

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.
<u>Local Outcome Improvement Plan 2016-2026</u>	
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

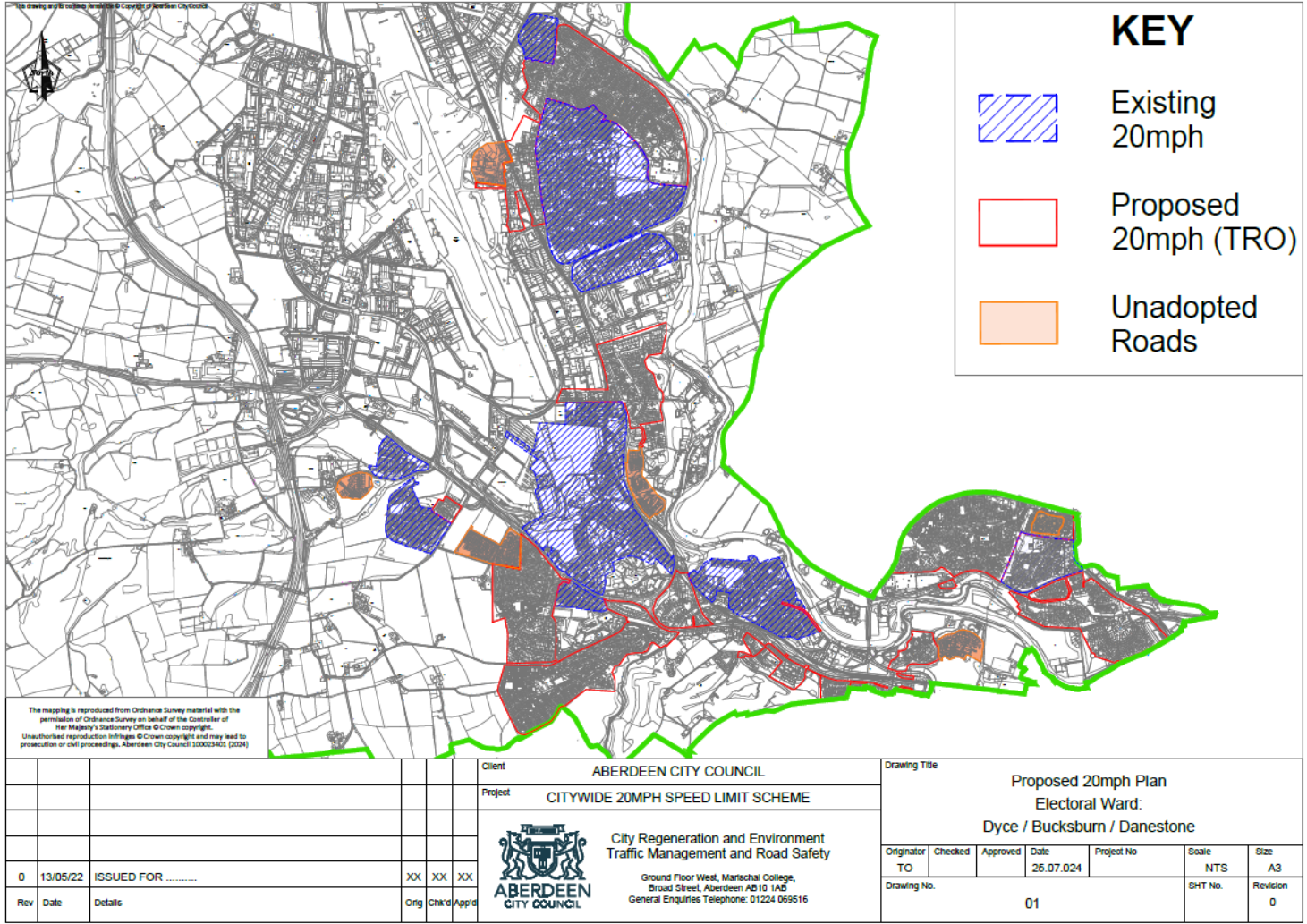
- 11.3 Appendix 3 – List of proposed streets by wards
- 11.4 Appendix 4 – Redacted copies of objection letters

