

## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	Net Zero, Environment and Transport
<b>DATE</b>	10 June 2025
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	20mph Speed Limit Proposal (Central/South)
<b>REPORT NUMBER</b>	CR&E/25/111
<b>EXECUTIVE DIRECTOR</b>	Gale Beattie
<b>CHIEF OFFICER</b>	Mark Reilly
<b>REPORT AUTHOR</b>	Tolu Olowoleru
<b>TERMS OF REFERENCE</b>	8

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### 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 speed limit orders for 20mph speed limit in the proposed streets, with or without objections. The consultation period for the making of the 20mph speed limit in seven electoral wards in the central and south 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. RECOMMENDATION(S)

That the Committee: -

- 2.1 note the Scottish Government's vision behind the 20mph initiative;
- 2.2 note the Council wards where 20mph speed limit was proposed;
- 2.3 note the benefits of introducing 20mph speed limit highlighted, to date. For example, improve road safety, reduce collision risk, improve carbon emissions etc;
- 2.4 note the objections received to the Speed Limit Orders as a result of the public advertisement of the 20mph speed limit proposal in the north / central /south of Aberdeen in section 3.6 of the report;

- 2.5 note the comments received in relation to the proposed temporary Speed Limit Orders and approve the making of the Orders at section 3.7 of the report;
- 2.6 note the comments received from various community councils;
- 2.7 in terms of the proposed temporary Speed Limit Orders for sections of the A93 North Deeside Road at Bielside and Cults, acknowledge the suggestion by Cults, Bielside and Milltimber Community Council whereby the lengths concerned should be modified and thereby instruct officers to promote the temporary orders in-line with the Community Council suggestion and Aberdeen City Council's initial proposal; as specified in the Council's new proposal in the plans at Appendix 5.
- 2.8 overrules the objections received in relation to THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.1A) 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.2A) ORDER 202X" and approve this order be made as originally advertised;
- 2.10 overrules the objections received in relation to "THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.4A) ORDER 202X" and approve this order be made as originally advertised;
- 2.11 overrules the objections received in relation to "THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.7) ORDER 202X" and approve this order be made as originally advertised;
- 2.12 overrules the objections received in relation to "THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.8) ORDER 202X" and approve this order be made as originally advertised;
- 2.13 overrules the objections received in relation to "THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.9) ORDER 202X" and approve this order be made as originally advertised;
- 2.14 overrules the objections received in relation to "THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.10) ORDER 202X" and approve this order be made as originally advertised;
- 2.15 overrules the objections received in relation to "THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.11) ORDER 202X" and approve this order be made as originally advertised;
- 2.16 overrules the objections received in relation to "THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.12) ORDER 202X" and approve this order be made as originally advertised and

- 2.17 overrules the objections received in relation to “THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.13) 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.

- 3.1.2 On 29 August 2023, the Aberdeen City Council Road Safety Plan 2023 to 2030 was presented to this committee, in this plan, Officers reported that Aberdeen City Council is currently meeting the road safety target set by Transport Scotland. However, percentage of casualties by speed limit presented in the Road Safety Plan 2023 to 2030 shows that the highest number of serious and slight injuries from road collision happened on 30mph roads. Furthermore, one of the 5 pillars considered for achieving road safety in the Road Safety Plan 2023 to 2030 document is ‘Safe Speeds’. This document explains the key factors considered before setting speed limits, it then explains the benefit of reducing appropriate roads to 20mph. The plan concludes with the Action “To review, engage and report on the introduction of 20mph zones and limits more widely within the city so that speed limits of 30mph and above would be the exception and require justification within predominately residential or city centre 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. 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 Speed Limit Orders for the streets listed in the report and on conclusion of the Order process, with or without objections, report back to the same Committee for consideration prior to implementation.

3.4.2 Similarly, a Temporary Speed Limit Order 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. Where, 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 these roads and to report its outcome to the committee.

### 3.5 **Process Undertaken**

- 3.5.1 To carry out the Orders process and implementation process effectively, the city was divided into 3, the northern electoral wards, the central electoral wards and the southern electoral wards.
- 3.5.2 Starting with the northern electoral wards, Officers completed 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. The objections and comments received during that consultation period were presented to this committee on January 21, 2025. The committee approved the promotion of 20mph speed limit in the proposed streets except for Fairview Street. The Speed Limit Order for the approved streets has now been made and programme to install the necessary signs will commence this financial year.
- 3.5.3 Following the successful completion of the Orders process for the north of Aberdeen, Officers proceeded to promote a proposal for the central and southern electoral wards. This proposal therefore included qualified streets in the following electoral wards.

#### 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

- 3.5.4 Following a review of the northern wards, certain roads that meet the Scottish Government's requirements have been added to this round of proposals. The affected electoral wards are Dyce / Bucksburn / Danestone, Bridge of Don, and Northfield / Mastrick North. For details of the affected streets, please refer to appendix 3.
- 3.5.5 The public consultation for qualified streets in the central and southern electoral wards, and the remaining north wards, started on April 16, 2025, and was concluded on May 8, 2025. During this time, residents and members of the public were given the opportunity to submit their objections and comments in relation to the proposal. This report presents the details of their objections and the corresponding response provided by officers. Plans showing the proposed streets in each of the electoral wards are included within appendix 1. While the street notices for each of the proposals are included in the appendix 2. Redacted copies of objection letters received are attached within appendix 4.
- 3.5.6 Alongside the public consultation carried out for the making of the permanent Speed Limit Orders for qualified roads, an informal consultation was conducted

towards the making of a temporary speed limit orders. Details of the affected streets and their respective electoral wards can be viewed in appendix 3.

### 3.6 **Objections to the Speed Limit Orders**

3.6.1 Over 150 objections were received against the making of this speed limit proposal. Public consultation was conducted using newspaper advert and the placement of street notices in the affected streets. Many of the objectors agree to making 20mph the mandatory speed limit on residential roads, they however believe distributor roads should be left out, as they consider 20mph not appropriate for roads in this category. The various reasons for objecting to the proposal have been summarised in **bold type** and our response in *italics* in the sections below.

3.6.2 **Targeted vs Blanket Approach: Many objectors feel a blanket approach rather than a targeted one was taken in the proposal, they said 20mph limits should only be applied in areas with high pedestrian activity, schools, or accident-prone zones, rather than a blanket implementation across the city.**

*Officers responded by first stating the reason for the initiative, we explained to objectors that this is a national project and that the Scottish Government have a 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. We further explained that, “to deliver 20mph speed limit across Scotland, the Scottish Government established 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 ONLY. 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.” We explained that Aberdeen City Council assessed roads in Aberdeen using the criteria provided by the Scottish Government and only qualified streets were proposed to be reduced to 20mph.*

3.6.3 **Traffic Flow and Congestion: Objectors explained that a 20mph limit could disrupt traffic flow, leading to increased congestion, longer commute times, and frustration among drivers. They believe this could affect businesses particularly delivery drivers and taxis. They perceive this as counterproductive to efficient city navigation.**

*Officers responded to this objection saying that this proposal applies mainly to residential areas which is home to many families with young children, pets, the elderly and other vulnerable groups. As young people are known to have poor judgement of speed and road safety, introducing lower speed will reduce severity of injury should collision occur. We also explained that the outcome of various speed traffic surveys we have conducted in different residential areas*

*with 30mph speed limit in Aberdeen, revealed that the average driving speed is usually around 25mph, therefore, reducing speed on residential roads to 20mph will have minimal impact on travel time whilst improving road safety citywide. We also added the following information “based on an evaluation conducted by the Department for Transport in relation to the effectiveness of sign only 20 mph limits and how it affects journey times, journey time was estimated to have increased by 3% in residential areas and 5% in city centre areas, based on the observed change in median speed (from GPS journey speed data). This adds less than half a minute to a two-mile trip and less than a minute to a five-mile trip. It is therefore anticipated that any adverse impacts would be minimal.”*

**3.6.4 Economic and Practical Impacts: Concerns were raised about increased costs for vehicle maintenance. They said modern vehicles are not designed for low driving speed. They questioned the economic value of spending public funds on signage and enforcement for a policy perceived as ineffective.**

*Using an information published by Drivetech, a part of the Automobile Association (the AA), Officers explained that “modern cars can drive at 20mph without damaging the engine or components. Spain implemented a standard 30Kmph (19mph) speed limit in urban areas in 2021, and there is no reported evidence of vehicle damage resulting from driving at this new default limit, while the number of pedestrians killed in these areas has reduced by 13%, compared with pre-pandemic data.” In terms of the implementation cost, the citywide implementation cost will be covered by the Scottish Government.*

**3.6.5 Safety and Effectiveness Doubts: Many argued that there is insufficient evidence to prove that a 20mph limit will significantly improve road safety. They questioned the enforceability saying that Police Scotland do not have the resources to enforce.**

*Officers explained 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 have been introduced. The result of an evaluation of 40 different cities across Europe where the speed limit was reduced to 30km/h showed 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.” Officers further explained the need for a speed limit reduction using the Scottish Government’s criteria as it is mainly for residential areas using a report published in September 2023 by The Royal Society for the Prevention of Accidents (ROSPA), their report shows the casualty detail of road collisions on built up*

roads in Great Britain. The report shows that in 2022, 770 people were killed, 19,697 were seriously injured, and 81,574 were slightly injured. According to this report, majority of these collisions happened on roads with a 30mph speed limit.

In relation to enforcement, officers explained that this initiative is anticipated to result in a cultural shift where individuals will become more aware of speed. In the meantime, enforcement priority is given to 20mph roads around schools where speeding issues have been reported.

**3.6.6 Environmental Concerns: Many objectors were concerned about the impact that reducing speed limits to 20mph could have in the environment, they said that this could lead to increase vehicle emissions due to lower engine efficiency and longer travel times. They said that this contradicts environmental goals and could worsen air quality.**

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 fuel consumption is mainly influenced by the way we drive, research shows that driving at a consistent speed is better than stopping and starting. A smooth, consistent driving style prevents unnecessary speeding up and slowing down, thereby saving fuel. Furthermore, 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.

**3.6.7 Public Consultation and Trust Issues: Some objectors feel that the proposal lacks adequate public consultation. Many express distrust in the council's decision-making process, citing previous unpopular measures like LEZs and bus gates.**

Officers explained the various consultation processes we conduct for Speed Limit Order. We consult stakeholders, such as Police Scotland, Fire Service, Community Council etc, we added that members of the public are also consulted for a minimum period of 21 days. Public consultation is done through newspaper advert and street notices in the affected streets. We explained that copies of the proposal documents are also available on our consultation page.

**3.6.8 While objectors have raised their concerns, it is important to state that the primary objective for introducing the 20mph speed limit is to enhance road safety for all users. The introduction of a lower speed limit is a preventive measure aimed at minimizing potential risks. For example, the Welsh Government recorded the least level of road casualties on their 20mph and**



30mph roads between July and September 2024. Their record shows there were around 100 fewer people killed or seriously injured in the 12 month period after the introduction of the 20mph speed limit, compared to the same period a year before.

### **3.7 Comments received in response to the informal consultation on Temporary Speed Limit Orders**

#### **3.7.1 Legal Concerns with the use of temporary Speed Limit Orders: One objector felt that the use of a Temporary Speed Limit Order for implementing a 20mph speed limit is inappropriate. They argued that temporary orders are meant for situations, such as roadworks or public safety concerns, and not for policy-driven measures. They suggested that a permanent Order with full public consultation should be used instead. They argued that the proposed 20mph speed limit does not meet the legal criteria for temporary Order implementation under the Road Traffic Regulation Act 1984.**

*Officers explained that during the assessment period, some roads were found to meet the criteria, however, their role and function in the network implies drivers might not comply with the reduced speed limit and, for such roads, the new speed limit is to be promoted using a temporary speed limit order. It was further explained that a temporary order lasts for 18 months and, during this time, the reduced speed will be tested, where residents and other users of the road will be able to experience the speed reduction, and officers will have the opportunity to monitor compliance and practicality of 20mph speed limit on such roads. At the end of this period, Officers will determine if the speed reduction improves road safety and therefore should be promoted as a permanent Speed Limit Order. If promoted as a permanent Order, then the full statutory consultation process will be undertaken and any objections will be reported back to Committee for a final decision.*

*Officers stated that a temporary Order can be implemented as a safety measure without consultation. However, in terms of this scheme, council officers are seeking informal initial feedback from consultees with regards to roads where a temporary Order is proposed. Accordingly, your objections, along with any others, will be reported back to the Council Net Zero, Environment and Transport Committee prior to any proposals proceeding to implementation.”*

#### **3.7.2 Impact on Traffic Flow and Emergency Services: Concerns were raised about the potential negative impact of a 20mph speed limit on traffic flow and emergency response times for many of these roads. They said some of them are distributor roads and used by many drivers, serving large volume of vehicles daily.**

*Officers responded by providing the criteria used for assessing these roads. We explained that although some of them are A class roads, their use and function in the immediate environment/section where the lower speed limit is proposed is of residential type. We also explained that, a temporary orders was used because the function and type of the proposed road suggests that drivers might not comply to the speed, hence using the 18 months period that the restriction will apply for, the reduced speed will be tested, residents and other users of the road will be able to experience it and, Officers will have the opportunity to monitor compliance and practicality of 20mph speed limit on these roads. At the end of this period, Members will be able to decide if the speed reduction on such roads is desirable as a permanent Order will be required to make the measure permanent. We further explained that, a pre and post implementation vehicular speed survey will be conducted and it's outcome will determine if the 20mph speed limit will be refined or modified by length, introducing additional speed management measures, for example, local plans that are complemented by the lower speed limit, such as active travel measures or accept that the road is not appropriate and reverted to a speed limit of 30 mph.*

### 3.8 **Comment from community council**

Below are some of the comments received from community councils.

#### 3.8.1 **Culter Community Council**

The Culter Community Council shared the proposal on their Facebook page and received several comments from residents. The feedback shows an even split between those that supports the proposal and those that are opposed to it. Below is a summary of the responses received.

- **Demand for data:** Many residents asked for data and evidence to support the assertion that lowering speed limits will reduce injuries and fatalities.
- **Concerns about enforcement:** Some questioned how the new speed limits will be enforced effectively.
- **Support for speed reduction in specific areas:** Some residents advocate the 20mph limits should apply on residential roads, roads near schools and medical facilities.
- **Scepticism about effectiveness:** Several residents expressed doubt that merely lowering the speed limit will change driver behaviour, especially for those who already ignore existing limits.
- **Call for infrastructure improvements:** Some residents argue that funds should be allocated to fixing potholes and improving road conditions instead of implementing new speed limit signage.

### 3.8.2 **Cults, Bielside and Milltimber Community Council**

This community council responded saying they visited the roads where the speed restriction has been proposed using a temporary Order, they therefore recommended the following amendments are made to the proposals.

- a) The proposed temporary Order on Baillieswells Road should be modified so that its northern limit is moved south by some 400 metres from the junction with Dalheby Court to the junction with Baillieswells Crescent (North). The removed section does not appear to meet any of the 6 selection criteria in the Implementation Guide.
- b) The proposed temporary Order on Kirk Brae should be removed completely as it does not appear to meet any of the 6 selection criteria in the Implementation Guide.
- c) The proposed temporary Order on the Bielside section of the North Deeside Road should be moved eastwards to be bounded between Prospecthill Road and a point 50 metres to the east of Bielside Station Road to include the church and bus stop on North Deeside Road. (The section between Old Ferry Road and Prospecthill Road does not appear to meet any of the 6 selection criteria in the Implementation Guide)
- d) The temporary Order on the Cults section of North Deeside Road to be extended westwards from School Road by some 150 metres to include the entrance to the Cults Kirk Centre.

Details of the Cults, Bielside and Milltimber Community Council (CBMCC) recommendation and Aberdeen City Council's proposal can be viewed in appendix 5.

3.8.3 The **Kincorth & Leggart Community Council** responded saying they are satisfied with the proposal.

### 3.9 **Support for the proposals**

We received a few comments from individuals expressing support for the proposal, below is one of the comments received.

3.9.1 "I am writing in support of the 20mph proposal for cars in Aberdeen. It is absolutely astounding to me to hear the arguments against this traffic order. Weighing people's slight inconvenience against the value of human life is heartbreaking. Until traffic violations become a thing of the past, until distracted driving doesn't exist anymore, until there is an impenetrable barrier between every child and every car, then we need to limit the damage a driver can cause to a vulnerable road user.

I lost a friend last year who was hit by a driver on a 30mph street. I know there are so many others in Aberdeen mourning the loss of a loved one who merely had the audacity to cross the street, or walk to work, or ride a bicycle.

The potential benefits are clear, all we need is the political will. Please have the courage to see this through. And my message to voters: please have the patience to support the council in this change. Change is hard, but if you or I ever get hit by a car travelling 20mph within Aberdeen, then there's a chance that this traffic order will have saved our lives. I think that's a chance worth pursuing."

#### 4. FINANCIAL IMPLICATIONS

- 4.1 Aberdeen City Council is in receipt of a grant from the Scottish Government in 2025/26 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 may 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?

