards.

Specific action is required in respect of:

Noticing Failures - Noticing is an essential part of the good co-ordination of road works. At 8%, your Noticing Failure rate is in excess of the expected performance of <4% which is regularly achieved by a number of roads authorities and utility companies. It is also higher than the roads authority average of 5.4%. Noticing is largely an administrative function, not generally influenced by weather and operational activity. Improvements should be achieved through training and works planning and management. Action is required to reduce your failures.

Summary

Administrative Functions

Noticing failures have increased to 8% for the reporting year, including a Q1 high of 13% (3% in 2022/23). This is unacceptable and required your organisation to be placed on a Commissioner Improvement Plan.

Works Planning and Operational Functions

At 6.0%, your unplanned works performance is greater than the roads authority average of 2.8%. Road works registered was again low at 61/100km (50/100km in 2022/23) of road network. This is below the average of 101/100km for the SCOTS city group and your current practice should be reviewed.

Sample Inspections

No specific actions identified.

Miscellaneous

No specific actions identified.

In 2024 your organisation was placed on an Improvement Plan and I acknowledge the progress delivered during the latter part of the reporting year. I acknowledge the ongoing engagement between your representative and my staff and with focus, it is envisaged that this plan could be due for closure during Q1/Q2 of this reporting year.

Should you wish to discuss any part of this letter please do not hesitate to contact my Performance Manager Graham Milne at: enquiries@roadworks.scot.

See over/

Yours sincerely

A handwritten signature in blue ink, appearing to be 'KH' followed by a stylized flourish.

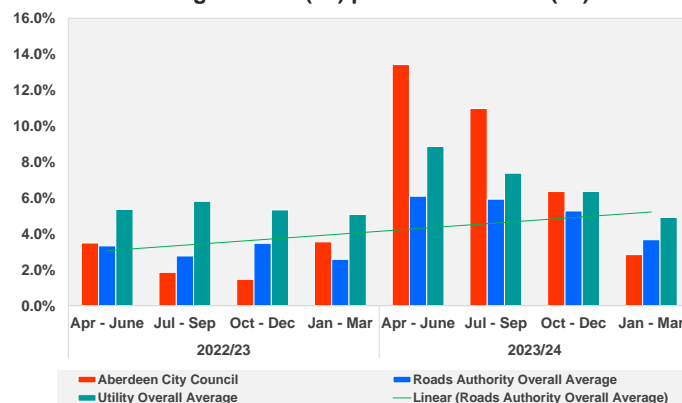
Kevin Hamilton
Scottish Road Works Commissioner

Appendix – Aberdeen City Council Road Works Performance – Primary Indicators

Number of Road Works		611				
	Indicator	Current	Expected	RA Average	Utility Average	Notes
Administrative Functions	Gazetteer Submissions	4	4			
	Noticing Failure rate (%)	8%	≤ 4%	3%	5%	
	Notices without correct Contact Details	0	0			Originator and Contractors names and telephone numbers must be recorded prior to works commencing.
	Notices without Traffic Management Type	0	0			Prior to works commencing the correct traffic management type must be recorded on all notices of 7 days or less.
Works Planning and Operational Functions	Works requiring Early Start (%)	5%	≤ 15%	7%	7%	
	Works requiring Late Start (%)	1%	≤ 2%	1%	1%	
	Works requiring Works Extension (%)	7%	≤ 15%	7%	9%	
	Works that Over ran (%)	less than 1%	0%	less than 1%	3%	
	Unplanned Works (%)	6%	< 4%			Excessive use suggests poor works planning and a lack of co-ordination and co-operation.
	Works Awaiting Closure at year end	0	0			
	Works awaiting Final Site Reinstatement Details Notice at year end	6	0			
	Works registered per 100km	61		100		This metric considers a roads authorities performance against their respective SCOTS peer group. The RA Average is shown for SCOTS Group - SCOTS Group - City.
Sample Inspections	Category A Undertaken	91%	100%			It is expected that all roads authorities undertake all target sample inspections in each of the 3 categories.
	Category B Undertaken	101%	100%			
	Category C Undertaken	101%	100%			
Miscellaneous	Fixed Penalty Notices (FPNs) Issued	233	≥ 0			All roads authorities are encouraged to issue FPNs to drive improvement of utility performance. Currently 20 authorities issue FPNs.
	Attendance at Area RAUC meetings	100%	100%			Regular attendance at Area RAUC meetings demonstrates a commitment to meeting your statutory obligations to co-ordinate road works.
	Vault Submissions	4	≥ 4			Whilst not a statutory requirement, organisations are encouraged to submit regular updates in the interests of safety and to assist good works planning.

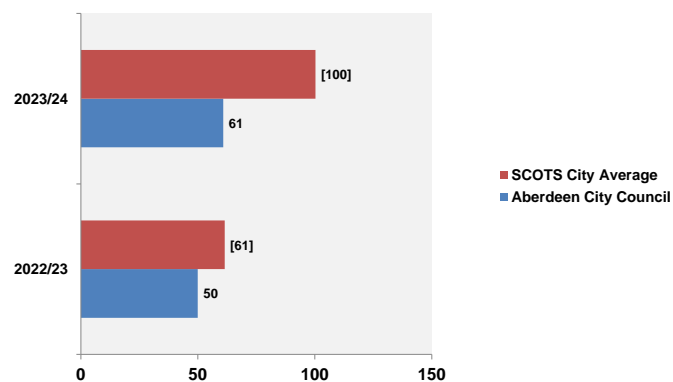
ABERDEEN CITY COUNCIL KEY MANAGEMENT INDICATORS (April 2022 to March 2024)

Noticing Failures (2a) per Works Started (9a)



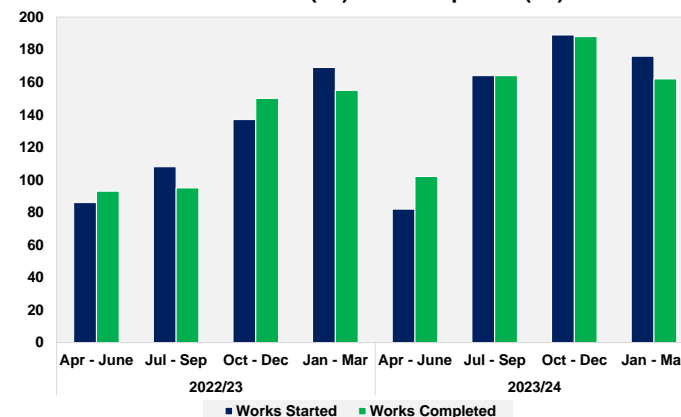
The number of noticing failures made by the roads authority as a percentage of actual starts as compared with the overall Utility and Roads Authority averages across Scotland.

Works Started (9a) per 100 km (Scottish Transport Statistics)



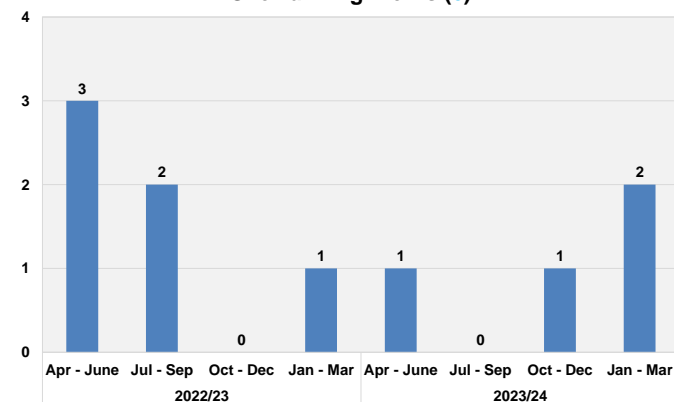
The number of works started notices entered per 100 km of road in authority area as compared to the authorities SCOTS grouping.

Works Started (9a) and Completed (9b)

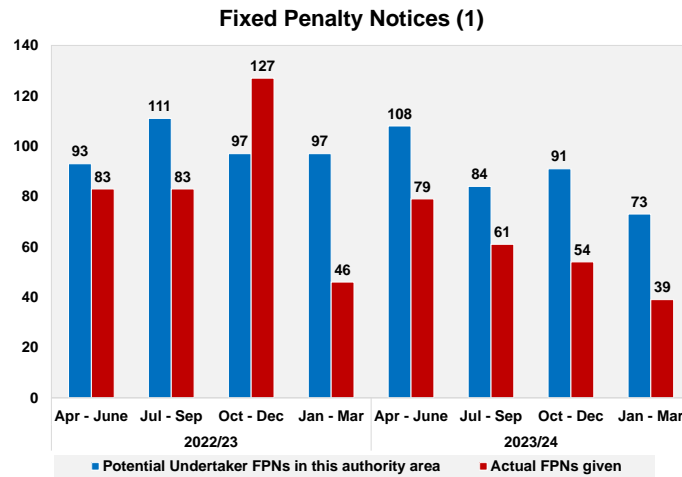


The number of works started and works completed in each quarter.

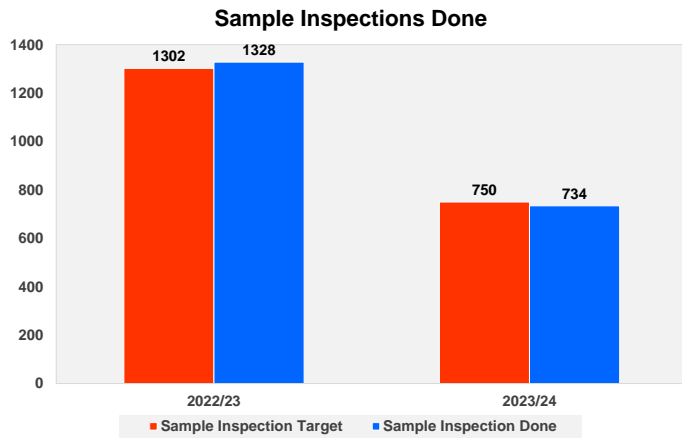
Overrunning Works (6)



The number of roads authority overrunning works outstanding



The number of actual fixed penalty notices issued to undertakers operating in the authority area compared with the potential fixed penalty notices.



The percentage of Sample Inspections carried out by the authority shown as a percentage of those expected to be achieved.

Aberdeen City Council

Scottish Road Works Commissioner Annual Performance Review - (April 2022 to March 2024)

Noticing Activity and FPNs											
Noticing Failures											
The Commissioner wishes to measure the accuracy of the information held on notices and that the appropriate timescales are being met. This report measures the number of error messages generated by the Scottish Road Works Register (SRWR) which would flag a potential Fixed Penalty Notice offence were the same error made by a utility company. The failure rate is based on a comparison with the number of Actual Start Notices which are issued.											
Number of Noticing Failures Noticing Failures per Actual Start Notices Roads Authority Overall Average Utility Overall Average	Indicator Report 2a Indicator Report 2a	2022/23				2022/23	2023/24				2023/24
		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Year	Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Year
		3	2	2	6	13	11	18	12	5	46
		3.5%	1.9%	1.5%	3.6%	2.6%	13.4%	11.0%	6.3%	2.8%	7.5%
		[3.3%]	[2.8%]	[3.5%]	[2.6%]	[3.0%]	[6.1%]	[5.9%]	[5.3%]	[3.7%]	[5.2%]
		[5.4%]	[5.8%]	[5.3%]	[5.1%]	[5.4%]	[8.9%]	[7.4%]	[6.4%]	[4.9%]	[6.9%]
Noticing Management Information											
The Commissioner wishes to determine if roads authorities are meeting their duty to enter notices for all of their works on the SRWR. This is done by measuring the number of Actual Start Notices and Completion Notices entered on to the SRWR. The Commissioner also wishes to keep under review the designations given to works.											
Works Started Works Completed Permits, Consents and Works Under Licence Emergency, Urgent or Remedial Dangerous Works Minor, Standard, Major Works, Remedial Other and Road Restrictions	Indicator Report 9a Indicator Report 9b Indicator Report 9c Indicator Report 9a Indicator Report 9a	2022/23				2022/23	2023/24				2023/24
		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Total	Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Total
		86	108	137	169	500	82	164	189	176	611
		93	95	150	155	493	102	164	188	162	616
		320	343	293	335	1291	348	257	280	273	1158
		1	5	1	9	16	2	16	9	10	37
85	103	136	160	484	80	148	180	166	574		
Works Notices per 100km											
The Commissioner wishes to ensure that all roads authorities are entering all their notices. To this end the number of notices issued by each authority has been analysed to give a figure representative of works per 100km. This figure is being used as a benchmark to compare information for each authority from the same SCOTS grouping (island, rural, semi-urban, urban and city). Road Lengths are taken from Chapter 4, Table 4.2 Public Road Lengths by Council Area and Class of the Scottish Transport Statistics.											
Aberdeen City Council SCOTS Group - City City of Edinburgh Council Dundee City Council Glasgow City Council SCOTS City Average		2020/21		2021/22		2022/23		Road Length (2022)		2023/24	
		42		68		50		1004		61	
		89		117		106		1455		213	
		41		57		38		578		53	
		36		59		52		1845		74	
		[52]		[75]		[61]		[4,838]		[100]	

Fixed Penalty Notices											
The Commissioner is monitoring the number of roads authorities which are issuing Fixed Penalty Notices. This is included for information only as the issuing of FPNs is at the discretion of the roads authority.											
Potential Undertaker FPNs in this authority area Actual FPNs given FPNs given for Road (Scotland) Act Offences FPNs withdrawn	Indicator Report 1 Indicator Report 1 Indicator Report 3 Indicator Report 1	2022/23				2022/23 Total	2023/24				2023/24 Total
		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	
		93	111	97	97	398	108	84	91	73	356
		83	83	127	46	339	79	61	54	39	233
		0	0	0	0	0	0	0	0	0	0
		28	8	0	8	44	1	2	69	2	74

Contact Details											
The Commissioner wishes to ensure that all roads authorities are entering accurate contact details to ensure good communication. The SRWR triggers a warning if a notice is created without contact details for the Originator of the notice and the Contractor carrying out the works. Data is presented as a percentage of R9a & R9c to include works started. Only under licence works are included from R9C.											
Number of works recorded without correct contact details Percentage of works input under this category per Actual Start Notice		2022/23				2022/23 Total	2023/24				2023/24 Total
		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	
		0	0	0	1	1	0	0	0	0	0
		0.0%	0.0%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

Management and Timing of Works											
Timing of Works											
The Commissioner wishes to review the use of RAUC(S) agreed procedures relating to Early Starts, Late Starts, Overrunning Works and Works Extensions. Early Starts, Late Starts and Work Extensions are presented as a percentage of all works.											
Number of Early Starts Percentage of Early Starts Roads Authority Early Starts Average	Indicator Report 10	2022/23				2022/23 Total	2023/24				2023/24 Total
		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	
		15	6	6	10	37	4	18	2	9	33
		17.4%	5.6%	4.4%	5.9%	7.4%	4.9%	11.0%	1.1%	5.1%	5.4%
		[7.7%]	[7.8%]	[7.3%]	[5.2%]	[7.0%]	[4.8%]	[6.0%]	[5.8%]	[5.5%]	[5.5%]
Number of Late Starts Percentage of Late Starts Roads Authority Late Starts Average	Indicator Report 10	2022/23				2022/23 Total	2023/24				2023/24 Total
		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	
		2	10	2	4	18	2	2	0	0	4
		2.3%	9.3%	1.5%	2.4%	3.6%	2.4%	1.2%	0.0%	0.0%	0.7%
		[1.1%]	[1.3%]	[0.7%]	[0.6%]	[0.9%]	[0.6%]	[0.7%]	[0.5%]	[0.4%]	[0.6%]
Number of Works that Overran Percentage of Works that Overran against Works Complete Roads Authority Overrunning Works Average	Indicator Report 6	2022/23				2022/23 Total	2023/24				2023/24 Total
		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	
		3	2	0	1	6	1	0	1	2	4
		3.2%	2.1%	0.0%	0.6%	1.2%	1.0%	0.0%	0.5%	1.2%	0.6%
		[0.3%]	[0.2%]	[0.3%]	[0.3%]	[0.3%]	[0.6%]	[0.8%]	[0.7%]	[0.6%]	[0.7%]
Number of Work Extensions Percentage of Work Extensions Roads Authority Work Extensions Average	Indicator Report 12	2022/23				2022/23 Total	2023/24				2023/24 Total
		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	
		15	7	24	17	63	14	5	9	15	43
		17.4%	6.5%	17.5%	10.1%	12.6%	17.1%	3.0%	4.8%	8.5%	7.0%
		[6.7%]	[7.2%]	[7.0%]	[6.2%]	[6.8%]	[4.4%]	[5.8%]	[9.0%]	[6.0%]	[6.3%]
Works Awaiting Closure	Indicator Report 16	2022/23				2022/23 Total	2023/24				2023/24 Total
		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	
		2	0	0	0	0 outstanding	0	0	0	0	0 outstanding
Works Awaiting Final Site Reinstatement Details	Indicator Report 16	2022/23				2022/23 Total	2023/24				2023/24 Total
		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	
		12	12	9	7	7 outstanding	6	6	6	6	6 outstanding

Traffic Management Not Yet Known											
Misuse of "Not Yet Known" Traffic Management Type											
The Commissioner wishes to monitor the misuse of this category. The SRWR triggers a warning if Traffic Management "Not Yet Known" is still selected when issuing a Notice of Expected Start Data on planned, non-urgent works. Data is presented as a percentage of all works where an Actual Start Notice is required.											
Number of works recorded late as "Traffic Management not yet known" Percentage of works input under this category per Actual Start Notice		2022/23				2022/23 Total	2023/24				2023/24 Total
		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	
		0	0	11	1	12	0	0	0	0	0
		0.0%	0.0%	8.0%	0.6%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%

Gazetteer Updates										
The Commissioner wishes to monitor the frequency of submission of Gazetteer updates made to the SRWR. These submissions should be made every quarter, but on the rare occasions there are no new roads in the council area the submitter can report that there is no update required.										
Submissions made	2022/23				2022/23 Total	2023/24				2023/24 Total
	Apr - June	Jul - Sep	Oct - Dec	Jan - Mar		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	
	Update Submitted	Update Submitted	Update Submitted	No Submission	3 Successful Submissions	Update Submitted	Update Submitted	Update Submitted	Update Submitted	4 Successful Submissions

Sample Inspections Undertaken											
The Commissioner wishes to ensure that all roads authorities are undertaking their statutory sample inspections as required.											
		2022/23				2022/23	2023/24				2023/24
		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Total	Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Total
Category A Inspections	Quarterly Inspections Reports	169	115	51	105	440	148	58	9	13	228
Category A Passed		156	108	50	98	412	134	54	9	12	209
Category A Pass Rate Percentage		92.3%	93.9%	98.0%	93.3%	93.6%	90.5%	93.1%	100.0%	92.3%	91.7%
Category B Inspections		116	102	111	113	442	85	57	60	51	253
Category B Passed		91	85	92	91	359	78	54	54	46	232
Category B Pass Rate Percentage		78.4%	83.3%	82.9%	80.5%	81.2%	91.8%	94.7%	90.0%	90.2%	91.7%
Category C Inspections		91	130	86	139	446	91	54	51	57	253
Category C Passed		52	88	71	105	316	81	46	49	55	231
Category C Pass Rate Percentage		57.1%	67.7%	82.6%	75.5%	70.9%	89.0%	85.2%	96.1%	96.5%	91.3%
Sample Inspection Target	SRWR Inspection Statistics	325.5	325.5	325.5	325.5	1302	187.5	187.5	187.5	187.5	750
Sample Inspection Done		376	347	248	357	1328	324	169	120	121	734
Percentage of Samples Done		115.5%	106.6%	76.2%	109.7%	102.0%	172.8%	90.1%	64.0%	64.5%	97.9%

Attendance at Meetings										
The Commissioner wishes to ensure that at least 75% of Area RAUC(S) meetings are being attended to ensure co-operation and co-ordination takes place.										
Area RAUC Attended NRAUC	2022/23				2022/23 Attendance	2023/24				2023/24 Attendance
	Apr - June	Jul - Sep	Oct - Dec	Jan - Mar		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	
	Y	N/A	N	Y	67%	Y	Y	N/A	Y	100%

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Mrs Angela Scott
Chief Executive
Aberdeen City Council
Marischal College Business Hub 12
West Broad Street
Aberdeen
AB10 1AB

Contact: Graham Milne
Direct Tel: 0131 528 5518

29 May 2024

Our Ref: IP/GM/2024/ACC

Dear Mrs Scott

Scottish Road Works Commissioner - Improvement Plan 2023/24

I refer to the above matter and correspondence between this office and your organisation over the last 4 months. Your organisation was placed on an oSRWC Improvement Plan as a result of poor road works performance over the period 2023/24.

The Improvement Plan has now been in place for approximately 4 months and I am encouraged by the actions of your staff and note that these appear to have translated into improvement in road works performance. Aberdeen City Council's performance over the last two quarters has shown significant improvement and an acceptable level of engagement between your staff and my office has been maintained. It is my expectation that this will continue.

I am content that the improvement plan can now be closed.

Should you wish to discuss any part of this letter please do not hesitate to contact my Performance Manager Graham Milne (graham.milne@srwc.gov.scot).

Yours sincerely



Kevin Hamilton
Scottish Road Works Commissioner

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	21 January 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Active Travel to School
REPORT NUMBER	CR&E/25/008
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Will Hekelaar
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

- 1.1 This report provides information to Members on work that is underway and / or planned within Aberdeen to promote and encourage more, and safe, active travel to school and looks to gain approval to launch a School Streets pilot in Aberdeen

2. RECOMMENDATIONS

That Committee :-

- 2.1 Note that work to identify an aspirational Regional Active Travel Network has recently been completed and will be reported to Nestrans Board in February 2025;
- 2.2 Instruct the Chief Officer – Strategic Place Planning to ensure safe routes to school are taken into account when developing proposals for active travel network prioritisation within Aberdeen City;
- 2.3 Note the range of work that is currently ongoing to support and enable active travel to school in Aberdeen;
- 2.4 Instruct the Chief Officer – Strategic Place Planning to ensure that any travel behaviour change programme for 2025/26 continues to support healthy, active and safe travel amongst children and young people;
- 2.5 Instruct the Chief Officer - Strategic Place Planning, following consultation with the Chief Officer – Education and Lifelong Learning and the Chief Officer - Operations and Protective Services, to invite applications from suitable schools for a School Streets pilot, and to report back to this Committee within twelve months with the level of interest received, and any proposed next steps.

3. CURRENT SITUATION

3.1 At the meeting of the Net Zero, Environment and Transport Committee in October 2023, the Committee instructed the Chief Officer - Strategic Place Planning, the Chief Officer - Education and the Chief Officer - Operations and Protective Services to bring back a report on options for how to promote and improve active travel routes around schools.

3.2 A summary of current travel to school behaviours and recent trends is provided in Appendix 1.

3.3 Active Travel Infrastructure

3.3.1 There are 20mph zones around all schools in Aberdeen during morning and afternoon travel times, providing a safer environment for pupils around the school gates. In [June 2024](#), the Net Zero, Environment and Transport Committee approved commencement of the statutory consultation process to expand 20mph zones around the city, acknowledging the Scottish Government's national strategy for 20mph in urban areas. This consultation process has commenced for many residential areas, with the other areas to follow and, should the proposals be delivered, this will help reduce vehicle speeds throughout the city and further improve conditions for children walking and cycling to school safely.

3.3.2 The [Aberdeen Cycle Map](#) shows all formal cycle infrastructure in the city. While some schools are well served by formal infrastructure, not all schools have the same level of provision, with others less well served. The map is in the process of being updated to reflect recent network changes.

3.3.3 The Regional Active Travel Network (RATN) review, commissioned by Nestrans, has recently been completed and is due to be reported to the Nestrans Board in February 2025 for final approval. Developed in partnership with Aberdeen City Council and Aberdeenshire Council, the RATN presents an ambitious and aspirational walking, wheeling and cycling network for the region, with a dense network proposed within the city. Although each link in the network requires more detailed feasibility and design consideration, a key principle of the RATN is that all schools should be connected to their surrounding communities via the primary or secondary active travel network. This is envisaged as a high-quality network, comprising segregated routes and / or low flow, low speed streets.

3.3.4 To ensure the RATN reflects the views and needs of children and young people, efforts were made to target such groups during consultation on the draft network. A bespoke engagement platform was created with a focus on 10–13 year olds, with a short survey and the ability to leave comments on a map, and interactive face-to-face classroom workshops were also held with school pupils.

3.3.5 While full delivery of the regional network will be a multi-decade project, and dependent on significant resources for delivery across both Councils, a methodology to enable prioritisation of the city network is currently being developed. While this is not yet complete, information provided in the RATN

report suggests that, beyond current and existing pipeline projects, future active travel infrastructure planning and delivery could follow a community-based approach, with higher priority given to areas where network usage is expected to be greater and to those communities with higher levels of deprivation, as these may have most to benefit from improved opportunities for active travel. Such an approach would naturally benefit schools, given they are key destinations within communities. The recommended prioritisation and phasing of the RATN will be reported to the Net Zero, Environment and Transport Committee as part of the proposed Local Transport Strategy.

- 3.3.6 The Council has benefitted from significant funding in the past to deliver cycle and scooter parking at schools, and funding support continues to be available this year, via the Nestrans People and Places Fund, to accommodate additional requirements.

3.4 Behaviour Change Initiatives

- 3.4.1 [School Travel Plan Guidance](#) has been developed and promoted to schools to support efforts to encourage healthy and sustainable travel and reduce the number of vehicles around schools at peak travel times. This provides information on the benefits of a Travel Plan and how to develop one, suggests initiatives that schools could consider to reduce car use and increase active travel, and signposts resources, funding opportunities and useful websites.
- 3.4.2 Since 2017, Aberdeen City Council has worked with Sustrans to provide I Bike in schools. I Bike is an intensive active travel programme, with a dedicated I Bike Officer working with school clusters – a secondary school and its feeder primaries - to encourage active travel, with a particular focus on girls (who traditionally cycle less than boys) and pupils transitioning from primary to secondary education, which often results in a drop in cycling behaviour. Through cycle training, led excursions and classroom-based learning aligned with the school curriculum, I Bike seeks to embed and naturalise active travel behaviours amongst children and young people. Research suggests that schools engaging with I Bike have active travel rates 9% above the national average and car usage 4.7% lower than the national average.
- 3.4.3 All schools in Aberdeen can access support to deliver Bikeability Level 2 training (traditional on-road cycle training, usually delivered in Primary 6). Recognising that some children will not have acquired the skills to enable them to cycle safely on the road by Primary 6, in 2024/25 officers secured funding to allow schools to access ‘beginners’ cycle training and Bikeability Level 1 (pre-road) training to address this gap and provide more support to less confident and able pupils, creating a structured pathway for all pupils to achieve Bikeability Level 2. Funding has also been secured to enable ‘Dr Bike’ (bicycle maintenance) sessions in some schools.
- 3.4.4 Schools are also invited to take part in the ‘Travel Tracker’ challenge, an active travel incentive scheme, whereby pupils log their method of travel to school each day, and accrue rewards the more they walk, wheel, cycle or park and stride.

3.4.5 The Council has previously organised for Road Safety Magic Shows to take place in primary schools. Transport Scotland is funding a national trial of this initiative, and we are liaising with the provider to book these into Aberdeen schools.

3.5 School Streets

3.5.1 School Streets are areas around schools where motorised traffic is restricted during pupil drop-off and pick-up times. The concept is firmly established in other areas of Scotland, the UK and Europe, with much research and evaluation published.

3.5.2 The main benefits of School Streets are identified as:

- A reduction in car traffic around schools;
- Lower vehicle speeds on School Streets and surrounding streets;
- Increased feelings of safety on the journey to school;
- Improved air quality on affected streets; and
- Increased physical activity, with more pupils walking, wheeling and cycling to school.

3.5.3 In terms of potential disbenefits, the research identifies that concerns about traffic and parking displacement on surrounding streets are common prior to scheme implementation, although subsequent evaluation often suggests impacts are less severe than anticipated, with more people positive about schemes after they go in than they were before. Nevertheless, some issues do arise, making careful selection of schools crucial. Evaluation of schemes in Edinburgh noted, for example, that over one-third of residents on peripheral streets perceive that their daily life has been made more difficult by School Streets initiatives.

3.5.4 When identifying schools suitable for a School Streets project, the literature suggests the following:

- Schemes must be led by the school, and those with local community support have a greater chance of success;
- Schools located on through-routes (especially A- and B-class roads and roads with constant essential traffic) are unlikely to be suitable, as restrictions will be more challenging and resource-intensive to enact and enforce;
- Sites should allow for traffic to use alternative local routes;
- Roads with busy bus routes are unlikely to be suitable;
- It will be beneficial if alternative 'park and stride' opportunities are nearby (i.e. an off-site location where pupils can be dropped off and walk, wheel or cycle the remaining distance to school);
- Areas with low residential density are preferable if exemption permits are to be issued to residents;
- Impacts are likely to be greater in areas of poor air quality and/or where there is a history of road accidents; and

- Impacts are likely to be greatest amongst schools with high levels of car travel, but where the school is already engaged in the travel plan process and activities.