12. REPORT AUTHOR CONTACT DETAILS

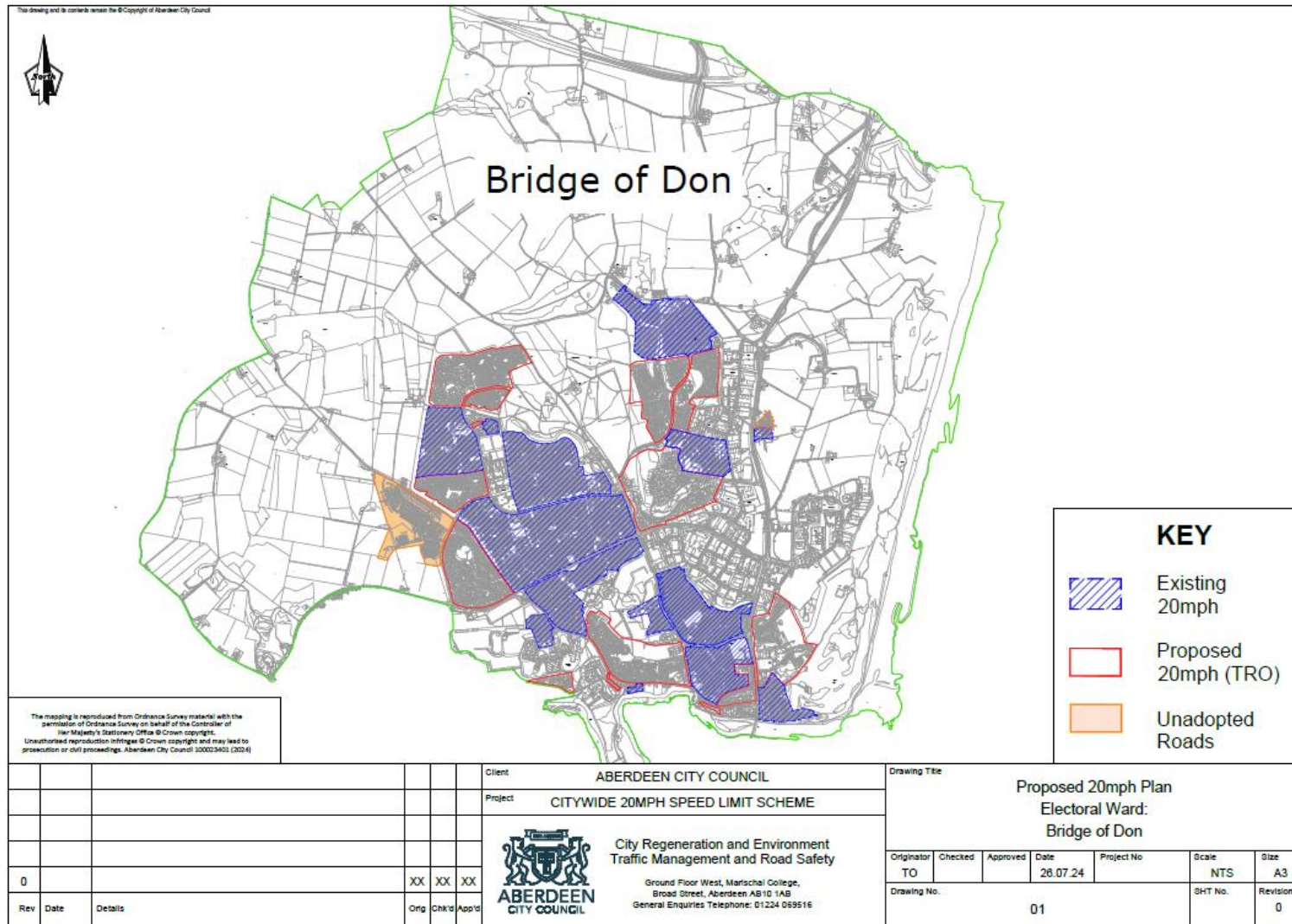
Name	Tolu Olowoleru
Title	Technical Officer
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Tel	+44 1224 069516