<b>Strategic Risk</b>	Not approving the widespread 20mph speed limit change may imply Aberdeen City Council is negating its LOIP objective for PLACE.	The implementation of 20mph speed limit on qualifying streets.	L	<b>Yes</b>
<b>Compliance</b>	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	<b>Yes</b>
<b>Operational</b>	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 and monitoring.	L	<b>Yes</b>
<b>Financial</b>	No significant risks identified			
<b>Reputational</b>	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	L	<b>Yes</b>

		Government's initiative.		
<b>Environment / Climate</b>	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	<b>Yes</b>

## 8. OUTCOMES

<u>Council Delivery Plan 2024</u>	
	<b>Impact of Report</b>
<b>Aberdeen City Council Policy Statement</b>  <a href="#">Working in Partnership for Aberdeen</a>	The proposals within this report support the expansion of mandatory 20mph speed limits in residential areas where this is supported by communities.
<a href="#">Local Outcome Improvement Plan 2016-2026</a>	
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

<b>Integrated Assessment</b>	<b>Impact</b>	New Integrated Impact Assessment has been completed.
<b>Data Protection Assessment</b>	<b>Impact</b>	Not required.
<b>Other</b>		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>
- 10.2 20mph Speed Limit Proposal (North) Report  
[https://committees.aberdeencity.gov.uk/documents/s164875/20mph%20Report\\_Final%20Draft.pdf](https://committees.aberdeencity.gov.uk/documents/s164875/20mph%20Report_Final%20Draft.pdf)
- 10.3 Aberdeen City Council Road Safety Plan 2023 to 2030  
[RES-23-239-RSP-2023.pdf](#)  
[RES-23-239-RSP-2023.pdf](#)

## 11. APPENDICES

- 11.1 Appendix 1: Proposed Speed Limit Plans  
Appendix 1a: Proposed plan for Dyce / Bucksburn / Danestone ward  
Appendix 1b: Proposed plan for Bridge of Don (Clashieknowe and Thomas Glover Place)  
Appendix 1c: Proposed plan for Northfield / Mastrick North (Mastrick Road)  
Appendix 1d: Proposed plan for Midstocket / Rosemount  
Appendix 1e: Proposed plan for George Street / Harbour  
Appendix 1f: Proposed plan for Lower Deeside  
Appendix 1g: Proposed plan for Hazlehead / Queens Cross / Countesswells  
Appendix 1h: Proposed plan for Airyhall / Broomhill / Garthdee  
Appendix 1i: Proposed plan for Torry / Ferryhill  
Appendix 1j: Proposed plan for Kincorth / Nigg / Cove
- 11.2 Appendix 2: Street notices

- 11.3 Appendix 3: List of proposed streets by wards
- 11.4 Appendix 4: Redacted copies of Community Councils' comments
- 11.5 Appendix 5: Cults, Bieldside and Milltimber Community Council proposal plan
- 11.5 Appendix 6: Redacted copies of objection letters

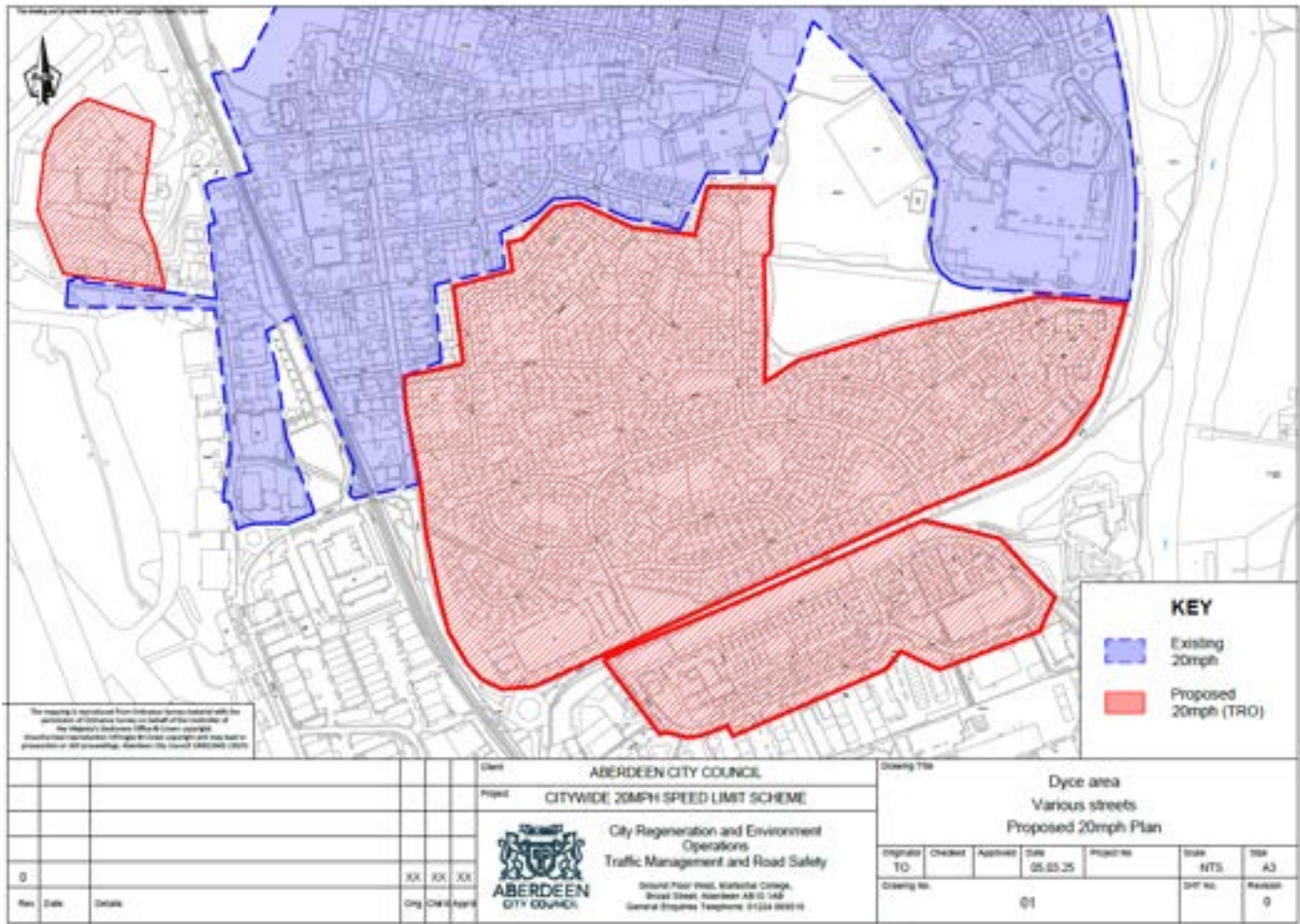
## **12. REPORT AUTHOR CONTACT DETAILS**

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Appendix 1 – Proposed Speed Limit Plans

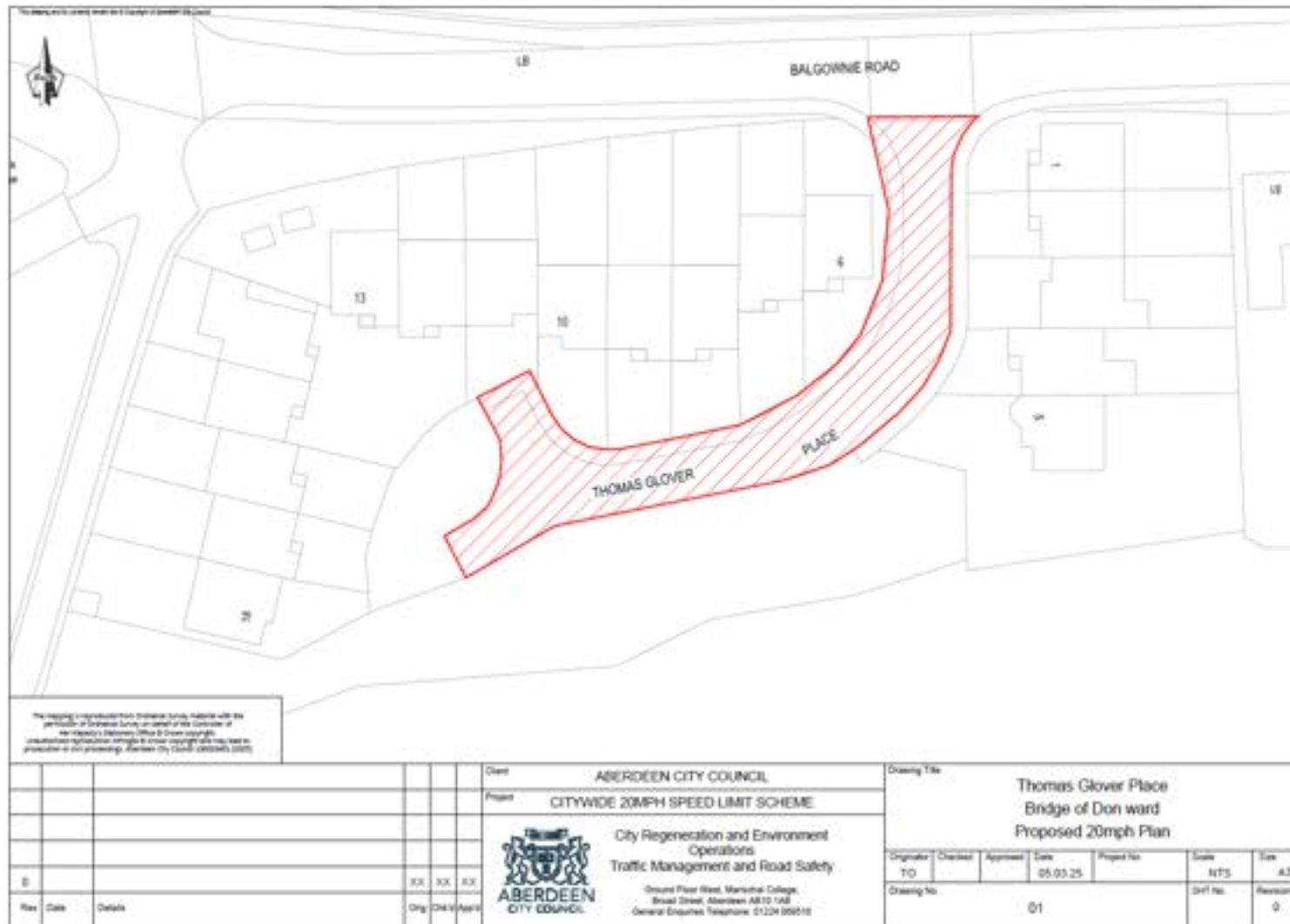
Appendix 1a – Proposed plan for missed streets in Dyce / Bucksburn / Danestone ward



## Appendix 1b - Proposed plan for Bridge of Don (Clashieknowe)

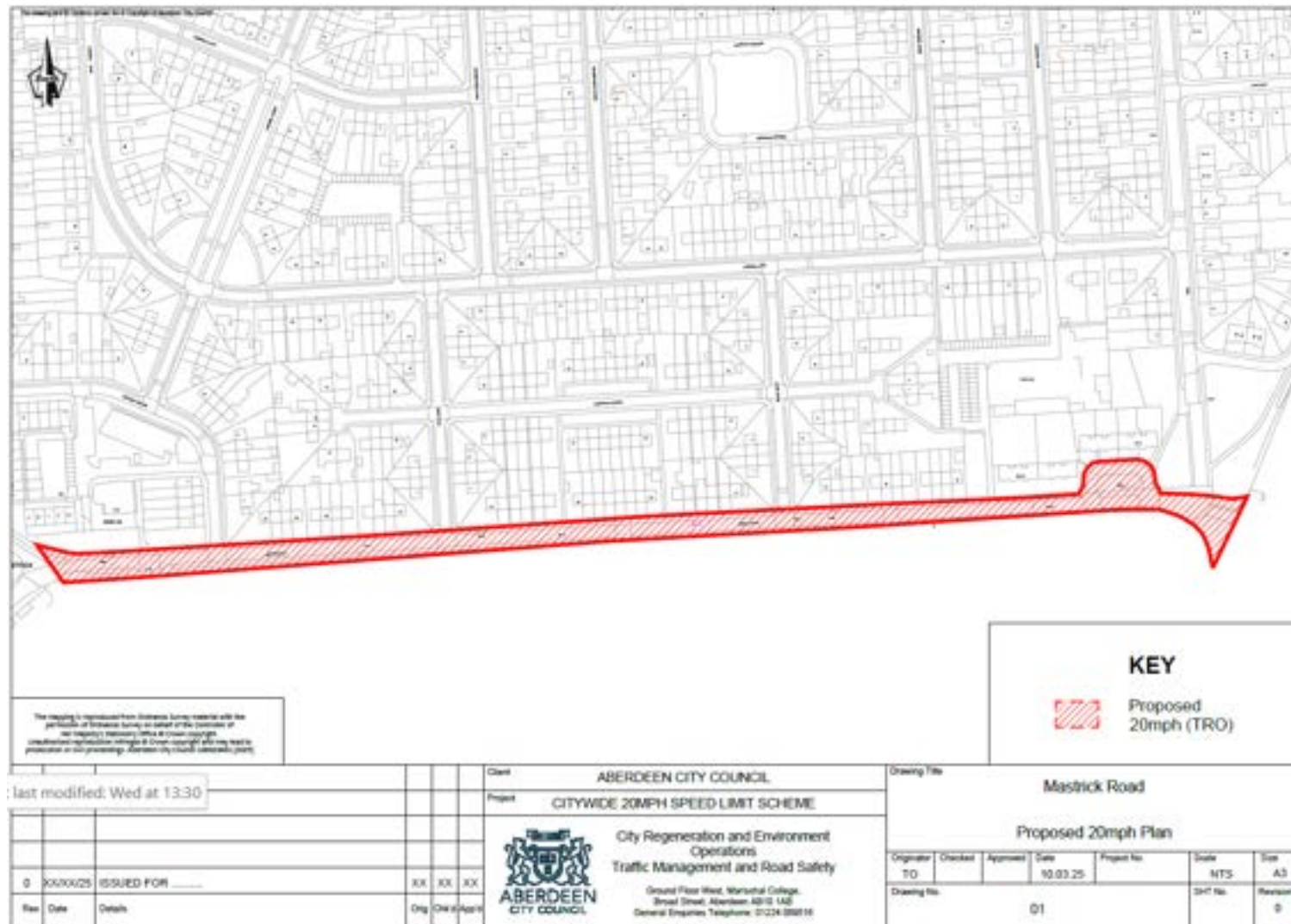


## Appendix 1b - Proposed plan for Bridge of Don (Thomas Glover Place)

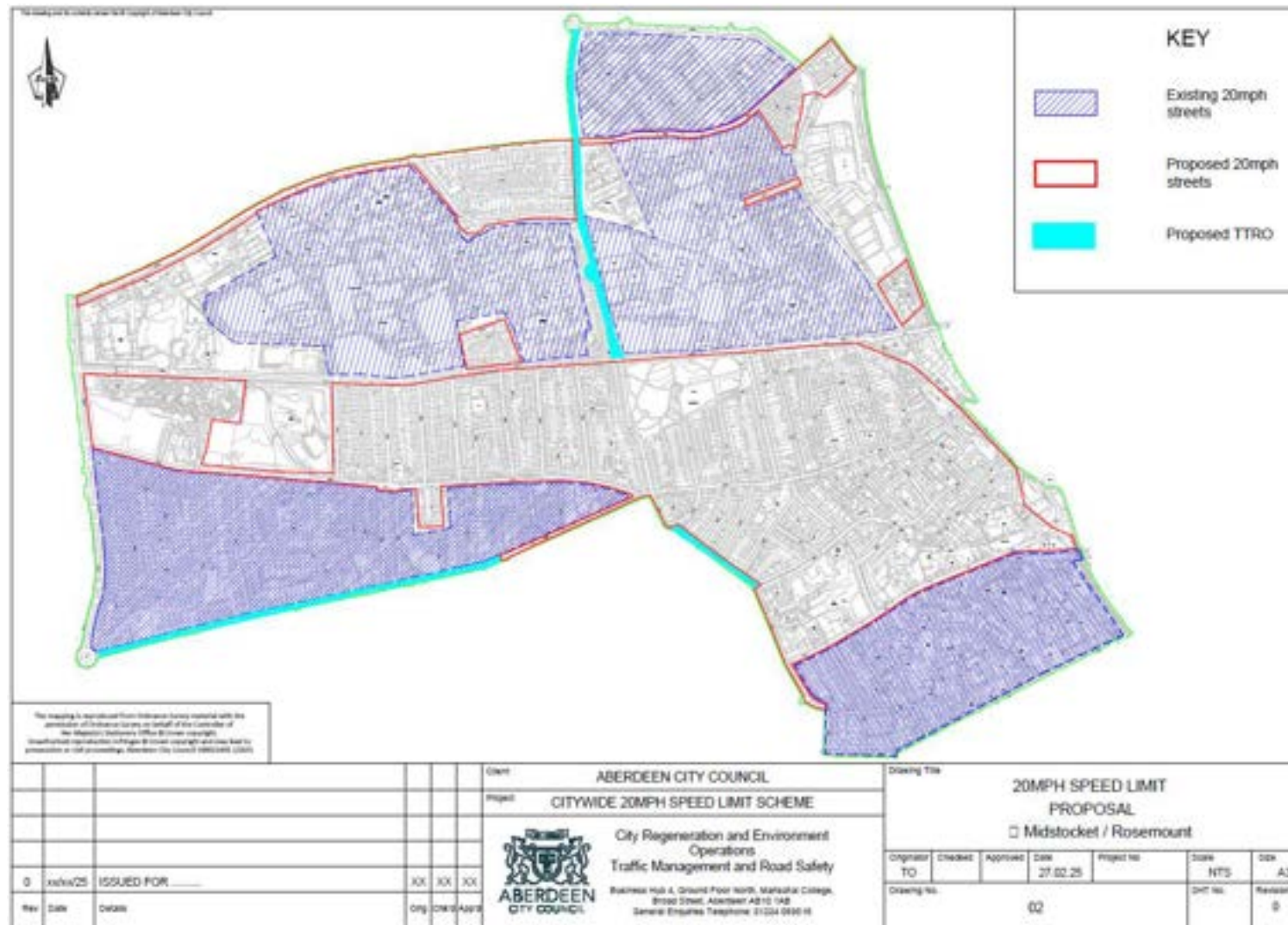




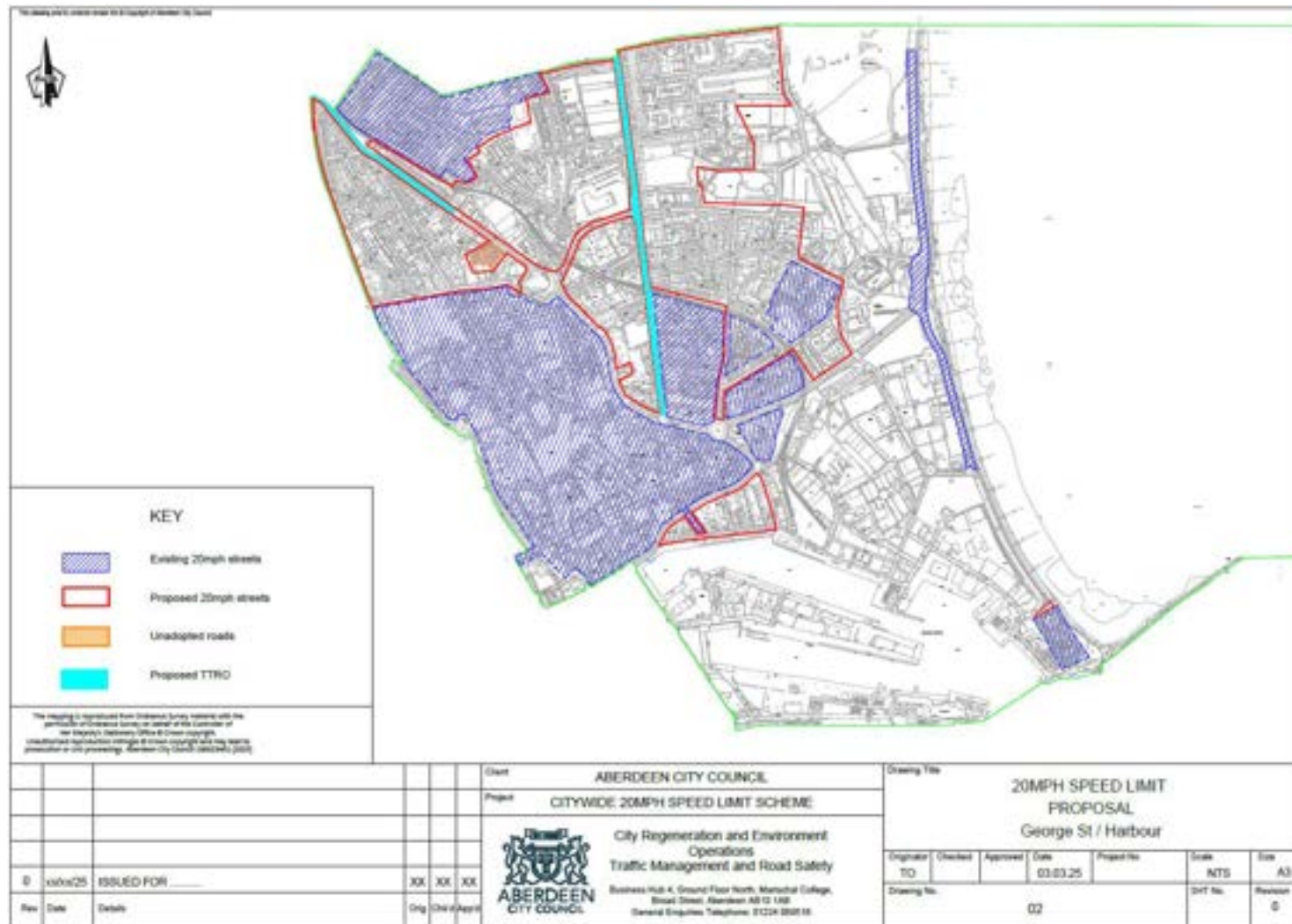
## Appendix 1c - Proposed plan for Northfield / Mastrick North (Mastrick Road)