3.5.5 In terms of challenges, the main issue identified is enforcement. In Scotland, schemes are reliant on Police Scotland for enforcement, and it is unlikely that resources could be made available regularly, leaving schemes open to abuse. In their evaluation, the City of Edinburgh Council noted that *whilst the Police are aware of non-compliance, insufficient resources are cited as to why they cannot be regularly present in the vicinity of schools*. Analysis of existing School Streets schemes suggests levels of compliance are mixed, with low compliance obviously diluting effectiveness. Dealing with exemption requests can also be time consuming – typically residents of affected streets, blue badge holders and other vehicles considered essential can be exempted - Edinburgh noted that: *A total of 563 permits were issued across the nine pilot school areas*. A further challenge is the cost of establishing a scheme. The City of Edinburgh Council reported that the cost of implementing 9 schemes during 2015/16 and 2016/17 was £186,218, equating to £20,691 per site. More recent costings from Aberdeenshire Council (2024) suggest an average cost of £25,280 per site, although this will be dependent on the location and the scale of individual schemes.

3.5.6 Despite these challenges, there are clearly benefits to be gained from School Streets. A high-level assessment was therefore undertaken by Officers of all primary schools in Aberdeen to determine their physical suitability (Appendix 2). This assesses each school against criteria established as important for success within the literature review (location, traffic function and characteristics, presence of a bus route, availability of Park and Stride options, residential density) and shows that:

- Nearly all are located in dense residential areas, therefore schemes could impact upon a large number of residents, raising concerns around enforcement;
- Most schools are located on through-routes, although in many cases alternative streets are available to absorb displaced traffic;
- Some schools are unsuitable as a result of their position on a strategic transport corridor or other busy thoroughfare, for which no appropriate alternative traffic route is available;
- In some cases, schools are located on streets which provide access to other shops, services and employment sites, which it would be challenging to restrict access to;
- Many schools are located on streets which also act as bus routes; and
- Suitable Park and Stride facilities are rare.

Please note that the information contained in Appendix 2 is based on a desktop analysis and not on any detailed investigation into the conditions around schools.

3.5.7 No school in Aberdeen meets all of the criteria identified for a successful school street, although schemes may be possible in some areas if the impacts on local residents could be appropriately mitigated.

- 3.5.8 Officers are not aware of any requests from schools or catchment communities for School Streets at this time. Given that buy-in and support from schools and communities are essential for success, it is not recommended that the Council impose School Streets schemes. Rather, it is recommended that Officers contact schools to ascertain appetite for taking part in a School Streets pilot scheme and, should any school express a desire to take part, Officers would work with the school and the local community to determine the feasibility of this, using the information provided in Appendix 2 as a framework and a basis for further more detailed analysis.

4. FINANCIAL IMPLICATIONS

- 4.1 The projects described in sections 3.3 and 3.4 of this report have been or are currently funded via a range of external funding streams, awarded and / or administered by Nestrans, Sustrans and Transport Scotland. Most relevant to the content of this report, funding has been available from Transport Scotland via the Local Authority Direct Award (LADA) and People and Places (P&P) programmes (the latter administered by Nestrans) to support school travel and wider active travel and travel planning activities during 2024/25. These programmes replace the Smarter Choices Smarter Places (SCSP) funding awarded to local authorities in previous years.
- 4.2 The active travel funding landscape is in a period of transition and officers have no confirmation of what external funding will be available next year or in future years. However, recent discussions with Transport Scotland suggest that the LADA and P&P programmes will likely continue in some form in 2025/26, thus supporting the continuation of activities listed in sections 3.3 and 3.4, and potential development of a Schools Street pilot.
- 4.3 There may also be opportunities arising from additional external funding grants, such as Nestrans, or Low Emission Zone and Bus Lane Enforcement income, to support such activities in 2025/26.

5. LEGAL IMPLICATIONS

- 5.1 Any School Streets scheme would be required to follow the Traffic Regulation Order (TRO) process.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 The projects listed in this report aim to enable and encourage more children, their families and school staff, to travel sustainably to school, thus reducing the impact of the journey to school on carbon emissions and supporting local air quality improvements.

7. RISK

The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) <i>*taking into account controls/control actions</i>	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Failing to support healthy and active travel amongst children and young people could put at risk the Council's ability to meet a number of strategic objectives in relation to health and wellbeing, transport and the environment.	Continue to work with schools to deliver travel behaviour change programmes and incentives.	L	Yes
Compliance	<p>Risks of non-compliance with any external funding grant conditions.</p> <p>Risk of formal challenge to any School Streets scheme.</p> <p>Risk of non-compliance with any School Streets scheme.</p>	<p>Ensure all relevant staff are aware of and adhere to grant conditions.</p> <p>Ensure the TRO process is adhered to.</p> <p>Engage with Police Scotland on matters of enforcement.</p>	L	Yes
Operational	There may be risks associated with operation and enforcement of any School Streets scheme.	Fully identify, address and mitigate risks as proposals are developed.	L	Yes
Financial	2025/25 budgets are not yet confirmed.	Await confirmation of budgets and develop programme to suit.	L	Yes
Reputational	Implementation of a School Streets scheme risks opposition from local residents and businesses.	Ensure public and stakeholder engagement is undertaken as part of the	M	Yes

		development of any scheme.		
Environment / Climate	Failing to support healthy and active travel amongst children and young people could put at risk the Council's ability to meet net zero and air quality obligations.	Continue to work with schools to deliver travel behaviour change programmes and incentives.	L	Yes

8. OUTCOMES

Council Delivery Plan 2024	
	Impact of Report
Aberdeen City Council Policy Statement <u>Working in Partnership for Aberdeen</u>	<p>The proposals within this report support the delivery of the following aspect of the policy statement:-</p> <ul style="list-style-type: none"> Explore options to make travel to school safer and more child-friendly and to reduce vehicle congestion at school gates.
Local Outcome Improvement Plan 2016-2026	
Prosperous Place Stretch Outcomes	<p>The proposals within this report support the delivery of LOIP Stretch Outcome 13: <i>Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate</i>, in that encouraging less car travel will contribute to emissions reduction.</p> <p>The proposals also support the delivery of Stretch Outcome 14: <i>Increase sustainable travel: 38% of people walking; 5% of people cycling and wheeling as main mode of travel and a 5% reduction in car miles by 2026</i>, in that they seek to support, and create the conditions for, more walking, wheeling and cycling to school.</p>
Community Empowerment Stretch Outcomes	<p>The proposals within this report support the delivery of LOIP Stretch Outcome 16 – <i>50% of people report they feel able to participate in decisions that help change things for the better by 2026</i>, in that any School Streets scheme will be informed by the needs and desires of schools and their surrounding communities.</p>
Regional and City Strategies	<p>The proposals within this report support the Regional and Local Transport Strategies and the Net Zero Mobility Plan, by supporting and enabling a shift to active and sustainable modes of transport, thus reducing the impact of transport on the environment.</p>

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed.
Data Protection Impact Assessment	Not required.
Other	N/A

10. BACKGROUND PAPERS

- 10.1 CR&E/24/139 Citywide implementation of 20mph speed limit ([Aberdeen Net Zero Environment and Transport Committee, June 2024](#))
- 10.2 [School Streets to shape child-friendly cities](#) (Clean Cities Campaign)
- 10.3 [School Streets pilot project evaluation](#) (Edinburgh Transport and Environment Committee, August 2016)
- 10.4 [School Streets in Oxfordshire: Creating safer spaces for walking and cycling to school](#) (Sustrans and Oxfordshire County Council)
- 10.5 [School Streets: Intervention Sites vs. Control Sites Full Report](#) (Transport for London)
- 10.6 [School Street Closures and Traffic Displacement Project: A Literature Review with semi-structured interviews](#) (Edinburgh Napier University)
- 10.7 [Healthy School Streets – Opening Streets to Children](#) (Camden Council and Transport for London)
- 10.8 [School Streets: Putting Children and the Planet First](#) (Child Health Initiative and FIA Foundation)
- 10.9 [School Streets: Reducing children’s exposure to toxic air pollution and road danger](#) (Mums for Lungs and Possible)
- 10.10 [School Streets: Timed traffic restrictions- Toolkit for Professionals](#) (Hackney Council and Cross River Partnership)
- 10.11 Aberdeenshire School Streets Trial ([Aberdeenshire Council Infrastructure Services Committee, June 2024](#))

11. APPENDICES

- 11.1 Appendix 1 – Current Travel Patterns
- 11.2 Appendix 2 – Initial Assessment of School Suitability

12. REPORT AUTHOR CONTACT DETAILS

Name	Will Hekelaar
Title	Acting Team Leader
Email Address	WHekelaar@aberdeencity.gov.uk

Appendix 1 - Current Travel Patterns

- A.1 Hands Up Scotland is an annual survey of pupils' travel to school habits. Results from 2023 for all school pupils (excluding nursery pupils) are shown in Table 1 (please note that all data provided in this section was taken from the Sustrans website - <https://www.sustrans.org.uk/our-blog/projects/hands-up-scotland-survey/>).

Table 1: Hands Up Survey Results 2023 (All Schools, Excluding Nurseries)

	Walk	Cycle	Scoot / skate	Park and Stride	Driven	Bus	Taxi	Other
Aberdeen	46.2%	3.9%	2.0%	10.5%	20.0%	15.8%	0.7%	0.9%
Dundee	40.7%	3.2%	2.1%	11.3%	27.7%	13.8%	0.9%	0.3%
Edinburgh	49.2%	5.3%	6.4%	8.2%	16.3%	12.9%	0.5%	1.1%
Glasgow	46.3%	3.9%	2.7%	7.0%	26.6%	10.3%	1.4%	1.8%
Scotland	41.3%	4.7%	3.3%	9.7%	22.5%	16.4%	1.6%	0.6%

- A.2 Table 1 shows that walk to school levels in Aberdeen are higher than the national average and higher than, or similar to, those of the other main Scottish cities other than Edinburgh, although cycling rates are below the national average and significantly lower than Edinburgh's. The proportion of pupils normally being driven to school is lower than the national average, and lower than the other cities, except Edinburgh. It should be noted, however, that 2023 saw the lowest proportion of pupils recorded walking to school in Aberdeen in the last 10 years, albeit the data is subject to annual fluctuations and it may be too early to draw inferences from this.
- A.3 Table 2 provides a further breakdown of data by school type, showing that active travel is most prevalent amongst mainstream primary school pupils, with walking, cycling and scooting/skating levels well above the city average. Nursery pupils are more likely to be driven to school, which is perhaps to be expected given the age of those children, although levels of cycling and scooting/skating to nursery are healthy. A high proportion of secondary and independent school pupils travel by bus, reflecting the increased travel distances for these pupils compared to primary school pupils. Mainstream secondary pupils reported healthy walk to school levels, although cycling is well below average. Special needs (SEN) schools have not been included in the below, as all pupils were recorded as travelling by bus or taxi.

Table 2: Hands Up Survey Results 2023 (Aberdeen, By School type)

	Walk	Cycle	Scoot / skate	Park and Stride	Driven	Bus	Taxi	Other
All (excluding nursery)	46.2%	3.9%	2.0%	10.5%	20.0%	15.8%	0.7%	0.9%
Nursery	36.6%	4.7%	3.7%	1.9%	48.7%	2.1%	0.4%	2.0%
Primary	52.5%	5.7%	3.1%	11.5%	22.4%	3.9%	0.7%	0.2%
Secondary	41.8%	0.8%	0.1%	3.9%	14.2%	38.2%	0.8%	0.2%
Independent	9.1%	0.5%	0.5%	29.4%	23.0%	34.4%	0.0%	3.2%

- A.4 Table 3 provides five-year trend data (2019-2023). The general picture is of a small decline in active travel over the period, although the data does fluctuate as a result of varying sample sizes, different schools taking part each year, etc. 2020 and 2021 figures shows the impacts of COVID restrictions, with less bus use during this period, and potentially explaining the increase in walking observed between 2019 and 2020.

Table 3: Hands Up Survey Results (Aberdeen, All Schools, excluding Nursery)

	Walk	Cycle	Scoot / skate	Park and Stride	Driven	Bus	Taxi	Other
2023	46.2%	3.9%	2.0%	10.5%	20.0%	15.8%	0.7%	0.9%
2022	49.0%	3.4%	2.3%	10.8%	19.8%	13.2%	1.1%	0.4%
2021	50.5%	4.5%	2.3%	10.3%	19.1%	12.2%	0.6%	0.5%
2020	50.7%	4.6%	2.1%	11.3%	16.7%	9.7%	1.4%	0.6%
2019	47.3%	4.5%	1.6%	9.9%	21.6%	13.2%	0.9%	1.1%

- A.5 On the whole, the figures show a healthy proportion of pupils travelling actively to school in Aberdeen. Although the data fluctuates, there is, however, evidence of a decline in active travel in recent years, while the proportion of pupils being driven to school remains fairly constant.

Appendix 2 – Initial Assessment of School Suitability

School	A or B Road?	Through-road?	Constant essential traffic?	Easy alternative local routes?	Bus route?	Potential Park and stride site nearby?	Dense residential area?	Additional Comments
Abbotswell	No	Yes	No	Yes	Yes	No	Yes	A scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Airyhall	No	Yes	No	Yes	No	No	Yes	Countesswells Road provides access to the James Hutton Institute, a library and community centre, which would have to be maintained – successful scheme may be challenging.
Ashley Road	No	Yes	No	Yes	No	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Braehead	No	Yes	No	Yes	No	Yes – Alex Collie Centre, but may not be suitable in all conditions.	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Bramble Brae	No	Yes	No	Yes	No	Yes – Quarry Centre or Cummings Park Centre	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Brimmond	No	Yes	No	Yes	No	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.

School	A or B Road?	Through-road?	Constant essential traffic?	Easy alternative local routes?	Bus route?	Potential Park and stride site nearby?	Dense residential area?	Additional Comments
Broomhill	No	Yes	No	Yes	Yes	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Charleston	No	Yes	No	No	Yes	No	Yes	Small-scale scheme may be possible on Charleston Road but scale would suggest impact would be limited. Wider scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Cornhill	No	No	No	No	No	No	Yes	Sections of Cornhill Drive and Beechwood Road are already traffic-free. No alternative routes for Beechwood Walk or Beechwood Road traffic. Potential for a small-scale scheme on these streets but scale would suggest impact would be limited.
Countesswells	No	Yes	No	Yes	Yes	No	Yes	Presence of Sainsbury's Local would likely make this challenging.
Culter	No	Yes	No	Yes	No	Yes – Sports Centre	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Cults	No	No	No	Yes	No	No	Yes	Small-scale scheme possible using perimeter road but may push drop-off and pick-up traffic to residential streets.

School	A or B Road?	Through-road?	Constant essential traffic?	Easy alternative local routes?	Bus route?	Potential Park and stride site nearby?	Dense residential area?	Additional Comments
								Wider scheme would affect a large number of residents, raising concerns around enforcement.
Danestone	No	Yes	No	Yes	Yes	No	Yes	Potential for scheme within Fairview Crescent and north of Fairview Manor, although may raise problems on Fairview Crescent, without additional restrictions. Wider scheme would affect a large number of residents and could impact on access to nearby nursery and medical centre.
Dyce	No	Yes	No	Yes	No	Yes – Asda, but may not be suitable in all conditions	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Fernielea	No	Yes	No	Yes	Yes	No	Yes	Would have to be looked at in combination with Holy Family School. Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement. Presence of NHS site in Eday Road may preclude implementation of anything other than a minor scheme.
Ferryhill	No	Yes	No	Yes	No	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.

School	A or B Road?	Through-road?	Constant essential traffic?	Easy alternative local routes?	Bus route?	Potential Park and stride site nearby?	Dense residential area?	Additional Comments
Forehill	No	Yes	No	No	Yes	No	Yes	Would need to be considered alongside other schools on Jesmond Drive. Given the nature of Jesmond Drive, restrictions would be challenging to implement, as appropriate alternative routes are not available. Care home and shopping precinct opposite may be negatively impacted by restrictions.
Gilcomstoun	Yes	Yes	No	No	Yes	No	Yes	Main access via A9119 Skene Road precludes consideration.
Glashieburn	No	Yes	No	No	Yes	No	Yes	Would need to be considered alongside other schools on Jesmond Drive. Given the nature of Jesmond Drive, restrictions would be challenging to implement, as appropriate alternative routes are not available.
Greenbrae	No	No	No	Yes	No	Yes - Church	Yes	Small-scale scheme may be possible on Greenbrae Crecent but scale would suggest impact would be limited. Wider scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Greyhope	No	Yes	No	Yes	Yes	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.

School	A or B Road?	Through-road?	Constant essential traffic?	Easy alternative local routes?	Bus route?	Potential Park and stride site nearby?	Dense residential area?	Additional Comments
Hanover Street	Yes	Yes	Yes	No	Yes	Yes – retail park	No	The nature of the surrounding A956 Commerce Street and Beach Boulevard would make a School Street challenging without impacting on strategic traffic (including harbour traffic) and access to the Beach Boulevard retail park. There is also a vehicle repair centre on Hanover Street that would require to remain accessible at all times.
Hazlehead	No	Yes	No	No	No	No	Yes	Potential for a scheme on the streets between Queens Road and Hazlehead Avenue but a large number of residents would be affected and adjustments to surrounding traffic management may be required.
Heathryburn	No	Yes	No	Yes	Yes	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement. Need to maintain access for Orchard Brae School pupils and families may make this challenging to deliver.
Holy Family	No	Yes	No	Yes	Yes	No	Yes	Would have to be looked at in combination with Fernielea School. Scheme may be possible, although a large number of residents would

School	A or B Road?	Through-road?	Constant essential traffic?	Easy alternative local routes?	Bus route?	Potential Park and stride site nearby?	Dense residential area?	Additional Comments
								be affected, raising concerns around enforcement. Presence of NHS site on Eday Road may preclude implementation of anything other than a minor scheme.
Kaimhill	No	Yes	No	Yes	No	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Kingsford	No	Yes	No	Yes	No	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Kingswells	No	Yes	No	No	No	No	Yes	Various access points to the school. Presence of co-located facilities (Co-op, vet, pharmacy, etc.) would make this challenging to implement. A large number of residents would be affected.
Kirkhill	No	Yes	No	Yes	No	Yes – nearby shopping precinct.	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Kittybrewster	Yes	Yes	No	Yes	Yes	Yes – nearby shopping precinct.	Yes	Main access via A96 precludes consideration.
Loirston	No	Yes	No	Yes	Yes	No	Yes	Potential for scheme on Loirston Avenue but would be small-scale scheme and may impact on access to the library.

School	A or B Road?	Through-road?	Constant essential traffic?	Easy alternative local routes?	Bus route?	Potential Park and stride site nearby?	Dense residential area?	Additional Comments
								A wider scheme may impact on access to the shopping precinct and associated facilities, such as the pharmacy, and a large number of residents would be affected, raising concerns around enforcement.
Manor Park	No	Yes	No	Yes	No	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Middelton Park	No	Yes	No	No	Yes	Yes – Mains of Scotstown	Yes	Would need to be considered alongside other schools on Jesmond Drive. Given the nature of Jesmond Drive, restrictions would be challenging to implement, as appropriate alternative routes are not available. Asda supermarket and nearby sheltered housing may be negatively impacted.
Mile End	Bounded by A944 on one side, although not an access point.	Yes	Proximity to Aberdeen Royal Infirmary may raise challenges.	Yes	No	No	Yes	Given the proximity to an A-road and ARI where constant (and sometimes emergency) access is required, a School Street may be challenging to implement.
Milltimber	No	Yes	No	No	No	Yes – church and	Yes	Any scheme involving Binghill Road would simply push through-traffic

School	A or B Road?	Through-road?	Constant essential traffic?	Easy alternative local routes?	Bus route?	Potential Park and stride site nearby?	Dense residential area?	Additional Comments
						community centre.		onto a convoluted network of residential streets.
Muirfield	No	Yes	No	Yes	Yes	Yes – church and learning hub.	Yes	Mastrick Drive provides access to Len Ironside Centre, Williamson Family Centre, and sheltered housing so maybe challenging to implement and enforce.
Quarryhill	No	Yes	No	Yes	No	Yes – church.	Yes	Scheme may be possible, although a large number of residents, including sheltered housing complex, would be affected.
Riverbank	No	Yes	No	Yes	Yes – Hayton Road	Yes – housing offices and shopping precinct.	Yes	Scheme may be possible, although a large number of residents would be affected. Given the location of shops and services on Hayton Road, this would likely have to be excluded, which could reduce effectiveness, raising concerns around enforcement.
Scotstown	Yes	Yes	No	No	Yes	Yes – Alex Collie Centre	Yes	Main access via B997 Skene Road precludes consideration.
Seaton	No	No	No	Yes	No	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Skene Square	Yes	Yes	No	No	Yes	No	Yes	Main access via B-road precludes consideration.
St Josephs	Yes	Yes	No	Yes	Yes	No	Yes	Main access via A9119 precludes consideration.

School	A or B Road?	Through-road?	Constant essential traffic?	Easy alternative local routes?	Bus route?	Potential Park and stride site nearby?	Dense residential area?	Additional Comments
St Peters	Yes	Yes	No	No	Yes	No	Yes	Access via A92 King Street and proximity of B978 St. Machar Drive precludes consideration. Small scheme on Dunbar Street may be possible but scale would limit effectiveness.
Stoneywood	No	Yes	No	No	No	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Sunnybank	No	Yes	No	Yes	No	No	Yes	Presence of convenience store and medical centre on Wallacebrae Drive suggest this would be challenging to implement.
Tullos	No	Yes	No	Yes	Yes	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Westpark	No	Yes	No	Yes	No	No	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.
Woodside	No	Yes	No	Yes	No	Yes – Iceland supermarket	Yes	Scheme may be possible, although a large number of residents would be affected, raising concerns around enforcement.

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	21 January 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert)
REPORT NUMBER	CR&E/25/006
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Nazif Abdullah
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

This report considers objections and comments received as part of the statutory consultation process with respect to proposed Traffic Regulation Orders (TROs).

2. RECOMMENDATIONS

That the Committee:

- 2.1 Acknowledge the objections received as a result of the public advertisement of proposed Traffic Regulation Orders;
- 2.2 In relation to “THE ABERDEEN CITY COUNCIL (Braehead Way, Aberdeen) (Prohibition of Waiting) Order 202_”, overrule the objections received and approve this order be made as originally advertised;
- 2.3 In relation to “THE ABERDEEN CITY COUNCIL (Elm Place, Aberdeen) (Prohibition of Waiting) Order 202(X)”, overrule the objections received and approve this order be made as originally advertised;
- 2.4 In relation to “THE ABERDEEN CITY COUNCIL (Froghall Avenue/Froghall Place, Aberdeen) (Prohibition of Waiting) Order 202_”, overrule the objection received and approve this order be made as originally advertised;
- 2.5 In relation to “THE ABERDEEN CITY COUNCIL (Grandhome Area, Aberdeen) (20mph speed limit) Order 202_”, overrule the objection received and approve this order be made as originally advertised;
- 2.6 In relation to “THE ABERDEEN CITY COUNCIL (Greyhope School, Aberdeen) (Traffic Management) Order 202_”, with revisions as set out in 3.6.4 as per officer’s recommendations; and
- 2.7 In relation to “THE ABERDEEN CITY COUNCIL (Kirk Brae Area, Cults, Aberdeen) (Prohibition of Waiting) Order 202X”, overrule the objection received and approve this order be made as originally advertised.

- 2.8 In relation to “THE ABERDEEN CITY COUNCIL (Disabled Persons’ Parking Places in Aberdeen City) (Regulatory Parking Places) (Ref. 01/2024) Order 202”, overrule the objection received and approve this order be made as originally advertised.

3. CURRENT SITUATION

- 3.1 This report deals with proposed TROs which, at the public advertisement stage, have been subject to statutory objections. The report presents the objections received and provides officers’ responses to the issues raised. Plans detailing each of the schemes in question are included within appendices (Braehead Way), (Elm Place), (Froghall Avenue), (Grandhome Area), (Greyhope School) and (Kirk Brae) to this report. Redacted copies of the letters of objection received are attached within the appendices. The street notices for each of the proposals are also included in the appendices.

3.2 “THE ABERDEEN CITY COUNCIL (Braehead Way, Aberdeen) (Prohibition of Waiting) Order 202_”

3.2.1 Proposal

The proposed Traffic Regulation Order is to establish a prohibition on motor vehicles waiting at any time on specified lengths of Braehead Way, Aberdeen.

Members of the public have highlighted a road safety concern on Braehead Way, Bridge of Don. We have been made aware of the danger of indiscriminate parking during drop off and pick up times for the school. These parked vehicles are creating an obstruction to the free flow of traffic (buses) and reducing the visibility of passing traffic for pedestrians who are crossing the carriageway during these busy periods. To improve road safety on Braehead Way, officers propose to introduce additional prohibition of waiting restrictions at any time on Braehead Way.

3.2.2 Objections

Three (3) statutory objections were received from residents who live in the vicinity of the proposed intervention. Relevant street notices were issued in the area affected during the public consultation period. These street notices have been included in the appendices. The objector provided an email covering their concerns and reasons for their objection, a redacted copy of which has been included in the appendices. The plan for the original proposal is also available in the appendices. A summary of the main points of the objection is provided below, with the points made by the objector highlighted in bold (and paraphrased for brevity), which is thereafter followed by an officer response from a traffic management perspective:

- 3.2.3 **Putting these restrictions in place will only shift the problem and likely cause Bodachra and Overhill residents further issues, please review and look at either doing nothing or include Bodachra Road in the traffic management plan.**

The Council will monitor the situation after the restriction is installed and will consider for review any concerns over displacement or difficulties which may arise elsewhere as a result of the proposed intervention.

- 3.2.4 **I feel this restriction would make no difference as the main problem/traffic obstruction is coming from the shop area. Changing the parking restrictions would personally affect us by putting our house down in value and after work hours leave us with nowhere to park.**

Parking outside the property in question is still available on the North section of kerbline outside the property and in addition on the southside inlet parking area. These additional waiting restrictions have been proposed to improve road safety on this section of Braehead Way. The parking issues around the Braehead shopping area have been noted.

- 3.2.5 **These changes will stop me from parking outside my own home. They will also negatively affect the value of our property. I truly believe the issue lies within the Braehead shopping area.**

Parking outside the property in question is still available on the North section outside the property and in addition on the southside inlet parking area. These additional waiting restrictions have been proposed to improve road safety on this section of Braehead Way. The parking issues around the Braehead shopping area have been noted.

- 3.3 **“THE ABERDEEN CITY COUNCIL (Elm Place, Aberdeen) (Prohibition of Waiting) Order 202(X)”**

3.3.1 **Proposal(s)**

The proposed Traffic Regulation Order is to establish an extension of the existing prohibition on motor vehicles waiting at any time on a specified length of Elm Place. Elm Place is also one of the locations designated as being exempt from nationwide pavement parking restrictions.

Officers have proposed that the existing prohibition of waiting at any time restriction (double yellow lines) on the north of Elm Place at its junction with Laurelwood Avenue, be extended westwards to ensure road safety and vehicular accessibility is preserved on this road.

3.3.2 **Objections**

Seven (7) statutory objections and a signed group petition with an addendum have been received from concerned residents of Elm Place. Redacted copies of these objections can be read in the appendices. The plan for the original proposal and the street notices are also available in the appendices. A summary of the main points of the objections are provided below, with points made by the objector highlighted in bold (and paraphrased for brevity), which are thereafter followed by an officer response from a traffic management perspective:

- 3.3.3 **That piece of pavement is owned privately and has no tarmac upon it. There are 3 cars currently using those spaces and it is all residents that live in the street that use those spaces. There are no issues with the 3 cars parking there nor do they cause any visibility issues going up Laurelwood Avenue.**

The proposal for Elm Place is to install a section of pavement parking exemption on the northside for about 86 metres and an extension of the existing double yellow line at its junction with Laurelwood Avenue, westward for about 36 metres. For information, exempted pavements will be marked with bay lines and an accompanying upright sign to show the extend of the exemption, hence, residents, visitors and other drivers will be fully informed on where to park their vehicle. The pavement within the section of Elm Place where the double yellow line extension will be applied is unpaved. The exemption order cannot be applied on this unpaved pavement and as such a restriction cannot be implemented. It was therefore decided to extend the existing double yellow lines as this will protect this section of the pavement and remove potential obstruction that could occur if drivers choose to fully park on the carriageway. The introduction of these double yellow lines will therefore inform and formalise safe parking on this road.

- 3.3.4 I cannot see how this will improve visibility at the junction as there is currently yellow lines around this corner to allow a view up Laurelwood Avenue for vehicles leaving Elm Place. An extended length of yellow lines will not allow any earlier view at this junction but will reduce the parking spaces available for residents on our small street by 4 vehicles which is a considerable amount.**

The proposed extension to prohibition of waiting restrictions is to ensure road safety and vehicular accessibility. The pavement at this section of Elm Place is unpaved and unfit for parking vehicles, being unpaved means a pavement parking exemption cannot be applied there as all exempted pavements must be lined and signed appropriately. Extending the double yellow lines will therefore remove parking on the northside of this section of Elm Place and by so doing, drivers can fully park on the southside of the carriageway without causing an obstruction.