Appendix 1 – Proposed Speed Limit Plans

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




Appendix 1b - Proposed plan for Bridge of Don

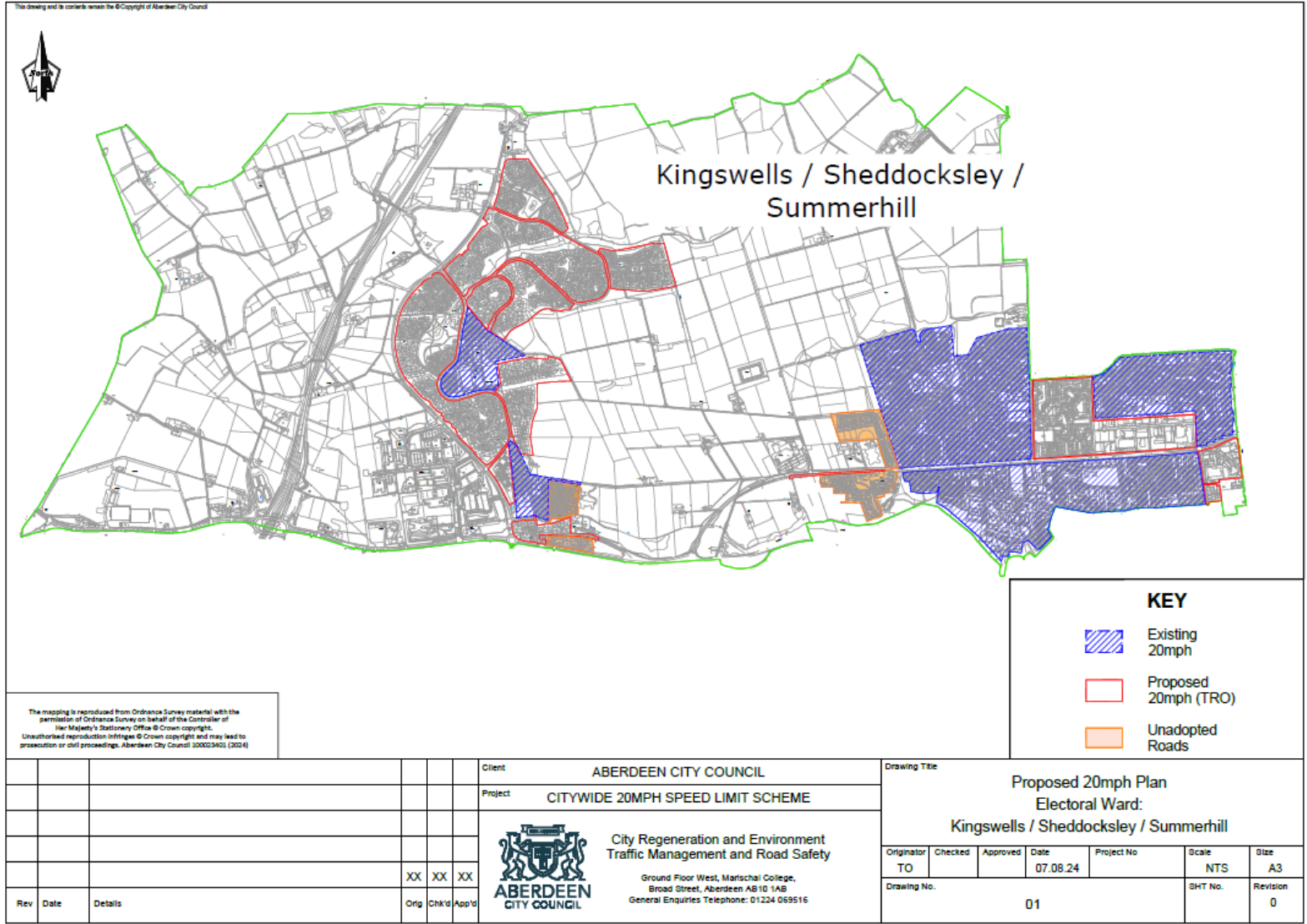


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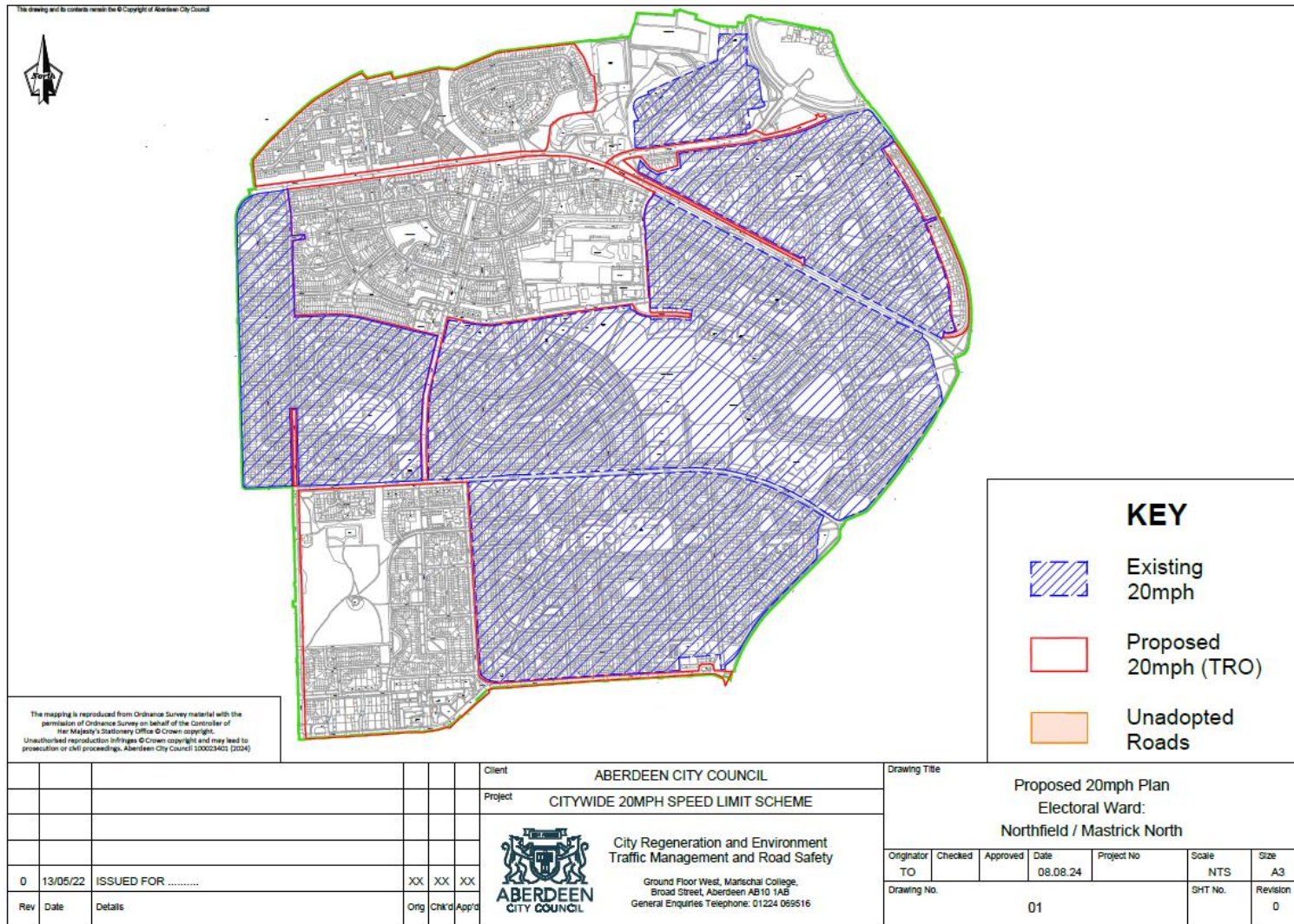