## Appendix 1d - Proposed plan for Midstocket / Rosemount

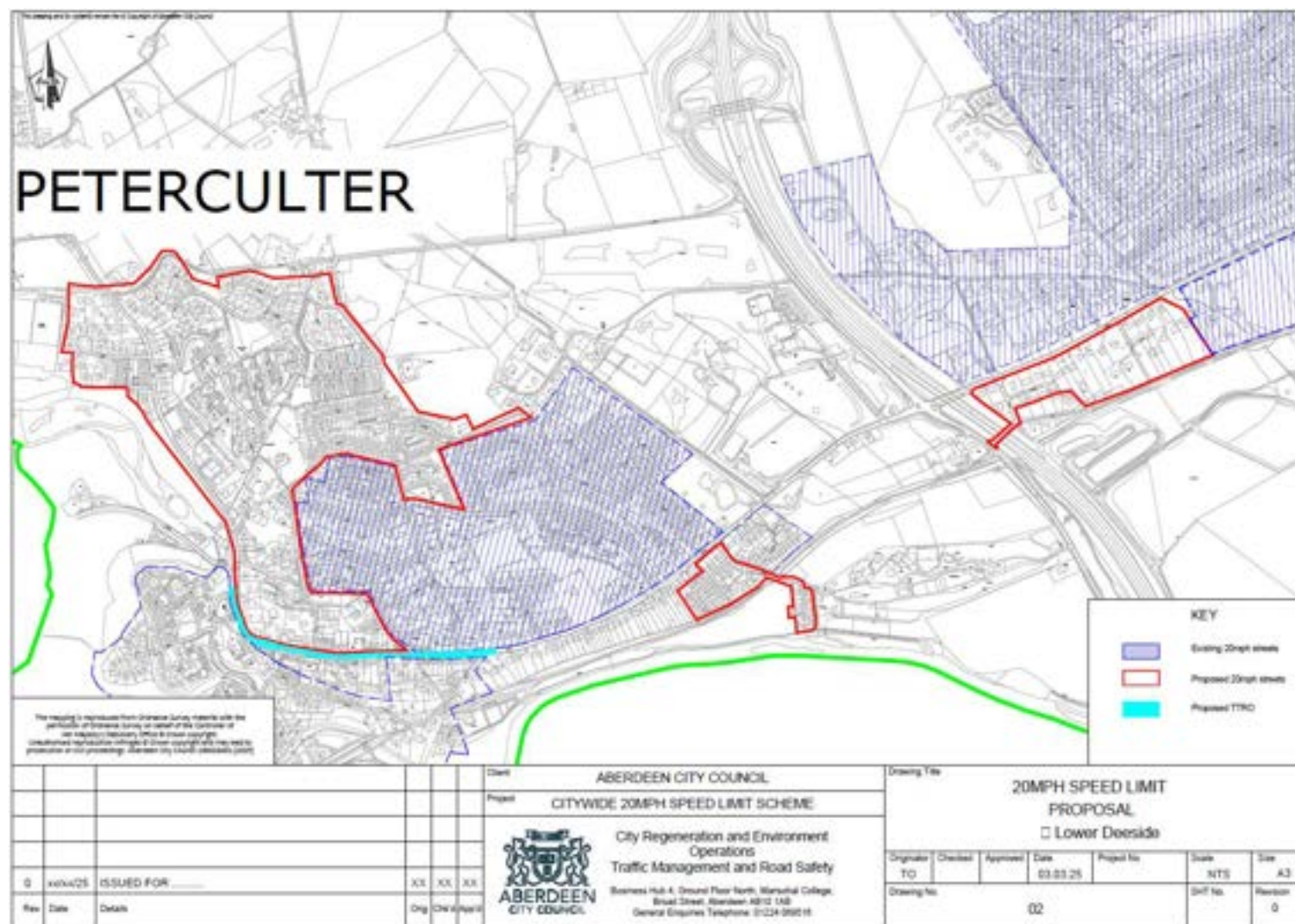


## Appendix 1e - Proposed plan for George Street / Harbour

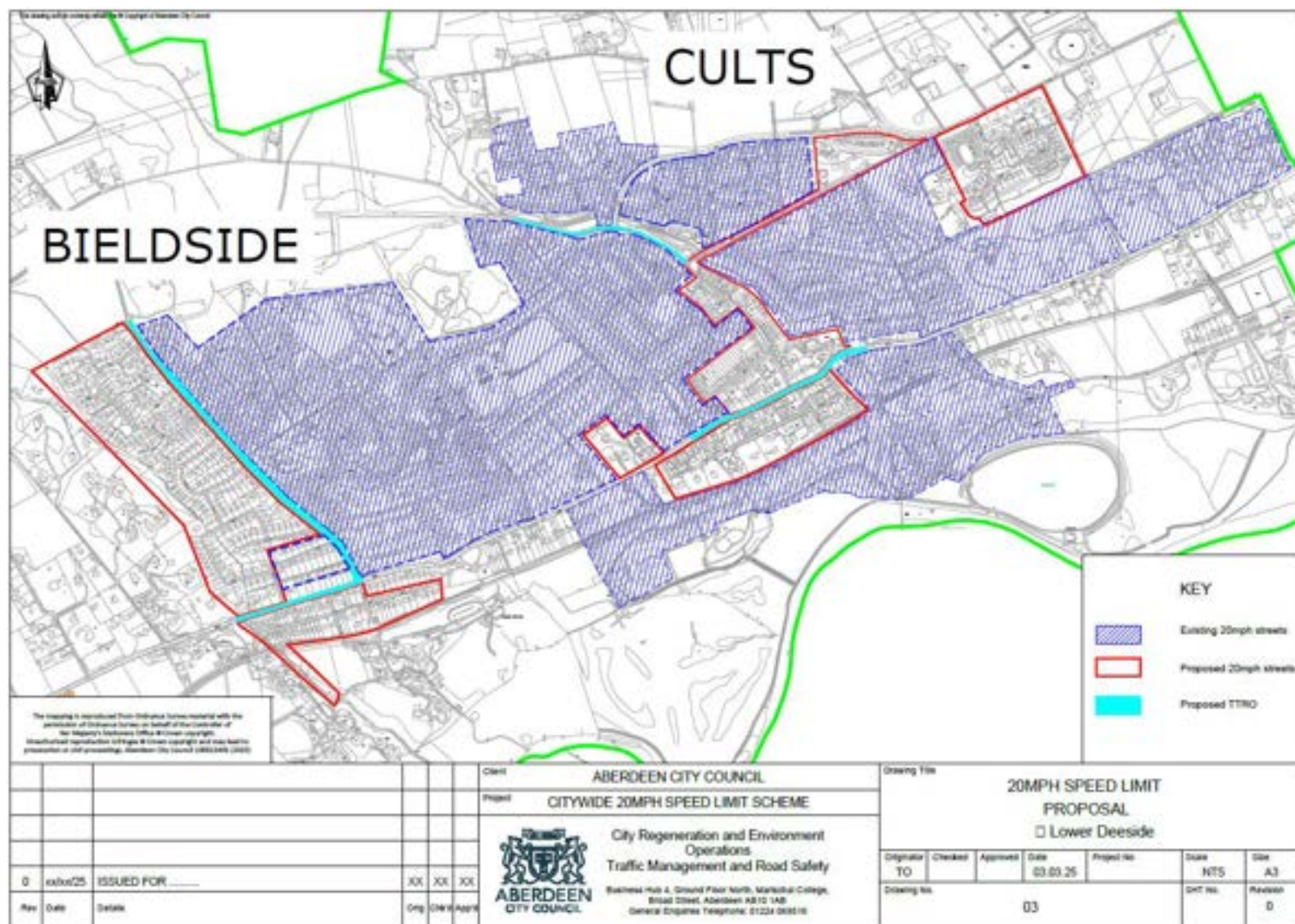




## Appendix 1f - Proposed plan for Lower Deeside (Peterculter section)



# Appendix 1f - Proposed plan for Lower Deeside (Bieldside and Cults section)





**KEY**

- Existing 20mph streets
- Proposed 20mph streets
- Unadopted roads
- Proposed TTRD

**20MPH SPEED LIMIT PROPOSAL**  
 Hazlehead / Queens Cross / Courtesswells ward

**Client:** ABERDEEN CITY COUNCIL  
**Project:** CITYWIDE 20MPH SPEED LIMIT SCHEME

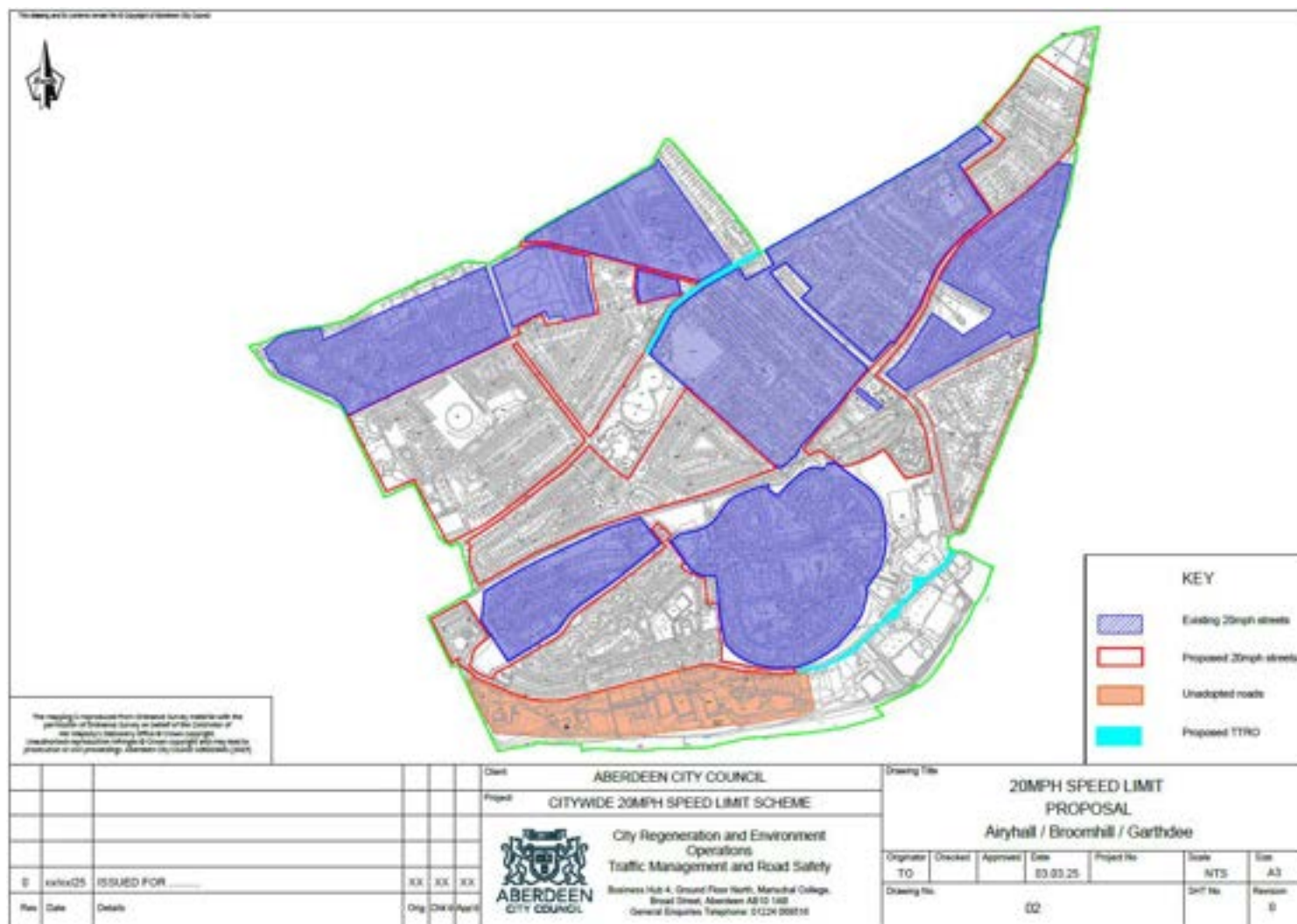
**City Regeneration and Environment Operations**  
**Traffic Management and Road Safety**

**ABERDEEN CITY COUNCIL**  
 Business Hub 4, Ground Floor North, Marischal College,  
 Broad Street, Aberdeen AB10 1AB  
 General Enquiries Telephone: 01224 383016

**Originator:** TO  
**Checked:**  
**Approved:**  
**Date:** 27.02.25  
**Project No:**  
**Scale:** NTS  
**Sheet No:** 02  
**Revision:** 0

**ISSUED FOR:** 02/25  
**Date:** 02/25  
**Drawn:** 02/25

## Appendix 1h - Proposed plan for Airyhall / Broomhill / Garthdee



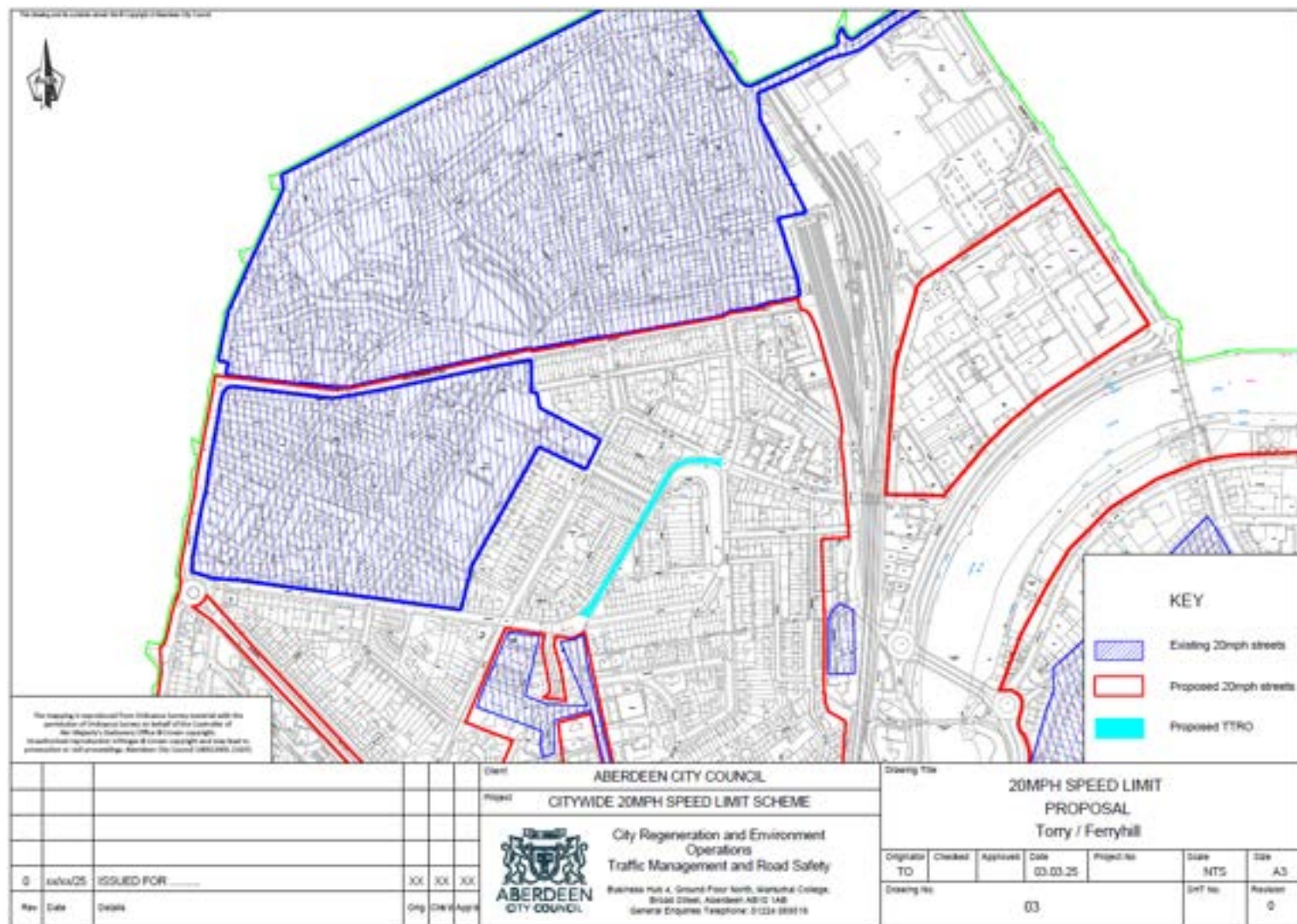
The map shows the Aberdeen City Council area with various street layouts. Existing 20mph streets are indicated by blue hatched areas. Proposed 20mph streets are shown with red outlines. The proposed TTRO (Traffic Management and Road Safety) area is outlined in cyan. A north arrow is located in the top left corner. A key in the bottom right corner identifies the symbols used on the map.