- 3.3.5 As a disabled person where the proposed yellow lines are would cause me more problems as at the moment, I can get out my vehicle without the fear of being hit by an oncoming vehicle**

The proposal for Elm Place is to install a section of pavement parking exemption on the northside for about 86 metres and an extension of the existing double yellow line at its junction with Laurelwood Avenue, westward for about 36 metres. For information, exempted pavements will be marked with bay lines and an accompanying upright sign to show the extend of the exemption, hence, residents, visitors and other drivers will be informed on where to park their vehicle. The pavement within the section of Elm Place where the double yellow line extension will be applied is unpaved. Being an unpaved pavement, the exemption order cannot be applied on this unpaved pavement as the restriction cannot be implemented. It was therefore decided to extend the existing double yellow lines as this will protect this section of the pavement and remove potential obstruction that could occur if drivers choose to fully park on the carriageway. The introduction of this double yellow lines will therefore inform and formalise safe parking on this road. A disabled persons parking place can be provided for those meeting the criteria and the correspondent has been advised of this provision.

- 3.3.6 Parking spaces are already at a premium on this street. Recognition of the parking problem is evident in the proposed pavement parking exemption; It makes no sense to further limit parking for residents who are not always able to park close to their property.**

The proposal for Elm Place is to install a section of pavement parking exemption on the northside for about 86 metres and an extension of the existing double yellow line at its junction with Laurelwood Avenue, westward for about 36 metres. For information, exempted pavements will be marked with bay lines and an accompanying upright sign to show the extent of the exemption, hence, residents, visitors and other drivers will be informed on where to park their vehicle. The pavement within the section of Elm Place where the double yellow line extension will be applied is unpaved and vehicular parking on unpaved pavements or verges damages the vegetation on them. Being an unpaved pavement, the exemption order cannot be applied on this unpaved pavement as the restriction cannot be implemented. It was therefore decided to extend the existing double yellow lines as this will protect this section of the pavement and remove potential obstruction that could occur if drivers choose to fully park on the carriageway. The introduction of this double yellow lines will therefore inform and formalise safe parking on this road.

3.3.7 The road is a consistent width and already has double yellow lines at the corner of Laurelwood to allow safe visibility. The proposed additional yellow lines will prevent parking for around 3 cars

The proposal for Elm Place is to install a section of pavement parking exemption on the northside for about 86 metres and an extension of the existing double yellow line at its junction with Laurelwood Avenue, westward for about 36 metres. For information, exempted pavements will be marked with bay lines and an accompanying upright sign to show the extent of the exemption, hence, residents, visitors and other drivers will be fully informed on where to park their vehicle. The pavement within the section of Elm Place where the double yellow line extension will be applied is unpaved. The exemption order cannot be applied on this unpaved pavement and as such a restriction cannot be implemented. It was therefore decided to extend the existing double yellow lines as this will protect this section of the pavement and remove potential obstruction that could occur if drivers choose to fully park on the carriageway. The introduction of these double yellow lines will therefore inform and formalise safe parking on this road.

3.3.8 There are no and have never been any road safety or vehicular access issues on Elm Place. The documents provided in conjunction with this Order do not contain any statistical, historical or any data driven information supporting the Order. The Order 'pdf' document that resides on the Council website, is undated, unsigned and is in draft form and hence is not a legal Order. The land adjacent to the side garden of 5 Laurelwood Avenue is private land and as such confers no right of access to pedestrians.

Pavement parking prohibition (restrictions) were introduced by the Scottish government within the Transport (Scotland) Act 2019 with the aim to improve accessibility, particularly for vulnerable road users, by allowing walkers and wheelers the ability to use footways and dropped kerbs without being impeded by parked vehicles. However, a footway parking prohibition may not be possible in some streets; the use and layout of some roads might require footway parking to maximize the carriageway width. Hence, the government outlined criteria for exempting a road from the prohibition. Prior to enforcing these restrictions in Aberdeen, a citywide assessment was carried out to determine streets that will

require an exemption. During the assessment period, Elm Place was identified, and the most appropriate measure was proposed. Following the Scottish Government's guidance, it was proposed that a section of pavement parking exemption is applied on the northside of Elm Place for about 86 metres. With this arrangement, vehicles can fully park on the carriageway along the southern kerbline and partly on the pavement/carriageway on the northside.

The Traffic Regulation Order (TRO) is in its draft form because the making of any TRO involves different levels of statutory consultation, including statutory public consultation. Copies of relevant documents have been made available on our consultation page. The public consultation will allow members of the public to comment, seek clarification or object to a proposal. A TRO will be made for schemes that did not receive an objection during the consultation period, however, a report stating the details of the proposal and the need for it, will be submitted to the appropriate committee for schemes that were objected to during the consultation period. The power to approve or overrule the objections lies with the committee, they may also instruct that the proposal is amended. Officers are obliged to follow the ruling of the committee. If the proposal is approved, Officers will proceed with the making of the traffic order and subsequently instruct the implementation of the restriction.

In terms of the privately maintained land referenced, this piece of land can be termed a pavement or footway. According to Roads (Scotland) Act 1984, a 'pavement' is part of the road: -

“road” means...any way (other than a waterway) over which there is a public right of passage (by whatever means [F201 and whether subject to a toll or not]) and includes the road's verge, and any bridge (whether permanent or temporary) over which, or tunnel through which, the road passes; and any reference to a road includes a part thereof;

While the same Act specifies on a road where a public right of passage is exclusively by foot, the section concerned is a “footway” when associated with a carriageway.

In turn, the Transport (Scotland) Act 2019, specifies a “pavement” as a footpath or footway.

3.3.9 There is no need to apply this order, parking is reasonable as it is and as such there is no need for the good citizens of Aberdeen to pay for unnecessary work to take place. If the council proceeds with such a prohibition, it will force residents impacted by the prohibition to try and park in the private parking area behind Elm Place.

Pavement parking prohibition (restrictions) were introduced by the Scottish government within the Transport (Scotland) Act 2019 with the aim to improve accessibility, particularly for vulnerable road users, by allowing walkers and wheelers the ability to use footways and dropped kerbs without being impeded by parked vehicles. However, a footway parking prohibition may not be possible in some streets; the use and layout of some roads might require footway parking to maximize the carriageway width. Hence, the government outlined criteria for exempting a road from the prohibition. For a footway to be exempted, it must allow for a width of 1.5 metres of the footway to remain unobstructed when any part of a

vehicle is parked on it, and the layout or character of the carriageway associated with the footway must allow the passage of an emergency vehicle unimpeded by the presence of a vehicle parked on it. Exempted pavements will be marked with bay lines with an accompanying upright sign to show the extent of the exemption, hence, residents, visitors and other drivers will be informed on where to park their vehicle. The extension of the existing double yellow line at the junction of Elm Place with Laurelwood Avenue is needed to preserve accessibility due to change in circumstances, therefore preserving road safety, preventing obstructions, informing and formalising safe vehicular parking. The measures proposed will help address pavement parking issues within the area and provide a safe environment for those walking and wheeling outwith the carriageway. While parking, responsibility lies with drivers to secure a safe and appropriate spaces for their vehicle. The Council permits parking at the kerbside where feasible but however cannot guarantee there will be sufficient space for all vehicles to be accommodated. The Council does not have a responsibility for providing additional measures within private car parks.

- 3.3.10 During the consultation process, it is of note that an objection in a petition format (31 signatories from properties on Elm Place and 1 from Chestnut Row), was received to the proposed extension of prohibition of waiting at any time 'double yellow lines' restriction on the north side of Elm Place. While the objection states the prohibition is being proposed based on maintaining visibility, that is not its purpose. Instead, it is to prevent obstructive parking on this section of road; namely vehicles will legitimately park on the south side of the carriageway, and if vehicles were to park directly opposite on the north side, without being parked partly on the pavement, this would result in the carriageway being obstructed, hence the proposal for 'double yellow' lines to manage parking on this section. In terms of the status of the privately maintained 'pavement' on the north side, it is part of the 'road', as defined by the Roads (Scotland Act) 1984: -

“road” means...any way (other than a waterway) over which there is a public right of passage (by whatever means [F20] and whether subject to a toll or not) and includes the road's verge, and any bridge (whether permanent or temporary) over which, or tunnel through which, the road passes; and any reference to a road includes a part thereof;

While the same Act specifies on a road where a public right of passage is exclusively by foot, the section concerned is a “footway” when associated with a carriageway.

In turn, the Transport (Scotland) Act 2019, specifies a “pavement” means a footpath or footway.

Accordingly, despite not having a hard surface such as paving slabs or tarmac, the privately maintained section on Elm Place, is defined as a “pavement” by virtue of being a public right of passage by foot and falls under the national pavement parking prohibition. The difficulty thereafter is unless the surface was brought up to a hard standing, it is not possible to provide for an exemption as it would require a defined bay, with associated signage, to be applied to the surface.

- 3.3.11 In addition to the petition referred to in 3.3.10 above, an addendum supporting statement was received from the objectors, who expressed a wish for the points raised therein to be presented to the committee. These points include:

- The raised kerbs installed by the Council along Elm Place have made the street narrower than other streets in the vicinity and impacted parking leading to the loss of space for 6 cars;
- The proposed extension of double yellow lines will result in the loss of an additional 4 parking spaces;
- The unpaved land adjacent to the north kerb is privately owned.

3.4 **“THE ABERDEEN CITY COUNCIL (Froghall Avenue/Froghall Place, Aberdeen) (Prohibition of Waiting) Order 202_”**

3.4.1 **Proposal**

The proposed Traffic Regulation Order is to establish certain lengths of prohibition of waiting at any time on Froghall Avenue and Froghall Place.

Following the introduction of the pavement parking prohibition, Aberdeen City Council conducted a citywide assessment of pavements and carriageways in Aberdeen. The assessment revealed that pavement parking prohibition if applied on Froghall Avenue will result in a blockage, residents and visitors may be hindered from accessing the street. Currently, vehicles are partly parked on the footway and partly on the carriageway on both sides of this road. The enforcement of pavement parking ban in Froghall Avenue will require residents and visitors to fully park on both sides of the carriageway. Parking in this manner will compromise road safety, impede vehicular access to properties on this street, reduce visibility, may cause damage to vehicles etc. For this reason, Officers propose a pavement parking exemption is applied on various sections on the west and east footway along the length of Froghall Avenue. To further ensure road safety and vehicular accessibility is preserved on this road, Officers propose sections of prohibition of waiting at any time are installed on various sections of Froghall Avenue. A section of prohibition of waiting at any time is proposed to be introduced to the top of this road to serve as a turning area and further prohibition of waiting restrictions are proposed for opposite side of the various laybys for safe vehicular manoeuvre.

3.4.2 **Objections**

One (1) statutory objection was received a resident of the street. The objector has provided an email covering the reasons for their objection. A redacted copy of this objection can be read in the appendices. The plan for the original proposal and the street notices are also available in the appendices. A summary of the objection is provided below, with points made by the objector highlighted in bold (and paraphrased for brevity), which are thereafter followed by a response from a traffic management perspective:

3.4.3 **Taking away so many spaces in Froghall Avenue will inevitably cause huge problems, and if people can't park there, they will take up the limited spaces on Elmbank Terrace and all surrounding streets. If so many yellow lines are in place, the surrounding areas, which already have huge parking problems, will suffer even more.**

An extension to the existing prohibition of waiting at any time on the northern end has been proposed for safe and easy collection of the bulk bins that serves the residents on this road. The extension on the southern end will aid safe vehicular

passage. The proposed prohibition of waiting at any time will help formalise the parking pattern on this road, it will also help it meet the recommended parking standard. Prior to the double yellow line proposal for Froghall Avenue, consideration was given to the various amenities along it; the existing double yellow line on both sides, north of its junction with Elmbank Terrace ends at the uncontrolled crossing points. North of these crossing points are the dropped kerbs for bulk bin collection. On the east side of this section of Froghall Avenue, there is only about 5 metres length of upstanding kerbs between the crossing point and the dropped kerbs for bin collection, an extension of the waiting restriction has therefore been proposed to discourage drivers from parking at this limited space as it could cause an obstruction for bin collection and pose a safety hazard for pedestrians.

3.5 **“THE ABERDEEN CITY COUNCIL (Grandhome Area, Aberdeen) (20mph speed limit) Order 202_”**

3.5.1 **Proposal**

The proposed Traffic Regulation Order is to impose a 20mph speed limit on all the roads within the Grandhome housing development.

The Grandhome housing development is bounded by Whitestripes Road, Whitestripes Avenue and The Parkway (A92). A 20mph speed limit zone is proposed for the development. The road layout is such that it encourages driving at slower speeds. The slower driving speeds will provide for a safe residential road network and create a welcoming environment for active travel modes, such as walking and cycling.

3.5.2 **Objections**

One (1) statutory objection was received from a resident of the development. The objector has provided an email covering the reasons for their objection. A redacted copy of this objection can be read in the appendices. The plan for the original proposal and the street notices are available in the appendices. A summary of the objection is provided below, with points made by the objector highlighted in bold (and paraphrased for brevity), which are thereafter followed by a response from a traffic management perspective:

3.5.3 **This has been proven across the country not to achieve anything and is a waste of resources**

This is a developer scheme so is therefore the initial implementation is funded by the developer. 20mph for residential streets is a Scottish Government strategy as they aim to bring forward widespread implementation of 20mph speed limits in urban areas with the overall aim to make travel at 20mph the “norm” and therefore an expected driving practice for all. When considering new residential developments, the internal road layout will be designed to limit vehicles to speeds less than 20mph, while to consolidate that status the process is to establish a mandatory 20mph speed limit zone with the necessary signs at the entry points to the residential area. Accordingly, as part of the planning / road construction consent, the developer is obligated to fund the promotion of the necessary Traffic Regulation Order and thereafter install the necessary signs. For background, as current legislation specifies the default speed limit on these types of residential roads, with a system

of streetlights, is 30mph, it is necessary to promote a legal order which allows the regulatory signs to be put in place. The evidence is clear that reduced speeds cause less severe damage and injury in the event of a collision.

3.6 **“THE ABERDEEN CITY COUNCIL (Greyhope School, Aberdeen) (Traffic Management) Order 202_”**

3.6.1 **Proposal**

The proposed Traffic Regulation Order is to establish certain lengths of prohibition of waiting at any time on Battock Place, Grampian Place, North Grampian Circle, Mansfield Place, Oscar Place, Oscar Road, South Grampian Circle, Tullos Circle and Tullos Place; establish a certain length of prohibition of waiting operating from 8.00am to 5.00pm, Mondays to Fridays, on Grampian Place; and establish certain lengths of prohibition of stopping (School Keep Clear) operating from 8.00am to 5.00pm, Mondays to Fridays on Grampian Place/Tullos Circle, North Grampian Circle, and Mansfield Place. These proposals are introduced in the interest of road safety for pedestrians, especially children, accessing the new primary school. Of note, the restrictions concerned are already established on the roads concerned by way of a temporary order on the grounds of road safety.

3.6.2 **Objections**

One (1) statutory objection was received from a member of the public. The objector has provided an email covering the reasons for their objection. A redacted copy of this objection can be read in the appendices. The plan for the original proposal and the street notices are available in the appendices. A summary of the objection is provided below, with points made by the objector highlighted in bold (and paraphrased for brevity), which are thereafter followed by a response from a traffic management perspective:

3.6.3 **I think these AATs should be timed on the side with the houses on each North Grampian circle and Mansfield place**

Objectors highlighted the impact of the measures outwith the hours of operation of the school. To this end certain sections of restrictions could be reduced to improve residential amenity.

3.6.4 **Officer's Recommendation**

Officers have proposed a couple of changes following the objection, in concurrence with the objector's concerns. In the First Schedule, the amendment proposed is for the “At Any Time” waiting restrictions opposite the School Keep Clears (26m), on Grampian Place only, to be changed to timed waiting restrictions and hence be included in the Second Schedule, with times of operation proposed as ‘8am to 5pm’. Please note, the “At Any Time” prohibition of waiting opposite the School Keep Clear opposite the junction with Oscar Road, which shall remain. Another proposed amendment is for the “At Any Time” waiting restrictions for Mansfield Place in the First Schedule southeastern footway to be curtailed from 46m to 25m from the extended kerbline with Tullos Circle with the remaining length being changed to being timed and therefore included in the Second Schedule. These changes will be monitored as to their effectiveness and may be revisited.

3.7 **“THE ABERDEEN CITY COUNCIL (Kirk Brae Area, Cults, Aberdeen) (Prohibition of Waiting) Order 202X”**

3.7.1 **Proposal**

The proposed Traffic Regulation Order is to establish a prohibition on motor vehicles waiting at any time on certain lengths of Friarsfield Road, Kirk Brae, and Kirk Place, Cults, Aberdeen, as specified in the schedule below. Please note on the grounds of safety the measures concerned have previously been established on the stated roads by way of a temporary order.

3.7.2 **Objections**

One (1) statutory objection was received from a member of the public. The objector has provided an email covering the reasons for their objection. A redacted copy of this objection can be read in the appendices. The plan for the original proposal and the street notices are available in the appendices. A summary of the objection is provided below, with points made by the objector highlighted in bold (and paraphrased for brevity), which are thereafter followed by a response from a traffic management perspective:

3.7.3 **Parked vehicles on the corner which is the only part of that road section without double yellow lines obstruct vision of drivers going both ways and constitutes a safety hazard**

Following several site visits to monitor the situation and following the objection it is the Officer's opinion that the extent of the 'At Any Time' waiting restrictions should be extended from Kirk Terrace to Kirk Place in entirety. These additional interventions would have to be proposed at a later date.

3.8 **“THE ABERDEEN CITY COUNCIL (Disabled Persons' Parking Places in Aberdeen City) (Regulatory Parking Places) (Ref. 01/2024) Order 202_”**

3.8.1 **Proposal**

The proposed Traffic Regulation Order is to establish disabled persons parking places (DPPP) who are 'Blue badge' holders across various locations in the city of Aberdeen

3.8.2 **Objection**

One (1) statutory objection was received from a member of the public, to a bay proposed on Victoria Road, Torry. The objector has provided an email covering the reasons for their objection. The plan for the original proposal as well as a redacted copy of this objection can be found in the appendices. A summary of the objection is provided below, with points made by the objector highlighted in bold (and paraphrased for brevity), which are thereafter followed by a response from a traffic management perspective:

3.8.3 **My reasons for my objection are: this property has a private car park; there are already many unused disabled parking bays on this stretch of road; the**

disabled bay has been left unused most of the time; it would make parking difficult; and the driver of the vehicle for which the bay has been installed is misusing their 'Blue badge'.

The Council has a responsibility to provide DPPP where an identified need has been established and the bay can be accommodated. The bay has been proposed for a local resident. Whilst they have access to parking at the rear of the property, this does not meet their needs as they struggle to negotiate the steps to the rear of the property due to mobility issues. An audit will be undertaken of the remaining DPPP along the road to determine if these can be reduced in number however it was noted that these were not in a suitable location for this applicant. It is felt this bay is required to satisfy the needs of the applicant and has been carefully positioned as to minimise the loss of available kerbside parking.

4. FINANCIAL IMPLICATIONS

- 4.1 The cost of these proposals can be met from within existing resources and will be matched against the most appropriate Roads budget.
- 4.2 The Council's Roads Safety Fund capital budget can be used. Developer obligation funding may be available where the measures relate to new developments.

5. LEGAL IMPLICATIONS

- 5.1 Should the recommendations of this report not be approved and the proposals not progressed, any future request for restrictions at these locations would require officers to again undertake the steps outlined in The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 to progress the necessary Traffic Regulation Order.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 There are no direct implications arising from the recommendations of this report however reduced speed limits can create a better environment for cycling and walking within communities subsequently reducing vehicle use for local trips.

7. RISK

The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) <small>*Taking into account controls/control actions</small>	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Road safety levels and traffic management	Officers have proposed measures that are deemed reasonable and appropriate to address the	M	Yes

	could be compromised if measures are not progressed, leading to continued public concern.	Road Safety and Traffic Management issues to reduce incidents of public objections		
Compliance	No significant risks identified			
Operational	No significant risks identified			
Financial	No significant risks identified			
Reputational	Proposals can be contentious and attract negative feedback.	Concerned parties would be provided thorough rationale as to the requirement for the proposal.	M	Yes
Environment / Climate	No significant risks identified			

8. OUTCOMES

<u>Council Delivery Plan 2024-2025</u>	
	Impact of Report
<u>Greener Transport, Safer Streets, Real Choices</u>	<p>The proposals within this report support the delivery of the following aspect of the policy statement: -</p> <ul style="list-style-type: none"> Improving cycle and active transport infrastructure, including by seeking to integrate safe, physically segregated cycle lanes in new road building projects and taking steps to ensure any proposal for resurfacing or other long-term investments consider options to improve cycle and active transport infrastructure. Expanding mandatory 20mph speed limits in residential and other areas where this is supported by communities.
<u>Local Outcome Improvement Plan 2016-2026</u>	
Prosperous Place Stretch Outcomes	It is hoped that the imposition of a 20mph speed limit in the new Grandhome residential development

	<p>in particular, will lead to a safer environment as well as encourage and inspire confidence for increased active travel. This proposal supports the delivery of LOIP Stretch Outcomes:</p> <ul style="list-style-type: none"> • 13 - “Addressing climate change by reducing Aberdeen’s carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate” • 14 – “Increase sustainable travel: 38% of people walking and 5% of people cycling as a main mode of travel by 2026”
<p>Regional and City Strategies <i>City Strategies and Strategic Plans</i></p>	<p>The proposals within this report support LOIP Stretch Outcome 14 by encouraging more active travel within the city in general.</p>

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed
Data Protection Impact Assessment	Not required
Other	N/A

10. BACKGROUND PAPERS

10.1 N/A

11. APPENDICES

APPENDIX 1 – Braehead Way Plan

APPENDIX 2 – Braehead Way Street Notice

APPENDIX 3 – Braehead Way Objection

APPENDIX 4 – Braehead Way Objection

APPENDIX 5 – Braehead Way Objection

APPENDIX 6 – Elm Place Plan

APPENDIX 7 – Elm Place Street Notice

APPENDIX 8 – Elm Place Objection

APPENDIX 9 – Elm Place Objection

APPENDIX 10 – Elm Place Objection

APPENDIX 11 – Elm Place Objection

APPENDIX 12 – Elm Place Objection

APPENDIX 13 – Elm Place Objection

APPENDIX 14 – Elm Place Objection

APPENDIX 15 – Elm Place Group signed Petition

APPENDIX 16 – Elm Place Group signed Petition (Addendum)

APPENDIX 17 – Froghall Avenue Plan

APPENDIX 18 – Froghall Avenue Street Notice

APPENDIX 19 – Froghall Avenue Objection

APPENDIX 20 – Grandhome Area Plan

APPENDIX 21 – Grandhome Area Street Notice

APPENDIX 22 – Grandhome Area Objection

APPENDIX 23 – Greyhope School Plan

APPENDIX 24 – Greyhope School Street Notice

APPENDIX 25 – Greyhope School Objection

APPENDIX 26 – Kirk Brae Area Plan

APPENDIX 27 – Kirk Brae Area Street Notice

APPENDIX 28 – Kirk Brae Area Objection

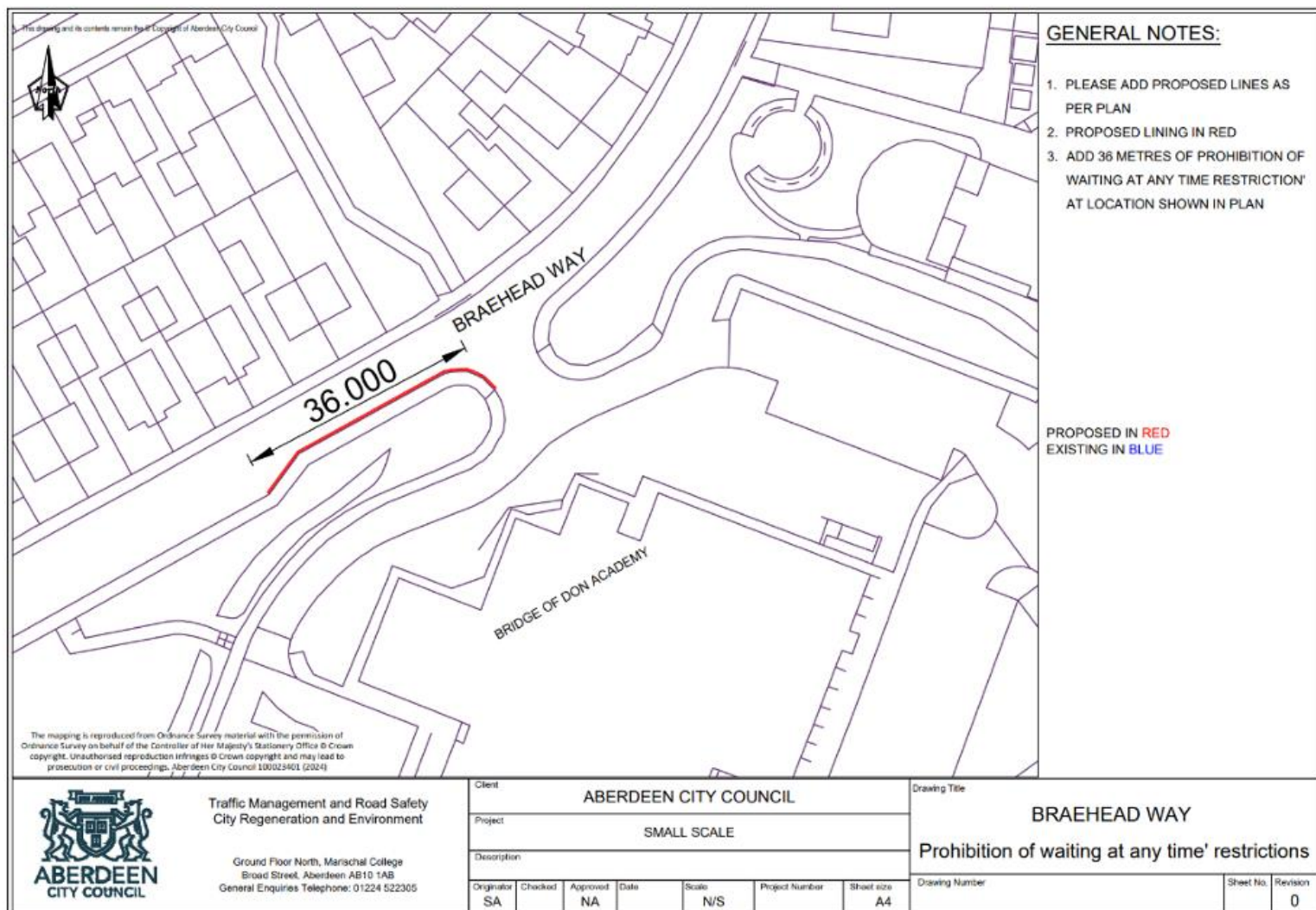
APPENDIX 29 – DPPP Plan (Victoria Road)

APPENDIX 30 – DPPP Objection (Victoria Road)

APPENDIX 31 – Pavement Parking Exemptions Street Notice

12. REPORT AUTHOR CONTACT DETAILS

Name	Nazif Abdullah
Title	Technical Officer
Email Address	NAbdullah@aberdeencity.gov.uk
Tel	01224 069268





ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (BRAEHEAD WAY, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202(X)

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to establish a prohibition on motor vehicles waiting at any time on the length of Braehead Way, Aberdeen, specified in the schedule below.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code above): -

<https://accsmallscaletmpoposals2024.commonplace.is/>

The consultation will run between 25 November and 17 December 2024, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, where we will endeavour to accommodate such requests.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 25 November to 17 December 2024, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with names, addresses, telephone numbers and signatures removed from this correspondence. For information on why and how we use your data please see the Traffic Regulation Order privacy notice on our website: <https://www.aberdeencity.gov.uk/your-data/why-and-how-we-use-your-data>.

**Traffic Management and Road Safety, Operations, City Regeneration and Environment,
Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad
Street, Aberdeen, AB10 1AB**

Schedule

(Prohibition of waiting at any time)

Braehead Way

South side, from a point 228 metres or thereby east of its junction with Bodachra Road, eastwards for a distance of 36 metres or thereby.

APPENDIX 3 – Braehead Way Objection

From: [REDACTED]
Sent: 26 November 2024 13:05
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Breahead WAY AATs

I have just been reading the proposed new traffic management plan to reduce shopping/school parking during drop off and pick up times from B.O.D. school.

I am a resident of Overhill Gardens and we are plagued by the same problem, cars/vans etc turning, waiting, parking across our drives and junctions, in addition they park along Bodachra Road blocking our entry/exit to Overhill Gardens.

Bodachra Road is also on the main bus route and these cars/vans are a real problem as east/west traveling buses tend to pass each other on Bodachra Road, the amount of vehicles in this area will undoubtedly increase due to the proposed parking restrictions on Braehead Way.

Putting these restrictions in place will only shift the problem and likely cause Bodachra and Overhill residents further issues, please review and look at either doing nothing or include Bodachra Road in the traffic management plan.

Regards

[REDACTED]
[REDACTED]

APPENDIX 4 – Braehead Way Objection

From: [REDACTED]
Sent: Saturday, December 14, 2024 9:37 AM
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Breahead way Bridge of Don

Morning

I am emailing in regards to the proposed changes to braehead Way, which I object to. I am a resident at [REDACTED] Braehead Way, whom would be directly affected by changes to the parking restrictions.