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				Client ABERDEEN CITY COUNCIL		Drawing Title Proposed 20mph Plan						
				Project CITYWIDE 20MPH SPEED LIMIT SCHEME		Electoral Ward: Bridge of Don						
				 ABERDEEN CITY COUNCIL City Regeneration and Environment Traffic Management and Road Safety Ground Floor West, Marschal College, Broad Street, Aberdeen AB10 1AS General Enquiries Telephone: 01224 069516		Originator	Checked	Approved	Date	Project No	Scale	Size
0						XX	XX	XX	26.07.24		NTS	A3
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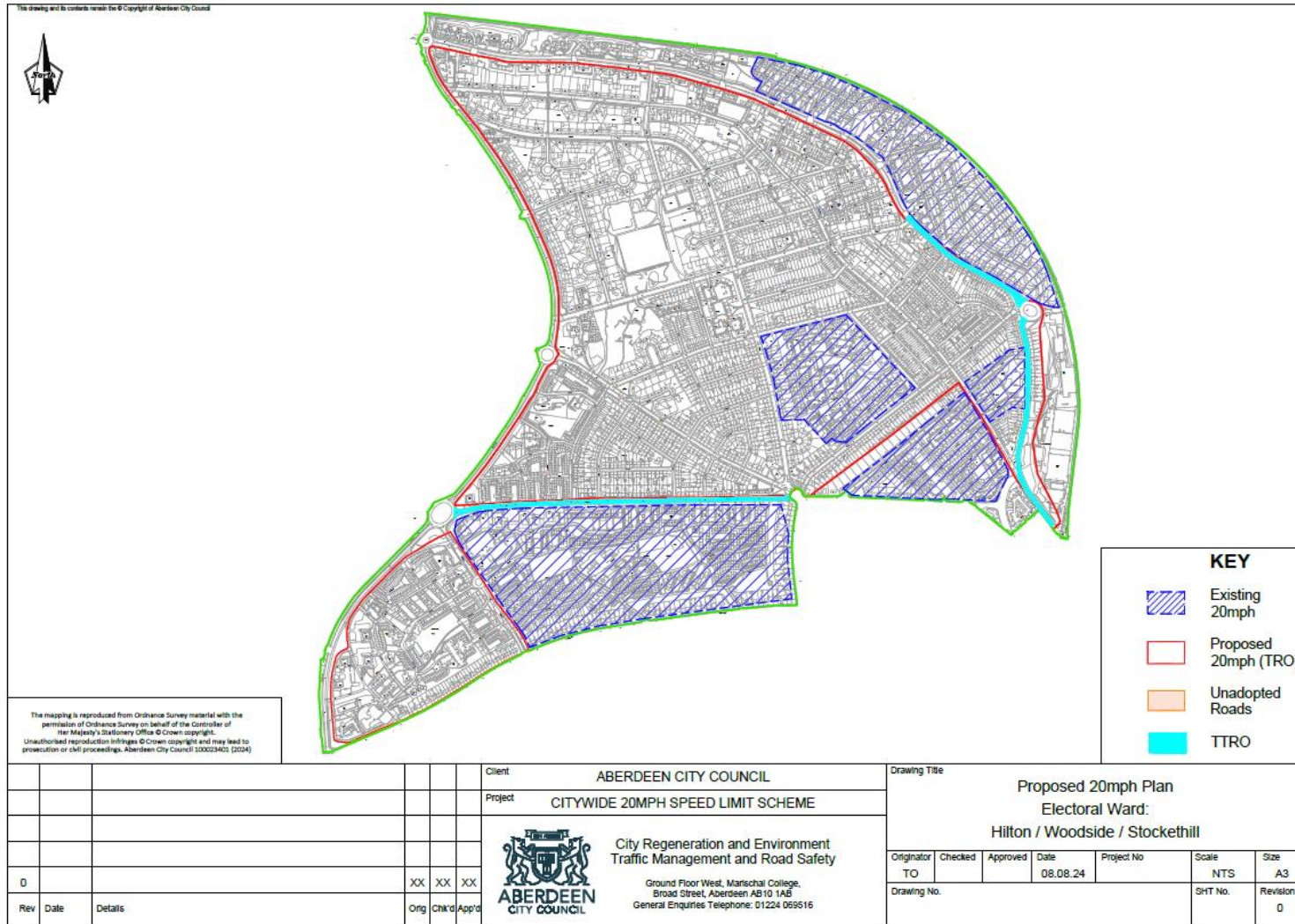
Appendix 1c - Proposed plan for Kingswells / Sheddocksley / Summerhill