**KEY**

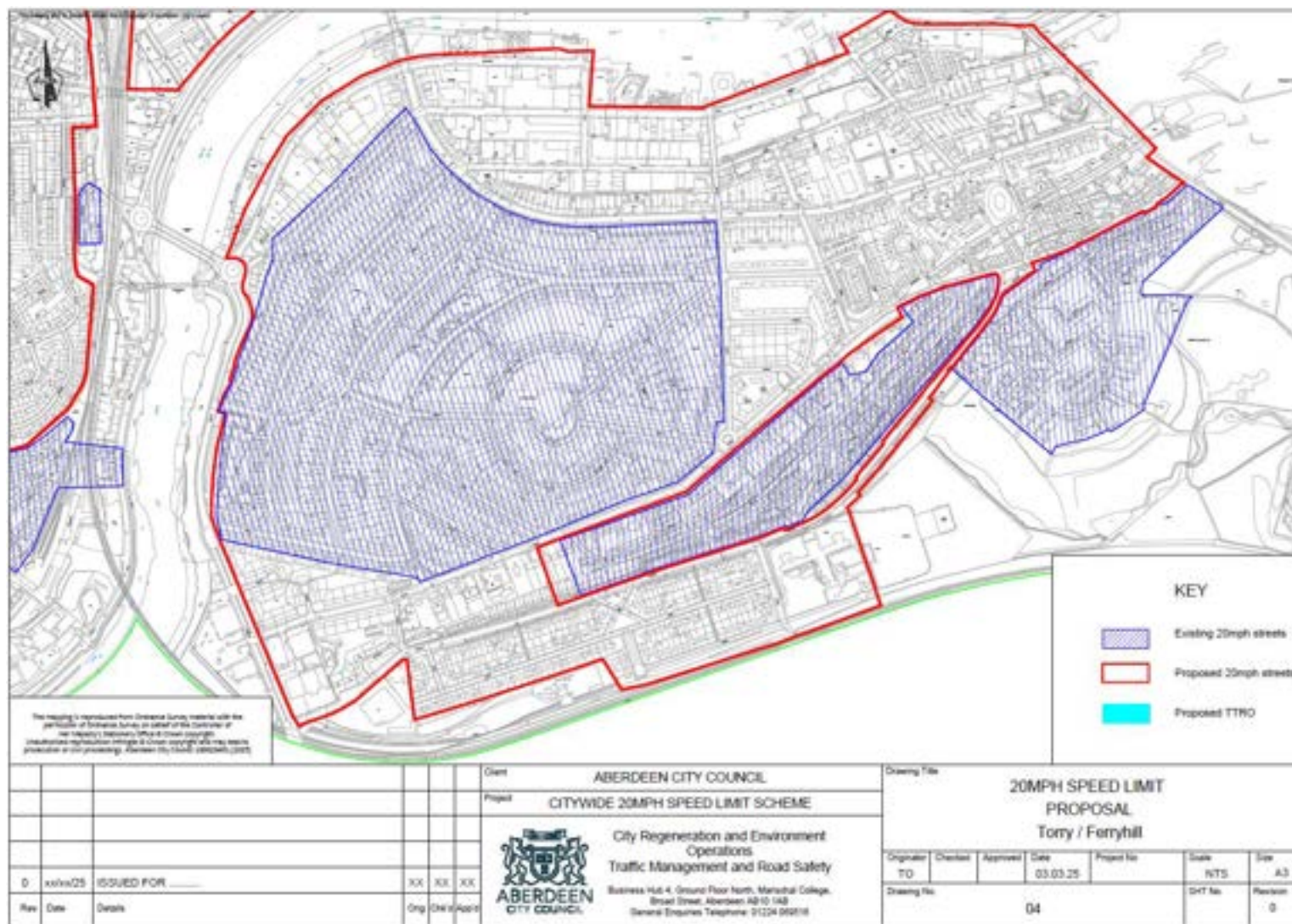
- Existing 20mph streets
- Proposed 20mph streets
- Proposed TTRO



## Appendix 1i - Proposed plan for Torry / Ferryhill (02)

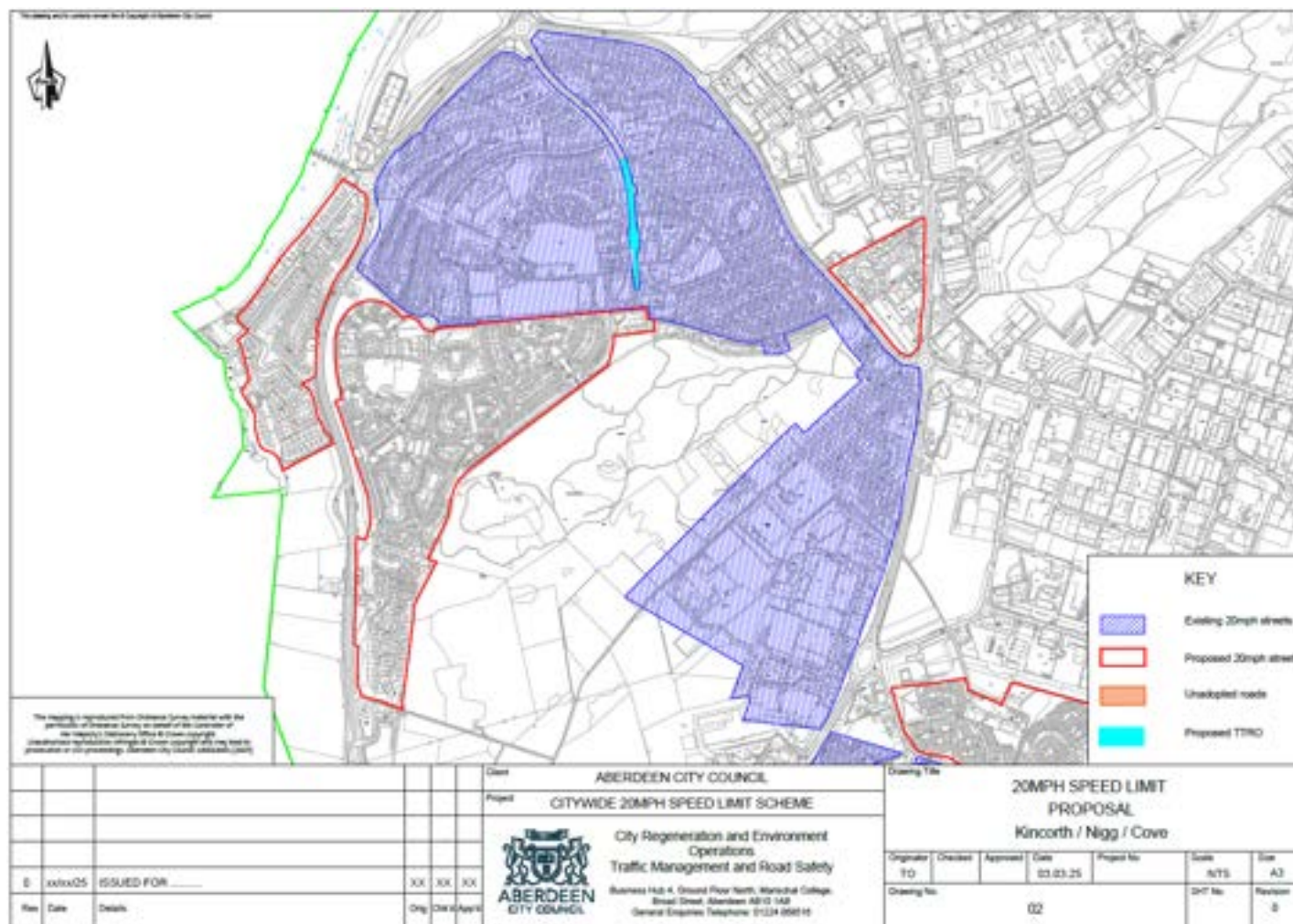


## Appendix 1i - Proposed plan for Torry / Ferryhill (03)

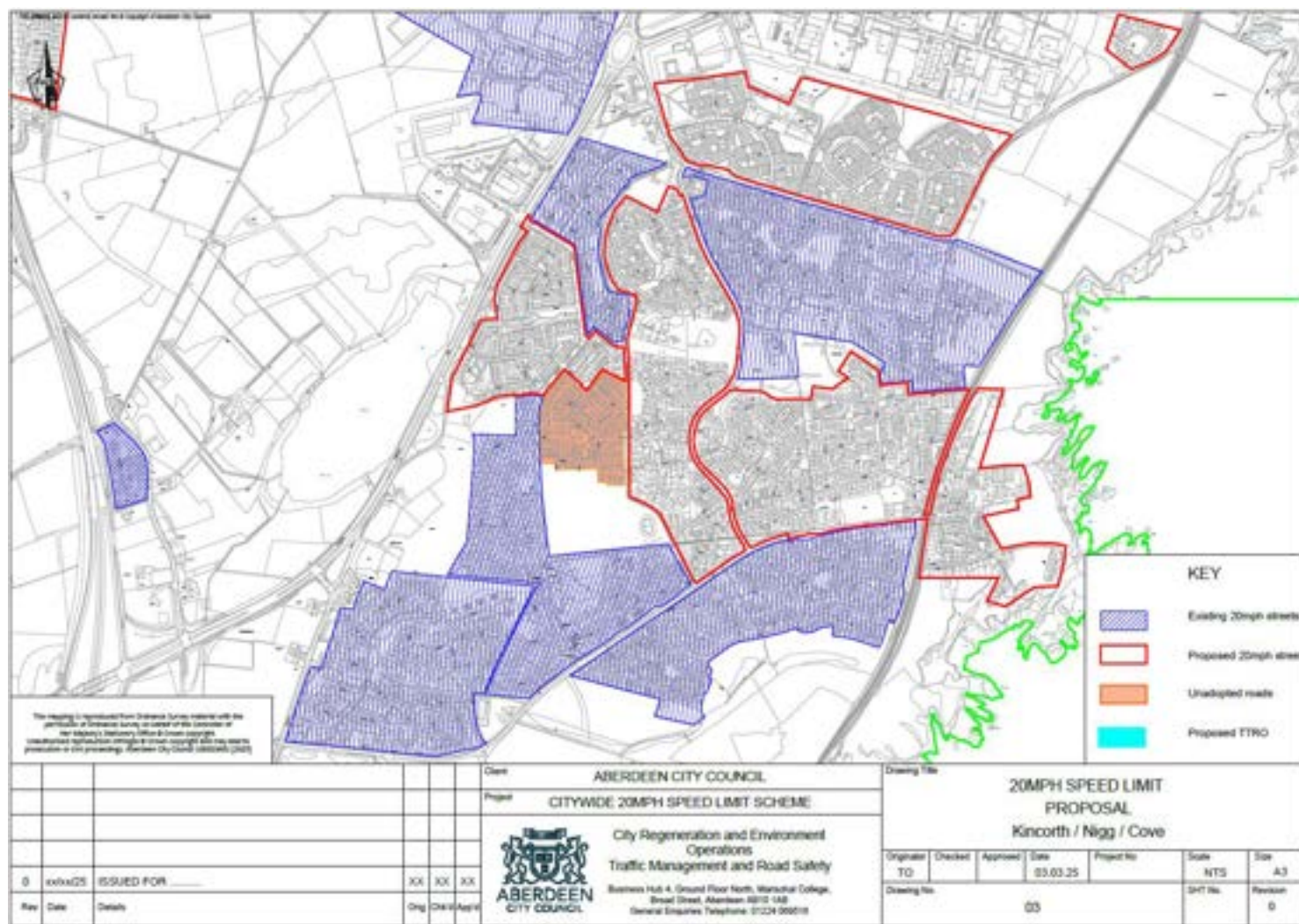




## Appendix 1j - Proposed plan for Kincorth / Nigg / Cove (01)



## Appendix 1j - Proposed plan for Kincorth / Nigg / Cove (02)





## Appendix 2 - Street notices

### ABERDEEN CITY COUNCIL

#### ROAD TRAFFIC REGULATION ACT, 1984

#### THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 01A) 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://20mphspeedlimitproposal2025.commonplace.is> or by scanning the QR Code below. The consultation will run between **16 April and 8 May 2025**. 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](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from **16 April to 8 May 2025** inclusive.

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



#### Schedule (20mph Speed Limit)

##### Dyce / Bucksburn / Danestone

Aspen Place, Beech Manor, Burnside Drive, Burnside Park, Burnside Road, Burnside Walk, Fairview Walk, Fairview Wynd, Fionavon Close, Glen Avenue, Glen Drive, Glenhome Avenue, Glenhome Court, Glenhome Crescent, Glenhome Gardens, Glenhome Terrace, Glenhome Walk, Grampian Gardens, Mill Park Crescent, Mill Park View, Mugiemooss Road (***From Good Hope Road, northwards for 115 metres or thereby***), Overton Avenue, Overton Circle, Overton Crescent, Overton Park, Overton Walk, Overton Way, Park Crescent, Parkhill Avenue, Parkhill Circle, Parkhill Way, Victoria Street (***From its junction with Liddell Place, northwards for a distance of 162 metres or thereby***), Waterton Garden, Waterton Lawn, Wellheads Road.



**ABERDEEN CITY COUNCIL**

**ROAD TRAFFIC REGULATION ACT, 1984**

**THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 02A) ORDER  
202X**

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



**Schedule**  
(20mph Speed Limit)

**Bridge of Don**

1. Clashieknowe
2. Thomas Glover Place

## **ABERDEEN CITY COUNCIL**

### **ROAD TRAFFIC REGULATION ACT, 1984**

#### **THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 04A) 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.

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#### **Schedule** **(20mph Speed Limit)**

##### **Northfield / Mastrick North**

1. Mastrick Road



## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT, 1984

#### THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 07) 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.

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



#### Schedule (20mph Speed Limit)

##### Midstocket / Rosemount

Albert Den, Albert Lane, Albert Street, Argyll Place, Ashgrove Avenue, Ashgrove Road, Ashgrove Road West, Baker Street, Beattie Avenue, Beattie Place, Beechgrove Terrace, Belgrave Terrace, Belmont Gardens, Belmont Road, Belvidere Crescent, Belvidere Street, Belvidere Street Lane, Berryden Gardens, Berryden Mills, Berryden Park, Berryden Road (*Between Belmont Road and Ashgrove Road*), Bob Cooney Court, Bonnymuir Place, Burnside Gardens, Cadenhead Place, Cairnfield Place, Cairnfield Place Lane, Camperdown Road, Carden Place, Carnie Drive, Chestnut Row, Cornhill Road (*Between its junction with Westburn Drive and Ashgrove Road West*), Craigie Loanings (*Between Belvidere Crescent and Rosemount Place*), Eden Place, Elder Place, Esslemont Avenue, Farmers Hall, Forbes Street, Foresterhill Court, Gilcomston Park, Gillespie Crescent, Gillespie Place, Grosvenor Place, Grove Crescent, Harcourt Road, Hosefield Avenue, Hosefield Lane, Hosefield Road, Hutcheon Street, Jacks Brae, Kintore place, Leadside Road, Loanhead Terrace, Lower Denburn, Mackie Place, Mid Stocket Road, Midstocket Lane, Midstocket Mews, Mile-End Avenue, Mile-End Avenue Lane, Mile-End Lane, Mile-End Place, Mount Street, Northfield Place, Raeburn Place, Raeden Avenue, Raeden Court, Raeden Crescent, Raeden Park Road, Raeden Place, Richmond Street, Richmond Terrace, Richmond Walk, Richmondhill Gardens, Rosebery Lane, Rosebery Street, Rosemount Place, Rosemount Square, Rosemount Viaduct, Short Loanings, Skene Street (*Between its junction with Lower Denburn and Albert Street*), South Mount Street, Spa Street, Stevenson Court, Thomson Street, Thomson Street Lane, Upper Denburn, View Terrace, Wallfield Crescent, Wallfield Place, Watson Lane, Watson Street, Watson Street Lane, Waverley Place, West Mount Street, Westburn Court, Westfield Road, Whitehall Place.



## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT, 1984

#### THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 08) 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.

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



#### Schedule

(20mph Speed Limit)

#### George St / Harbour

Advocates' Road, Ardarroch Place, Ardarroch Road, Bannermill Place, Boddie Place, Calsayseat Road, Canal Place, Canal Road, Canal Street, Charles Street, Colville Place, Commerce Lane, Constitution Street, Erroll Place, Erroll Street, Farrier Lane, Fraser Court, Fraser Place, Fraser Road, Fraser Street, Frater Place, Froghall Gardens, Froghall Road, Froghall Terrace, Froghall View, George Street, Holland Place, Holland Street, Hunter Place, Hutcheon Street, Jackson Terrace, Jamaica Street, James Street, Jute Street, King's Crescent, Lamond Place, Leslie Terrace, Links Street, Linksfield Place, Maltman Grove, Mary Elmslie Court, McDonald Court, Mealmarket Street, Mearns Street, Merkland Lane, Merkland Place, Merkland Road, Merkland Road East, Merkland Road East Lane, Millbank Lane, Millbank Place, Millbank Place, Nelson Court, Nelson Lane, Nelson Street, New Pier Road, Park Road **(Between its junction with Roslin Terrace and Seaforth Road)**, Park Road Court, Park Street, Pittodrie Lane, Pittodrie Place, Pittodrie Street, Powis Lane, Powis Place Lane, Regent Quay, Roslin Place, Roslin Street, Seaforth Road, Shore Lane, Spencer Court, Spital, St Clair Street, St Peter Lane, St Peter Street, St Peter's Gate, Stafford Street, Sugarhouse Lane, Theatre Lane, Urquhart Lane, Urquhart Place, Urquhart Road, Urquhart Street, Urquhart Terrace, Water Lane, Weigh-House Square, Willowdale Place.



## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT, 1984

#### THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 09) 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.

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



#### Schedule (20mph Speed Limit)

##### Lower Deeside

Ardbreck Place, Baillieswells Crescent, Baillieswells Drive, Baillieswells Grove, Baillieswells Place, Baillieswells Terrace, Bieldside Station Road, Brighton Court, Brighton Grange, Brighton Place, Bucklerburn Close, Bucklerburn Drive, Bucklerburn Park, Bucklerburn Place, Bucklerburn View, Bucklerburn Wynd, Cairnlee Avenue East, Cairnlee Road, Cornyhaugh Road, Coronation Road, Craigton Crescent, Craigton Drive, Craigton Grove, Craigton Terrace, Crombie Circle, Crown Crescent, Crown Place, Crown Terrace, Cults Court, Dalhoby Court, Dalmaik Crescent, Dalmaik Terrace, Denhead, Dunmail Avenue, Eldenside, Friarsfield Road, Golfview Road, Hillside Crescent, Hillside Place, Hillside Road, Hillview Road, Johnston Gardens, Kirk Brae (***Between its junction with North Deeside Road and Friarsfield Road***), Kirk Brae Court, Kirk Brae Mews, Lewisvale, Lochnagar Crescent, Lochnagar Road, Malcolm Road (***Between its junction with Bucklerburn Road and North Deeside Road (Peterculter)***), Manor Place, Marchbank Road, Melrose Walk, Millden Road, Milltimber Brae (***section between North Deeside Road (Milltimber) and B979***), Milltimber Brae East, Old Ferry Road (***Between its junctions with A93 North Deeside Road and Golf Road***), Pinecrest Drive, Pinecrest Gardens, Pinecrest Walk, Pittengullics Brae, Pittengullics Circle, Priory Park, Prospecthill Road, School Crescent, School Lane, School Road (Peterculter), South Avenue, Springdale Court, Springdale Crescent, Springdale Park, Springdale Place, Springdale Road, St Devenick's Crescent, St Devenick's Mews, St Devenick's Place, St Ronan's Circle, St Ronan's Crescent, St Ronan's Drive, St Ronan's Place, Station Road, Station Road East, The Bush, Towerview Road, Woodlands Avenue, Woodlands Crescent, Woodlands Gardens, Woodlands Terrace, Woodlands Walk.



## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT, 1984

#### THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 10) ORDER 202X

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



#### Schedule (20mph Speed Limit)

##### Hazlehead / Queens Cross / Countesswells

Albert Lane, Albert Terrace, Albert Walk, Albyn Grove, Albyn Lane, Albyn Place, Albyn Terrace, Albyn Terrace Lane, Anderson Drive (inset) (*Section serving property numbers 51 to 79 Anderson Drive, Section serving property numbers 162 to 168 Anderson Drive*), Annfield Terrace, Ashley Road, Ashvale Place, Balfour Place, Bayview Road, Bayview Road South, Beaconsfield Lane, Beaconsfield Place, Blenheim Place, Burnieboozle Crescent, Burnieboozle Place, Burns Gardens, Burns Road, Campsie Place, Carden Place, Carlton Lane, Carlton Place, Carnegie Crescent, Carnegie Gardens, Chattan Place, Claremont Grove, Claremont Mews, Claremont Place, Claremont Street, Countesswells Avenue, Countesswells Crescent, Countesswells Place, Countesswells Road (*From its junction with Seafield Road, westwards for a distance of 64 metres or thereby*), Countesswells Terrace, Craigden, Craigie Park, Craigie Park Place, Craigiebuckler Avenue, Craigiebuckler Drive, Craigiebuckler Place, Craigiebuckler Terrace, Craigieburn Park, Cromwell Gardens, Cromwell Road, Densat Court, Desswood Lane, Desswood Place, Devonshire Road, Dumgoyne Place, Earls Court Gardens, Fernielea Road, Fintray Road, Forbesfield Lane, Forbesfield Road, Forest Avenue, Forest Avenue Lane, Forest Road, Forest Road Lane, Fountainhall Lane East, Fountainhall Lane West, Fountainhall Road, Friendship Terrace, Gladstone Lane, Gladstone Place, Granton Gardens, Granton Place, Great Western Place, Hamilton Lane, Hamilton Place, Harlaw Place, Harlaw Road, Harlaw Terrace, Hartington Road, Kemnay Place, Kildrummy Road, Kinaldie Crescent, Kinkell Road, Learney Place, Louisville Avenue, Macaulay Drive, Macaulay Gardens, Macaulay Grange, Macaulay Park, Macaulay Place, Macaulay Walk, Maryville Park, Maryville Place, Mayfield Gardens, Monymusk Terrace, Moray Place, Morningfield Mews, Morningfield Road, Osborne Place, Oyne Road, Pinewood Avenue, Pinewood Place, Pinewood Road, Pinewood Terrace, Prince Arthur Street, Queen's Cross, Queen's Den, Queen's Gardens, Queen's Gate, Queen's Lane South, Queen's Road (insets) (*Section serving properties 1 to 81 Queen's Road, Aberdeen Section serving properties 298 to 364 Queen's Road, Aberdeen*), Rosewell Drive, Rosewell Place, Rosewell Terrace, Royal Court, Rubislaw Den Gardens, Rubislaw Den North, Rubislaw Den South, Seafield Road, Spademill Lane, Spademill Road, Springfield Gardens, Springfield Place, Springfield Road (inset) (*Section serving property numbers 205 to 219, Springfield Road, Aberdeen, Section serving property numbers 54 to 78, Springfield Road, Aberdeen*), St Swithin Street, St Swithin Street Lane, Stanley Street, Summerhill Road, Union Grove, Union Grove Lane, Westfield Terrace, Whitehall Place, Whitehall Road, Whitehall Terrace, Woodburn Avenue, Woodburn Crescent, Woodburn Gardens, Woodburn Place, Woodend Avenue, Woodend Crescent, Woodend Drive, Woodend Place, Woodend Road, Woodend Terrace



## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT, 1984

#### THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 11) 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.

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#### Schedule (20mph Speed Limit)

##### Airyhall / Broomhill / Garthdee

Airyhall Road (From a point 33 metres or thereby west of its junction with New Fox Lane, eastwards to its junction with Northcote Road), Allan Street, Balmoral Place, Braeside Avenue, Braeside Place, Braeside Terrace, Broomhill Road, Copper Beech Court, Countesswells Road (Between its junctions with Great Western Road and Springfield Road), Craigielea Gardens, Craigielea Mews, Craigton Avenue, Craigton Park, Craigton Road (From its junctions with Great Western Road to a point 15 metres or thereby west of its junction with the access road serving Northcote Lodge), Craigton Terrace, Deeside Avenue, Deeside Crescent, Deeside Drive, Deeside Gardens, Deeside Lane, Deeside Park, Deeside Place, Deeside Terrace, Devenick Place, Gaitside Crescent, Gaitside Drive, Gaitside Place, Gaitside Road, Gaitside Terrace, Garthdee Farm Gardens, Garthdee Farm Lane, Garthdee Road (From its junction with Craigievar Road to its junction with Garthdee Farm Gardens), Gordon Lane, Gordon Road, Gordon Terrace, Great Western Road (Inset) (Section serving property numbers 211 to 239 Great Western Road, Aberdeen), Headland Court, Holburn Road, Inchbrae Drive, Inchbrae Road, Inchbrae Terrace, Irvine Place, Kenfield Place, Margaret Place, Morningside Avenue, Morningside Crescent, Morningside Place, Morningside Terrace, Nellfield Place, New Fox Lane, North Deeside Road (Inset) (Section serving properties 2 to 62, North Deeside Road, from its junction with Northcote Road, in its entirety), Northcote Avenue, Northcote Crescent, Northcote Hill, Northcote Park, Northcote Road, Ramsay Gardens, Ramsay Place, Ruthrie Gardens, Ruthrie Road, Ruthrie Terrace, Ruthrieston Circle, Ruthrieston Crescent, Ruthrieston Gardens, Ruthrieston Place, Ruthrieston Road, Ruthrieston Terrace, Seafield Court, Seafield Road, South Anderson Drive (Inset road) (East of carriageway, section serving properties number 2 to 84 South Anderson Drive), Springfield Road (Inset) (Section serving properties number 1 to 15 Springfield Road, Section serving properties number 2 to 12 Springfield Road, Section serving properties number 14 to 34 Springfield Road), St John's Terrace (Inset) (Section west of Gordon Terrace, serving properties number 5 to 29 St John's Terrace Aberdeen)



## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT, 1984

#### THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 12) 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://20mphspeedlimitproposal2025.commonplace.is> or by scanning the QR Code below. The consultation will run between **16 April and 8 May 2025**. 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](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from **16 April to 8 May 2025** 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)

##### Torry / Ferryhill

Abbey Lane, Abbey Place, Abbey Road, Abbey Square, Abbotsford Lane, Abbotsford Place, Allenvale Gardens, Allenvale Road **(From a point, 25 metres or thereby east of its junction with Allenvale Gardens to its junction with Hardgate.)**, Balmoral Road, Balnagask Place, Balnagask Road, Balnagask Terrace, Bank Street, Baxter Place, Baxter Street, Bloomfield Court, Bloomfield Place, Bloomfield Road, Bloomfield Road Lane, Bon-Accord Street, Bright Street, Brunswick Place, Caledonian Lane, Caledonian Place, Craig Place, Crathie Terrace, Crombie Place, Crombie Road, Crown Street, Deemount Avenue, Deemount Gardens, Deemount Road, Deemount Terrace, Devanha Crescent, Devanha Gardens, Devanha Gardens East, Devanha Gardens South, Devanha Gardens West, Devanha Lane, Devanha Terrace, Fernie Brae, Ferryhill Gardens, Ferryhill Lane, Ferryhill Place, Ferryhill Terrace, Finnan Brae, Finnan Place, Fonthill Gardens East, Fonthill Gardens West, Fonthill Road, Fonthill Terrace, Gairn Circle, Gairn Crescent, Gairn Mews, Gairn Road, Gairn Terrace, Girdleness Road, Girdleness Terrace, Girdlestone Place, Glenbervie Lane, Glenbervie Road **(section between Mansfield Road and Abbey Place)** Great Southern Road (inset) **(Section serving property numbers 5 to 71 Great Southern Road, Section serving property numbers 24 to 44 Great Southern Road)**, Gregness Gardens, Greyhope Road, Hardgate, Hardgate Lane, Highgate Gardens, Holburn Street, Kerloch Gardens, Kerloch Place, Kirkhill Place, Kirkhill Road, Ladywell Place, Loirston Place, Mansefield Road, Marine Court, Marine Lane, Marine Terrace, Millburn Street, Murray Terrace, North Balnagask Road, Old Church Road, Old Ford Road, Palmerston Road, Pentland Close, Pentland Road, Portland Street, Poyrnook Road, Prospect Court, Prospect Terrace, Raik Road, Riverside Drive (inset) **(Section serving property numbers 1 to 27 Riverside Drive)**, Riverside Terrace, Rosebank Gardens, Rosebank Terrace, Russell Road, Sinclair Road, South Crown Street, South Esplanade East, South Esplanade West, South Mile End, Springbank Terrace, St Fittick's Road **(From a point 22m or thereby south of its junction with North Balnagask Road, northwards to its junction with Greyhope Road)**, Stell Road, Sycamore Place, Victoria Road, Wellington Place, Westbank, Whinhill Gardens, Whinhill Road, Willowbank Road, Wood Street, Wood Street Lane



## ABERDEEN CITY COUNCIL

### ROAD TRAFFIC REGULATION ACT, 1984

#### THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 13) 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://20mphspeedlimitproposal2025.commonplace.is> or by scanning the QR Code below. The consultation will run between **16 April and 8 May 2025**. 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](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from **16 April to 8 May 2025** 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)

##### Kincorth / Nigg / Cove

Allison Close, Annat Bank, Bervie Brow, Birchfield Place, Boyd Orr Avenue, Boyd Orr Place, Boyd Orr Walk, Buchanan Gardens, Buchanan Place, Buchanan Road, Bunstane Terrace, Burnbanks Village, Burnbutts Crescent, Caiesdykes Crescent, Caiesdykes Drive, Caiesdykes Road, Cairngorm Place, Cairnvale Crescent, Charleston Park, Charleston Road North, Cassie Close, Clashrodne Avenue, Clashrodne Road, Clashrodne Walk, Clashrodne Way, Clerk Maxwell Crescent, Colsea Road, Colsea Terrace, Cormorant Brae, Cove Road (***Between its junctions with Cove Crescent and Loirston Road***), Craighill Terrace, Craigmaroinn Gardens, Craigpark, Crawton Ness, Cruickshank Crescent, Deeside Brae, Deeside Lane, Deeside View, Doolie Ness, Dunlin Crescent, Dunlin Road, Earn's Heugh Avenue, Earn's Heugh Circle, Earn's Heugh Crescent, Earn's Heugh Place, Earn's Heugh View, Earn's Heugh Walk, Earn's Heugh Way, Findon Ness, Fittick Place, Gardner Crescent, Gardner Drive, Gardner Place, Gardner Road, Gardner Walk, Hetherwick Road, Laws Drive, Laws Road, Leggart Avenue, Leggart Crescent, Leggart Place, Leggart Road, Leggart Terrace, Loirston Place, Loirston Road, Mackay Road, Maple Place, Marchmont Place, Marchmont Street, Matthews Road, Nigg Kirk Road, Nigg Way, Partan Skelly Avenue, Partan Skelly Way, Pinewood Place, Redwood Crescent, Scurdie Ness, Seal Craig Gardens, Seaview Terrace, Shepherd Place, Shieldhill Gardens, Sinclair Crescent, Sinclair Place, Sinclair Terrace, Skelly Rock, Slessor Drive, Slessor Road, Spark Terrace, Stoneyhill Terrace, Strathburn Street, Tern Road, Todhead Gardens, Tollochill Lane, Tollochill Square, Usan Ness, Webster Road, Wellington Close, Wellington Gardens, Wellington Green, Wellington Grove, Wellington Park, Wellington Row, Wellington Terrace, Wellington Wynd, Whitehills Crescent, Whitehills Drive, Whitehills Gardens, Whitehills Park, Whitehills Rise, Whitehills Row, Whitehills Way

### Appendix 3 – List of proposed streets by wards

Dyce/ Bucksburn/Danestone			
			Mugiemoss Road ( <i>From Good Hope Road, northwards for 115 metres or thereby</i> )
1	Aspen Place	21	
2	Beech Manor	22	Overton Avenue
3	Burnside Drive	23	Overton Circle
4	Burnside Park	24	Overton Crescent
5	Burnside Road	25	Overton Park
6	Burnside Walk	26	Overton Walk
7	Fairview Walk	27	Overton Way
8	Fairview Wynd	28	Parkhill Crescent
9	Fionavon Close	29	Parkhill Avenue
10	Glen Avenue	30	Parkhill Circle
11	Glen Drive	31	Parkhill Way
			Victoria Street ( <i>From its junction with Liddell Place, northwards for a distance of 162 metres or thereby</i> )
12	Glenhome Avenue	32	
13	Glenhome Court	33	Waterton Garden
14	Glenhome Crescent	34	Waterton Lawn
15	Glenhome Gardens	35	Wellheads Road
16	Glenhome Terrace		
17	Glenhome Walk		
18	Grampian Gardens		
19	Mill Park Crescent		
20	Mill Park View		

Bridge of Don	
1	Clashieknowe
2	Thomas Glover Place

Northfield / Mastrick North	
1	Mastrick Road

Midstocket / Rosemount							
1	Albert Den	31	Chestnut Row	61	Mile-End Lane	91	Wallfield Place
2	Albert Lane	32	Cornhill Road <i>(Between its junction with Westburn Drive and Ashgrove Road West)</i>	62	Mile-End Place	92	Watson Lane
3	Albert Street	33	Craigie Loanings <i>(Between Belvidere Crescent and Rosemount Place)</i>	63	Mount Street	93	Watson Street
4	Argyll Place	34	Eden Place	64	Northfield Place	94	Watson Street Lane
5	Ashgrove Avenue	35	Elder Place	65	Raeburn Place	95	Waverley Place
6	Ashgrove Road	36	Esslemont Avenue	66	Raeden Avenue	96	West Mount Street
7	Ashgrove Road West	37	Farmers Hall	67	Raeden Court	97	Westburn Court
8	Baker Street	38	Forbes Street	68	Raeden Crescent	98	Westfield Road
9	Beattie Avenue	39	Foresterhill Court	69	Raeden Park Road	99	Whitehall Place
10	Beattie Place	40	Gilcomston Park	70	Raeden Place		
11	Beechgrove Terrace	41	Gillespie Crescent	71	Richmond Street		
12	Belgrave Terrace	42	Gillespie Place	72	Richmond Terrace		
13	Belmont Gardens	43	Grosvenor Place	73	Richmond Walk		
14	Belmont Road	44	Grove Crescent	74	Richmondhill Gardens		
15	Belvidere Crescent	45	Harcourt Road	75	Rosebery Lane		
16	Belvidere Street	46	Hosefield Avenue	76	Rosebery Street		
17	Belvidere Street Lane	47	Hosefield Lane	77	Rosemount Place		
18	Berryden Gardens	48	Hosefield Road	78	Rosemount Square		
19	Berryden Mills	49	Hutcheon Street	79	Rosemount Terrace		
20	Berryden Park	50	Jacks Brae	80	Rosemount Viaduct		
21	Berryden Road <i>(Between Belmont Road and Ashgrove Road)</i>	51	Kintore place	81	Short Loanings		
22	Bob Cooney Court	52	Leaside Road	82	Skene Street <i>(Between its junction with Lower Denburn and Albert Street)</i>		
23	Bonnymuir Place	53	Loanhead Terrace	83	South Mount Street		
24	Burnside Gardens	54	Lower Denburn	84	Spa Street		
25	Cadenhead Place	55	Mackie Place	85	Stevenson Court		
26	Cairnfield Place	56	Mid Stocket Road	86	Thomson Street		
27	Cairnfield Place Lane	57	Midstocket Lane	87	Thomson Street Lane		
28	Camperdown Road	58	Midstocket Mews	88	Upper Denburn		
29	Carden Place	59	Mile-End Avenue	89	View Terrace		
30	Carnie Drive	60	Mile-End Avenue Lane	90	Wallfield Crescent		