The flow of traffic becomes restricted during school hours as parents park along the road starting from the shop area (Morrisons), this often affects us too as they are quite often blocking our drive way.

Personally I feel this restriction would make no difference as the main problem/traffic obstruction is coming from the shop area.

Changing the parking restrictions would personally affect us by putting our house down in value and after work hours leave us with nowhere to park. We should not be left out of pocket or struggle for parking due to the school people being unable to drive.

As a resident in this area I would be happy to discuss other options which I believe would be more beneficial to the community than current proposed idea.

My email is [REDACTED] or work email is [REDACTED]

Kind regards

[REDACTED]
[REDACTED] Braehead Way
Bridge of Don
AB22 8RR

APPENDIX 5 – Braehead Way Objection

From: [REDACTED]
Sent: Monday, December 16, 2024 1:31 PM
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Objection to Braehead was changes

Good Afternoon,

I am contacting you to object to the proposed changes to Braehead Way, Bridge of Don.

I do not agree that the changes will solve the problem that have been mentioned in the proposes document however it will negatively affect the residents who live on the street including my own.

As the owner of [REDACTED] Braehead way, these changes will stop me from parking outside my own home. It will also negatively affect the value of our property only bought 1 year ago. - this was a key selling point. As our drive way only allow for one vehicle to be parked. We've rely on the on-street parking.

I truly believe the issue lies within the Braehead shopping area. As per the attached photos you can clearly see the car park is not of an adequate size for the demand. Due to this cars are parking on faded double yellow lines, no parking areas and beside the zebra crossing.

Furthermore, as per the attach photos you can clearly see the school parking area is empty. To add to the argument that the houses adjacent to the school are not the issue.

If you are adamant on a no waiting zone across our homes. I would strongly recommend a timed no waiting zone between 8 and 5 such as Brimond primary where we previously lived. As this will limit the negative effects to the residents living in the homes adjacent to the school. Alternatively, an extension to our driveway can also be arranged.

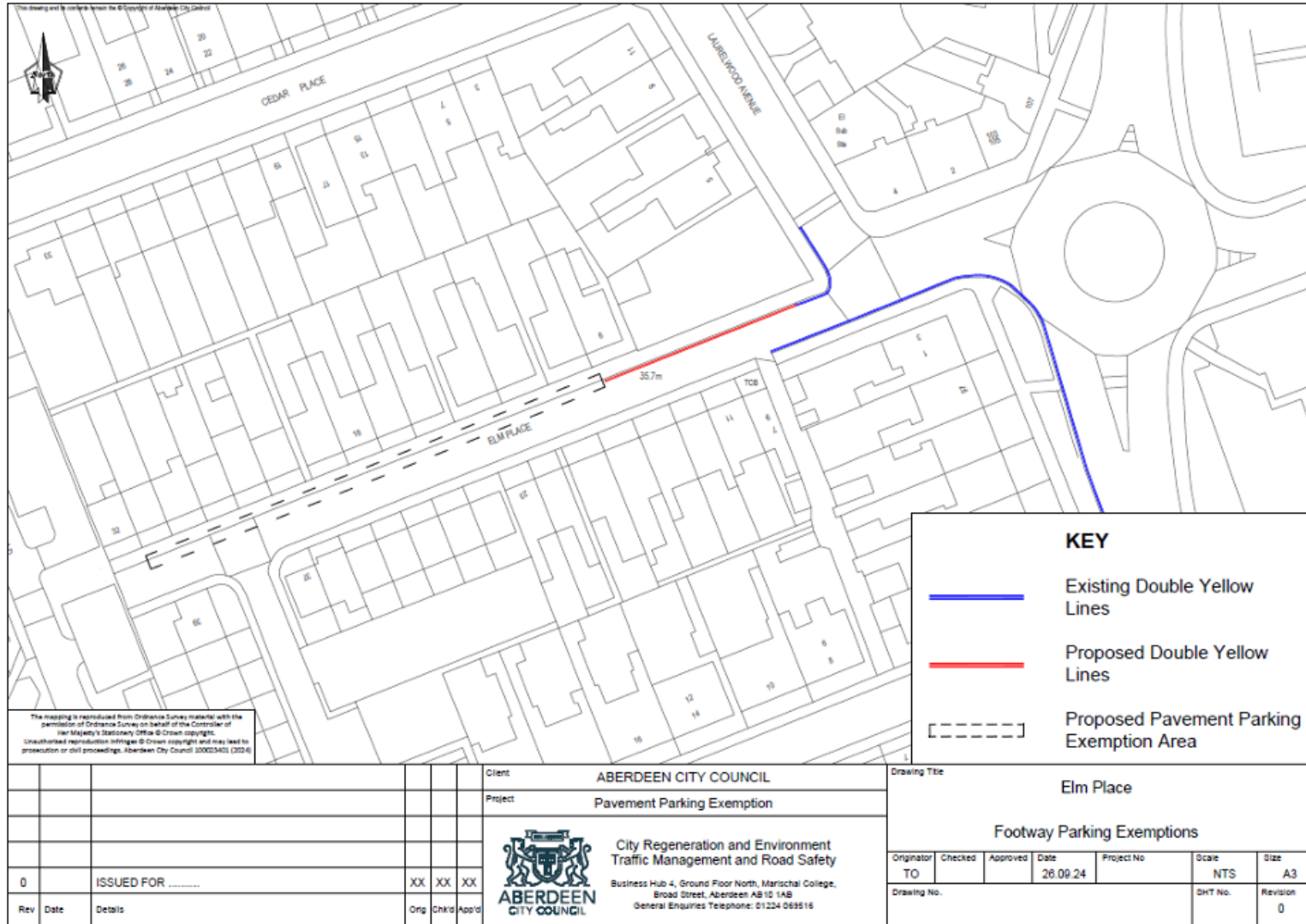
We would be more than happy to communicate with yourselves to better your understanding of the day to day living on the street.

I would appreciate our acknowledgment receipt of this objection, with a better outcome.

Kind regards,

[REDACTED]
Braehead Way

APPENDIX 6 – Elm Place Plan





ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (ELM PLACE, ABERDEEN) (PROHIBITION OF WAITING)
ORDER 202(X)**

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to establish an extension of the existing prohibition on motor vehicles waiting at any time on the length of Elm Place, Aberdeen, specified in the schedule below.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code above): -

<https://accsmallscaletmproposals2024.commonplace.is/>

The consultation will run between 25 November and 17 December 2024, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, where we will endeavour to accommodate such requests.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 25 November to 17 December 2024, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with names, addresses, telephone numbers and signatures removed from this correspondence. For information on why and how we use your data please see the Traffic Regulation Order privacy notice on our website: <https://www.aberdeencity.gov.uk/your-data/why-and-how-we-use-your-data>.

**Traffic Management and Road Safety, Operations, City Regeneration and Environment,
Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad
Street, Aberdeen, AB10 1AB**

Schedule

(Prohibition of waiting at any time)

Elm Place

North side, from its junction with Laurelwood Avenue, westwards for a distance of 44 metres or thereby.

From: [REDACTED]
Sent: Sunday, December 1, 2024 8:16 PM
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Objection to the proposed changes to Elm Place

Hello,

My name is [REDACTED] and I am the house owner of [REDACTED] Elm Place Aberdeen.

My house faces directly opposite where the new lines will be painted. That piece of pavement is owned privately and has no tarmac upon it. There are 3 cars currently using those spaces and it is all residents that live in the street that use those spaces.

There is absolutely no need to paint double yellow lines on this piece of road as it is causing nobody any harm. The spaces are needed for residents to park their cars.

There are no issues with the 3 cars parking there nor do they cause any visibility issues going up Laurelwood Avenue. I have lived in the same house for 24 years so I feel qualified to give you my opinion on this piece of road. Please take this into consideration before your decision.

I would be delighted to meet with you to talk through my objections or feel free to call me if you wish.

Yours sincerely ,

[REDACTED]

From: [REDACTED]
Sent: Thursday, November 28, 2024 4:49 PM
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Pavement Parking Elm Place, Aberdeen

Good Afternoon

I reside at [REDACTED] Elm Place Aberdeen and have just read the proposals in respect to changes to parking within Elm Place following the implementation of pavement parking prohibition.

I have a couple of points which I would appreciate if they could be clarified.

The first is that the proposed pavement exemption area is on the north side of Elm Place from outside number 6 to the end of the street. On the south side of the street there is a raised kerb which is the width of a complete paving stone and the pavement is then a step down from this raised kerb. Is this kerb area also to be exempt from the parking prohibition?

I believe this raised kerb was installed a number of years ago to reduce the camber next to the pavement as it was more cost effective to do this than lower the road but did reduce the width of the road. If this raised kerb is not exempt and vehicles chose not to park on the pavement on the north side of the street then this could cause problems identified for access for residents and visitors alike. At present residents do sometimes park on this raised kerb if cars on the north side are parked adjacent to the kerb to ensure vehicular access and also reduce the risk of damage to vehicles.

Is the proposed pavement exemption area on the north pavement going to be compulsory? If not then unless parking on the raised kerb on the south side is also to be exempt then this will exacerbate problems with regard to access for residents and visitors and also potential damage to parked vehicles with trying to squeeze through.

I also see that the length of double yellow lines on the north side of the street is proposed to be extended from the junction with Laurelwood Avenue by some considerable distance. I cannot see how this will improve visibility at the junction as there is currently yellow lines around this corner to allow a view up Laurelwood Avenue for vehicles leaving Elm Place. By increasing this restriction along Elm Place it will not increase a view up Laurelwood as there is a walled garden with trees and bushes on the north side on the approach to the junction. An extended length of yellow lines will not allow any earlier view at this junction but will reduce the parking spaces available for residents on our small street by 4 vehicles which is a considerable amount.

At present residents in Elm Place are really considerate and access for all is very good considering how narrow the street is. If there are to be fewer spaces available because of extended yellow lines and if the raised kerb on the south side is not exempt I fear this will create new problems for all living, visiting or servicing the street

I would appreciate if someone could get back to me with regard to these points.

Many Thanks

[REDACTED]

From: [REDACTED]
Sent: Monday, December 2, 2024 11:14 AM
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Objection to order 202x

To whoever this may concern ,

I would like to lodge an objection to the installation of double yellow lines going west from laurel wood avenue along Elm place .

As a disabled person with a car which I park here due to being unable to exit car on the south side due to uneven path which makes it difficult . Where the proposed yellow lines are would cause me more problems as at the moment I can get out my vehicle without fear of another car coming along the road and can use lowered kerb .

As your proposal is to help people with wheelchairs ,buggies etc it does not ,and considering your allowing delivery drivers to park here I feel I am being discriminated against. I have lived here for 24 years and have had MS for 10 years . I have never asked for a disabled bay as I felt it would be placed on the south side outside my home but is easier for me to park on the north side of elm place due to th3 uneven path on the south side .

I would appreciate if you would reconsider your use of yellow lines as really there is no justification for this . There is no obstruction to traffic or road safety .

Kind regards

[REDACTED]
[REDACTED]

Aberdeen

AB253SN

Sent from my iPad

From: [REDACTED]
Sent: Friday, December 6, 2024 1:21 PM
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Elm Place proposed traffic restrictions

Hello

I wish to register my objection to the proposed parking restrictions in Elm Place for the following reasons:

Parking spaces are already at a premium in this street;

Recognition of the parking problem is evident in the proposed exemption to pavement parking in the street ;

It makes no sense to further limit parking for residents who are not always able to park close to their property. This is a problem for both young families and elderly residents.

I urge a further investigation including observations by officers and request that this development does not proceed.

Yours sincerely

[REDACTED]

From: [REDACTED]
Sent: Monday, December 9, 2024 1:44 PM
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Proposed extension of double yellow lines on Elm Place

Hi,

I have lived in Elm Place since 1997, during which time car ownership has increased. Not long after moving in the parking spaces on the south side of the street were filled in with double height pavement. It is now common for both sides of the street to be fully occupied on a regular basis.

The road is a consistent width and already has double yellow lines at the corner of Laurelwood to allow safe visibility. The proposed additional yellow lines will prevent parking for around 3 cars, where they have never caused an issue. Please reconsider this decision as there are no safety benefits.

Many thanks,

[REDACTED]

[REDACTED]

[REDACTED]

Aberdeen

AB25 3SU

Elm Place,
Aberdeen. AB25 3SN

Roads Operation Manager
Aberdeen City Council
Marischal College
Broad Street
Aberdeen
AB10 1AB

December 12th 2024

Re: THE ABERDEEN CITY COUNCIL (ELM PLACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202x

Dear Sir/Madam,

With respect to the referenced subject line above, we would like to lodge our objection, under Section 7 of *The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999*, to the Order.

It would appear that the only two reasons supporting the Order are detailed in the Document "Midstocket_Rosemount.pdf" available to view on the Council website at <https://accsmallscaletrafficproposals2024.commonplace.is/en-GB/proposals/midstocketrosemount/step1>, and we quote; *"Furthermore, it is proposed that the existing prohibition of waiting at any time restriction (double yellow lines) on the north of Elm Place at its junction with Laurelwood Avenue, is extended westwards to ensure road safety and vehicular accessibility is preserved on this road"*

There are no and have never been any road safety or vehicular access issues on Elm Place. We have lived on Elm Place for 24 years. The Documents provided in conjunction with this Order do not contain any statistical, historical or any data driven information supporting the Order. As such the Order is moot.

Not only that, the Order pdf document that resides on the Council website, is undated, unsigned and is in draft form and hence is not a legal Order.

Finally, we raise your attention to the wording in the *Prohibition of Waiting Order* plan that details the location of double yellow lines extending around the property of 5, Laurelwood Avenue into Elm Place. In the first sentence of the Order, *"A pavement parking prohibition was introduced by The Scottish Government within the Transport (Scotland) Act 2019 with the aim to improve accessibility, particularly for vulnerable road users, by allowing walkers and wheelers the ability to use footways and dropped kerbs without being impeded by parked vehicles"*

The land adjacent to the side garden of 5 Laurelwood Avenue is private land up to and including the granite sets adjacent to the Elm Place road surface and as such confers no right of access to pedestrians. Those car owners that park there, do so with the implicit agreement of the landowner.

For these reasons, we expect the Order to be struck down in due course.

Yours Faithfully,
[Redacted Signature]

From: [REDACTED]
Sent: Friday, December 13, 2024 12:15 PM
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: ELM PLACE, ABERDEEN (PROHIBITION OF WAITING) ORDER 202(X)

I write to you to object to the above order.

1. There is (as far as I have been made aware) no need to apply this order, parking is reasonable as it and as such there is no need for the good citizens of Aberdeen to pay for unnecessary work to take place.
2. If the council proceeds with such a prohibition, it will force residents impacted by the prohibition to try and park in the PRIVATE PARKING area behind Elm Place (which is written into the deeds of the newer houses on the South and West of Elm Place and those on Chestnut Row). To prevent any infringement of this private parking area the council (if it proceeds with the Prohibition) will need to erect barriers and Private Parking signs to ensure that its actions do not have a consequential negative impact on those residents who have the legal right to use the Private Parking area.

Regards

[REDACTED]
Elm Place
Aberdeen
Tel [REDACTED]

APPENDIX 16 – Elm Place Group signed Petition (Addendum)

From: [REDACTED]
Sent: 16 December 2024 21:51
To: [REDACTED]
Subject: Re: Objection Parking Restrictions Elm Place, Aberdeen

Hello [REDACTED]

I would appreciate if along with the redacted copy of the petition signed by the residents the following points could also be made available to the committee.

The issues we have in relation to our street being narrower than neighbouring streets has been caused by the raised kerb being installed by the council rather than fixing the camber which would have allowed parking adjacent to the kerb and as such the street would be wider.

As far as I have been led to believe the unpaved land adjacent to the north kerb is privately owned but I am sure that can be clarified by the council. If it isn't then perhaps it should be paved and then could be marked out appropriately for pavement parking.

If this is not to be done then why has there been no consideration to making the raised kerb opposite the unpaved area suitable for pavement parking?

The map published on your site indicating where the proposed yellow lines are to be implemented runs further than the unpaved section and includes an area in front of number 6 Elm Place which is a paved area like the remainder of the pavement at that side so should surely be suitable for marking for pavement parking.

If the raised area on the length of the south side of the street is not fixed to allow it to be also used for residents to park partly on then the availability for parking in our street is going to be severely and unreasonably compromised. Over the past few days on average there have been 6 cars parking adjacent to the kerb on the north side of the street which has not caused any problem as residents who have parked on the south side have parked on the raised kerb to ensure accessibility for all. If under the new proposals parking bays on the north are not to be made compulsory then potentially we will lose parking for 6 cars which would be unable to park adjacent to the south kerb. This will be on top of the loss of 4 parking spaces if the proposed double yellow lines go ahead.

The loss of 4 parking spaces due to new double yellow lines which I think is completely unnecessary will have a big impact for residents. Along with this should new issues with regards to accessibility further along the street because pavement parking is not to be made available on both sides of the street and potentially a further 6 parking spaces are lost then this is more than half of the parking in the street which will have a huge effect on all residents and visitors to our street.

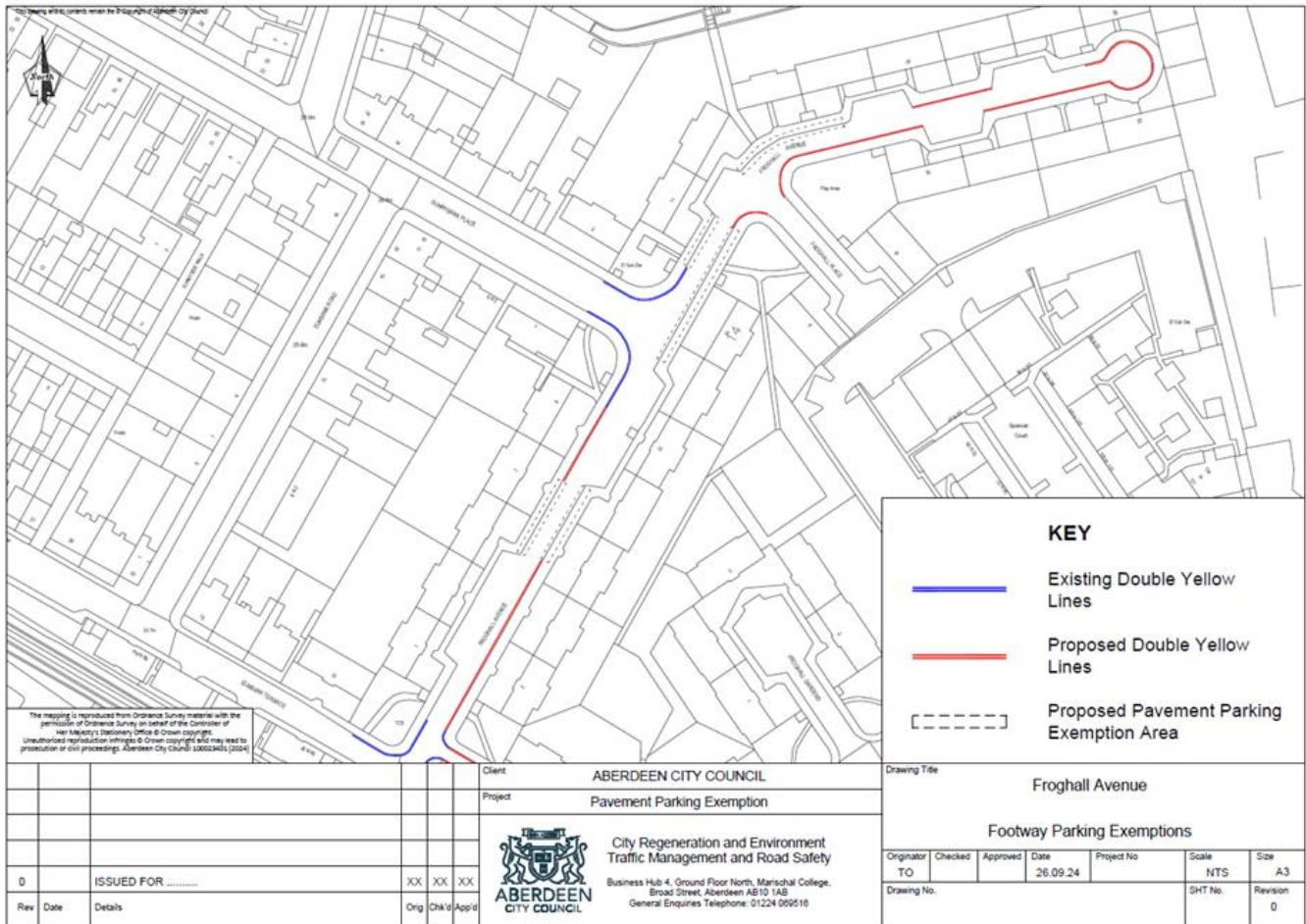
We have lived on this street for a number of years and we have all ensured that accessibility for both vehicles and pedestrians alike has not been a problem. I feel it is completely unfair that due to actions of the council which reduced the width of our street and now these further proposed actions that we as residents are going to on a daily basis be inconvenienced.

These proposals are impractical and unreasonable and will effect future values of properties within Elm Place.

[REDACTED]

[REDACTED]

APPENDIX 17 – Froghall Avenue Plan





ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (FROGHALL AVENUE / FROGHALL PLACE, ABERDEEN)
(PROHIBITION OF WAITING) ORDER 202(X)**

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to establish certain lengths of prohibition of waiting at any time on Froghall Avenue and Froghall Place, Aberdeen. The proposed restrictions are designed to manage on-street parking in association with a corresponding footway parking exemption that is being promoted concurrently under the Transport (Scotland) Act 2019 for certain lengths of Froghall Avenue.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link:

<https://accsmallscaletmproposals2024.commonplace.is/> (or by scanning the QR Code above).

The consultation will run between 25 November and 17 December 2024, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, where we will endeavour to accommodate such requests.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 25 November to 17 December 2024, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with names, addresses, telephone numbers and signatures removed from this correspondence. For information on why and how we use your data please see the Traffic Regulation Order privacy notice on our website: <https://www.aberdeencity.gov.uk/your-data/why-and-how-we-use-your-data>.

Traffic Management and Road Safety, Operations, City Regeneration and Environment, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule

(Prohibition of waiting at any time)

Froghall Avenue

West side, from its junction with Sunnybank Place, south-westwards for a distance of 35 metres or thereby; **North side**, from a point 90 metres or thereby northeast of its junction with Sunnybank Place, eastwards for a distance of 23 metres or thereby; **North side**, from a point 140 metres or thereby northeast of its junction with Sunnybank Place, north-eastwards, clockwise around the turning circle, then westwards for a total distance of 77 metres or thereby; **East side**, from its junction with Elmbank Terrace (inset section serving property nos. 10 & 11), north-eastwards for a distance of 55 metres or thereby; **South side**, from its junction with Froghall Place, eastwards for a distance of 39 metres or thereby; **East side**, from its junction with Froghall Place, southwards for a distance of 5 metres or thereby.

Froghall Place

Both sides, from its junction with Froghall Avenue, south-eastwards for a distance of 5 metres or thereby.

From: [REDACTED]
Sent: 27 November 2024 15:58
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Cc: [REDACTED]
Subject: OBJECTION: George St Harbour Ward - Parking amendments at Elmbank Terrace/Froghall Avenue [IMAN-LIVE.FID222382]

Dear Sirs

A notice has been placed outside my property advising of the changes proposed for pavement parking in accordance with the new guidelines. Elmbank Terrace is a small one way side street, and pavement parking is essential here to allow for access for emergency services/deliveries etc. I note on the plans it looks like a couple of parking spaces will be lost once yellow lines are placed in Elmbank Terrace, but, there are less than 6 cars between the 2 buildings so it should be fine.

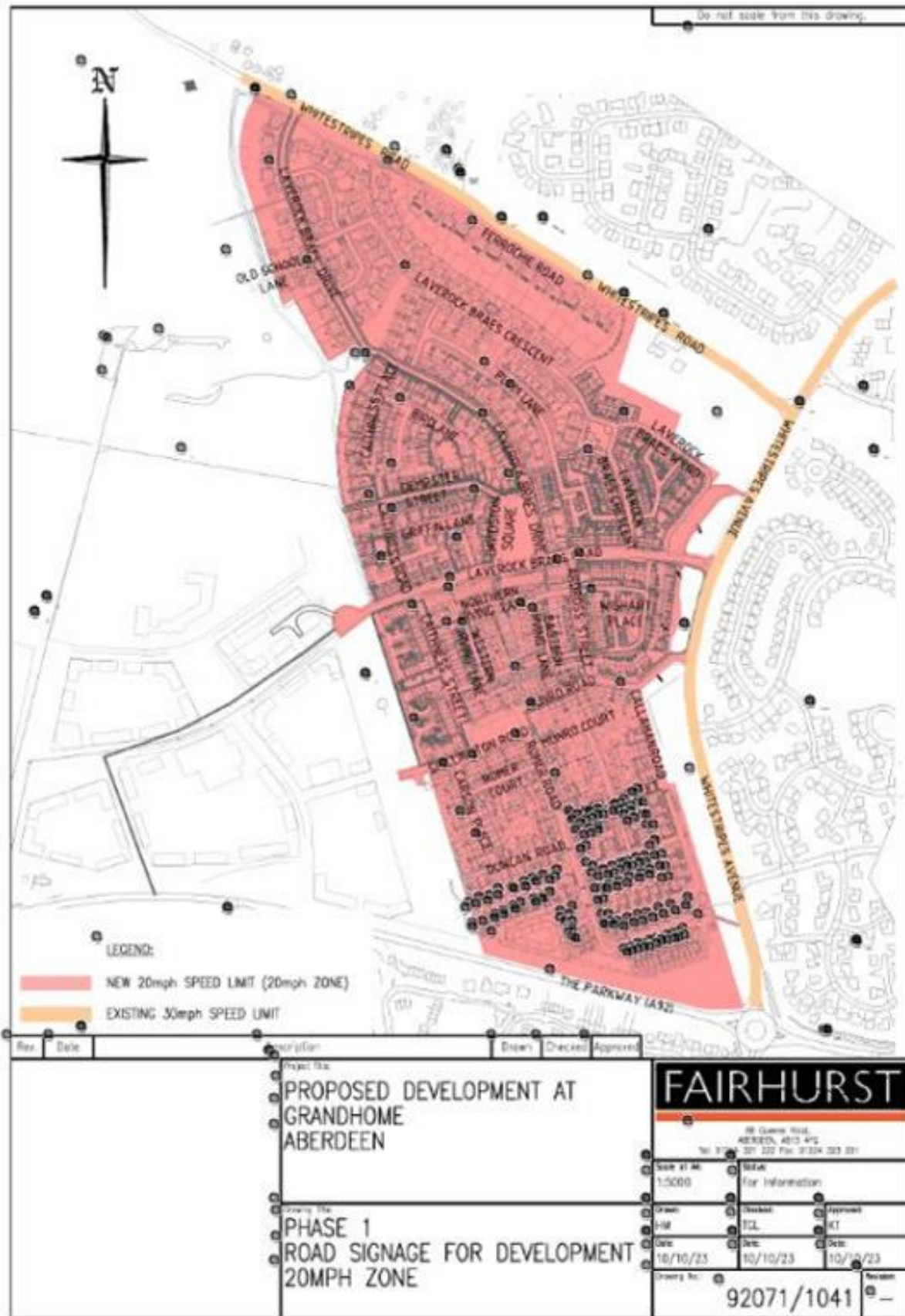
My main concern is with the proposals for yellow lines and restricted parking on Froghall Avenue. Parking in the area is already horrendous - many people have more than one car in Froghall Avenue and a lot of students from the two student blocks on Powis Place also park in the area. Taking away so many spaces in Froghall Avenue will inevitably cause huge problems, and if people cant park there, they will take up the limited spaces on Elmbank Terrace and all surrounding streets. Froghall Avenue is wide enough to have the cars parked on the pavement as they already are, allowing access for emergency vehicles etc. However if so many yellow lines are in place the surrounding areas, which already have huge parking problems, will suffer even more.

The issue is doubly problematic on match days when there is no chance of parking anywhere within the vicinity of our properties at all. I would urge the council to reconsider having double yellow lines on Froghall Avenue to the proposed extent.

Kindly acknowledge safe receipt of this email.

Yours

[REDACTED]
[REDACTED] Elmbank Terrace
Aberdeen
AB24 3PU





ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (GRANDHOME AREA, ABERDEEN) (20MPH SPEED LIMIT)
ORDER 202(X)**

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to establish a 20mph speed limit on the roads in Aberdeen specified in the schedule below.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code above): -

<https://accsmallscaletmproposals2024.commonplace.is/>

The consultation will run between 25 November and 17 December 2024, inclusive. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 045345, where we will endeavour to accommodate such requests.

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**Traffic Management and Road Safety, Operations, City Regeneration and Environment,
Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad
Street, Aberdeen, AB10 1AB**

Schedule

(Roads subject to mandatory 20mph speed limit)

Ardross Street, Bird Lane, Burrell Street, Caithness Place, Caithness Road, Caithness Street, Callahan Road, Carson Place, Davidston Square, Dempster Street, Duncan Road, Eastern Irving Lane, Ferrochie Road, Griffin Lane, Laverock Braes Crescent, Laverock Braes Drive, Laverock Braes Road, Laverock Braes Wynd, Munro Court, Munro Road, Northern Irving Lane, Old School Lane, Plum Lane, Romer Court, Romer Road, Shillington Road, Western Irving Lane and Wishart Place.