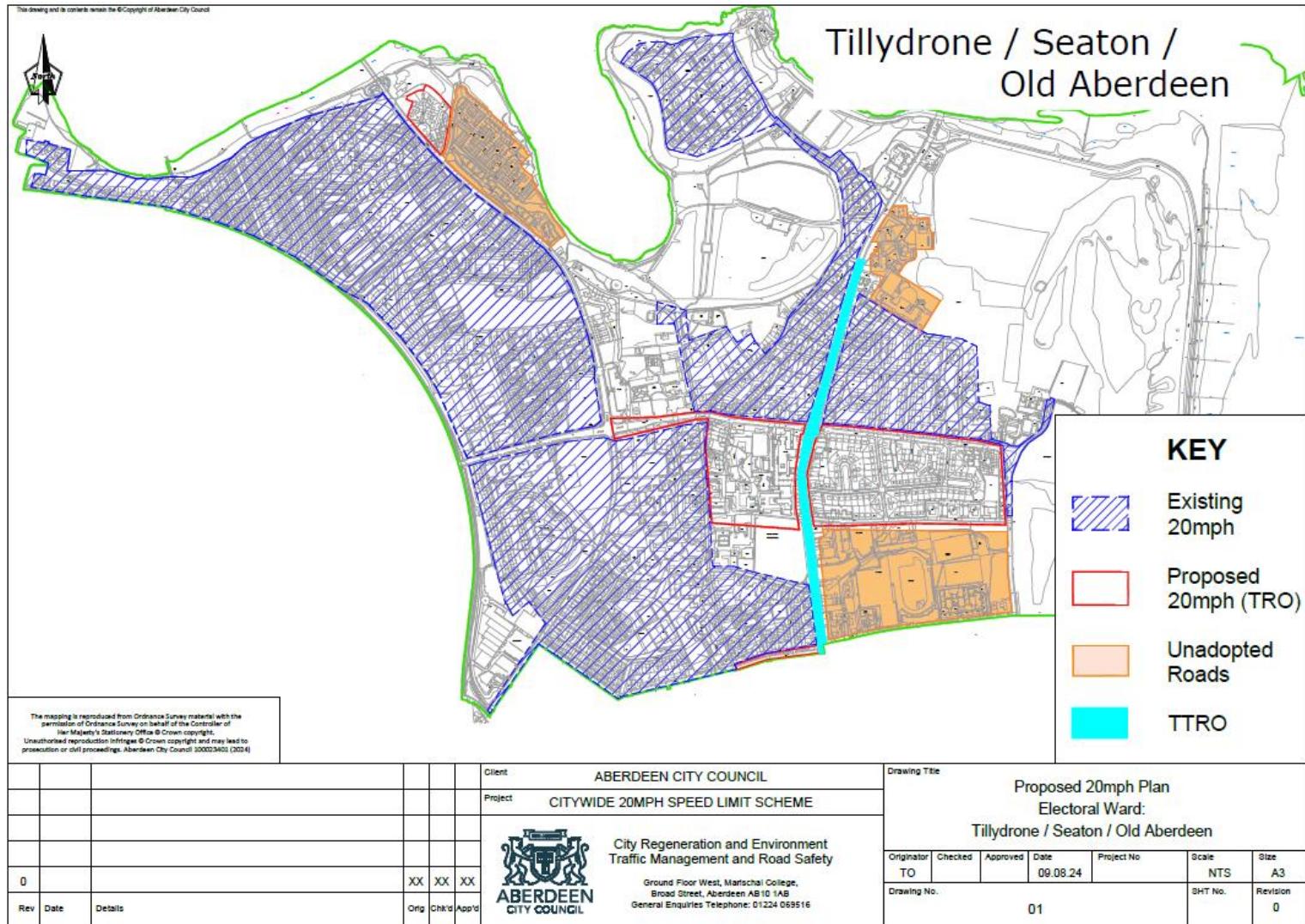
Appendix 1d - Proposed plan for Northfield / Mastrick North