George St / Harbour					
1	Advocates' Road	33	James Street	67	Roslin Place
2	Ardarroch Place	34	Jute Street	68	Roslin Street
3	Ardarroch Road	35	King's Crescent	69	Seaforth Road
4	Bannermill Place	37	Lamond Place	70	Shore Lane
5	Boddie Place	38	Leslie Terrace	71	Spencer Court
6	Calsayseat Road	39	Links Street	72	Spital
7	Canal Place	40	Linksfild Place	73	St Clair Street
8	Canal Road	41	Maltman Grove	74	St Peter Lane
9	Canal Street	42	Mary Elmslie Court	75	St Peter Street
10	Charles Street	43	Mcdonald Court	76	St Peter's Gate
11	Colville Place	44	Mealmarket Street	77	Stafford Street
12	Commerce Lane	45	Mearns Street	78	Sugarhouse Lane
13	Constitution Street	46	Merkland Lane	79	Theatre Lane
14	Erroll Place	47	Merkland Place	80	Urquhart Lane
15	Erroll Street	48	Merkland Road	81	Urquhart Place
16	Farrier Lane	49	Merkland Road East	82	Urquhart Road
17	Fraser Court	50	Merkland Road East Lane	83	Urquhart Street
18	Fraser Place	51	Millbank Lane	84	Urquhart Terrace
19	Fraser Road	52	Millbank Place	85	Water Lane
20	Fraser Street	54	Nelson Court	86	Weigh-House Square
21	Frater Place	55	Nelson Lane	87	Willowdale Place
22	Froghall Gardens	56	Nelson Street		
23	Froghall Road	57	New Pier Road		
24	Froghall Terrace	58	Park Road (Between its junction with Roslin Terrace and Seaforth Road)		
25	Froghall View	59	Park Road Court		
26	George Street	60	Park Street		
27	Holland Place	61	Pittodrie Lane		
28	Holland Street	62	Pittodrie Place		
29	Hunter Place	63	Pittodrie Street		
30	Hutcheon Street	64	Powis Lane		
31	Jackson Terrace	65	Powis Place Lane		
32	Jamaica Street	66	Regent Quay		



Lower Deeside							
1	Ardbeck Place	26	Crown Crescent	51	Marchbank Road	76	St Ronan's Circle
2	Baillieswells Crescent	27	Crown Place	52	Melrose Walk	77	St Ronan's Crescent
3	Baillieswells Drive	28	Crown Terrace	53	Millden Road	78	St Ronan's Drive
4	Baillieswells Grove	29	Cults Court	54	Milltimber Brae (section located to the east of the B979 Milltimber Brae and leading to Station Road and Milltimber Brae East, Milltimber, Aberdeen) <i>(Between its junctions with the B979 Milltimber Brae and the A93 North Deeside Road)</i>	79	St Ronan's Place
5	Baillieswells Place	30	Dalheibity Court	55	Milltimber Brae East	80	Station Road
6	Baillieswells Terrace	31	Dalmaik Crescent	56	Old Ferry Road <i>(Between its junctions with A93 North Deeside Road and Golf Road)</i>	81	Station Road East
7	Bieldside Station Road	32	Dalmaik Terrace	57	Pinecrest Drive	82	The Bush
8	Brighton Court	33	Denhead	58	Pinecrest Gardens	83	Towerview Road
9	Brighton Grange	34	Dunmail Avenue	59	Pinecrest Walk	84	Woodlands Avenue
10	Brighton Place	35	Eldenside	60	Pittengullies Brae	85	Woodlands Crescent
11	Bucklerburn Close	36	Friarsfield Road	61	Pittengullies Circle	86	Woodlands Gardens
12	Bucklerburn Drive	37	Golfview Road	62	Priory Park	87	Woodlands Terrace
13	Bucklerburn Park	38	Hillside Crescent	63	Prospecthill Road	88	Woodlands Walk
14	Bucklerburn Place	39	Hillside Place	64	School Crescent		
15	Bucklerburn View	40	Hillside Road	65	School Lane		
16	Bucklerburn Wynd	41	Hillview Road	66	School Road, Peterculter		
17	Cairnlee Avenue East	42	Johnston Gardens	67	South Avenue		
18	Cairnlee Road	43	Kirk Brae <i>(Between its junction with North Deeside Road and Friarsfield Road)</i>	68	Springdale Court		
19	Cornyhaugh Road	44	Kirk Brae Court	69	Springdale Crescent		
20	Coronation Road	45	Kirk Brae Mews	70	Springdale Park		
21	Craigton Crescent	46	Lewisvale	71	Springdale Place		
22	Craigton Drive	47	Lochnagar Crescent	72	Springdale Road		
23	Craigton Grove	48	Lochnagar Road	73	St Devenick's Crescent		
24	Craigton Terrace	49	Malcolm Road <i>(Between its junction with Bucklerburn Road and North Deeside Road (Peterculter))</i>	74	St Devenicks Mews		
25	Crombie Circle	50	Manor Place	75	St Devenicks Place		

Hazlehead / Queens Cross / Countesswells							
1 Albert Lane	29 Chattan Place	57 Forbesfield Lane	85 Macaulay Gardens	112 Rosewell Terrace	139 Woodend Drive		
2 Albert Terrace	30 Claremont Grove	58 Forbesfield Road	86 Macaulay Grange	113 Royal Court	140 Woodend Place		
3 Albert Walk	31 Claremont Mews	59 Forest Avenue	87 Macaulay Park	114 Rubislaw Den Gardens	141 Woodend Road		
4 Albyn Grove	32 Claremont Place	60 Forest Avenue Lane	88 Macaulay Place	115 Rubislaw Den North	142 Woodend Terrace		
5 Albyn Lane	33 Claremont Street	61 Forest Road	89 Macaulay Walk	116 Rubislaw Den South			
6 Albyn Place	34 Countesswells Avenue	62 Forest Road Lane	90 Maryville Park	117 Seafield Road			
7 Albyn Terrace	35 Countesswells Crescent	63 Fountainhall Lane East	91 Maryville Place	118 Spademill Lane			
8 Albyn Terrace Lane	36 Countesswells Place	64 Fountainhall Lane West	92 Mayfield Gardens	119 Spademill Road			
Anderson Drive (insert) (Section serving property numbers 51 to 79 Anderson Drive, Section serving property numbers 162 to 168 Anderson Drive)	Countesswells Road (From its junction with Seafield Road, westwards for a distance of 64 metres or thereby)						
10 Annfield Terrace	37 Countesswells Terrace	65 Fountainhall Road	93 Monymusk Terrace	120 Springfield Gardens			
	38 Countesswells Terrace	66 Friendship Terrace	94 Moray Place	121 Springfield Place			
11 Ashley Road	39 Craigden	67 Gladstone Lane	95 Morningfield Mews	122 Springfield Road (insert) (Section serving property numbers 205 to 219, Springfield Road)			
				Springfield Road (insert) (Section serving property numbers 54 to 76, Springfield Road, Aberdeen)			
12 Ashvale Place	40 Craigie Park	68 Gladstone Place	96 Morningfield Road	123 St Swithin Street Lane			
13 Baildon Place	41 Craigie Park Place	69 Granton Gardens	97 Osborne Place	124 St Swithin Street			
14 Bayview Road	42 Craigiebuckler Avenue	70 Granton Place	98 Oyle Road	125 Stanley Street			
15 Bayview Road South	43 Craigiebuckler Drive	71 Great Western Place	99 Pinewood Avenue	126 Summerhill Road (Section between King's Gate and Summerhill Terrace)			
16 Beaconsfield Lane	44 Craigiebuckler Place	72 Hamilton Lane	100 Pinewood Place	127 Union Grove			
17 Beaconsfield Place	45 Craigiebuckler Terrace	73 Hamilton Place	101 Pinewood Road	128 Union Grove Lane			
18 Benholm Place	46 Craigieburn Park	74 Harlaw Place	102 Pinewood Terrace	129 Westfield Terrace			
19 Burnieboogie Crescent	47 Cromwell Gardens	75 Harlaw Road	103 Prince Arthur Street	Whitehall Place (Section between Albert Street and Prince Arthur Street)			
20 Burnieboogie Place	48 Cromwell Road	76 Harlaw Terrace	104 Queen's Cross	130 Whitehall Road			
21 Burns Gardens	49 Denstat Court	77 Hartington Road	105 Queen's Den	131 Whitehall Terrace			
22 Burns Road	50 Denwood Lane	78 Kennay Place	106 Queen's Gardens	132 Woodburn Avenue			
23 Campsie Place	51 Denwood Place	79 Kildrumny Road	107 Queen's Gate	133 Woodburn Crescent			
24 Carden Place	52 Devonshire Road	80 Kinkell Crescent	108 Queen's Lake South (west wing)				
			Queen's Road (inserts) (Section serving properties 1 to 81 Queen's Road, Aberdeen)	134 Woodburn Gardens			
25 Carlton Lane	53 Dumgoyne Place	81 Kinkell Road	Queen's Road (inserts) (Section serving properties 298 to 364 Queen's Road, Aberdeen)				
				135 Woodburn Place			
26 Carlton Place	54 Earl's Court Gardens	82 Learney Place		136 Woodend Avenue			
27 Carnegie Crescent	55 Fernlea Road	83 Louisville Avenue	110 Rosewell Drive	137 Woodend Crescent			
28 Carnegie Gardens	56 Fintray Road	84 Macaulay Drive	111 Rosewell Place				

Airyhall / Broomhill / Garthdee							
	Airyhall Road (From a point 33 metres or thereby west of its junction with New Fox Lane, eastwards to its junction with Northcote Road)						
1		23	Deeside Terrace	45	Morningside Avenue	67	Ruthrieston Terrace
2	Allan Street	24	Devenick Place	46	Morningside Crescent	68	Seafield Court
3	Balmoral Place	25	Gaitside Crescent	47	Morningside Place	69	South Anderson Drive (Inset road) (East of carriageway, section serving properties number 2 to 84 South Anderson Drive)
4	Braeside Avenue	26	Gaitside Drive	48	Morningside Terrace	70	Springfield Road (Inset) (Section serving properties number 1 to 15 Springfield Road, Section serving properties number 2 to 12 Springfield Road, Section serving properties number 14 to 34 Springfield Road)
5	Braeside Place	27	Gaitside Place	49	Neilfield Place	71	St John's Terrace (Inset) (Section west of Gordon Terrace, serving properties number 5 to 29 St John's Terrace Aberdeen)
6	Braeside Terrace	28	Gaitside Road	50	New Fox Lane		
					North Deeside Road (Inset) (Section serving properties 2 to 62, North Deeside Road, from its junction with Northcote Road, in its entirety)		
7	Broomhill Road	29	Gaitside Terrace	51			
8	Copper Beech Court	30	Garthdee Farm Gardens	52	Northcote Avenue		
9	Countesswells Road (Between its junctions with Great Western Road and Springfield Road)	31	Garthdee Farm Lane	53	Northcote Crescent		
			Garthdee Road (From its junction with Craigievar Road to its junction with Garthdee Farm Gardens)				
10	Craigielea Gardens	32	Garthdee Farm Gardens	54	Northcote Hill		
11	Craigielea Mews	33	Gordon Lane	55	Northcote Park		
12	Craigton Avenue	34	Gordon Road	56	Northcote Road		
13	Craigton Park	35	Gordon Terrace	57	Ramsay Gardens		
	Craigton Road (From its junctions with Great Western Road to a point 15 metres or thereby west of its junction with the access road serving Northcote Lodge)		Great Western Road (Inset) (Section serving property numbers 211 to 239 Great Western Road, Aberdeen)				
14		36	Headland Court	58	Ramsay Place		
15	Craigton Terrace	37	Headland Court	59	Ruthrie Gardens		
16	Deeside Avenue	38	Holburn Road	60	Ruthrie Road		
17	Deeside Crescent	39	Inchbrae Drive	61	Ruthrie Terrace		
18	Deeside Drive	40	Inchbrae Road	62	Ruthrieston Circle		
19	Deeside Gardens	41	Inchbrae Terrace	63	Ruthrieston Crescent		
20	Deeside Lane	42	Irvine Place	64	Ruthrieston Gardens		
21	Deeside Park	43	Kenfield Place	65	Ruthrieston Place		
22	Deeside Place	44	Manzanet Place	66	Ruthrieston Road		

Torry / Ferryhill					
1 Abbey Lane	26 Craffie Terrace	51 Fonthill Terrace	76 Marine Court	101 South Mile End	
2 Abbey Place	27 Crombie Place	52 Gairn Circle	77 Marine Lane	102 Springbank Terrace	
3 Abbey Road	28 Crombie Road	53 Gairn Crescent	78 Marine Terrace	103 <i>(at Fittick's Road (from a point 22m or thereby south of its junction with North Balmagask Road, northwards to its junction with Greyhope Road))</i>	
4 Abbey Square	29 Crown Street (section south of Willowbank Place)	54 Gairn Meads	79 Millburn Street	104 Staff Road	
5 Abbottsford Lane	30 Deemount Avenue	55 Gairn Road	80 Murray Terrace	105 Sycamore Place	
6 Abbottsford Place	31 Deemount Gardens	56 Gairn Terrace	81 North Balmagask Road	106 Victoria Road	
7 Allensale Gardens	32 Deemount Road	57 Gardeness Road	82 Old Church Road	107 Wellington Place	
8 <i>Allenvale Road (from a point, 25 metres or thereby east of its junction with Allenvale Gardens to its junction with Hardgate)</i>	33 Deemount Terrace	58 Gardeness Terrace	83 Old Ford Road	108 Westbank	
9 Balmoral Road	34 Devanha Crescent	59 Girdenstone Place	84 Palmerston Road	109 Whinhill Gardens	
10 Balmagask Place	35 Devanha Gardens	60 Glenberrie Lane	85 Pentland Close	110 Whinhill Road	
11 Balmagask Road	36 Devanha Gardens East	61 <i>Glenberrie Road (section between Mansfield Road and Abbey Place)</i>	86 Pentland Road	111 Willowbank Road	
12 Balmagask Terrace	37 Devanha Gardens South	62 <i>Great Southern Road (inset) (Section serving property numbers 5 to 71 Great Southern Road) (Section serving property numbers 24 to 44 Great Southern Road)</i>	87 Portland Street	112 Wood Street	
13 Bank Street	38 Devanha Gardens West	63 Gregorius Gardens	88 Pynnerhook Road	113 Wood Street Lane	
14 Barber Place	39 Devanha Lane	64 Greyhope Road	89 Prospect Court		
15 Barber Street	40 Devanha Terrace	65 Hardgate	90 Prospect Terrace		
16 Bloomfield Court	41 Fernie Brae	66 Hardgate Lane	91 Raik Road		
17 Bloomfield Place	42 Ferryhill Gardens	67 Highgate Gardens	92 <i>Riverside Drive (inset) (Section serving property numbers 1 to 27 Riverside Drive)</i>		
18 Bloomfield Road	43 Ferryhill Lane	68 Holburn Street	93 Riverside Terrace		
19 Bloomfield Road Lane	44 Ferryhill Place	69 Kerloch Gardens	94 Rosebank Gardens		
20 <i>Bon Accord Street (Between Fonthill Road and Springbank Terrace)</i>	45 Ferryhill Terrace	70 Kerloch Place	95 Rosebank Terrace		
21 Bright Street	46 Finnan Brae	71 Kirkhill Place	96 Russell Road		
22 Brunswick Place	47 Finnan Place	72 Kirkhill Road	97 Sinclair Road		
23 Caledonian Lane	48 Fonthill Gardens East	73 Ladywell Place	98 South Crown Street		
24 <i>Caledonian Place (section between Ferryhill Road and Bon Accord Street)</i>	49 Fonthill Gardens West	74 Linton Place	99 South Esplanade East		
25 Craig Place	50 Fonthill Road	75 Mansfield Road	100 South Esplanade West		



Kincorth / Nigg / Cove							
1	Allison Close	31	Craighill Terrace	61	Leggart Place	91	Tern Road
2	Annat Bank	32	Craigmaroinn Gardens	62	Leggart Road	92	Todhead Gardens
3	Bervie Brow	33	Craigpark	63	Leggart Terrace	93	Tollohill Lane
4	Birchfield Place	34	Crawton Ness	64	Loirston Place	94	Tollohill Square
5	Boyd Orr Avenue	35	Cruickshank Crescent	65	Loirston Road	95	Usan Ness
6	Boyd Orr Place	36	Deeside Brae	66	Mackay Road	96	Webster Road
7	Boyd Orr Walk	37	Deeside Lane	67	Maple Place	97	Wellington Close
8	Buchanan Gardens	38	Deeside View	68	Marchmont Place	98	Wellington Gardens
9	Buchanan Place	39	Doolie Ness	69	Marchmont Street	99	Wellington Green
10	Buchanan Road	40	Dunlin Crescent	70	Matthews Road	100	Wellington Grove
11	Bunstone Terrace	41	Dunlin Road	71	Nigg Kirk Road	101	Wellington Park
12	Burnbanks Village	42	Earn's Heugh Avenue	72	Nigg Way	102	Wellington Row
13	Burnbutts Crescent	43	Earn's Heugh Circle	73	Partan Skelly Avenue	103	Wellington Terrace
14	Calesdykes Crescent	44	Earn's Heugh Crescent	74	Partan Skelly Way	104	Wellington Wynd
15	Calesdykes Drive	45	Earn's Heugh Place	75	Pinewood Place	105	Whitehills Crescent
16	Calesdykes Road	46	Earn's Heugh View	76	Redwood Crescent	106	Whitehills Drive
17	Cairngorm Place	47	Earn's Heugh Walk	77	Scurdie Ness	107	Whitehills Gardens
18	Cairnvale Crescent	48	Earn's Heugh Way	78	Seal Craig Gardens	108	Whitehills Park
19	Charleston Park	49	Findon Ness	79	Seaview Terrace	109	Whitehills Rise
20	Charleston Road North	50	Fittick Place	80	Shepherd Place	110	Whitehills Row
21	Cassie Close	51	Gardner Crescent	81	Shieldhill Gardens	111	Whitehills Way
22	Clashrodne Avenue	52	Gardner Drive	82	Sinclair Crescent		
23	Clashrodne Road	53	Gardner Place	83	Sinclair Place		
24	Clashrodne Walk	54	Gardner Road	84	Sinclair Terrace		
25	Clashrodne Way	55	Gardner Walk	85	Skelly Rock		
26	Clerk Maxwell Crescent	56	Hetherwick Road	86	Slessor Drive		
27	Colsea Road	57	Laws Drive	87	Slessor Road		
28	Colsea Terrace	58	Laws Road	88	Spark Terrace		
29	Cormorant Brae	59	Leggart Avenue	89	Stoneyhill Terrace		
30	Cove Road (Between its junctions with Cove Crescent and Loirston Road)	60	Leggart Crescent	90	Strathburn Street		

## **Appendix 4 – Redacted copies of Community Councils' comments**

### **Culter Community Council**

#### **Feedback on ACC Proposals for 20mph speed limits in Peterculter**

##### **Background**

On 28<sup>th</sup> March Culter Community Council received an email with proposals for 20mph speed limits in Peterculter. The deadline for giving comments is 10<sup>th</sup> April. We shared these plans on Facebook and received a number of comments.