From: [REDACTED]
Sent: Saturday, November 30, 2024 7:33 PM
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Objection Traffic Regulation Order

Hi

I would like to object to the enforcement of a 20mph speed limit for all of Grandhome..

This has been proven across the country not to achieve anything and is a waste of resources.

The side roads in the development already have traffic calming measures.

Regards

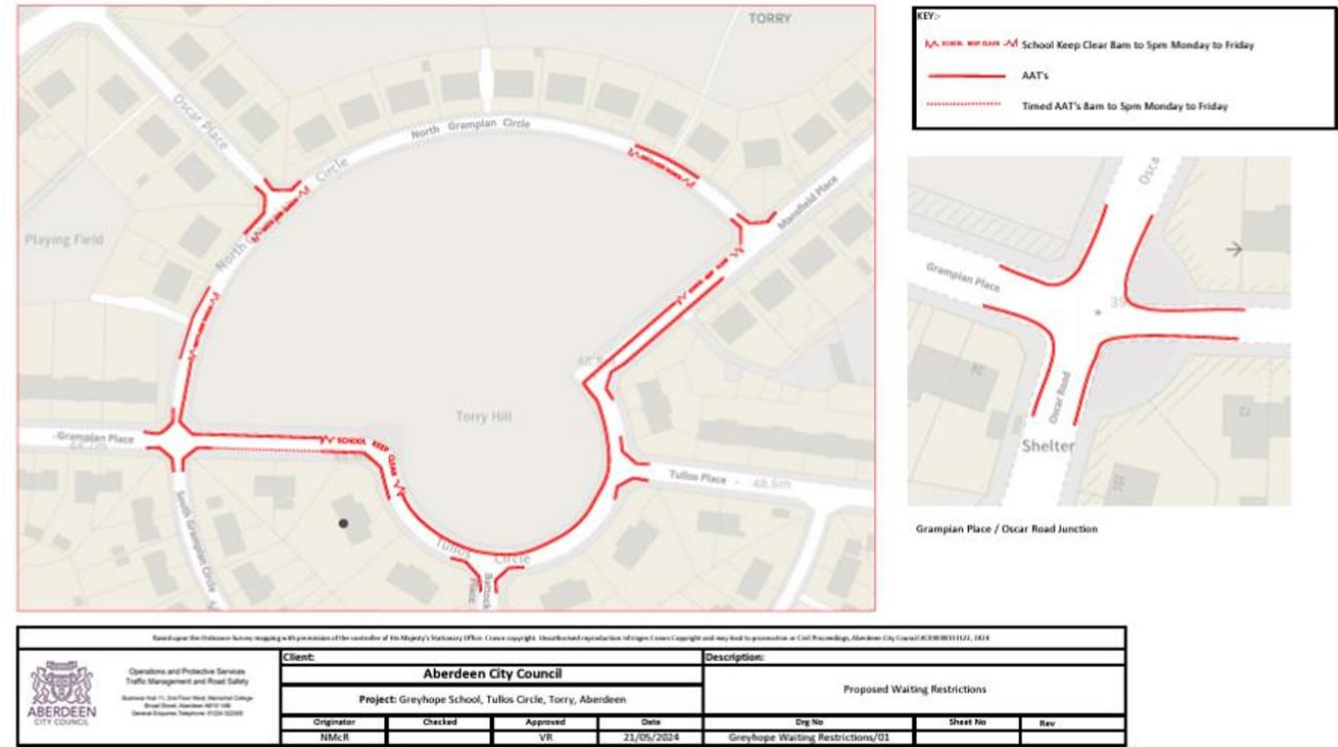
[REDACTED]

[REDACTED]

AB22 9AG

APPENDIX 23 – Greyhope School Plan

GREYHOPE SCHOOL AND HUB
Tulloch Circle / North Gramplan Circle and Mansfield Place
Proposed Waiting Restrictions





ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (GREYHOPE SCHOOL, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 202_

Aberdeen City Council proposes to make above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order would be to establish: -

- Certain lengths of prohibition of waiting at any time on Battock Place, Grampian Place, North Grampian Circle, Mansfield Place, Oscar Place, Oscar Road, South Grampian Circle, Tullos Circle and Tullos Place.
- A certain length of prohibition of waiting operating from 8.00am – 5.00pm, Monday – Friday, on Grampian Place.
- Certain lengths of prohibition of stopping (School Keep Clear) operating from 8.00am - 5.00pm, Monday – Friday on Grampian Place/Tullos Circle, North Grampian Circle, and Mansfield Place.

Of note, the restrictions concerned are already established on the roads concerned by way of a temporary order on the grounds of road safety.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code above): -

<https://accsmallscaletmproposals2024.commonplace.is/>

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Traffic Management and Road Safety, Operations, City Regeneration and Environment, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

From: [REDACTED]
Sent: 25 November 2024 17:18
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Yellow lines at grayhope school

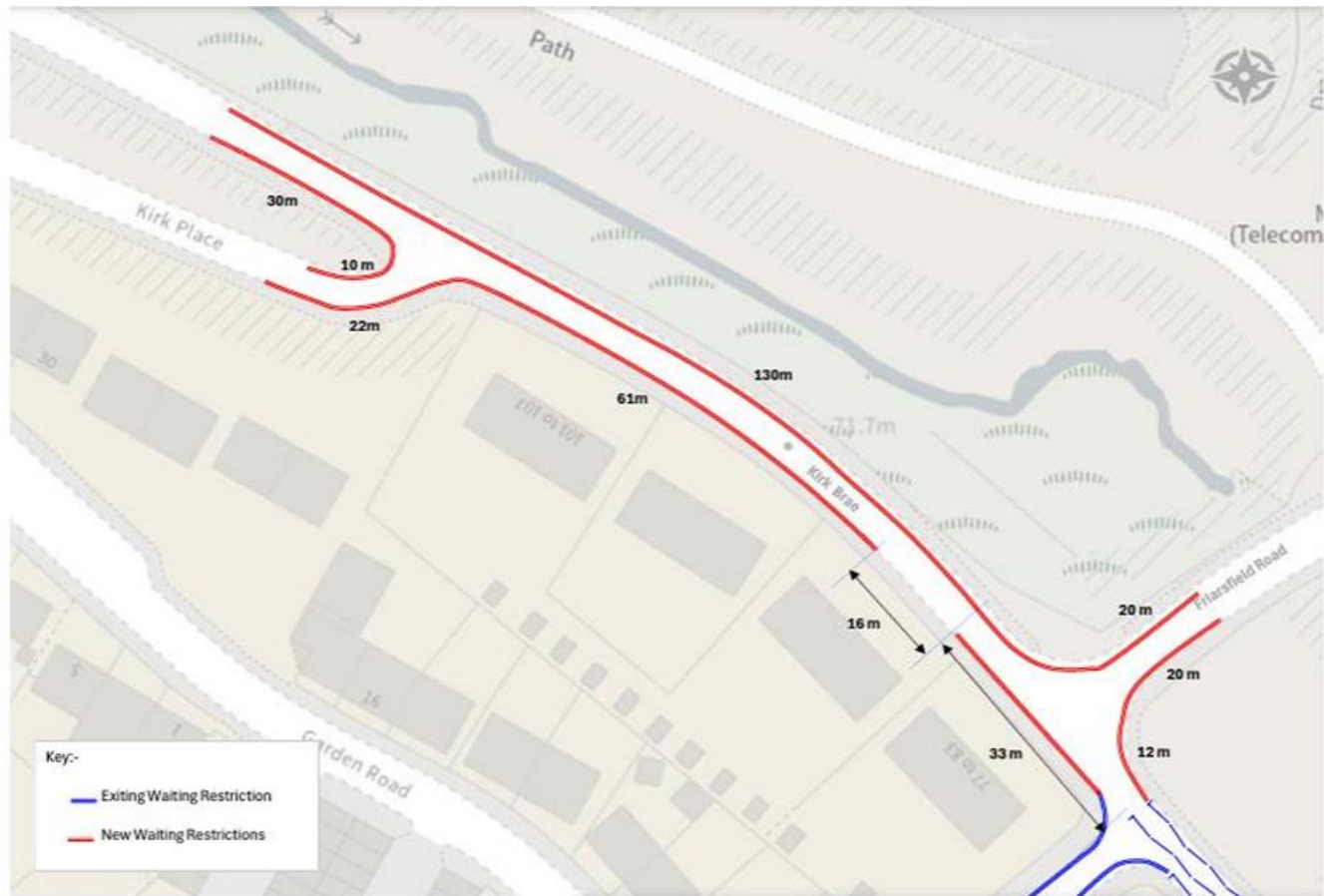
I think these AATs should be timed on the side with the houses on each north grampian circle and Mansfield place

On north grampian circle where I live on the corner only enough space to park 1 and half car due to a disable space being there if that was timed yellow lines it would help the parking for the whole street

Where the school keep clear bits are on the inside of the circle where no one park everyone parks on the side next to the house cause if some people did witch we are aloud to do due to no yellow lines and if outwith the school times so we could park on the school keep clear bits then the bin men, ambulance and fire tucks, plus any bigger deliver lorry's would get round that bit and need to reverse back along the street

I also think speed bumps should be put on both street ive seen car going along both at more than 40 maybe even as high as 50 at night times when the school as kids playing football and other after school things

Sent from [Outlook for Android](#)



Based upon the Ordnance Survey map with permission of the Controller of His Majesty's Stationery Office. Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Aberdeen City Council AGD/908/23100, 2024

 <p>Operations and Protective Services Traffic Management and Road Safety Business Hub 11, 2nd Floor West, Marischal College Broad Street, Aberdeen AB10 1AD General Enquiries Telephone: 01224 522305</p>	Client:			Description:		
	Aberdeen City Council			LOWER DEESIDE (Ward 9)		
	Project: Kirk Brae, Cults,			Installation of At Any Time Waiting restrictions		
	Road Safety Improvements					
	Originator	Checked	Approved	Date	Org/No	Sheet No
NMcR		VR	29/04/2024	KB/AATs/1	1	



ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (KIRK BRAE AREA, CULTS, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202X

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to establish a prohibition on motor vehicles waiting at any time on certain lengths of Friarsfield Road, Kirk Brae, and Kirk Place, Cults, Aberdeen, as specified in the schedule below. Please note on the grounds of safety the measures concerned have previously been established on the stated roads by way of a temporary order.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code above): -

<https://accsmallscaletmpoposals2024.commonplace.is/>

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**Traffic Management and Road Safety, Operations, City Regeneration and Environment,
Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad
Street, Aberdeen, AB10 1AB**

Schedule

(Prohibition of waiting at any time)

Kirk Brae

South-western side, from its junction with Kirk Terrace, in a north-westerly direction for a distance of 33m or thereby; **South-western side**, from its junction with Kirk Place, in a south-easterly direction for a distance of 65m or thereby; **South-western side**, from its junction with Kirk Place, in a north-westerly direction for a distance of 30m or thereby; **North-eastern side**, from its junction with Friarsfield Road, in a north-westerly direction for a distance of 130m or thereby; **North-eastern side**, from its junction with Friarsfield Road, in a south-easterly direction for a distance of 12m or thereby.

Kirk Place

Southern side, from its junction with Kirk Brae, in a westerly direction for a distance of 22m or thereby; **Northern side**, from its junction with Kirk Brae, in a westerly direction for a distance of 10m or thereby.

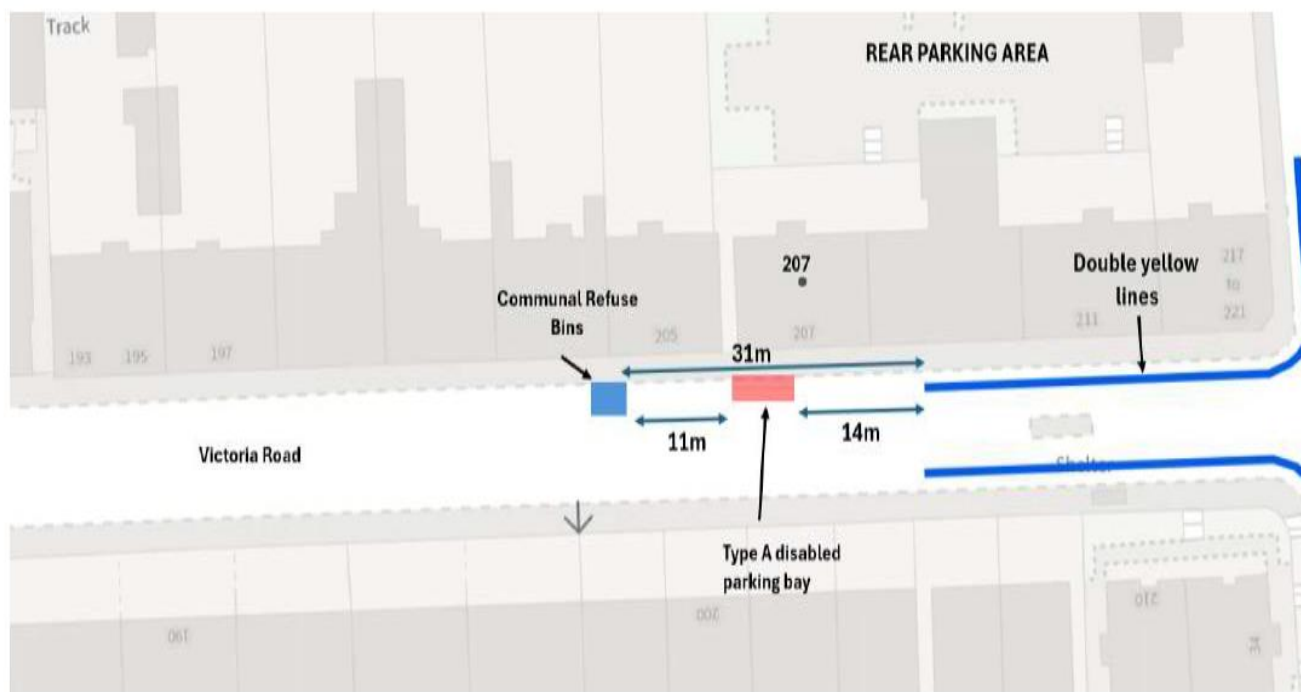
Friarsfield Road

Both sides, from its junction with Kirk Brae, in a north-easterly direction for a distance of 20m or thereby.

22/11/2024		Enquiry Trace Form - Preview	
<div></div>		Logged by: Contact Centre	on 22/11/2024 00:00
Service: Roads		Classification: Enquiry	
Subject: Roads Other		Enquiry Ref: FS-Case-664297164	
Desc.: The parked cars or vehicles on the corner obstruct the vision of drivers going in either direction causing a potential dangerous hazard for drivers. This morning I was negotiating the one lane and almost through when confronted by a car who could not see me as he approached by the parked cars.			
Site: KIRK BRAE (7600214), CULTS, ABERDEEN, ABERDEEN CITY			
Site Address: KIRK BRAE		Area: Aberdeen South	
Location: <div></div> Kirk Brae, Aberdeen, United Kingdom, AB15 9QX -- Adjacent to the above address there are double yellow lines with a space for some vehicles on a corner. Since the markings have been in place there have been several near misses from tyre marks on the road due to parking on the corner. This section of roadway is dangerous and unsafe due to the cars.		Ward: <div></div>	
Site Notes: Owner: 1; type: Roads Maintained. Maintained by: RD03-Roads			
<div></div>		Time: 22/11/2024 14:30	Method: Contact Centre
Name: Member of public			
Address:			

APPENDIX 29 – DPPP Plan (Victoria Road)

Type A Disabled Parking Bay - 207 Victoria Road, Torry.



From: [REDACTED]
Sent: Tuesday, December 17, 2024 11:39 PM
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Objection of a disabled parking bay

I would like to object to the disabled parking space below.

Victoria Road
North side, from a point 49 metres or thereby west of its junction with ~~Mansefield~~ Road, extending westwards for a distance of 6.6 metres or thereby.

My reasons for my objection are as follows:

This property has a private car park

To the rear of this property there is a private car park which is hardly used, only the residents of 211, 213 & 215 can use this car park. I understand that the steps would cause a problem for the individual with the blue badge, but seeing as it his/her partner that drives he could easily drive the car round the building and pick her up from the front. Please note reference to your terms on the ACC Website -

To qualify for a disabled parking space near your property, you must:

- o Be a Blue Badge holder.
- o Not have access to private off-street parking facilities (for example, a driveway, garage or lockup).
- o Have a vehicle registered and kept at your address.

- **Already have a disabled parking bay**

There are already many unused disabled parking bays on this stretch of road between ~~Mansefield~~ Road and Crombie Road, so another one is not needed.

- **Would be left unoccupied**

Since this disabled parking bay has been installed, it has been left empty most of the time, especially during the evening as this is the hardest time to park. The driver of the car who is not the badge holder works night shift.

- **Would make parking difficult**

Since this disabled parking bay has been added it has made it more difficult to park in the area. Especially as to where the bay has been placed losing spaces on either side of the bay.

Misuse of a Blue Badge

The driver of this vehicle has this badge on display at all times and uses it as a guaranteed parking spot outside his front door, it has also been noted that this badge has been used in other locations while his partner is not in the car. He is not the owner of the badge and if this objection is not noted I will take further action to have the badge revoked.

If you have any further questions please don't hesitate to contact me:

[REDACTED]

I would also like to receive acknowledgement and a response to this objection.

Kind Regards

[REDACTED]

[REDACTED] Victoria Road



ABERDEEN CITY COUNCIL

TRANSPORT (SCOTLAND) ACT 2019

ABERDEEN CITY COUNCIL (PAVEMENT PARKING EXEMPTION) ORDER 202_

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Transport (Scotland) Act 2019. The effect of this Order will be to introduce exemptions to enable parking on certain lengths of pavement on the following roads in Aberdeen: - Bedford Avenue, Cairngorm Crescent, Countesswells Road, Elm Place, Elmbank Terrace, Froghall Avenue, Great Northern Road, Hunter Place, Jackson Terrace, Leslie Road, Murray Terrace and South Square.

Full details of the above proposals are to be found in the draft order, which, together with maps showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code above): -

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**Traffic Management and Road Safety, Operations, City Regeneration and Environment,
Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad
Street, Aberdeen, AB10 1AB**

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	21 January 2025
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	20mph Speed Limit Proposal (North)
REPORT NUMBER	CR&E/25/002
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Tolu Olowoleru
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

- 1.1 The Net Zero, Environment and Transport Committee on Tuesday 11 June 2024 instructed a report is made available to this committee upon the completion of the consultation process needed for the traffic regulation order (TRO) for 20mph speed limit in the proposed streets, with or without objections. The consultation period for the making of the 20mph speed limit in six electoral wards in the north of Aberdeen has now been completed, this report highlights the area where the 20mph speed limit was proposed and considers the objections and comments received during the statutory consultation period.

2. RECOMMENDATIONS

That the Committee: -

- 2.1 note the Council wards where 20mph speed limit was proposed;
- 2.2 note the benefits of introducing 20mph speed limit highlighted, to date. For example, improve road safety, reduce collision risk, improve carbon emissions etc;
- 2.3 note the comments received in relation to the proposed Temporary Traffic Regulation Order (TTRO) and approve the making of the TTRO at section 3.8 of the report;
- 2.4 note the objections received to the Traffic Regulation Order (TRO) as a result of the public advertisement of the 20mph speed limit proposal (North) at section 3.6 of the report;
- 2.5 overrules the objections received in relation to "THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.1) ORDER 202X" and approve this order be made as originally advertised;

- 2.6 overrules the objections received in relation to “THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.2) ORDER 202X” and approve this order be made as originally advertised;
- 2.7 overrules the objections received in relation to “THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.3) ORDER 202X” and approve this order be made as originally advertised;
- 2.8 overrules the objections received in relation to “THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.4) ORDER 202X” and approve this order be made as originally advertised;
- 2.9 overrules the objections received in relation to “THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.5) ORDER 202X” and approve this order be made as originally advertised; and
- 2.10 overrules the objections received in relation to “THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.6) ORDER 202X” and approve this order be made as originally advertised.

3. CURRENT SITUATION

3.1 Background

- 3.1.1 The Scottish Government published a ‘Scotland’s Road Safety Framework to 2030’ in February 2021. The Framework highlights The Scottish Government’s vision to have the best road safety performance in the world by 2030 and an ambitious long-term goal where no one is seriously injured or killed on Scottish roads by 2050. Through this framework, the Scottish Government aim to improve road safety and half road deaths by 2030 and achieve Vision Zero by 2050. To achieve this goal, the Scottish Government developed a national strategy for 20 mph zones and limits in Scotland. The strategy aims to expand 20mph speed limits across Scotland, and to ensure all appropriate roads in built-up areas have a safer speed limit of 20mph by 2025. Consequently, there will be a reduced perception of road danger, people will be encouraged to walk and cycle, thereby improving health, and promoting active travel. In addition, this strategy will create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users, thereby promoting inclusivity. Furthermore, there will be a change in social and cultural attitudes towards vehicular speed and road safety as 20mph speed limit will be the norm in urban areas.

3.2 20mph speed limit assessment criteria

- 3.2.1 To deliver 20mph speed limit across Scotland, the Scottish Government establish a Task Force who reviewed the outcome of the method used in setting 20mph speed limit elsewhere and lessons learned. The group established an effective and pragmatic approach that will ensure a level of consistency is applied on appropriate roads. A realistic approach where limits are both credible and likely to have the best chance of creating real change in road user behaviours from the outset was adopted.

3.2.2 Below are the criteria prescribed by the Scottish Government for road assessment:

- a) Roads within 100m walk of an educational setting (e.g. primary, secondary, further & higher education)
- b) Roads where the number of residential and/or retail premises fronting it (on one or both sides) exceeds 20 over a continuous length of between 400 - 600m.
- c) Roads within 100m walk of a community centre, church, place of worship, sports facility, any hospital, GP or health centre.
- d) Roads where the composition of users implies a lower speed of 20 mph will improve the conditions and facilities for vulnerable road users and other mode shift (reflect on future plans such as active and sustainable travel, places for people, consider existing and potential levels of vulnerable road users)
- e) Where the road environment, surrounding environment, community and quality of life impact (e.g. severance, noise, or air quality) will be improved by implementing 20mph speed limits.

3.3 **Committee Report (CR&E/24/139)**

- 3.3.1 A report about Officers' intention to promote 20mph speed limit on appropriate roads in Aberdeen was submitted to this committee on Tuesday, 11 June 2024. The report included details of the Scottish Government's vision to make Scottish roads the safest in the world by 2030 and their long-term goal where no one is seriously injured or killed on Scottish roads by 2050. To view the report content, please refer to section 11.2, Citywide implementation of 20mph speed limit - CR&E/24/139 (Pages 413 – 426) in the following link <https://committees.aberdeencity.gov.uk/documents/g9062/Public%20reports%20pack%2011th-Jun-2024%2010.00%20Net%20Zero%20Environment%20and%20Transport%20Committee.pdf?T=10>

3.4 **Committee Decision**

(Citywide Implementation of 20mph Speed Limit (CR&E/24/139))

- 3.4.1 Upon the review of the Citywide Implementation of 20mph Speed Limit report by the Net Zero, Environment and Transport Committee, Officers were instructed to promote Traffic Regulation Orders (TRO) for the streets listed in the report and on conclusion of the TRO process, with or without objections, report back to the same Committee for consideration prior to implementation.
- 3.4.2 Similarly, a Temporary Traffic Regulation Order (TTRO) process was instructed for roads in the city that have been identified to meet the Scottish Government's criteria, or link sections of roads that meets the place criteria, which would encourage a more consistent reduction in speed across a wider area, however, the nature and use of such roads may imply higher speed and could make travelling at 20mph more challenging. Officers were further instructed to

conduct an informal public consultation process for such roads and to report its outcome to the committee.

3.5 **Process Undertaken**

- 3.5.1 To carry out the TRO and implementation process effectively, the city was divided into 3, the northern electoral wards, the central electoral wards and the southern electoral wards. See details below:-

Northern Electoral Wards

1. Dyce / Bucksburn / Danestone
2. Bridge of Don
3. Kingswells / Sheddocksley / Summerhill
4. Northfield / Mastrick North
5. Hilton / Woodside / Stockethill
6. Tillydrone / Seaton / Old Aberdeen

Central Electoral Wards

1. Midstocket / Rosemount
2. George St / Harbour
3. Lower Deeside and
4. Hazlehead / Queens Cross / Countesswells

Southern Electoral Wards

1. Airyhall / Broomhill / Garthdee
2. Torry / Ferryhill and
3. Kincorth / Nigg / Cove

- 3.5.2 Starting with the northern electoral wards, Officers commenced the statutory process needed for the implementation of 20mph speed limit in 489 streets. The public consultation period ran between September 23 and October 14, 2024.
- 3.5.3 For information, the TRO process for the central and southern electoral wards are scheduled for the first and second quarter of 2025 respectively.
- 3.5.4 During the public consultation period, residents and members of the public were given the opportunity to submit their objections and comments in relation to the proposal.
- 3.5.5 This report presents the details of the objections received during the consultation period and officer's response to them. Plans showing the proposed streets in each of the six electoral wards are included within appendix 1 and, a list of all the proposed street by wards are in appendix 3. Redacted copies of objection letters received are attached within appendix 4. While the street notices for each of the proposals are included in the appendix 2.
- 3.5.6 Alongside the public consultation carried out for the making of a TRO for qualifying roads, an informal consultation was conducted towards the making of a temporary traffic regulation order (TTRO) for King Street, Great Northern Road, Powis Terrace and Cairncry Road.

3.6 **Objections to the TRO**

3.6.1 There were twelve objections received in relation to the making of 20mph speed limit in the six northern wards where the lower speed limit was proposed. Public consultation was conducted using newspaper advert and the placement of street notices in the affected streets. Of the 6 wards where 20mph speed limit is proposed, objections were received from residents in 4 of the wards, we also received objections from members of the public who may not be resident in the affected areas. Various groups sent us their comments, some of which were in support of the proposal while others were to seek clarification. A summary of the issues raised in the objections are provided below. Also below is a summary of the corresponding response (in italic) provided by officers.

3.6.2 Below are the objections received according to wards

3.6.3 **Northfield / Mastrick North**

Two objections were received from individuals in this ward. One of the objectors acknowledged speed as a major issue in their area but feels 20mph should only be on side roads. The second objector feels a speed reduction is not needed and asked for evidence to prove there is a need for it. They also stated in their objection that "I would understand this Limit being imposed if there were accidents and deaths in every street but there is not".

Officers responded by first setting out the background and the long-term vision of the Scottish Government regarding this initiative. The criteria used for assessing the roads was also provided, officers explained that the streets that have been proposed have been found to meet the Scottish Government's criteria. Data relating to speed reduction outcome in Europe was shared with the objector in response to their request for data supporting the need for a speed reduction, we also shared with them speed related casualty data in Aberdeen between 2014 and 2023.

3.6.4 **Kingswells / Sheddocksley / Summerhill**

We received 6 objections from residents in Kingswells area,

- One resident of Kingswells objected on the ground that 20mph speed limit imposes more danger than 30mph do as some drivers often become frustrated when stuck behind a driver travelling at the mandatory speed limit when within a 20mph speed limit zone. They then said only a few drivers adhere to 20mph speed limit and asked how it will be enforced. They suggested 20mph speed limit should be restricted to certain places like around schools and hospitals and should only operate within a specific period in the day

Officers responded by first setting the reason for the initiative, we also mentioned the road assessment criteria used. We added that “Aberdeen City Council has been implementing measures that will ensure the safety of pedestrians and drivers in Aberdeen and, promoting lower driving speed is one of such measures. 20mph is already the mandatory speed limit in the core area of the city centre, new developments and, areas around schools, furthermore, some residential areas currently have a mandatory speed limit of 20mph. Hence, drivers in Aberdeen are familiar with 20mph speed limit. The implementation of this proposal will provide consistency in the network and promote safety on roads within built-up residential areas, and other qualified roads that currently have a higher driving speed.” We informed them that speed limit enforcement sits with Police Scotland.

- The second objector from Kingswells area objected on the following grounds
 - It's failure in Wales
 - Does not see recurring incidents and injuries, believes introducing traffic calming measures are more appropriate to slow traffic at accident hot spots.
 - Proposed residential streets are dead ends making it impossible to reach 20MPH on them
 - Proposed streets have road humps, meaning, it is not possible to reach higher speeds.
 - They believe the measure will not be enforced due to over stretched police resources.
 - They believe the fund should be allocated elsewhere
 - They advised the introduction of initiative such as the Green Cross code for children.

In our response to this objection, we explained the Scottish Government's action in putting together a special task force who considered what was done elsewhere and their outcomes and, thereafter, put together the criteria for assessing roads in Scotland. Thereby devising a different execution method from Wales. We explained that having cul-de-sacs and road humps on the carriageways in the area means speeding may not be an issue in their area, however, the proposed roads meet the requirements for 20mph speed limit, and the new speed limit will therefore formalise the driving speed in their area.

