

01 May 2013

Your Ref:

Our Ref: RP8332

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Dear Ms Snee

PROPOSED REDUCTION IN SPEED LIMITS - CULTS/KINGSWELLS AREA

I refer to your recent correspondence in connection with the above matter and thank you for providing me with the opportunity to provide comments on the proposal.

Your correspondence sees proposals for reductions in speed limits on a number of roads in and around the Kingswells and Cults area and my intention is to address each route individually. That said, on 15 April 2013, I submitted a response to your office on a proposal for a speed limit reduction for the C128 Kingswells - Cults road. For the sake of brevity, coupled with the fact that any response to this further proposal for the same route (C128) would contain identical information to that contained in my letter of 15 April, it is not my intention to repeat my observations and I would simply refer you to my previous response solely for the C128.

As I now consider these additional routes, I will use my standard approach of examining the supplied injury collision history, speed survey results and potential for enforcement. I have also visited the routes in question and considered the proposals from a Police perspective.

C128 Kingswells to Cults - see information contained within my letter dated 15 April 2013 to Mr Graeme McKenzie, Traffic Management Team, Aberdeen City Council.

C127 Blacktop Road

Road Collision History

The information provided indicates five injury collisions, only one of which has a linkage to speed, ie 'travelling too fast for the conditions.' This history is not indicative of speed being a contributory factor for collisions on this route and of particular note is that during 2012, there were no reported injury collisions.

Speed Survey Results

Low speeds are recorded in the survey, both mean and 85th percentile, which suggests that drivers are already responding to the nature of the road and the circumstances they are encountering.

Enforcement

This would not be deemed as a priority route for Police enforcement, given the small number of casualties and perhaps, of more relevance, the fact that a limited number of vehicles being used on the route would reach speed enforcement thresholds.

C127 Countesswells Road

Road Collision History

Over the five year period, only 4 injury collisions were recorded, three of which pertain to junction related movements.

Speed Survey Results

Interestingly, this route is somewhat different in terms of road lay-out, with longer sections of straight road which are capable of achieving higher speeds. Despite this, recorded speeds are not particularly high, with the 85th percentile speed not exceeding 43 miles per hour. In the mean speed category, this rises and up to 50 miles per hour is achieved. These higher speeds are not unsuitable for the route and with limited accesses and junctions, it again appears that drivers are already travelling at a speed which is appropriate for the location.

Enforcement

This would not be deemed as a priority route for Police enforcement, given the limited number of casualties. Once again the number of vehicles which might breach any speed limit enforcement threshold would be limited.

C129 Baillieswells Road

Road Collision History

There were no reported injury collisions on this route during the past 5 years.

Speed Survey Results

The only section of road where a higher speed can be achieved is the section which runs from the Blacktop junction, descending past the entrance to Foggieton Woods, before it then enters a series of bends before then travelling towards the built up area. These latter features naturally prevent any period of higher speed from being maintained. In any event, the speed surveys show the 85th percentile around 50 miles per hour at the monitoring point, which I would consider as appropriate.

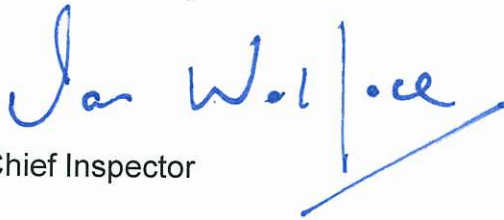
Enforcement

This would not be deemed as a priority route for Police enforcement, given the lack of any recent reported injury collisions. Once again, the number of vehicles which might breach any speed limit enforcement threshold would be limited.

While I would again want to reiterate the sentiment of my previous correspondence concerning the Police Service of Scotland wishing to promote the safe use of the road, I am, however, again unable to lend my support to these proposed speed limit reductions. I am unconvinced that the case is proven for the reductions being applied and having viewed the data made available to me, it appears that the vast majority of motorists are already using these routes in a safe and responsible manner.

I trust the foregoing will be of assistance to you.

Yours sincerely

A handwritten signature in blue ink that reads "Ian Wallace". The signature is written in a cursive style with a vertical line extending downwards from the end of the name.

Chief Inspector