##### **Summary of Comments**

There is a fairly even split between people in favour of the proposals and people opposed to them. People have asked how the 20mph speed limits will be enforced. People have also asked for data and evidence supporting the assertion that the 20mph limit will reduce the number of injuries and deaths.

##### **Details of Comments**

###### **Comment #1**

I wish to highlight that I responded recently to a Scottish government consultation proposing a blanket 50 mph national speed limit on all Scottish single carriageway roads. I spent several hours reviewing the supporting assessment prepared by Transport Scotland and noted that it was, in my view, as someone who has performed assessment work in oil & gas industry, an inadequate and skewed assessment with glaring uncertainties.

In this case, relating to the ACC proposal, I have not seen any assessment at all, there is nothing provided in the posted information that you've provided for comment.

As a local resident, tax payer and road user, in all usual forms, pedestrian, cyclist and motorist, I wish to see the full assessment on which the ACC have come to their conclusions that a speed limit reduction to 20 mph in the specific proposed areas is justified.

My public comments on your Facebook post are below:

Have ACC provided justification for this extensive list of proposed speed limit reductions? Is there data to show that there is a significant safety risk in these areas with the current limits in place? Personally, speaking as a motorist, pedestrian and commuting cyclist, I don't see a need to change from current 30 mph limits in many of these areas, along with existing 20 mph limits in school zones.

The post above refers to areas where 20 mph is now deemed appropriate. Based on what data? In order to provide meaningful comment ACC should provide us with the data they are using which has lead to them making these proposed changes.

Let's see the data, specific to the areas proposed.

#### **Comment #2**

I think the main road should be reduced to 20mph and we need the flashing speed limit reminder signs through the village too. I've lived on North Deeside Road for 15 years now and there are so many vehicles speeding through the village every day and night with little regard for the fact that it's a residential area with kids, OAP's & and pets. The area around the Coop at peak times is chaotic and people park their cars anywhere they want to, to go into the shop, sadly it's probably only a matter of time before there's a nasty accident there.

#### **Comment #3**

Hi

I live on Coronation Road. I would love to see 20mph being enforced. The only way I see that happening is if speed bumps are in place. There are far too many cars speeding on this road. We have a medical centre, school and nursing home in close proximity priority should be given to ensure 20mph is enforced.

Thank you

#### **Comment #4**

Just a quick message regarding the new proposed speed limits. I don't think there is any reason why any road in our village should be more than 20 mph. The speed some people drive at will take more than a change of speed limit. But given the amount of children elderly and animals something needs to be done. The speed some drive past my new house. Coronation Road is utterly disgusting. And we are a 20 mph road. It will take more than just lowering the speed limit to get drivers to comply. Johnston Gardens should have speed bumps as should all roads surrounding the school.

#### **Comment #5**

I agree with the 20mph scheme. I see every Day cars exceeding the speed limit on Coronation Road.

We have already 20mph signs in place on coronation Rd, but this is not adhered to Speed pumps are required.

#### **Comment #6**

20 mph. where to start! I am not aware of a high incidence of pedestrian or cyclist injuries or death on any of these roads so I really do not see any need to reduce the limit. folk who ignore the 30 will ignore the 20, so it won't change behaviour of poor drivers not driving safely. I don't see how it can be enforced. And finally, we need money spent more wisely than on 20 mph signposts or white paint when the roads are full of potholes, spend the cash fixing the roads. Some enforcement of parking on the double yellow lines would also contribute to road safety and be money better spent.

### **Comment #7**

So my views are re the imposing of mandatory 20mph limits on just about all roads.

1. In principle I am in agreement for roads around Schools, in the village of Peterculter, Bieldside and Cults.
2. Also on Milltimber Brae by the Deeside Railway Line crossing, the livery yard and to the Rudolf Steiner entrance. But thereafter to the Mary Culter bridge should be national speed limit or 50mph.
3. From the North Deeside Road APWR junction to Bieldside should remain at 30mph (should never have been reduced from 40mph). Bieldside to Cults should remain at 30 mph and Cults to Mannofield should stay at 30mph.

My car is a two year old petrol 1.995 cc fuel efficient car with auto stop.

However it was not designed to drive at 20mph for a forty five minute plus travel time into Aberdeen where I work on the east side of Andersons Drive.

And no there is not a bus service to get me to and from the office effectively, and reliably, when I also use my car for business during the day to visit clients and other business activities that I use my car for on behalf of my employer.

As it is now I have to set it to cruise control on the North Deeside road to have it perform economically and not cause more pollution by decreasing and increasing speed to maintain 30mph. The cruise control will not operate below 25mph so I will be burning and using more petrol and causing even more pollution on that long commute at 20mph.

Also as cyclists and electric bikes are not bound to keep to the speed limits laid out in the highway code. How will a car driver be able to overtake a cyclist safely as now advised by the highway code by giving safe passing distance, when some are cycling at or in excess of 20mph on the North Deeside Road. Are car drivers now to form a long queue behind one cyclist from Peterculter to Anderson Drive?

Also will a cyclist cycling in excess of 20 mph over take a car in the correct manner or will they continue to undertake and cause near accidents as is the case at now?

These are my views from someone who got his first two wheel motor cycle licence in 1969 and car driving licence in 1971 and has driven many thousands of miles in the UK, West Germany that was, Belgium, Spain, Holland and France.

### **Comment #8**

Re the 20mph limits! I was round a lot of these streets last Tuesday looking at rental properties. Almost impossible to travel at more than 20mph anyway.....so totally unnecessary....are there statistics from the Police or Insurance companies re excessive claims to help prove the needless lunacy of these draconian restrictions.



It would make me look elsewhere for a rental, as I need a car to commute to see family & business....very much cross country....buses, not an option....apart from their unreliability!!

#### **Comment #9**

I think a 20mph speed limit is the right way forward. I've personal experience after living in SW London (Richmond Borough) where there is a blanket 20mph limit. Generally people obey the limit, or thereabouts. There are always drivers who think it doesn't apply to them; doesn't matter what you do!

I live on Bucklerburn Road and it will be interesting to see what happens! The current 30mph is rarely adhered to so 20mph.....! I think the 20mph should go right up to the retirement park.

#### **Comment #10**

I don't think it reasonable. They have slowed traffic with ribbon development along the North Deeside Road and additional traffic lights. There is very little evidence of a safety problem. Slowing traffic on the North side of the Dee will push traffic to the South Deeside Road where there is a safety issue.

#### **Comment #11**

Seems a bit odd not to include Culter House Road (the old one, past Kippie and serving the handful of houses above St Ronan's). It also seems odd that they've decided the whole of Milltimber Brae right along across the river should be 20, when it was only with a fight that it got a 30 limit down the first section and not even as far as Camphill's entrance.

#### **Other Comments**

- Just do N Deeside Road through the village. Most villages in Scotland on a main road are down to 20mph. Why not us?
- No problem with these road sections being 20mph. How will they be policed?
- In a residential area where kids and pets are more likely to be in the road it makes sense, but not on North Deeside Road where there are pedestrian crossings.
- I have no issue with the proposals even though I live in a proposed zone.
- How will the new limits be policed?
- Speed limits are a waste of time if they are not enforced.
- Certainly needs a speed reduction around the school. The rest is a bit of overkill. How will it be enforced?
- The money being planned for this should be spent on fixing the roads.
- Repair the roads instead.
- Spend the money repairing the roads.
- Please provide the evidence that this measure will significantly reduce injuries and deaths.
- 20mph speed limits should not be placed on the North Deeside Road.



## **CULTS BIELDSIDE AND MILLTIMBER COMMUNITY COUNCIL**

10<sup>th</sup> April 2025

[REDACTED]

Dear [REDACTED]

### **Statutory Consultation: 20mph speed limit proposal.**

Thank you for your email communication of 27<sup>th</sup> March seeking our comments/feedback on the subject proposal related to our community area of Cults, Bieldside and Milltimber (CBM).

Having reviewed the proposal, the Transport Scotland 20mph Speed Limit Implementation Guide and physically visited the 3 proposed TTRO roads in our area, our comments are as follows: -

1. We have no comments on 86 of the proposed 87 streets in CBM area to be subject to the permanent TRO.
2. Item 53 in the list, namely Milltimber Brae is unclear. As the street junctions with the B979 and comes to a crossroads with the A93/North Deeside Road (NDR), the extent of the 20mph limit needs to be clarified.
3. The proposed TTRO on Baillieswells Road should be modified so that its northern limit is moved south by some 400 metres from the junction with Dalheby Court to the junction with Baillieswells Crescent (North). The removed section does not appear to meet any of the 6 selection criteria in the Implementation Guide.
4. The proposed TTRO on Kirk Brae should be removed completely as it does not appear to meet any of the 6 selection criteria in the Implementation Guide.
5. The proposed TTRO on the Bieldside section of the NDR should be moved eastwards to be bounded between Prospecthill Road and a point 50 metres to the east of Bieldside Station Road to include the church and bus stop on NDR. (The section between Old Ferry Road and Prospecthill Road does not appear to meet any of the 6 selection criteria in the Implementation Guide)
6. The proposed TTRO on the Cults section of North Deeside Road to be extended westwards from School Road by some 150 metres to include the entrance to the Cults Kirk Centre.
7. All new 20mph sections to be signed in full compliance with the Implementation Guide.
8. All new 20mph sections to be properly accompanied in advance by publicity and communications as required by the Guide.
9. Please clarify if the 20mph limit also applies to cycles, and how will this be enforced. We note that the Deeside Way does not appear on your list but is a current concern for pedestrians due to speeding cyclists.
10. The speed limit reductions will never meet their stated objectives unless the 20mph limit is rigorously enforced by the police which seems incompatible with their current practice and available resources.

[REDACTED]  
[REDACTED]  
[REDACTED]  
The CBMCC website contains our Data Privacy Notice

11. For the TTRO sections, carry out a full "pre-implementation" baseline monitoring and evaluation and a "post-implementation" evaluation as described in the Implementation Guide 8-point recommendation.
12. Provide full feedback to the Community Council and public of the results of the evaluations.

We hope that the above is helpful feedback in your consultation. Please contact the undersigned if you need further information.

[Redacted]

[Redacted]

[Redacted]

CBMCC Chair, Communications Secretary

From:



Subject:

Re: 20mph speed limit proposal

Date:

16 April 2025 12:26:10

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Hi there

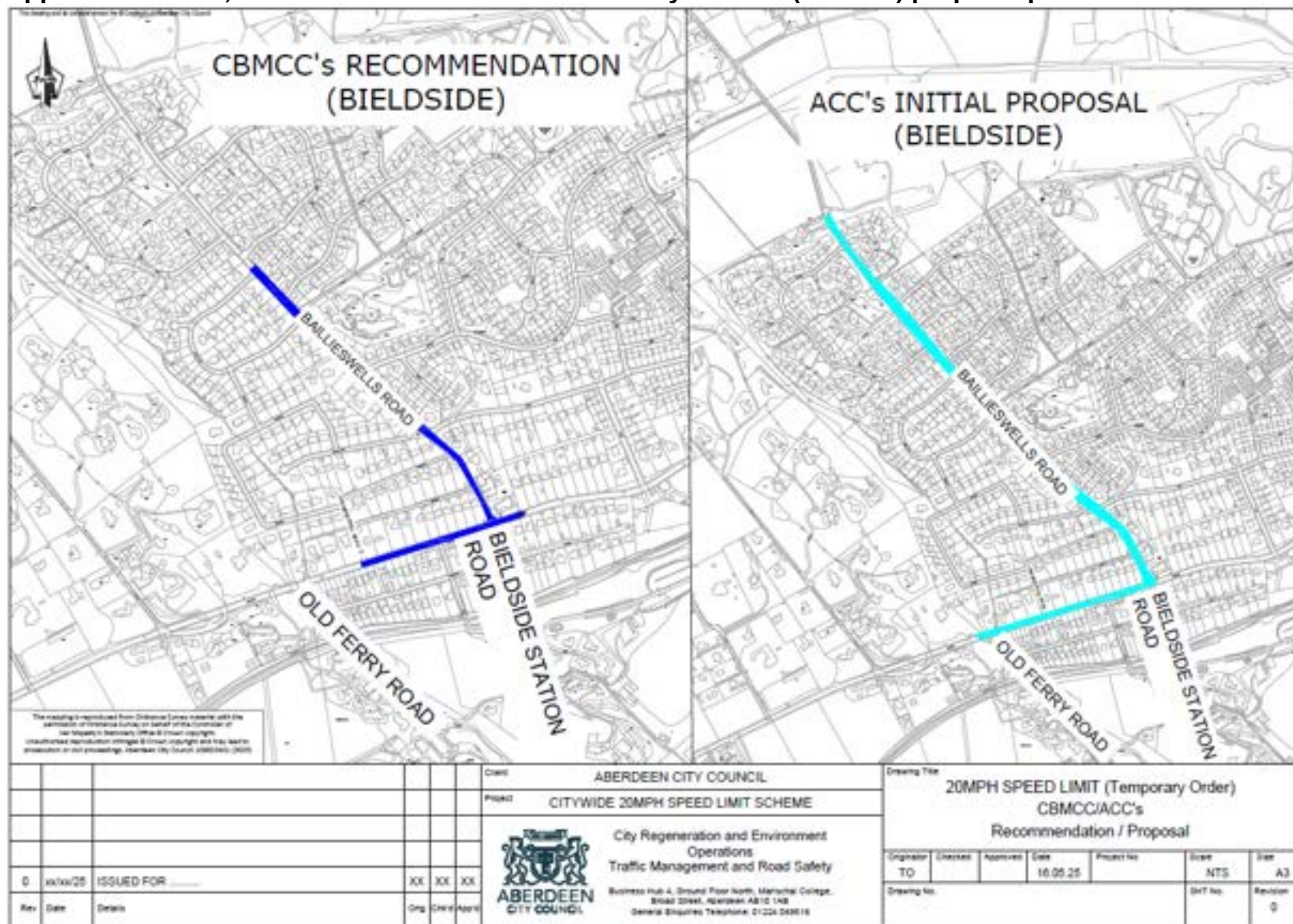
At the Kincorth & Leggart Community Council Meeting on Wednesday 9th April we discussed the **Statutory Consultation: 20mph speed limit proposal and there are no objections.**

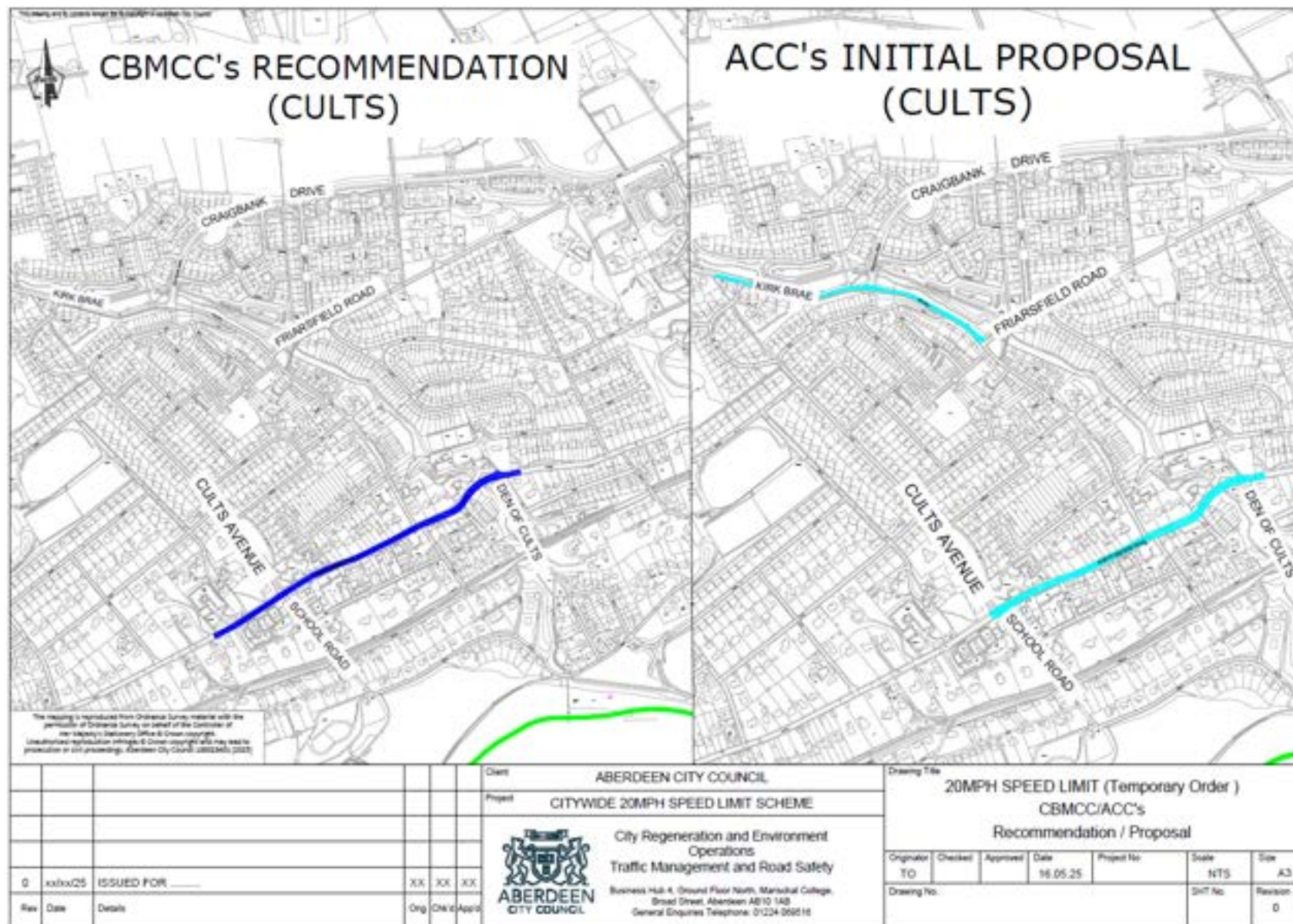
Committee Members stated that they would like to see more streets have these restrictions.