- Another objector questioned some of the points we mentioned as the benefits of introducing 20mph speed limit in residential/built-up areas in Aberdeen. They said the following points were only assumptions and no data to support them.
 - road safety,
 - reduced perception of danger
 - walking and cycling

- social and cultural attitude

They also asked how the restriction will be enforced.

Again, Officers responded by stating the Scottish Government's long-term vision of making Scottish roads the safest in the world and steps towards achieving it. We also stated that "The Scottish Government's strategy to introduce 20mph speed limit in built up areas of Scotland was based on the many benefits it offers and, the outcome obtained in other places where lower driving speed has been introduced. The result of an evaluation of 40 different cities across Europe where the speed limit was reduced to 30km/h indicated that reductions in speed limits improved road safety by decreasing the likelihood of crash risk and the severity of crashes that do occur. On average, the implementation of 30 km/h speed limits in European cities demonstrated a 23%, 37%, and 38% reduction in road crashes, fatalities, and injuries, respectively." Using data, we further explained that individuals are seven times more likely to die when hit at 30mph than at 20 mph. We also shared with them speed related casualty data in Aberdeen between 2014 and 2023 and road collision data in Scotland. In terms of enforcement, the objector was informed that enforcement of speed limits sits with Police Scotland and Officers will continue to work with them to provide enforcement and education when needed.

- Two people's main reason for objecting borders on the fact that, many of the streets in Kingswells have road humps and drivers cannot go fast, hence, they feel there is no need to reduce the speed limit on their roads. One of them asked if we have the statistics of injury and deaths resulting from road accidents in Kingswells.

Officers responded by providing them with the Scottish Government's criteria which was used for the assessment, stating that, residential roads in Kingswells meets the requirements. We also provided them with Scotland's road collision data, which shows that 69% of all pedestrian casualties, 54% of all pedal cyclist casualties, 33% of all motorcyclist casualties and 30% of all car casualties occurred on roads with a speed limit of 30 mph in 2022. There were 2201 casualties on roads with a speed limit of 30 mph in total. Of these there was 623 people seriously injured and 31 fatalities.

- One resident feels Kingswells is already a safe place to drive, cycle and walk in and that, everyone drives safely. They also said there has been no road collision incidence they could recall.

We responded by stating that a citywide assessment was carried out and speed limit change was proposed for all roads that met the Scottish

Government's requirements. We also pointed out the benefit of formalising the speed limit in the area.

3.6.5 Bridge of Don

A resident in the Bridge of Don area registered their objection to the making of 20mph speed limit in their ward, although they didn't give any reason in particular.

Officers responded by first setting the background of the proposal and the Scottish Government's long-term vision of making Scottish roads the safest in the world. We also highlighted the criteria by which the roads were assessed. Also stated are the benefits the proposed speed reduction will afford families with young children and pets, the elderly and other vulnerable groups.

3.7 General objections

These are objections where the objectors did not provide their address or make reference to any street or location in the city.

3.7.1 Impact on the economy and businesses

One of the objectors believes that introducing 20mph speed limit will result in delays, they said the delivery of goods will be delayed and, buses will take longer to get to passengers, resulting in delays and inconvenience. They also stated that fares will rise as vehicles will now run for longer and fuel use will increase.

Officers responded to this objection saying "Various speed surveys we conducted in different residential areas with 30mph speed limit shows that, the average driving speed is around 25mph, therefore, reducing speed on residential roads to 20mph will have minimal impact on travel time whilst improving road safety citywide." We also said "As you may be aware, driving speed is also a function of factors, such as, the environmental feel of the road, road conditions, road layout, individual drivers etc. Please note that the residential areas where the speed limit has been proposed, are homes to many families with young children and pets, the elderly and other vulnerable groups, it is therefore important that the speed limit in their area is managed for the safety of everyone."

3.7.2 Increased pollution

Using the points below, an objector stated that the introduction of 20mph will actually result in a rise in pollution

- Vehicle engines are not tuned to run efficiently at 20 m.p.h. and at 20m.p.h. will be far more polluting.
- Vehicle Journey times will increase, therefore pollution overall will increase.

- Bus journeys will take longer and again pollution will increase.

A response was provided using the outcome of a survey that was carried out in Europe where speed limit was reduced to 30km/h. The result showed that emission rates decreased on average by 18%, noise pollution levels by 2.5 dB, and fuel consumption by 7%, indicating enhanced fuel efficiency and reduced environmental impact. We also added that driving at 20 mph speed requires less energy and fuel usage as it requires less acceleration and deceleration, thereby reducing emissions from tyres and brakes.

3.7.3 **Cost of implementation**

An objector believes the speed limit reduction should be done only around schools and public buildings, they think the cost required for a citywide implementation is not justifiable since the level of serious injury is low in their area.

We responded saying the proposal is actually in conformity with their suggestion as it covers roads around schools and public places such as community centres, educational settings, hospital etc. We added that the implementation cost stated in the consultation is for citywide implementation and not just for this cycle of consultation.

3.7.4 **Maintain current speed limits**

Some of the objectors argued that the current speed limits are adequate if enforced effectively, one of them said they've seen no evidence that the current speed limit poses a safety risk.

Officers responded by stating the road collision data in Scotland and the government's effort in making Scottish roads safe and this initiative being one of the measures the government have adopted towards actualising this.

3.7.5 **Enforcement**

Objectors believe that with effective and efficient enforcement, the current speed are safe and sufficient.

Officers stated the reason a speed limit reduction is needed and the criteria for assessment. We explained that this initiative is anticipated to result in a cultural shift where individuals will become more aware of speed. In the meantime, we will be working with Police Scotland and advise them where enforcement is needed.

3.8 **TTRO related comments in response to the informal consultation**

- 3.8.1 An individual commented on the proposed reduction of the speed limit on a King Street. They believe reducing the speed limit on King Street to 20mph will

affect journey times, they feel the speed reduction will have minimal impact on safety as some aggressive drivers may not observe the new speed limit. They also believe vehicle engines burn more fuel to keep itself running at lower speeds until it gains momentum at higher speed and uses less fuel. In addition to this, they said “cars burn more fuel when having to stop and start at traffic lights”. Hence, they suggested the speed limit remains as it is.

Officers responded by providing the criteria used for assessing the roads that are to be reduced to 20mph. We explained that King Street is an A class road, however, the use, function and type of service it provides for residents and users in its immediate environment qualifies it for a speed reduction, hence, the speed reduction will be done using a TTRO as this will give ACC an opportunity to monitor and evaluate the appropriateness of the restriction for King Street. In terms of journey time, Officers used the outcome of a survey carried out in Wales where they found that an in-depth analysis was conducted on two roads that were each about 2.5km in length, the median speed change in the value of data collected revealed that the additional travel time it took drivers to travel through the roads was about 50 seconds, which is less than one minute. We also referred to The Scotland Department for Transport findings for sign only 20 mph limits, their result shows that journey times increased by about 3% in residential areas and 5% in city centre areas, based on the observed change in median speed (from GPS journey speed data). We further explained that journey time is not only impacted by speed but also road conditions. We added that we will continue to work with Police Scotland who offers education and enforces traffic regulations when appropriate.

- 3.8.2 A question was raised about the rationale behind the TTRO streets, particularly for Great Northern Road and Cairncry Road. They asked why Cairncry Road is being treated separately from other roads like, Rosehill Drive, Hilton Drive and Clifton Road.

Officers responded stating the function and class of the identified roads and the need to ensure a lower speed limit is appropriate for them. In terms of Cairncry Road, Officers explained the influence that environmental feel has on the choice of speed limit, we added that a speed limit should be self-explaining and seek to reinforce people’s assessment of what is a safe speed to travel. We explained that the properties are well set back on Cairncry Road, and this suggests that travelling at 20mph may not be adhered to.

3.9 **Supports**

We received the following comments from individuals expressing support for the proposal

- 3.9.1 “I would appreciate it if you could note my very strong support for the proposed 20mph speed limit as per the consultation at

<https://20mphspeedlimitproposal.commonplace.is/>. I believe that such a speed limit would significantly bolster all three of the objectives noted (reduced collision risk; improved road safety; and reduced carbon emissions), as such speed limits have worked well elsewhere. I also believe that such a proposal

3.9.2 “I am writing on behalf of Dyce and Stoneywood Community Council re the proposed 20mph speed limits in Aberdeen (North). We strongly support measures designed to improve road safety”

4. FINANCIAL IMPLICATIONS

4.1 Aberdeen City Council is in receipt of a grant from the Scottish Government in 2024/25 towards implementation of 20 mph Speed limits, which will be applied to the execution of these traffic measures.

4.2 The Scottish Government grant excludes any internal staff time required to deliver these measures, and these will be funded from the Road Safety Fund budget contained within the Council's General Fund Capital Programme.

5. LEGAL IMPLICATIONS

5.1 Approving the recommendations in this report means Aberdeen City Council will be in sync with the rest of Scotland and in conformity with the Scottish Government's road safety initiative. Non-approval, however, will result in a setback in the Scottish Government's vision to have the best road safety performance in the world by 2030 and their ambitious long-term goal where no one is seriously injured or killed on Scottish roads by 2050 will be jeopardised.

6. ENVIRONMENTAL IMPLICATIONS

6.1 The approval of the recommendations in this proposal will improve safety around the road network, thereby encouraging more walking and cycling. This can in turn reduce car use, and the rate of congestion and air pollution. It will also as a result reduce noise and environmental pollution. Furthermore, the rate and severity of accidents will also be reduced.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Not approving the widespread 20mph speed limit change may imply	The implementation of 20mph speed	L	Yes

	Aberdeen City Council is negating its LOIP objective for PLACE.	limit on qualifying streets.		
Compliance	The 20mph speed limit change is a national strategy introduced by the Scottish Government, the rejection of the recommendations within this report will result in non-compliance with the Scottish Government's directive to local authorities.	A widespread assessment of speed limits in residential areas of Aberdeen using the Scottish Government's criteria and subsequent implementation.	L	Yes
Operational	It is envisaged that the volume and scale of this project may result in delays and varying implementation times across the city due to limited resource available to carry out and manage the workload.	A realistic delivery plan has been adopted, proposal/implementation will be done in three phases. The city has been divided into three, that is northern, central and southern electoral ward groupings. This will allow for effective implementation.	L	Yes
Financial	No significant risks identified			
Reputational	Non-implementation of the proposal will be inconsistent with the rest of Scotland.	Approval of the recommendations in this proposal will allow ACC to meet the Scottish Government's initiative.	L	Yes
Environment / Climate	If the recommendations within this report are not approved, Aberdeen City Council's Local Transport Strategy to improve road safety within the city and improve air quality may be compromised.	Successful approval of the recommendations in this report and subsequent implementation of 20mph speed limit on street supports these aspirations.	L	Yes

8. OUTCOMES

Council Delivery Plan 2024	
	Impact of Report
Aberdeen City Council Policy Statement <u>Working in Partnership for Aberdeen</u>	The proposals within this report support the expansion of mandatory 20mph speed limits in residential and other areas where this is supported by communities.
Local Outcome Improvement Plan 2016-2026	
Prosperous Place Stretch Outcomes	LOIP stretch outcome 13, reducing the speed limit in built up areas will result in a safer road network where walking and cycling will be encouraged and as a result, reducing emissions thereby addressing the issue of climate change.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed.
Data Protection Impact Assessment	Not required.
Other	No additional impact assessment has been completed for this report.

10. BACKGROUND PAPERS

- 10.1 Citywide implementation of 20mph speed limit - CR&E/24/139 (Pages 413 – 426) in the following link
<https://committees.aberdeencity.gov.uk/documents/g9062/Public%20reports%20pack%2011th-Jun-2024%2010.00%20Net%20Zero%20Environment%20and%20Transport%20Committee.pdf?T=10>

11. APPENDICES

- 11.1 Appendix 1 – Proposed plans
Appendix 1a: Proposed plan for Dyce / Bucksburn / Danestone ward
Appendix 1b: Proposed plan for Bridge of Don
Appendix 1c: Proposed plan for Kingswells / Sheddocksley / Summerhill
Appendix 1d: Proposed plan for Northfield / Mastrick North
Appendix 1e: Proposed plan for Hilton / Woodside / Stockethill
Appendix 1f: Proposed plan for Tillydrone / Seaton / Old Aberdeen
- 11.2 Appendix 2 – Street notices

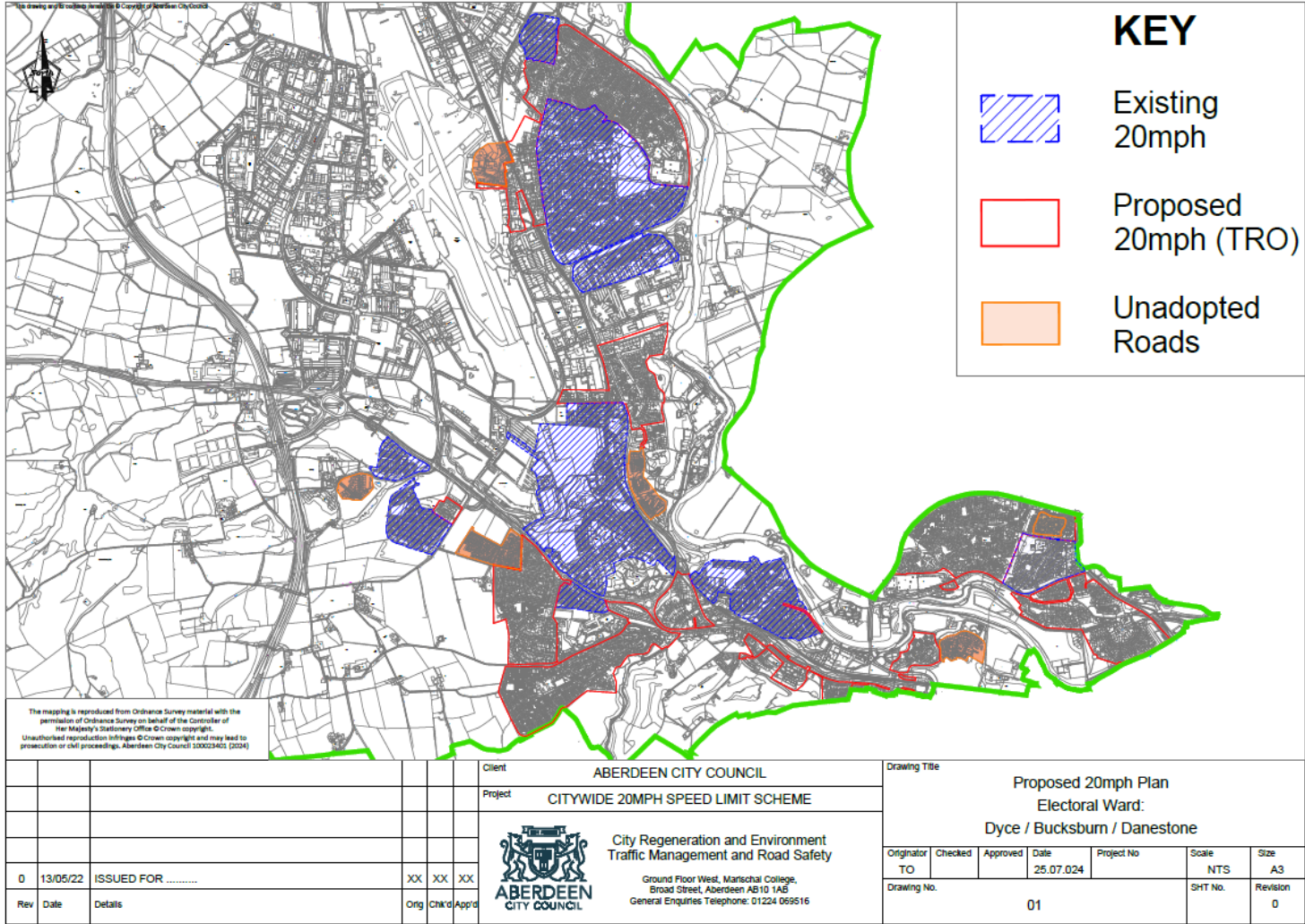
- 11.3 Appendix 3 – List of proposed streets by wards
- 11.4 Appendix 4 – Redacted copies of objection letters

12. REPORT AUTHOR CONTACT DETAILS

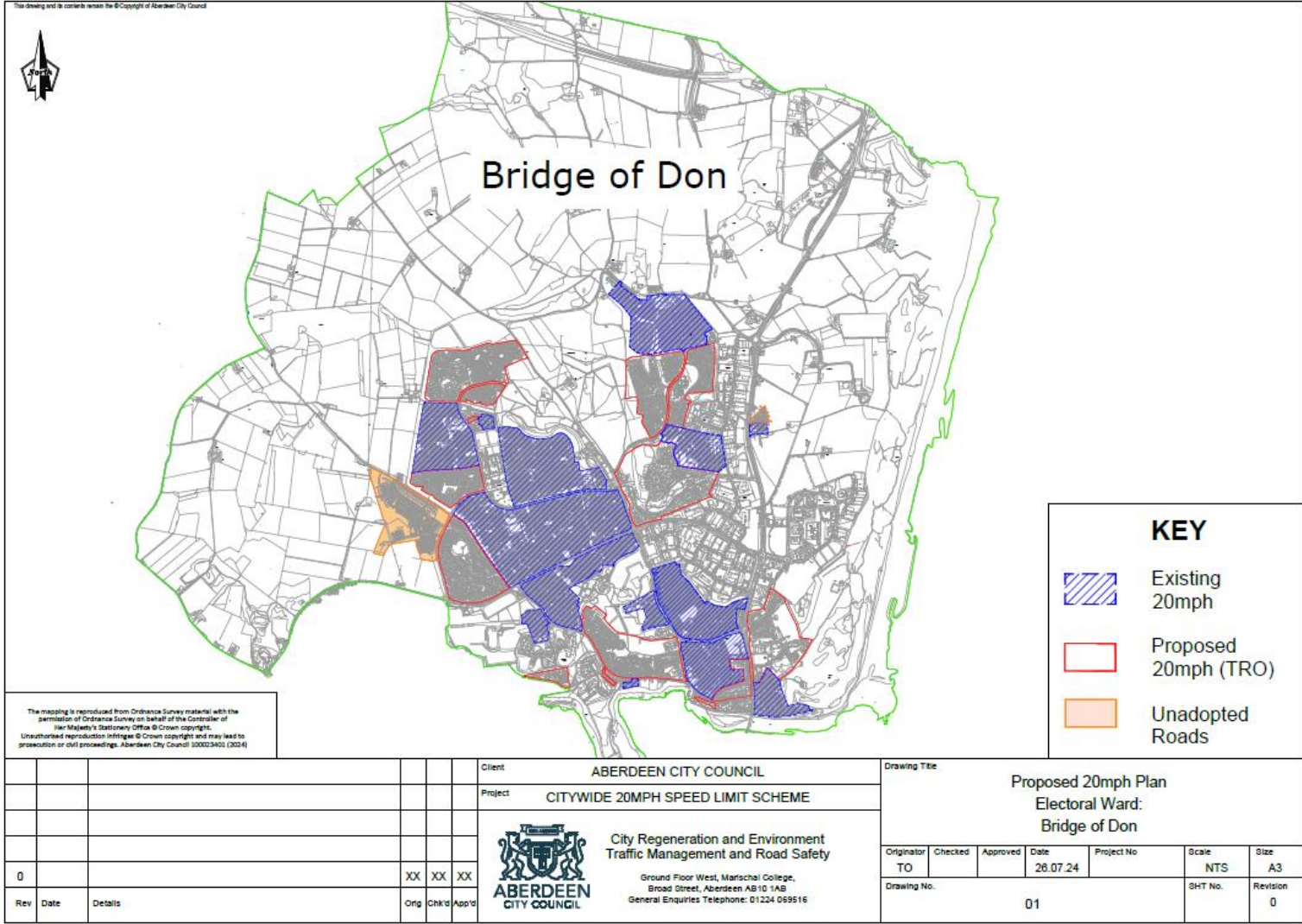
Name	Tolu Olowoleru
Title	Technical Officer
Email Address	tolowoleru@aberdeencity.gov.uk
Tel	+44 1224 069516

Appendix 1 – Proposed Speed Limit Plans

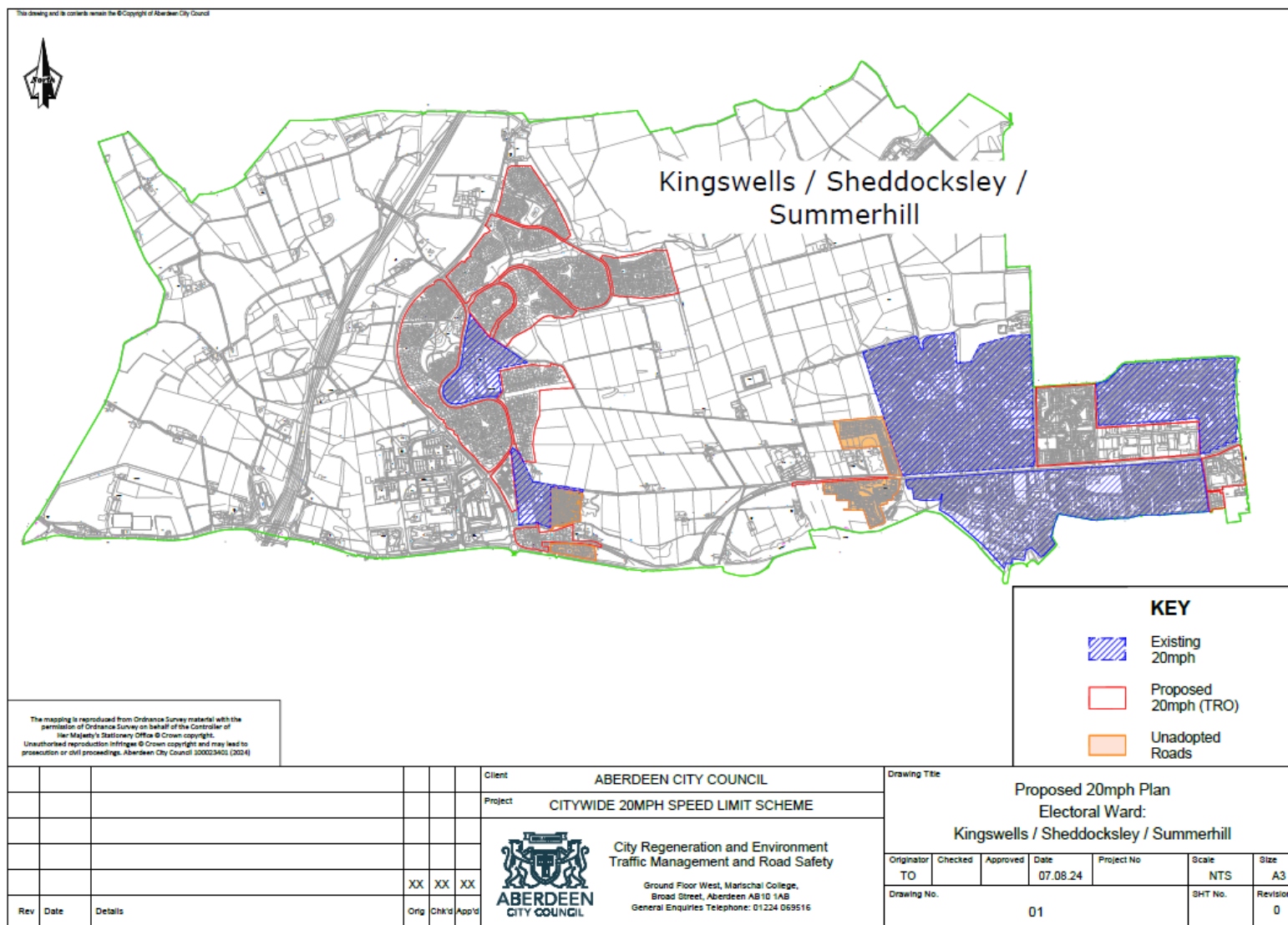
Appendix 1a – Proposed plan for Dyce / Bucksburn / Danestone ward



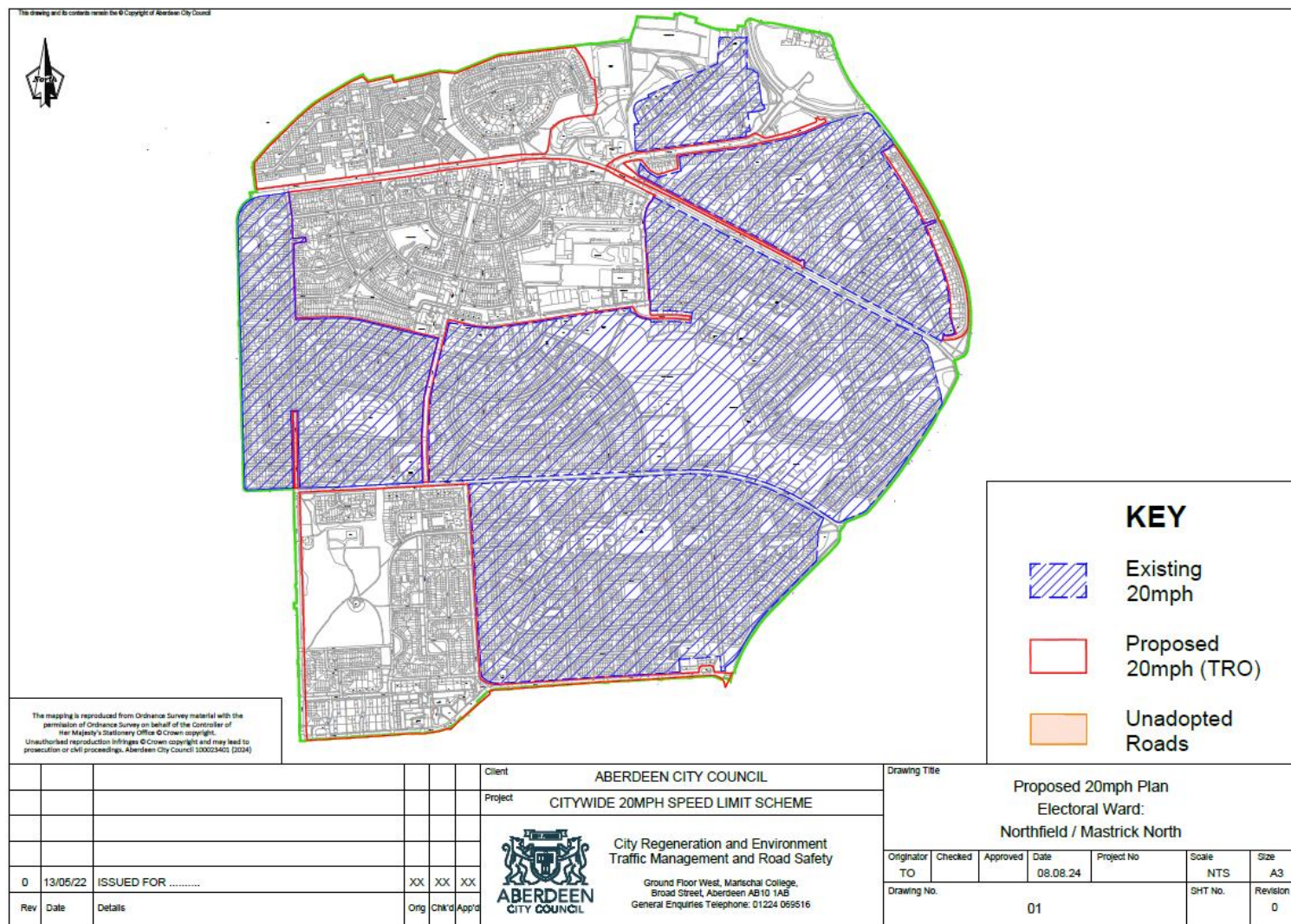
Appendix 1b - Proposed plan for Bridge of Don