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



Appendix 1f - Proposed plan for Tillydrone / Seaton / Old Aberdeen



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 Scattie 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, Garmaddie 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 Scattie 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, Lickleyhead Way, Liddell Place, Loudon Place, Malcolm Road (Bucksburn), 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, Netherview 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, Scattie Circle, Scattie Crescent, Scattie Park, Scattie Place, Scattie Walk, Skene Place, Sluie Drive, Smith Court, Southesk Place, St John's Road, Station Road, Stonywood Terrace, Summer Place, The Walled Gardens, Todlaw Walk, Tornashean 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.

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)

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) (NO.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.

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)

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.

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)

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, Heathyfold Circle, Heathyfold Drive, Heathyfold 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.

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)

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.

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)

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	Giantanar 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
5	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 - 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	Pitfichie Lane
9	Beech Manor	64	Hopecroft Avenue	119	Pitfichie Place
10	Belmuir Gardens	65	Hopecroft Drive	120	Pitmedden Avenue
11	Belraie 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	Pole 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	Craignook Road	84	Kepplehills Drive	139	Stuie 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 Pittourie Walk and Brimmondside.	140	Smith Court
31	Delgaty Lane	86	Kingswalk	141	Southesk Place
32	Drinies Crescent	87	Kingsway	142	St John's Road
33	Dumbennan 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	Lickeyhead 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	Marlschal 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	Forrit 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	Summerhill Road
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	51	North Anderson Drive (insets): Section serving properties 370 to 520 North Anderson Drive
12	Cairncry Terrace	52	Oldcroft Place
13	Cairnview Crescent	53	Oldcroft Terrace
14	Castleton Crescent	54	Pirie's Court
15	Castleton Drive	55	Pirie's Lane
16	Castleton Lane	56	Plane Tree Road
17	Cherry Road	57	Poplar Road
18	Church Street	58	Primrosehill Drive
19	Clifton Lane	59	Primrosehill Gardens
20	Clifton Lane East	60	Primrosehill Place
21	Clifton Place	61	Printfield Terrace
22	Clifton Road	62	Printfield Walk
23	Deer Road	63	Queen Street
24	Dominies Road	64	Rosehill Avenue
25	Forresterhill Road	65	Rosehill Crescent
26	Grandholm Street	66	Rosehill Drive
27	Greenmore Gardens	67	Rosehill Place
28	Hayfield Crescent	68	Rosehill Terrace
29	Hayfield Place	69	Rowan Road
30	Hilton Avenue	70	Smithfield Road
31	Hilton Circle	71	Society Lane
32	Hilton Drive	72	Stockethill Crescent
33	Hilton Heights	73	Stockethill Lane
34	Hilton Lane	74	Stockethill Way
35	Hilton Place	75	Summer Street
36	Hilton Road	76	Tanfield Avenue
37	Hilton Street	77	Tanfield Walk
38	Hilton Terrace	78	Western Road
39	Hilton Walk		
40	King Street		

Tillydrone / Seaton / Old Aberdeen

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

██████████
████████████████████
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 neupmanship

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](https://www.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,



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.