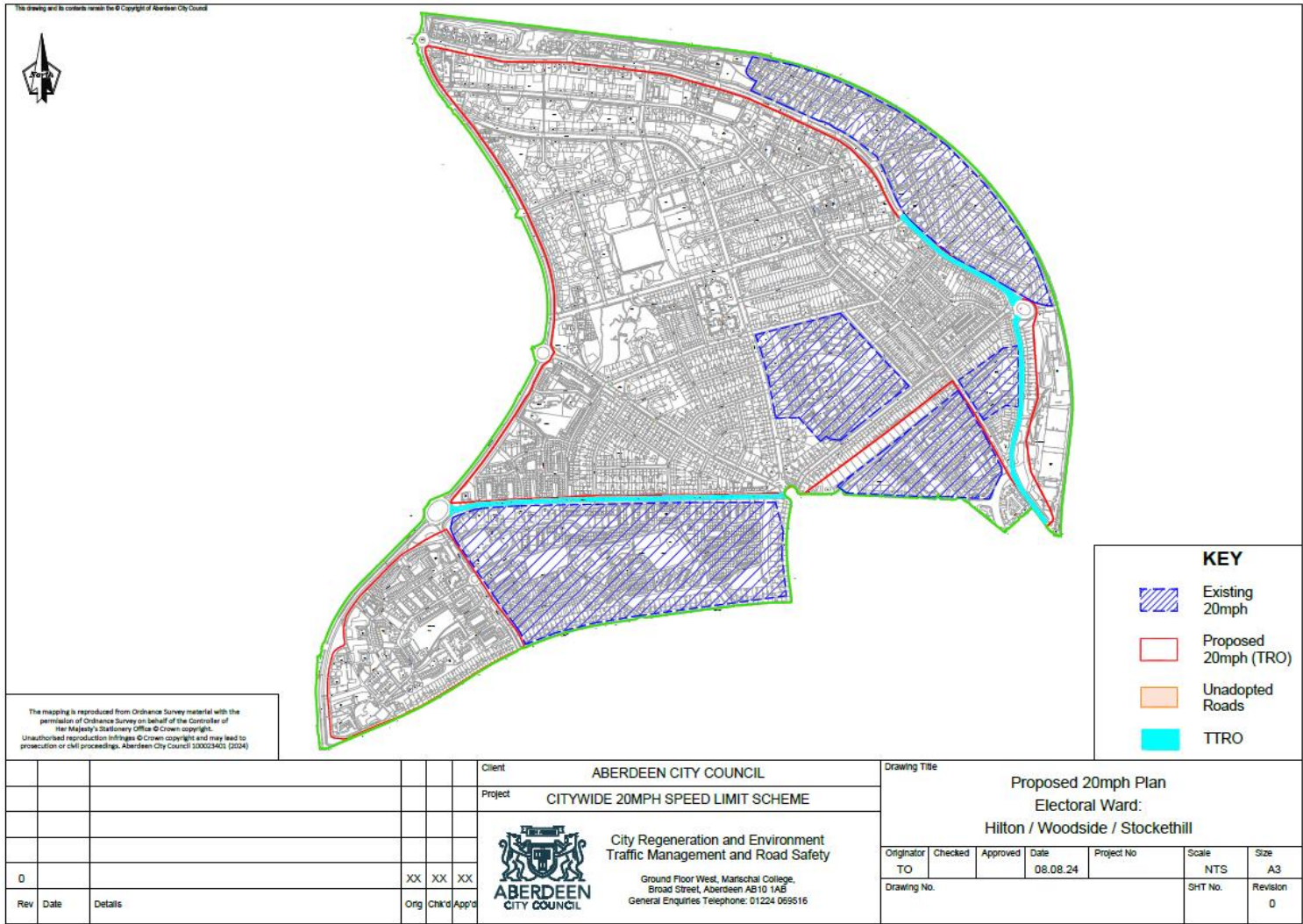
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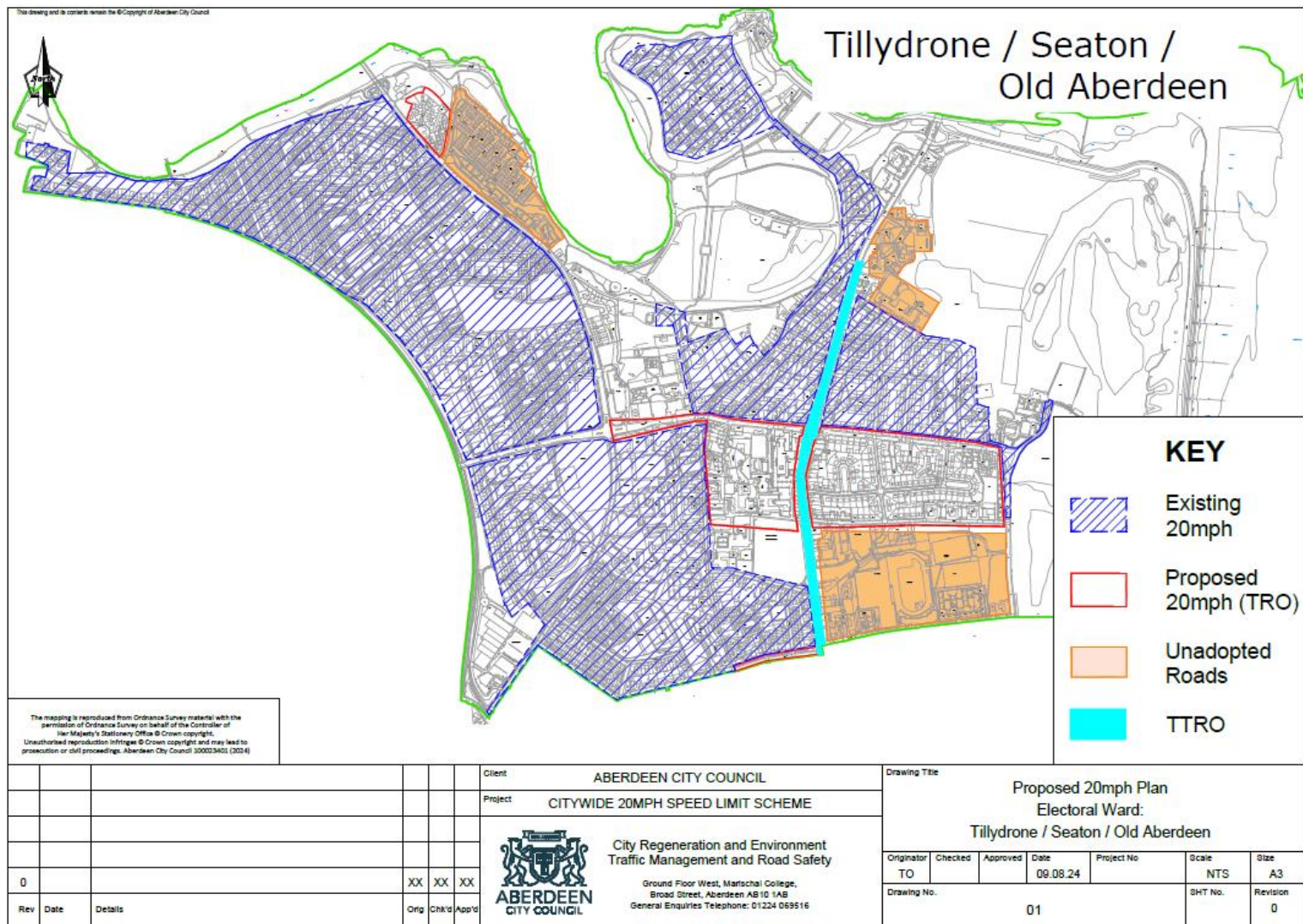
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Appendix 1e - Proposed plan for Hilton / Woodside / Stockethill



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Appendix 2 - Street notices

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.1) ORDER 202X

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a mandatory 20mph speed limit on the lengths of road listed in the schedule below. Should no specific length be mentioned the restriction will apply to the road in its entirety. Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures and an accompanying statement of the Council's reasons, may be examined online via: <https://20mphspeedlimitproposal.commonplace.is/> or by scanning the QR Code below. The consultation will run between 23 September and 14 October 2024. Should you wish to view these documents in another way please contact us by e-mail (see below) or Tel. 01224 045345.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, in writing to the address below, or, by e-mail to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 23 September to 14 October 2024 inclusive.

Any person who submits an objection to a proposed road traffic regulation order should be aware that any objection made will be available to members of the relevant committee considering the proposal, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with names, addresses, telephone numbers and signatures removed from this correspondence. For information on why and how we use your data please see the Traffic Regulation Order privacy notice on our website <https://www.aberdeencity.gov.uk/your-data/why-and-how-we-use-your-data>.

Traffic Management, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule (20mph Speed Limit)

Dyce / Bucksburn / Danestone Ward

Altonrea Gardens, Ardlair Terrace, Ash Parade, Aspen Place, Auchmill Road (inset) (*Southern inset serving properties number 154 and properties number 216, Southern access serving properties number 248 and 266, Southern access serving properties number 340 and 382, South of carriageway between house numbers 394 and 426*), Auchmill Terrace, Auchmy Circle, Balloch Way, Beech Manor, Belmuir Gardens, Belrorie Circle, Berrywell Road, Booth Place, Brander Place, Brucklay Court, Bunzeach Place, Cairnfield Circle, Cairnfield Place, Cedar Avenue, Clashnettle Place, Cloverdale Court, Cloverfield Close, Cloverfield Court, Cloverfield Gardens (inset road) (*Section serving properties number 31 to 26, from its junction with Scialtie Park, eastwards*), Cloverfield Grove, Cloverfield Place, Cordyce View, Corrennie Circle, Craignook Road, Cruickshank Crescent, Delgaty Lane, Drinnies Crescent, Dunbennan Road, Fairley Den, Fairview Avenue, Fairview Circle, Fairview Crescent, Fairview Gardens, Fairview Grange, Fairview Grove, Fairview Parade, Fairview Park, Fairview Place, Fairview Road, Fairview Street, Fairview Terrace, Fairview Way, Fairburn Terrace, Fergus Place, Fetach Walk, Fifehill Park, Forrit Brae, Gallowhill Terrace, Garmadde Lane, Gilbert Road, Glentanar Crescent, Grandholm Avenue, Grandholm Crescent, Grandholm Drive (*from its junction with Gordon Brae, westwards to the west kerbside of its western junction with Grandholm Crescent*), Grandholm Gardens, Grandholm Grove, Grandholm Way, Hillocks Way, Hopcroft Avenue, Hopcroft Drive, Hopcroft Gardens, Hopcroft Terrace, Hopetoun Avenue, Hopetoun Court, Hopetoun Crescent, Hopetoun Drive, Hopetoun Grange (*from its junction with Scialtie Park, westwards to a point 14 metres west of its junction with Hopetoun Terrace*), Hopetoun Green, Hopetoun Road, Hopetoun Terrace, Howes Road (*from its junction with Inverurie Road, southwards for a distance of 144 metres or thereby*), Howes View, Hutcheon Low Drive, Hutcheon Low Place, Hyde Park, Inverurie Road (inset), John Street, Johns Park Place, Kipplehills Drive, Kipplehills Road (inset road), (*southern section, from its junction with Miltonfold westwards, to the section serving properties number 2 to 12 Middle Brae, Access roads serving properties between Pitdourie Walk and Brimmondside*), Kingswalk, Kingsway, Laurel Avenue, Laurel Braes, Laurel Gardens, Laurel Grove, Laurel Park, Laurel Road, Laurel Terrace, Laurel View, Laurel Wynd, Lickhead Way, Liddell Place, Loudon Place, Malcolm Road (Buckburn), Marischal Gardens, Market Street, Marpool Place, Middle Brae, Mill Lade Wynd, Milleath Walk, Miltonfold, Miltonfold Court, Mugiemoss Road (*from a point 42 metres or thereby south of its junction with Goodhope Park, northwards to its junction with Goodhope Road. Inset road, access road serving Unit 1A to Unit 4 Mugiemoss Road*), Muirton Crescent, Netherhills Avenue, Netherhills Place, Nethervue Avenue (*from its junctions with Riverview Drive southwards, then northwestwards, then southwards to its junction with Berrywell Walk*), Newhills Avenue, Oldmeldrum Road, Petrie Way, Phoenix Place, Pitfichie Lane, Pitfichie Place, Pitmedden Avenue, Pitmedden Drive, Pitmedden Mews, Pitmedden Way, Polo Gardens, Polo Park, Princess Crescent, Princess Drive, Princess Place, Princess Road, Princess Terrace, Princess Walk, Raxton Place, Scialtie Circle, Scialtie Crescent, Scialtie Park, Scialtie Place, Scialtie Walk, Skene Place, Sluie Drive, Smith Court, Southesk Place, St John's Road, Station Road, Stoneywood Terrace, Summer Place, The Walled Gardens, Todlaw Walk, Tomashean Gardens, Union Row, University Court, Victoria Street (*from its junction with Liddell Place southwards, to its junction with Farburn Terrace*), Wallacebrae Avenue, Wallacebrae Crescent, Wallacebrae Drive, Wallacebrae Gardens, Wallacebrae Path, Wallacebrae Place, Wallacebrae Road, Wallacebrae Terrace, Wallacebrae Walk, and Wallacebrae Wynd.



ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.2) ORDER 202X

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a mandatory 20mph speed limit on the lengths of road listed in the schedule below. Should no specific length be mentioned the restriction will apply to the road in its entirety.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures and an accompanying statement of the Council's reasons, may be examined online via: <https://20mphspeedlimitproposal.commonplace.is/> or by scanning the QR Code below. The consultation will run between 23 September and 14 October 2024. Should you wish to view these documents in another way please contact us by e-mail (see below) or Tel. 01224 045345.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, in writing to the address below, or, by e-mail to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 23 September to 14 October 2024 inclusive.

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Traffic Management, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule
(20mph Speed Limit)

Bridge of Don Ward

Ashwood Avenue, Ashwood Circle, Ashwood Crescent, Ashwood Drive, Ashwood Gardens, Ashwood Grange, Ashwood Grove, Ashwood Mews, Ashwood Parade, Ashwood Park, Ashwood Place, Ashwood Road, Auchlossan Court, Balgownie Brae, Balgownie Crescent, Balgownie Gardens, Balgownie Way, Brooke Crescent, Buckie Avenue, Buckie Close, Buckie Crescent, Buckie Grove, Buckie Road, Buckie Walk, Buckie Wynd, Bydand Place, Cairnfold Road, Centre Point, Cloverhill Crescent, Corsehill Gardens, Corunna Grove, Corunna Place, Corunna Road, Cottown Of Balgownie, Coull Gardens, Cypress Avenue, Cypress Grove, Cypress Walk, Davan Park, Denmore Gardens, Dubford Avenue, Dubford Crescent, Dubford Gardens, Dubford Grove, Dubford Park, Dubford Place, Dubford Rise, Dubford Terrace, Dubford Walk, Ellon Road (inset between Balgownie Crescent and Hutcheon Gardens), Fassiefern Avenue, Fowlershill Gardens, Gordon Lennox Crescent, Harehill Road, Hutcheon Gardens, Jesmond Circle, Jesmond Gardens, Jesmond Grange (from its junction with Jesmond Drive to the section serving properties 29 to 102 Jesmond Grange), Jesmond Grove, King Robert's Place, King Robert's Way, Kinord Circle, Laird Gardens, Lochside Avenue, Lochside Crescent, Lochside Drive, Lochside Place, Lochside Road, Lochside Terrace, Lochside Way, Lochview Drive, Lochview Place, Lochview Way, Middleton Circle, Middleton Close, Middleton Crescent, Middleton Drive, Middleton Grove, Middleton Path, Middleton Road, Middleton Terrace, Middleton Way, Mount Pleasant, Morrison's Croft Crescent, Provost Mitchell Circle, Ridgeway Grove, Seaview Avenue, Seaview Circle, Seaview Close, Seaview Crescent, Seaview Drive, Seaview Place, Shielhill Gardens, Strathbeg Place, Tarbothill Court, Tarbothill Road, Valentine Crescent, Valentine Drive, Valentine Road, Woodcroft Avenue, Woodcroft Gardens, Woodcroft Grove, Woodcroft Road, and Woodcroft Walk.



ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (N0.3) ORDER 202X

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a mandatory 20mph speed limit on the lengths of road listed in the schedule below. Should no specific length be mentioned the restriction will apply to the road in its entirety.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures and an accompanying statement of the Council's reasons, may be examined online via: <https://20mphspeedlimitproposal.commonplace.is/> or by scanning the QR Code below. The consultation will run between 23 September and 14 October 2024. Should you wish to view these documents in another way please contact us by e-mail (see below) or Tel. 01224 045345.

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Traffic Management, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule

(20mph Speed Limit)

Kingswells / Sheddocksley / Summerhill Ward

Bellfield View, Broaddykes Avenue, Broaddykes Close, Broaddykes Crescent, Broaddykes Drive, Broaddykes Place, Broaddykes View, Burnbrae Avenue, Burnbrae Crescent, Burnbrae Place, Callum Crescent, Callum Park, Callum Path, Callum Wynd, Clova Crescent, Clova Park, Coldstone Avenue, Concraig Gardens, Concraig Park, Concraig Place, Concraig Walk, Corse Avenue, Corse Gardens, Corse Wynd, Coull Gardens, Coull Green, Derbeth Grange, Derbeth Manor, Derbeth Park, Derbeth Place, Derbeth Walk, Endrick Place, Fernhill Drive, Fernhill Place, Fernhill Road, Greenfern Avenue, Hallfield Crescent, Hallfield Road, Huxterstone Court, Huxterstone Drive, Huxterstone Place, Huxterstone Terrace, John Arthur Court, Kingswells Drive, Kingswood Avenue, Kingswood Crescent, Kingswood Gardens, Kingswood Grove, Kingswood Path, Kingswood Road, Kingswood Walk, Lang Stracht (inset), (**access road serving Whitemyres Holdings**), (**section between Summerhill Drive and North Anderson Drive**). Midmar Crescent, Midmar Park, Midmar View, Midmar Walk, Migvie Avenue, Migvie Gardens, Migvie Grove, Migvie Lea, Old Skene Road, Summerhill Drive (**section on the west of Summerhill Drive to its junction with Lang Stracht (inset)**). Summerhill Road, Wellside Avenue, Wellside Circle, Wellside Close, Wellside End, Wellside Gardens, Wellside Park, Wellside Place, Wellside Road, Wellside Walk, Wellside Wynd, Whiterashes, Whitemyres Avenue, Whitemyres Place.



ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.4) ORDER 202X

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a mandatory 20mph speed limit on the lengths of road listed in the schedule below. Should no specific length be mentioned the restriction will apply to the road in its entirety.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures and an accompanying statement of the Council's reasons, may be examined online via: <https://20mphspeedlimitproposal.commonplace.is/> or by scanning the QR Code below. The consultation will run between 23 September and 14 October 2024. Should you wish to view these documents in another way please contact us by e-mail (see below) or Tel. 01224 045345.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, in writing to the address below, or, by e-mail to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 23 September to 14 October 2024 inclusive.

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Traffic Management, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule
(20mph Speed Limit)

Northfield / Mastrick North Ward

Bannerman Place, Bonnyview Drive, Bonnyview Place, Byron Avenue, Byron Crescent, Byron Square, Carron Place, Cummings Park Terrace, Dancing Cairns Crescent, Dancing Cairns Place, Deveron Road, Donald Dewar Court, Dulnain Road, Esk Place, Findhorn Place, Gadie Crescent, Granitehill Road, Greenfern Road, Heathryfold Circle, Heathryfold Drive, Heathryfold Place, Howes Crescent, Howes Drive, Isla Place, Lintmill Place, Lintmill Terrace, Longview Terrace, Lossie Place, Manor Avenue, Marchburn Avenue, Marchburn Court Road, Marchburn Crescent, Marchburn Drive, Marchburn Lane, Marchburn Place, Marchburn Road, Marchburn Terrace, Ness Place, North Anderson Drive (**section serving properties 351 to 525 North Anderson Drive**), Oldtown Place, Oldtown Terrace, Provost Rust Drive (inset), Quarry Road, Smithyhaugh Road, Spey Road, Spey Terrace, Springhill Road (**from a point, north of its junction with Provost Fraser Drive, northwards to a point south of its junction with Cruden Park**), Strathmore Drive, Tay Road, Teviot Road, Ugie Place, Upper Mastrick Way, Waulkmill Crescent, Waulkmill Road, Weavers Row, Westerton Crescent, Westerton Place, Ythan Road.



ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.5) ORDER 202X

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a mandatory 20mph speed limit on the lengths of road listed in the schedule below. Should no specific length be mentioned the restriction will apply to the road in its entirety.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures and an accompanying statement of the Council's reasons, may be examined online via: <https://20mphspeedlimitproposal.commonplace.is/> or by scanning the QR Code below. The consultation will run between 23 September and 14 October 2024. Should you wish to view these documents in another way please contact us by e-mail (see below) or Tel. 01224 045345.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, in writing to the address below, or, by e-mail to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 23 September to 14 October 2024 inclusive.

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Traffic Management, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule
(20mph Speed Limit)

Hilton / Woodside / Stockethill Ward

Anderson Avenue, Anderson Lane, Anderson Road, Ashgrove Gardens North, Ashgrove Gardens South, Ash-Hill Place, Birch Road, Blackthorn Crescent, Brown Street, Cairncry Avenue, Cairncry Crescent, Cairncry Terrace, Cairnview Crescent, Castleton Crescent, Castleton Drive, Castleton Lane, Cherry Road, Church Street, Clifton Lane, Clifton Lane East, Clifton Place, Clifton Road, Deer Road, Dominies Road, Foresterhill Road, Forresterhill Road, Grandholm Street, Greenmore Gardens, Hayfield Crescent, Hayfield Place, Hilton Avenue, Hilton Circle, Hilton Drive, Hilton Heights, Hilton Lane, Hilton Place, Hilton Road, Hilton Street, Hilton Terrace, Hilton Walk, King Street, Laburnum Walk, Larch Road, Leslie Road, Middlefield Crescent, Middlefield Place, Middlefield Terrace, Middlefield Walk, Morgan Road, Mosman Gardens, Mosman Place, North Anderson Drive (insets) (*section serving properties 370 to 520 North Anderson Drive*), Oldcroft Place, Oldcroft Terrace, Pirie's Court, Pirie's Lane, Plane Tree Road, Poplar Road, Primrosehill Drive, Primrosehill Gardens, Primrosehill Place, Printfield Terrace, Printfield Walk, Queen Street, Rosehill Avenue, Rosehill Crescent, Rosehill Drive, Rosehill Place, Rosehill Terrace, Rowan Road, Smithfield Road, Society Lane, Stockethill Crescent, Stockethill Lane, Stockethill Way, Summer Street, Tanfield Avenue, Tanfield Walk, and Western Road.



ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

**THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.6)
ORDER 202X**

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a mandatory 20mph speed limit on the lengths of road listed in the schedule below. Should no specific length be mentioned the restriction will apply to the road in its entirety.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures and an accompanying statement of the Council's reasons, may be examined online via: <https://20mphspeedlimitproposal.commonplace.is/> or by scanning the QR Code below. The consultation will run between 23 September and 14 October 2024. Should you wish to view these documents in another way please contact us by e-mail (see below) or Tel. 01224 045345.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, in writing to the address below, or, by e-mail to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 23 September to 14 October 2024 inclusive.

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**Traffic Management, Business Hub 4, Ground Floor North, Marischal College, Broad Street,
Aberdeen, AB10 1AB**

Schedule
(20mph Speed Limit)

Tillydrone / Seaton / Old Aberdeen Ward

Dunbar Street, Market Lane, Meadow Lane, Meadow Place, Orchard Street, Regent Walk, School Avenue, School Drive, School Place, School Road, School Terrace, School Walk, St Machar Drive



Dyce / Bucksburn / Danestone

Dyce / Bucksburn / Danestone Ward					
1	Altonrea Gardens	56	Gientanar Crescent	111	Netherhills Avenue
2	Ardlair Terrace	57	Grandholm Avenue	112	Netherhills Place
3	Ash Parade	58	Grandholm Crescent	113	Netherview Avenue:- From its junctions with Rivenview
4	Aspen Place	59	Grandholm Drive:- From its junction with Gordon Brae, westwards to the west kerbside of its western junction with Grandholm Crescent	114	Newhills Avenue
	Auchmill Road:- Southern inset serving properties number 154 and properties number 216 - Southern access serving properties number 248 and 266 - Southern access serving properties number 340 and 382 5 - South of carriageway between house numbers 394 and 426	60	Grandholm Gardens	115	Oldmeldrum Road
6	Auchmill Terrace	61	Grandholm Grove	116	Petrie Way
7	Auchriny Circle	62	Grandholm Way	117	Phoenix Place
8	Balloch Way	63	Hillocks Way	118	Pittfichie Lane
9	Beech Manor	64	Hopecroft Avenue	119	Pittfichie Place
10	Belmuir Gardens	65	Hopecroft Drive	120	Pitmedden Avenue
11	Belrorie Circle	66	Hopecroft Gardens	121	Pitmedden Drive
12	Berrywell Road	67	Hopecroft Terrace	122	Pitmedden Mews
13	Booth Place	68	Hopetoun Avenue	123	Pitmedden Way
14	Brander Place	69	Hopetoun Court	124	Polo Gardens
15	Brucklay Court	70	Hopetoun Crescent	125	Polo Park
16	Bunzeach Place	71	Hopetoun Drive	126	Princess Crescent
17	Cairnfield Circle	72	Hopetoun Grange:- From its junction with Sclattie Park, westwards to a point 14 metres west of its junction with Hopetoun Terrace.	127	Princess Drive
18	Cairnfield Place	73	Hopetoun Green	128	Princess Place
19	Cedar Avenue	74	Hopetoun Road	129	Princess Road
20	Clashnettle Place	75	Hopetoun Terrace	130	Princess Terrace
21	Cloverdale Court	76	Howes Road:- From its junction with Inverurie Road, southwards for a distance of 144 metres or thereby	131	Princess Walk
22	Cloverfield Close	77	Howes View	132	Raxton Place
23	Cloverfield Court	78	Hutcheon Low Drive	133	Sclattie Circle
24	Cloverfield Gardens (Inset road):- Section serving properties number 31 to 26, from its junction with Sclattie Park.	79	Hutcheon Low Place	134	Sclattie Crescent
25	Cloverfield Grove	80	Hyde Park	135	Sclattie Park
26	Cloverfield Place	81	Inverurie Road	136	Sclattie Place
27	Cordyce View	82	John Street	137	Sclattie Walk
28	Corrennie Circle	83	Johns Park Place	138	Skene Place
29	Craigpook Road	84	Kepplehills Drive	139	Stale Drive
30	Cruickshank Crescent	85	Kepplehills Road (Inset road):- Southern section, from its junction with Miltonfold westwards, to the section serving properties number 2 to 12 Middle Brae - Access roads serving properties between Pitdourie Walk and Brimmondside.	140	Smith Court
31	Delgaty Lane	86	Kingswalk	141	Southesk Place
32	Drinnies Crescent	87	Kingsway	142	St John's Road
33	Dunbennan Road	88	Laurel Avenue	143	Station Road
34	Fairley Den	89	Laurel Braes	144	Stoneywood Terrace
35	Fairview Avenue	90	Laurel Gardens	145	Summer Place
36	Fairview Circle	91	Laurel Grove	146	The Walled Gardens
37	Fairview Crescent	92	Laurel Park	147	Todlaw Walk
38	Fairview Gardens	93	Laurel Road	148	Tornashean Gardens
39	Fairview Grange	94	Laurel Terrace	149	Union Row
40	Fairview Grove	95	Laurel View	150	University Court
41	Fairview Parade	96	Laurel Wynd	151	Victoria Street:- From its junction with Liddell Place southwards, to its junction with Farburn Terrace
42	Fairview Park	97	Lickleyhead Way	152	Wallacebrae Avenue
43	Fairview Place	98	Liddell Place	153	Wallacebrae Crescent
44	Fairview Road	99	Louden Place	154	Wallacebrae Drive
45	Fairview Street	100	Malcolm Road	155	Wallacebrae Gardens
46	Fairview Terrace	101	Marischal Gardens	156	Wallacebrae Path
47	Fairview Way	102	Market Street	157	Wallacebrae Place
48	Farburn Terrace	103	Marlpool Place	158	Wallacebrae Road
49	Fergus Place	104	Middle Brae	159	Wallacebrae Terrace
50	Fetach Walk	105	Mill Lade Wynd	160	Wallacebrae Walk
51	Fifehill Park	106	Milleath Walk	161	Wallacebrae Wynd
52	Ferri Brae	107	Miltonfold		
53	Gallowhill Terrace	108	Miltonfold Court		
54	Garmaddie Lane	109	Mugiemoss Road:- From a point 42 meters or thereby south of its junction with Goodhope Park, northwards to its junction with Goodhope Road. - Inset road, access road serving Unit 1A to Unit 4 Mugiemoss Road		
55	Gilbert Road	110	Muirton Crescent		

Bridge of Don

Bridge of Don Ward					
1	Ashwood Avenue	35	Coull Gardens	69	Lochside Terrace
2	Ashwood Circle	36	Cypress Avenue	70	Lochside Way
3	Ashwood Crescent	37	Cypress Grove	71	Lochview Drive
4	Ashwood Drive	38	Cypress Walk	72	Lochview Place
5	Ashwood Gardens	39	Davan Park	73	Lochview Way
6	Ashwood Grange	40	Denmore Gardens	74	Middleton Circle
7	Ashwood Grove	41	Dubford Avenue	75	Middleton Close
8	Ashwood Mews	42	Dubford Crescent	76	Middleton Crescent
9	Ashwood Parade	43	Dubford Gardens	77	Middleton Drive
10	Ashwood Park	44	Dubford Grove	78	Middleton Grove
11	Ashwood Place	45	Dubford Park	79	Middleton Path
12	Ashwood Road	46	Dubford Place	80	Middleton Road
13	Auchlossan Court	47	Dubford Rise	81	Middleton Terrace
14	Balgownie Brae	48	Dubford Terrace	82	Middleton Way
15	Balgownie Crescent	49	Dubford Walk	83	Morrison's Croft Crescent
16	Balgownie Gardens	50	Ellon Road (inset): Section between Balgownie Crescent and Hutcheon Gardens	84	Provost Mitchell Circle
17	Balgownie Way	51	Fassiefern Avenue	85	Ridgeway Grove
18	Brooke Crescent	52	Fowlershill Gardens	86	Seaview Avenue
19	Buckie Avenue	53	Gordon Lennox Crescent	87	Seaview Circle
20	Buckie Close	54	Harehill Road	88	Seaview Close
21	Buckie Crescent	55	Hutcheon Gardens	89	Seaview Crescent
22	Buckie Grove	56	Jesmond Circle	90	Seaview Drive
23	Buckie Road	57	Jesmond Gardens	91	Seaview Place
24	Buckie Walk	58	Jesmond Grange: From its junction with Jesmond Drive to the section serving properties 29 to 102 Jesmond Grange	92	Shielhill Gardens
25	Buckie Wynd	59	Jesmond Grove	93	Strathbeg Place
26	Bydand Place	60	King Robert's Place	94	Tarbothill Court
27	Cairnfold Road	61	King Robert's Way	95	Tarbothill Road
28	Centre Point	62	Kinord Circle	96	Valentine Crescent
29	Cloverhill Crescent	63	Laird Gardens	97	Valentine Drive
30	Corsehill Gardens	64	Lochside Avenue	98	Valentine Road
31	Corunna Grove	65	Lochside Crescent	99	Woodcroft Avenue
32	Corunna Place	66	Lochside Drive	100	Woodcroft Gardens
33	Corunna Road	67	Lochside Place	101	Woodcroft Grove
34	Cottown Of Balgownie	68	Lochside Road	102	Woodcroft Road
				103	Woodcroft Walk

Kingswells / Sheddocksley / Summerhill

Kingswells / Sheddocksley / Summerhill Ward			
1	Bellfield View	26	Coull Green
			51 Kingswood Walk
			Lang Stracht (inset): Access road serving Whitemyres Holdings, Lang Stracht.
2	Broaddykes Avenue	27	Derbeth Grange
			52 - Section between Summerhill Drive and North Anderson Drive.
3	Broaddykes Close	28	Derbeth Manor
			53 Midmar Crescent
4	Broaddykes Crescent	29	Derbeth Park
			54 Midmar Park
5	Broaddykes Drive	30	Derbeth Walk
			55 Midmar View
6	Broaddykes Place	31	Endrick Place
			56 Midmar Walk
7	Broaddykes View	32	Fairley Road
			57 Migvie Avenue
8	Burnbrae Avenue	33	Fernhill Drive
			58 Migvie Gardens
9	Burnbrae Crescent	34	Fernhill Place
			59 Migvie Grove
10	Burnbrae Place	35	Fernhill Road
			60 Migvie Lea
11	Callum Crescent	36	Greenfern Avenue
			61 Old Skene Road
			Summerhill Drive: Section on the west of Summerhill Drive to its junction with Lang Stracht (inset)
12	Callum Park	37	Hallfield Crescent
			62
13	Callum Path	38	Hallfield Road
			63 Summerhill Road
14	Callum Wynd	39	Huxterstone Court
			64 Wellside Avenue
15	Clova Crescent	40	Huxterstone Drive
			65 Wellside Circle
16	Clova Park	41	Huxterstone Place
			66 Wellside Close
17	Coldstone Avenue	42	Huxterstone Terrace
			67 Wellside End
18	Concraig Gardens	43	John Arthur Court
			68 Wellside Gardens
19	Concraig Park	44	Kingswells Drive
			69 Wellside Park
20	Concraig Place	45	Kingswood Avenue
			70 Wellside Place
21	Concraig Walk	46	Kingswood Crescent
			71 Wellside Road
22	Corse Avenue	47	Kingswood Gardens
			72 Wellside Walk
23	Corse Gardens	48	Kingswood Grove
			73 Wellside Wynd
24	Corse Wynd	49	Kingswood Path
			74 Whiterashes
25	Coull Gardens	50	Kingswood Road
			75 Whitemyres Avenue

Northfield / Mastrick North

Northfield / Mastrick North Ward			
1	Bannerman Place	31	Marchburn Court Road
2	Bonnyview Drive	32	Marchburn Crescent
3	Bonnyview Place	33	Marchburn Drive
4	Byron Avenue	34	Marchburn Lane
5	Byron Crescent	35	Marchburn Place
6	Byron Square	36	Marchburn Road
7	Carron Place	37	Marchburn Terrace
8	Cummings Park Terrace	38	Ness Place
9	Dancing Cairns Crescent	39	North Anderson Drive (insets): Section serving properties 351 to 525 North Anderson Drive
10	Dancing Cairns Place	40	Oldtown Place
11	Deveron Road	41	Oldtown Terrace
12	Donald Dewar Court	42	Provost Rust Drive (insets): Section serving properties 58 to 176 Provost Rust Drive
13	Dulnain Road	43	Quarry Road
14	Esk Place	44	Smithyhaugh Road
15	Findhorn Place	45	Spey Road
16	Gadie Crescent	46	Spey Terrace
17	Granitehill Road	47	Springhill Road: From a point, north of its junction with Provost Fraser Drive, northwards to a point south of its junction with Cruden Park.
18	Greenfern Road	48	Strathmore Drive
19	Heathryfold Circle	49	Tay Road
20	Heathryfold Drive	50	Teviot Road
21	Heathryfold Place	51	Ugie Place
22	Howes Crescent	52	Upper Mastrick Way
23	Howes Drive	53	Waulkmill Crescent
24	Isla Place	54	Waulkmill Road
25	Lintmill Place	55	Weavers Row
26	Lintmill Terrace	56	Westerton Crescent
27	Longview Terrace	57	Westerton Place
28	Lossie Place	58	Ythan Road
29	Manor Avenue		
30	Marchburn Avenue		

Hilton / Woodside / Stockethill

Hilton / Woodside / Stockethill Ward			
1	Anderson Avenue	41	Laburnum Walk
2	Anderson Lane	42	Larch Road
3	Anderson Road	43	Leslie Road
4	Ashgrove Gardens North	44	Middlefield Crescent
5	Ashgrove Gardens South	45	Middlefield Place
6	Ash-Hill Place	46	Middlefield Terrace
7	Birch Road	47	Middlefield Walk
8	Blackthorn Crescent	48	Morgan Road
9	Brown Street	49	Mosman Gardens
10	Cairncry Avenue	50	Mosman Place
11	Cairncry Crescent	North Anderson Drive (insets): Section serving properties 370 to 520 North Anderson Drive	
12	Cairncry Terrace	51	Oldcroft Place
13	Cairnview Crescent	52	Oldcroft Terrace
14	Castleton Crescent	53	Pirie's Court
15	Castleton Drive	54	Pirie's Lane
16	Castleton Lane	55	Plane Tree Road
17	Cherry Road	56	Poplar Road
18	Church Street	57	Primrosehill Drive
19	Clifton Lane	58	Primrosehill Gardens
20	Clifton Lane East	59	Primrosehill Place
21	Clifton Place	60	Printfield Terrace
22	Clifton Road	61	Printfield Walk
23	Deer Road	62	Queen Street
24	Dominies Road	63	Rosehill Avenue
25	Forresterhill Road	64	Rosehill Crescent
26	Grandholm Street	65	Rosehill Drive
27	Greenmore Gardens	66	Rosehill Place
28	Hayfield Crescent	67	Rosehill Terrace
29	Hayfield Place	68	Rowan Road
30	Hilton Avenue	69	Smithfield Road
31	Hilton Circle	70	Society Lane
32	Hilton Drive	71	Stockethill Crescent
33	Hilton Heights	72	Stockethill Lane
34	Hilton Lane	73	Stockethill Way
35	Hilton Place	74	Summer Street
36	Hilton Road	75	Tanfield Avenue
37	Hilton Street	76	Tanfield Walk
38	Hilton Terrace	77	Western Road
39	Hilton Walk		
40	King Street		

Tillydrone / Seaton / Old Aberdeen Ward	
1	Dunbar Street
2	Market Lane
3	Meadow Lane
4	Meadow Place
5	Orchard Street
6	Regent Walk
7	School Avenue
8	School Drive
9	School Place
10	School Road
11	School Terrace
12	School Walk
13	St Machar Drive

Appendix 4 – Redacted copies of objection letters

Northfield / Mastrick North Electoral Ward

From: [REDACTED]
Sent: 09 October 2024 11:57
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: 20 mph

Good morning,

I would like to put forward my views on the proposed 20mph on roads in the Mastrick/Northfield area.

I realise speed is a great factor on our roads but I feel that a 20mph overall is not a good proposal. In the 20mph zones around schools I would say 90% of drivers ignore them and go scot free. As I have grandchildren at nursery and school I am one of the 10% adhering to the limits but the amount of shaking heads and hand signals I get following me is terrible.

If the proposal goes ahead I think 20mph on side streets would be sufficient. Going at that speed on part of North Anderson Drive and the main roads in the areas will cause road rage and dangerous overtaking in my opinion.

Can you tell me if this proposal is passed who will monitor this as the parking on pavements is not being done.

Regards,

[REDACTED]
[REDACTED]

Mastrick

Aberdeen. [REDACTED]

From: [REDACTED]
Sent: 05 October 2024 10:30
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Notification of Objection to 20 MPH Speed Limits

To Whom it May Concern,

I am writing to tender my strong objections to the "proposed" aka already decided and determined implementation of the 20 MPH Speed Limit on Every City Road.

I use inverted commas due to the fact that you claim the public will be "consulted" but we all know it is a charade to tick a box and that the decision has probably already been made by a group of people who do not only not live in the City but do not even have the best interests of Aberdeen Residents at Heart. Chiefly the Irish Gentleman who has forced the Bus Gates.

I have read that this is an idea that is being fed/forced from the Scottish Government, anyone with half a brain cell knows that All Local Councils are Skint so would not shock me if there is a threat of funding cuts or some sort of financial implication if this rampant agenda against road users and cars is not pursued.

It has been proven that this scheme does not work in the main, the fact that it was forced in Wales and then reversed due to the public uproar suggests that this is a foolish idea and you can almost guarantee that this will happen in Scotland when this is forced, sorry, it is already happening my mistake.

With this in mind can the public be provided with the real, truthful, tangible evidence and research as to why this is needed and what benefits it brings? Citing Accidents and Deaths over a "prescribed" period is not sufficient because like any sort of information and statistic it can always be spun and manipulated to suit a certain and specific narrative.

Ultimately this is ALL about the Climate Agenda and the Wider Agenda to force people out of Cars into Buses, Walking and Bikes. It is widely known that this is the Agenda of Aberdeen City Council. The idea is to make it as difficult as possible for people to drive as possible, this is an Agenda coming from Westminster as well as no doubt there will be pay per mile soon enough.

I would understand this Limit being imposed if there were accidents and deaths in every street but there is not. Can I ask, how many pedestrians get sanctioned for walking on to roads that are not Pedestrian or Zebra Crossings? What sanctions do they get if they walk on a main road and nearly cause an accident because 99 times out of 100 they are too busy looking at their phones and generally not paying attention? I know your argument will be that if that happens then going at 20mph means less fatal impact but ultimately, the root cause here is NOT speed but actually the attitude of pedestrians especially and I can say this through my own experiences.

In 1990 I was in Primary School and running late for School, I missed the Lollipop Man and the Pedestrian Crossing was getting repaired. Rather than wait for a responsible adult to assist me or just go home I gambled and made the decision to cross the road. I was sadly hit by a passing car who was not speeding at all, it barely skimmed my backside and didnt even knock me off my stride, I wanted to carry on with my day but was obviously chased down by members of the public. I remember vividly seeing the face of the driver especially who looked like they were a ghost and I often wonder about the impact my actions had on them that day. Obviously I was very lucky but equally that decision that day was down to me, he was not speeding, I was not paying full attention yet had I been more seriously hurt the driver would have got it worse. This is my point. Pedestrians being hit is not ALWAYS down to speed and bad driving but actually the fault of the pedestrians and its actually even worse in 2024.

The sense of entitlement people and the public have in general extends to all parts of life and its no different with pedestrians who think they can just walk on ANY road at ANY given time and have the right of way. You see it everywhere yet it is ALWAYS the drivers that are the problem and the drivers who have to face the sanctions.

I ask again, provide the public with the real, tangible evidence that this is needed and it is for the good of the PUBLIC who vote for you people and not for the good of the Councils finances as they will be funded for this horrific idea.

I do accept that in some streets it may be needed but again, where is the evidence that this is needed on the main roads and arteries of the City? What happened to allowing people to make their own decisions and be treated like adults? I concede there are some bad drivers out there who speed and break the law but essentially this impending implementation has NOTHING to do with public safety and everything to do with funding, making money and punishing hard working people in to eventually caving in and the ultimate goal of getting people out of cars. The irony of all this is that we live in Aberdeen, a Coastal City with a horrendous climate even in Summer, who in their right mind is going to walk in their thousands in the middle of winter to get to work, or cycle?

It beggars belief that people we vote in would willingly implement an idea that the people are against but I think we all know what the public thinks does not matter as this decision, as I said, has already been made the roads planners in advance.

I am more than happy to meet anyone to discuss my comments but that said this email is probably going to be put in the shredder like all objections will be as that is how it works.

Regards

[REDACTED]
[REDACTED]
Aberdeen

Kingswells / Sheddocksley / Summerhill

From: [REDACTED]
Sent: 10 October 2024 05:53
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Objection to imposition of 20 MPH speed limits across Aberdeen City

I wish to register my strong objection to this plan to implement 20 MPH speed limits across Aberdeen city.

I do not know anyone in my social circle who supports this policy, and indeed my experience of the 20MPH speed limits already imposed in Aberdeen are that they actually cause more danger and potential for accidents than the 30MPH zones do as I have seen numerous incidents of dangerous driving by other drivers frustrated at being stuck behind someone trying to adhere to this speed limit. This has resulted in my witnessing several very dangerous driving manoeuvres such as overtaking at inappropriate places. This situation will only get worse if further 20 MPH limits are imposed.

My experience is also that very few people actually adhere to these limits – indeed it is almost impossible to drive a modern car at such a slow speed for an extended period – so why extend a measure that is already clearly unpopular and fails to get most drivers to adhere to it?

Again, this just increases the incidence of dangerous driving manoeuvres, which is the polar opposite of what you are trying to achieve. How are you going to enforce this measure – install speed cameras on every street in Aberdeen? A law that the vast majority ignore or refuse to adhere to is just bad law, pure and simple.

This policy has proven to be massively unpopular with citizens in areas where it has already been imposed – Wales being a prime example of this where a petition against 20 MPH limits has been signed by over 500,000 people out of a population of 3 million. Indeed, the Welsh government has rolled back on a lot of these 20MPH limits as they were so unpopular and unworkable. That tells you everything you need to know about a policy like this, yet you now plan to do pretty much the very same thing – it makes no sense whatsoever

I, and most people I know are perfectly happy with the sensible arrangements where 20 MPH limits are already in place near buildings like schools and hospitals. Around schools the 20MPH limit is also restricted to school hours which again is sensible.

Any blanket 20MPH limit imposed 24 hours a day makes absolutely no sense as what possible good does it do at say 2AM when there is hardly anybody on the roads and very few if any pedestrians about – again completely unnecessary overkill

The council's job is supposed to be to make the lives of the citizens of Aberdeen better and easier. This policy, alongside other recent pointless anti driver initiatives such as bus gates and LEZ are achieving the polar opposite of this.

I would strongly urge you to reconsider this ill-judged, unnecessary, and frankly dangerous policy and leave the current 30MPH limits, with 20MPH limits in certain places like around schools in place moving forward.

Regards,

[REDACTED]
Kingswells
Aberdeen
[REDACTED]

From: [REDACTED]
Sent: 30 September 2024 20:11
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: 20 MPH zone for all of Kingswells

Morning Everyone

Having read the documentation on the proposal to apply a blanket 20 mph in the residential streets of Kingswells my comments are as follows:

What do the statistics show on the rate of injury and death of persons in Kingswells resulting from a traffic accident with these streets?

Are you aware that majority of the streets in Kingswells are cul de sacs and therefore do not have through traffic

Addition to cul de sacs, many Kingswells streets have speed bumps especially in the more recent developments in the Wellside, Concraig and Derbeth schemes

I see that monitoring may be carried out and that there is the hint that a 20 MPH limit may revert to 30 MPH. Really? I think the Council will hope that people will have got used to the new imposed limits.

You may have a case for the Kingswells main roads, i.e, Kingswood Drive, Kingswells Drive, Kingswells Avenue, Kingswells Crescent but for many other roads, this measure is unnecessary as our streets are short.

I agree with the aim of reducing car emissions and Active Travel by public transport, it's just a pity that our Kingswells bus service {X14} only covers Mon-Fri and for those residents who live away from the middle of Kingswells, it is a long walk to the Park and Ride or a car journey on Saturdays and Sundays. Our local Lib Dem Councillor Steve Delaney has worked very hard to get a Mon to Sun bus service, but to no avail.

Thank you

[REDACTED]

From: [REDACTED]
Sent: 14 October 2024 00:15
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: 20MPH SPEED LIMIT, NO.3, ORDER 202X

FAO Traffic Management team

I am writing to object to this proposal for the reasons listed below

1/ The recent activity in Wales has demonstrated very clearly that such a proposal does not work and this proposal stemming from the Scottish Government is one of simply following suit and seeking to further politically distance Scotland from England and a new partnership

2/ The need for 20MPH is stated for reasons of road safety, but if the road were not safe then we would see recurring incidents and injuries, which, I do not believe to be the case. If there were this recurrence of such events then other traffic calming measures would seem more appropriate to slow traffic at the particularly accident hot spot.

3/ That these streets named in the proposal are residential and typically dead end type cul-de-sac means there is no through traffic and indeed any are so small that it is impossible to reach 20MPH

4/ Many of these streets when designed already incorporate measures such as speed bumps, means again it is not possible to reach higher speeds.

5/ The measure of 20MPH will not be enforced due to the already stretched police resources and whose time would be better spent addressing our community needs.

6/ The budgets of the Aberdeen City Council and Scottish government are again stretched, so wasting millions of tax payers money on signage, road markings and the labour would be better spent elsewhere with all of the above in mind.

7/ Improve children's road safety craft using initiative's such as the Green Cross code which has stood millions in good stead for decades.

For all of the above reasons, I would like my objection noted accordingly and hope that common sense prevails.

Regards

[REDACTED]
Kingswells
Aberdeen
[REDACTED]

From: [REDACTED]
Sent: 30 September 2024 09:31
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: Proposed Kingswells 20mph

Please treat this as my objection to the above proposal.

I think its absolutely ridiculous to even contemplate this absurdity, ACC is hell bent on stopping motorists drive anywhere with full time lights on roundabouts and additional bike lanes.

Kingswells is a safe place to drive, walk + cycle and practically everyone drives safely, there has been no incidents that I can recall.

The argument that driving at 20mph instead of 30mph cuts down the risk of survival from 7 to 1 is simply not an argument as there are no accidents to cut down.

It has not worked anywhere else, why would ACC even contemplate it, surely they have bigger issues to fix rather than one that simply does not exist.

[REDACTED]
[REDACTED]
Kingswells
Aberdeen
[REDACTED]

From: [REDACTED]
Sent: 03 October 2024 17:50
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: 20mph signs Wellside Ave Wellside Park, Kingswells

To whom it may concern,

Both Wellside Ave & Wellside Park are cul-de-sac roads with SIX substantial speed humps along them. Hence there is no need for any 20mph signs as no driver could go faster than that without wrecking their car.

I would also like to suggest that someone actually comes to Kingswells to assess which roads would actually "benefit " from a 20mph limit as many of the roads all have speed humps in place.

Furthermore why is public money, which is in scarce supply according to the politicians, being used for a 20mph policy which the Welsh government has already had to scrap in many areas after less than year.

I would also like to know the exact cost of this scheme - money which would be far better spent on Winter fuel payments for vulnerable pensioners not on pension credit/ means tested benefits etc.

I look forward to your response.

Yours faithfully,

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: 30 September 2024 11:46
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: OBJECTION FOR 20MPH SPEED LIMIT

I am writing to formally submit my objection to the proposed 20mph speed limit in the Kingswells area, as detailed in your recent public notice.

Key Points of Objection:

After carefully reviewing the information provided on your platform, *Have Your Say Today - Background - 20mph Speed Limit Proposal* (commonplace.is), it is clear that the purported benefits of the plan lack robust data or empirical evidence to support their effectiveness. Below are the specific claims and my concerns regarding their validity:

- 1. Road Safety:** You claim that a reduction to 20mph will "improve road safety." However, no specific case studies or comparative data between pre- and post-implementation of this speed limit have been provided to substantiate this claim. Without measurable data from similar projects, this remains speculative at best.
- 2. Reduced Perception of Danger:** Your statement that a "reduced perception of danger will create more pleasant streets" is purely hypothetical and lacks any supporting research. In fact, it could be argued that a lower speed limit may create a false sense of security for pedestrians and cyclists, leading to more risk-taking behaviors. For example, people may feel emboldened to cross streets in front of slower-moving vehicles, assuming they have ample time, potentially increasing accidents.
- 3. Walking and Cycling:** The assertion that walking and cycling will increase with a lower speed limit is yet another claim devoid of factual backing. There is no documented evidence to show that changing a road's speed limit from 30mph to 20mph has directly resulted in increased walking or cycling in similar urban areas. This is speculative and does not address the real challenges faced by pedestrians and cyclists, such as inadequate infrastructure or road sharing between vehicles and cyclists.
- 4. Social and Cultural Attitudes:** The suggestion that this proposal will shift social and cultural attitudes towards road safety is another generalized assumption. Without substantial community research or engagement, there is no basis to claim that a 20mph speed limit will positively influence such broad societal changes. On the contrary, it could generate frustration among drivers, leading to higher levels of non-compliance and riskier driving behaviors.

Lack of Implementation Clarity and Expert Input:

Moreover, there is no clear strategy on how the 20mph limit will be enforced. As we have seen in other council-led initiatives, there is often a disconnect between policy and implementation, with responsibilities often offloaded to other authorities. This raises significant concerns about the capacity and readiness of the Council to manage such a project effectively.

Equally troubling is the lack of expertise involved in decision-making. The absence of input from qualified professionals with experience in road safety, traffic management, or urban planning undermines the credibility of the proposal. Instead, it seems to have been driven by individuals whose qualifications are unrelated to the complexities of road management and public safety.

Conclusion:

It is my belief, shared by many in the community, that this proposal has been set in motion without due consideration of the real-world impacts or adequate testing. It feels as though the consultation process is merely a formality, with the decision already predetermined. If the council is sincere in its intention to prioritize public safety, then it should engage in data-driven, expert-led planning rather than relying on broad, unsubstantiated statements.

In closing, I urge you to reconsider the proposed 20mph limit based on the concerns outlined above. Without a solid foundation of evidence and a clear enforcement plan, the initiative risks causing more harm than good.

Please acknowledge receipt of this objection and provide confirmation that my concerns will be formally considered as part of the consultation process.

Yours sincerely,

A black rectangular box redacting the signature of the author.

Kingswells, Aberdeen

Bridge of Don

From: [REDACTED]
Sent: 29 September 2024 21:21
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: 20mph limit bridge of don

Sent from my iPad I would like to object to your proposal for a 20 mph bridge of don are we going back to the horse and cart day you clouncilers have screwed up Aberdeen already you must sit at your desk and think of ways to annoy the residents of Aberdeen you could not run a piss up in a brewery [REDACTED] b o don

General objections

From: [REDACTED]
Sent: 07 October 2024 14:56
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: OBJECTION TO SPEED LIMIT CHANGES

to: trafficmanagment@aberdeencity.gov.uk

I herby strongly object to the speed limit changes in Aberdeen.

Reasons:-

The current speed limits are perfectly adequate, but these are not in anyone's definition effectively enforced; this (possibly) because fines generated are paid to the UK Treasury, instead of funding local speed enforcement costs. In reality, there is no incentive for the Scottish Government / Local Councils or Police to enforce speed limits.

In reality, the reduction to 20mph will actually increase pollution:-

- a. Vehicle engines are not tuned to run efficiently at 20 m.p.h. and at 20m.p.h.will be far more polluting.
- b. Vehicle Journey times will increase, therefore pollution overall will increase.
- c. Bus journeys will take longer and again pollution will increase.

The economy, businesses and personnel wealth will be effected:-

- a. Every drivers will get less MPG.
- b. Passengers will be delayed and inconvenienced by the reduced bus speed and longer journey times.
- c. Deliveries will be delayed.
- d. Delivery efficiency will be effected, costs will rise as vehicles run longer and fuel use will increase.

The costs will be passed on to us all.

Businesses are less likely to set up in areas where BUS Gates and Speed Restrictions that affect them, and their businesses, are in place.

Families are also less likely to move to areas where life is impeded by unnecessary controls.

The implementation cost of the 20 m.p.h. changes to the rate payers of Aberdeen, has been presented as £0 cost, the change are apparently being funded by the Scottish Government.

As a Rate Payer and a Tax Payer, the cost of these UNNECESSARY changes will be bourn by all Scottish TAX Payers.

With the current state of the economy, N.H.S. and public services, the money wasted on the 20 m.p.h. could be and should be better spent elsewhere. Whilst the road where I live has as many pot holes (filled and refilled more than 24 times) the main roads and road markings / signage are a disgrace.

In case the Management team missed it at the top, I herby strongly and furiously object to the unnecessary speed limit changes in Aberdeen.

[REDACTED]

[REDACTED]

[REDACTED],

Thank you for your long and drawn-out response.

To avoid any doubt, I wish for this, and my previous correspondence to be treated as an objection to the change of speed limits to 20 m.p.h.

To make it as clear as possible, I am not against speed limits, I do however expect those we currently have, to be properly enforced.

I will address the content in the order presented in your response: -

The Scottish Government have many visions that do not reflect the reality of life, let alone the way roads are used. As previously stated, current speed limits are not being effectively enforced by anyone in Aberdeen. The odd Camera Van on 'A' Roads does nothing to achieve the speed limits in residential areas.

On almost a daily basis, I walk approximately 5 miles, much of which is on roadside footpaths, adjacent to roads with a 30-m.p.h. speed limit. (You and any member of your team are welcome to join me at any time.) I can assure you, if you do not normally walk by the side of Aberdeen Roads, your eyes would be opened.

e.g. East end of Valentine Road:- average speed, is in excess of 40 to 50+ m.p.h. In the area there are two Junctions each side of the road. Centre white lines of the road missing, junction markings worn out; as is the Junction with White Stripes. All reported to the Council months ago. Over time, there have been several crashes at these junctions, these crashes are unlikely to make the Council statistics.

White Stripes / Gordon Brae / Parkway Roundabout. A 50 m.p.h. speed limit is in place on the roundabout, with 30 m.p.h. from White Stripes / Gordon Brae. I have seen all the speed limits on these roads ignored.

Gordon Brae, originally designed for a 40 m.p.h. limit:- again the 30 m.p.h. speed limits ignored, I have seen vehicles travelling faster than 70 m.p.h. uphill.

Laurel Drive West end. Another 30 m.p.h. totally ignored. I could go on... No one currently checks the speed. Without enforcement, behaviours will not change.

The question is:- will there be any enforcement of the 20 m.p.h. limits? If so, who will do it? And why are they not doing it now?

The Prescribed Criteria outlined in your response cover all the current 30 m.p.h. which would be improved, if they were enforced to the current limits.

The statistical figures shown for European 30km/h - 18.64 m.p.h., which is lower than the proposed 20 m.p.h.

The all-Aberdeen table, CLEARLY, demonstrates the lack of Current Speed Limit enforcement within Aberdeen City area. More stringent enforcement = LOWER SPEEDS = Reduction in injuries = cost savings for the N.H.S. and less suffering for the injured. A more realistic and achievable goal for a Government and Council with VISION of any type.

Another more realistic interpretation for the Cycle Graph, people travelled by cycle to avoid crowded buses and as life reverted back to normal, cycle use also returned to previous levels.

I would be interested in seeing the Number / Location and Data from the Surveys, I know from my own experience, speed drops in areas where there are parked cars and other hazards in residential areas.

I do not believe any of the information provided has altered my opinion, that current limits should remain and proper enforcement of these 30 m.p.h. limit should be improved.

The Millions of pounds saved would be better used by the Scottish Government to improve the N.H.S.

[REDACTED]

[REDACTED]

-----Original Message-----

From:

Sent: 23 September 2024 11:05

To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>

Subject: 20mph Speed Limit Proposal (North)

Good morning,

I would like to lodge an objection to the 20mph speed limit proposal (north) that have been recently published.

I believe these would be more effective if they were concentrated around schools or public buildings rather than a blanket implementation.

The cost involved for the city does not seem justifiable given the low level of serious injury in our area.

The documents produced appear to be extremely biased in favour of a reduction in speed limit and it would seem this is part of the anti-motorist agenda currently being run by ACC.

Yours faithfully,

[Redacted Signature]

From: [REDACTED]
Sent: 30 September 2024 21:29
To: TrafficManagement <TrafficManagement@aberdeencity.gov.uk>
Subject: 20mph speed limit proposal

Dear Sir/Madam

I object to this proposed change.

I've seen no evidence that the current city speed limit poses a safety risk. The implementation of bus gates and LEZ in Aberdeen have already caused a lot of damage to businesses as it is making the city impractical to navigate. Adding this restriction on top of that will make it even more frustrating for motorists.

Rejuvenation of this city is desperately needed. It is in decline and we need to help businesses. Instead, the focus over the past few years seem to have been on imposing restrictions and limitations where they were quite frankly not needed. Targeting motorists is not helping anyone. But the motto seems to be, if it ain't broken, break it.

Please stop this madness.

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