Kind regards,  KLCC Secretary

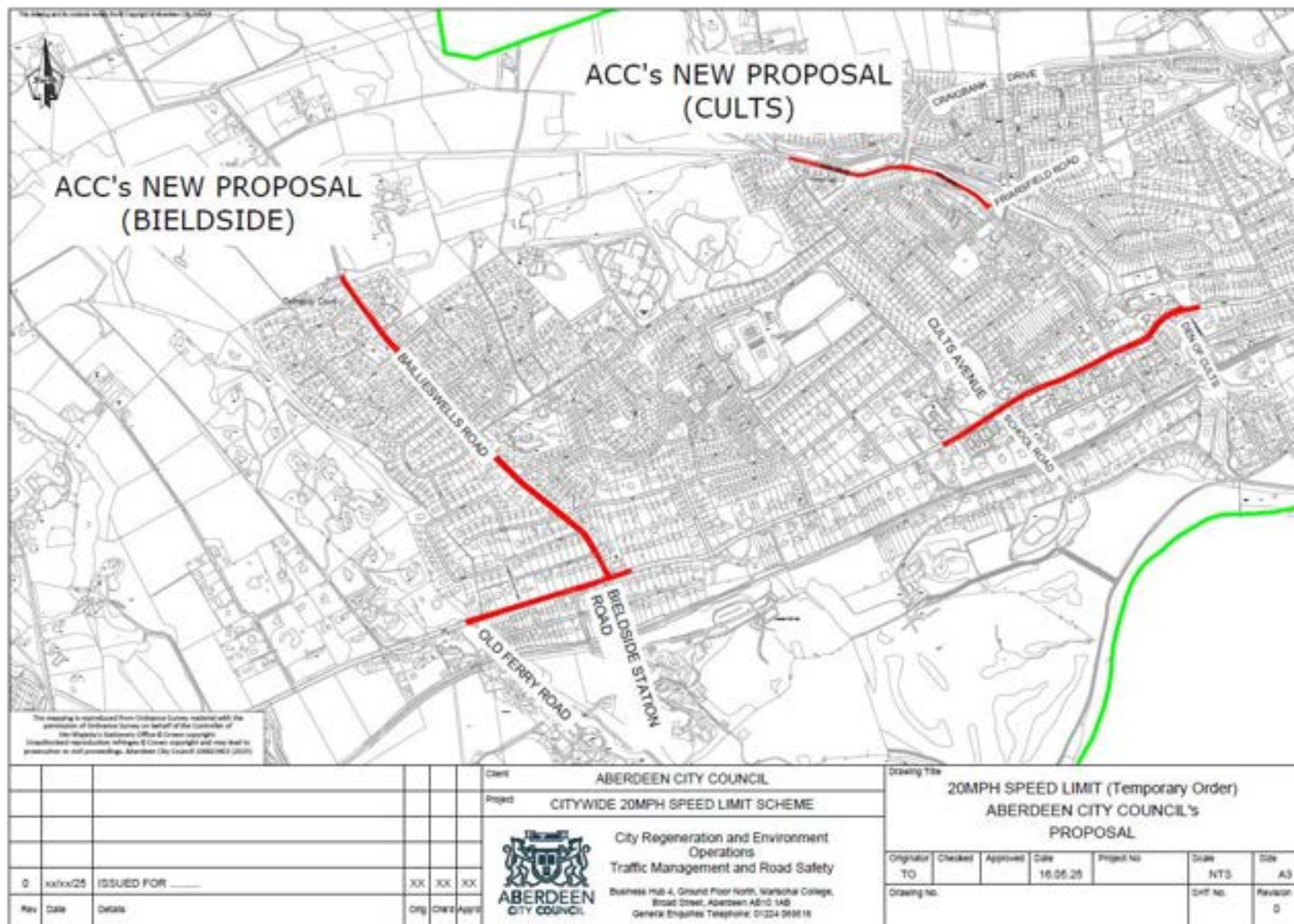


## Appendix 5: Cults, Bieldside and Milltimber Community Council (CBMCC) proposal plans









## Appendix 6: Redacted copies of objection letters

From: [REDACTED]  
To: [Traffic Management](#)  
Subject: Objection  
Date: 01 May 2025 09:51:45

---

Regarding the attached issue, I have objection to this proposal.

Aberdeen City is currently at mature stage of life cycle at sustainable economic development, with growth of young, energetic population - A vibrant economy for a caring community (併經濟) + policy set is not cause for incontinence, nuisance (減少擾民政策) - we'd better concerned about lower operating cost at business run, higher percentage of efficiency in transportation consumption for residents' daily commute to work, school and universities, wellbeing activities as well.

Green policies are gimmick to trial and error - to sever one's toe to avoid having them being bitten by sandworms (斬腳趾避沙蟲) + that waste the revenue, precious time and efforts.

Thank you for your attention to this matter.

Kind regards

[REDACTED]

Sent from [Outlook for Android](#)



[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

24<sup>th</sup> April 2025

To:  
Aberdeen City Council  
Marischal College  
Aberdeen, AB10 1AB

Subject: Objection to Proposed 20mph Speed Limit Implementation

Dear Sir/Madam,

I am writing to formally object to Aberdeen City Council's proposal to implement a 20mph speed limit across various parts of the city. Whilst I acknowledge the intent to enhance road safety and promote active travel, I have significant concerns regarding the environmental implications and the effectiveness of such a blanket policy.

Environmental Impact Concerns:

Reducing speed limits to 20mph may inadvertently lead to increased vehicle emissions. Vehicles often operate less efficiently at lower speeds, potentially resulting in higher fuel consumption and increased emissions of pollutants such as NO<sub>x</sub> and particulate matter. A study by Emissions Analytics highlights that 20mph is not necessarily better than 30mph for all tailpipe emissions, emphasizing the complexity of the issue and the need for robust data to inform policy decisions.

Given these potential environmental drawbacks, I urge the Council to conduct a comprehensive Environmental Impact Assessment (EIA) to evaluate the full range of consequences associated with the proposed speed limit reduction.

Lessons from the Welsh 20mph Policy

The Welsh Government's experience with implementing a blanket 20mph speed limit offers valuable insights. After significant public backlash and practical challenges, including widespread vandalism of new signs and a petition garnering nearly half a million signatures, the policy is being revised to allow local authorities to increase speed limits back

to 30mph on certain roads.

This example underscores the importance of tailoring speed limit policies to local contexts and ensuring public support and understanding.

Recommendations:

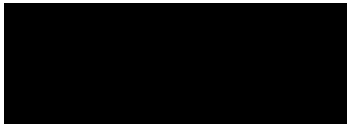
In light of the above, I recommend the following:

1. Conduct a Comprehensive EIA: Before implementing the 20mph speed limit, undertake a thorough Environmental Impact Assessment to understand the potential effects on vehicle emissions and air quality.
2. Pilot Programs: Consider implementing pilot programs in select areas to assess the real-world impacts of the reduced speed limit, allowing for data-driven adjustments.
3. Public Consultation: Engage in extensive public consultation to gather feedback and ensure community support for the proposed changes.
4. Targeted Approach: Rather than a blanket implementation, apply the 20mph limit in areas with high pedestrian activity, such as near schools and hospitals, where the benefits are most pronounced.

I appreciate the Council's commitment to improving road safety and environmental quality. However, it is crucial to ensure that policies are informed by comprehensive data and consider potential unintended consequences.

Thank you for considering my objections and recommendations.

Yours faithfully,



References:

1. Emissions Analytics. "Speed Demonisation."  
<https://www.emissionsanalytics.com/news/speed-demonisation>
2. The Times. "Wales to scrap blanket 20mph speed limit after only one year."  
<https://www.thetimes.co.uk/article/wales-to-scrap-blanket-20mph-speed-limit-after-only-one-year-7stvqjdpq>
3. The Guardian. "Speed limits reduce deaths, but can they also cause more pollution?"  
<https://www.theguardian.com/environment/2010/apr/19/ask-leo-20mph-speed-limits-pollution>

**From:** [REDACTED]  
**To:** [TrafficManagement](#)  
**Subject:** Objection  
**Date:** 01 May 2025 09:51:45

---

Regarding the attached issue, I have objection to this proposal.

Aberdeen City is currently at mature stage of life cycle at sustainable economic development, with growth of young, energetic population - A vibrant economy for a caring community (併經濟), policy set is not cause for incontinence, nuisance (減少擾民政策) - we'd better concerned about lower operating cost at business run, higher percentage of efficiency in transportation consumption for residents' daily commute to work, school and universities, wellbeing activities as well.

Green policies are gimmick to trial and error - to sever one's toe to avoid having them being bitten by sandworms (斬腳趾避沙蟲), that waste the revenue, precious time and efforts.

Thank you for your attention to this matter.

Kind regards

[REDACTED]

Sent from [Outlook for Android](#)



8<sup>th</sup> May 2025

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

Subject: Objection to 20 MPH Speed Limit Proposal (Central / South)

Dear Sir / Madam,

I wish to object to the Traffic Regulation Orders (TRO) proposed to be made by Aberdeen City Council under the Road Traffic Regulation Act, 1984 (the Act) and currently under public consultation, as the “20 MPH Speed Limit Proposal (Central / South)”

These proposals include a number of separate draft TRO’s within this single public consultation, therefore where a specific TRO’s are not referred to below, my objections should be taken to apply to all proposed TRO’s within the consultation.

Objections:

1. I object to the lack of any specific justification being given within the public consultation information stating reasons why each individual road has been selected for a proposed 20 MPH speed limit. A very large and diverse range of road are included, but one set of overall general justifications are given in each “statement of reasons” followed by a list of roads included. These include residential streets but also major city travel routes such as the entire length of Holburn Street (within proposed TRO No. 12) with no road (or road type) specific explanation or justification given. I believe this lack of information means it is not possible for the public to meaningfully engage with and respond to this consultation, and therefore the reasons given for the decision to implement the Traffic Regulation Orders are not adequate and do not allow for proper public scrutiny.
2. I specifically object to the inclusion of the following roads within the various proposed TRO’s:

Proposed TRO No.10: Albyn Place, St Swithin Street, Seafield Road, Countesswells Road, Cromwell Road.

Proposed TRO No.11: Broomhill Road, Holburn Road.

Proposed TRO No.12: Holburn Street, Sinclair Road, South Esplanade East, South Esplanade West, Victoria Road.

I do not believe these roads are appropriate for a 20 MPH speed limit due to their use as main or significant routes for traffic within the city and distinctly different nature to purely residential streets. No evidence of consideration has been given within the statement of



reasons to the impact on the flow of traffic, operation of public transport (bus routes), congestion, effect on journey times or local businesses and the economy. There is a duty within section 1.22 of the Act for local authorities to consider expeditious, convenient, and safe movement of vehicular and other traffic and, while acknowledging the importance of road safety, there is no evidence within the consultation that the balance with "expeditious and convenient" aspects of these requirements have been appropriately considered and documented for the change in speed limit on these roads.

Yours sincerely,

[Redacted signature]

[Redacted name]

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]>  
**Sent:** 30 April 2025 06:59  
**To:** TrafficManagement  
**Subject:** TRO proposal Queens Road

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Sirs,

I wish to object to the proposed 20 mph speed limit on Queens Road.

I am a resident of Queens Road and drive and walk along it very frequently. I find it works very well. There are minor hold ups during the morning and evening rush hours but otherwise flow is quite smooth. The schools are well catered for with crossings and the frequent roundabouts and traffic lights serve as practical traffic calming measures. While I understand that Queens Road may fall within the Scottish government target for reduced speed limit, I think you should recognise that unlike a congested commercial high street, Queens Road is particularly wide and spacious with buildings set back from the road. Pedestrian footfall is also quite low. These combine to make Queens Road a relatively safe place.

I agree that 20 mph should apply in the narrower residential streets near Queens Road but not this important thoroughfare which is performing well. I question how many requests you have received to introduce the proposed lower speed limit? If there were any requests, I would expect them to be for a speed camera to catch the occasional 'boy-racer'.

So, I ask you to put aside any ideology and apply common sense to this issue. Queens Road is not broken, therefore please don't mess with it.

Yours sincerely,  
[REDACTED]

Sent from my iPhone

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 29 April 2025 08:06  
**To:** TrafficManagement  
**Subject:** Re: 20mph roads

Morning,

I don't want objection withdrawn. I understand some of the points made, but a lot of the roads chosen will be not required. Fair having rules within settings, but you should physically check settings. Likes of doctor surgeries, certain roads chosen, going at 20 or 30 around there will make zero difference due to the road/pavement set up. Basically meaning if someone going to get hurt, it's because the car has mounted the pavement on purpose for a sustained amount of time.

Now I was told that my street was chosen as 20mph but I am not aware if this was an evening express mistake or council mistake, but my street first of all is not a through road, it's impossible to go faster than 20mph, plus it's a private road, so you have no control over speed limit on that road.

There are other areas been chosen which again would not be possible to get to 20mph, so you have done no thinking into this and will waste public money.

I have no issues for built up areas like around Northfield, areas in Rosemount etc. but the likes of union grove, Cromwell road etc is pointless. Pedestrian safety in these areas are fairly clear to see. I have lived in those areas all my life which is 44 years, and have seen probably no more than 5 issues.

So have another think of the roads, and don't waste money, especially when wales have just had to reverse a lot of their 20mph due to pointless roads being picked

Sent from my iPhone

<image001.jpg>

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

From: [REDACTED] <[REDACTED]>

Sent: 16 April 2025 14:55

To: TrafficManagement <[REDACTED]>

Subject: 20mph roads

Having seen information on 20mph roads, I do sincerely hope common sense is being used and that main roads like union grove, queens road etc etc will not be changing to 20 mph.

Side roads i have no issue with, but main roads would be utter stupidity, so I am hoping the council are not going to be that stupid

Thanks

Sent from my iPhone



[REDACTED]

---

**From:** [REDACTED] <[REDACTED]>  
**Sent:** 28 April 2025 21:05  
**To:** TrafficManagement  
**Subject:** Re: 20mph

I don't one bit of the benefits i think its wrong to force us to drive slower as its very unpopular in Wales.  
Sent from my iPhone

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

From: [REDACTED] <[REDACTED]>

Sent: 16 April 2025 13:44

To: TrafficManagement <[REDACTED]>

Subject: 20mph

Hi just so you know I totally oppose more 20mph streets.  
Sent from my iPhone

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]>  
**Sent:** 28 April 2025 16:12  
**To:** TrafficManagement  
**Subject:** OBJECTION TO PROPOSED 20 MPH SPEED LIMIT – NORTH DEESIDE ROAD, BIELDSIDE SECTION BETWEEN ITS JUNCTIONS WITH OLD FERRY ROAD AND BIELDSIDE STATION

Dear Sir/Madam,

I am writing to formally object to the proposed 20 mph speed limit on North Deeside Road - Bielside Section Aberdeen, under the provisions of the **Road Traffic Regulation Act 1984**.

My grounds of objection are as follows:

1.

**Inappropriate for Road Type**

North Deeside Road serves as a major thoroughfare road. It is designed for higher vehicle flows and a 20 mph limit is inappropriate given its width, layout, and current usage patterns.

2.

**Lack of Evidential Basis**

There is no clear evidence presented of a significant accident history or a safety issue on this section of road that would warrant a reduction from the existing speed limit. Without clear supporting data, the introduction of a 20 mph limit appears unjustified.

3.

**Impact on Traffic Flow**

A reduced speed limit would cause unnecessary slowing of traffic, leading to potential congestion and an increase in driver frustration.

4.

**Impact on Emergency Services**

North Deeside Road is used by emergency vehicles. Lowering the speed limit without strong justification could delay response times, to the detriment of public safety.

**Conclusion**

For the reasons outlined above, I respectfully request that Aberdeen City Council reconsider the appropriateness of imposing a 20 mph speed limit on North Deeside Road Bielside Section and reject the proposal.

Yours faithfully,

[REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 28 April 2025 15:52  
**To:** TrafficManagement  
**Subject:** OBJECTION - Misuse of Temporary Traffic Regulation Order (TTRO) for 20 mph Speed Limit on Baillieswells Road

Dear Sir/Madam,

I wish to lodge a formal objection to the introduction of a 20 mph speed limit on Baillieswells Road, Aberdeen, under a Temporary Traffic Regulation Order (TTRO).

Under Section 14(1) of the Road Traffic Regulation Act 1984, a TTRO can only be lawfully made where it is necessary due to:

- Works on or near the road,
- The likelihood of danger to the public,
- Prevention of serious road damage, or
- Events likely to cause danger or serious congestion.

In this case, there is no evidence of:

- Any ongoing or planned roadworks,
- An identified danger to public safety specific to Baillieswells Road,
- A risk of damage to the road, or
- Any event causing a material change in traffic conditions.

The introduction of a 20 mph speed limit appears to be a policy-driven measure rather than a response to a temporary or emergency situation. As such, it falls outside the lawful purposes permitted for a TTRO. If the Council wishes to introduce a permanent 20 mph limit as part of a citywide policy, it should do so via a proper Traffic Regulation Order (TRO), following full public consultation and adherence to the statutory process under the 1984 Act.

I therefore submit that the use of a TTRO for this purpose is ultra vires (beyond the Council's legal powers) and request that the proposed temporary order for Baillieswells Road be withdrawn.

Yours faithfully,

[REDACTED]

Sent from my iPad



[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 28 April 2025 15:44  
**To:** TrafficManagement  
**Subject:** OBJECTION TO PROPOSED 20 MPH SPEED LIMIT – BAILLIESWELLS ROAD, ABERDEEN

Dear Sir/Madam,

I am writing to formally object to the proposed 20 mph speed limit on Baillieswells Road, Aberdeen, under the provisions of the **Road Traffic Regulation Act 1984**.

My grounds of objection are as follows:

1.

**Inappropriate for Road Type**

Baillieswells Road serves as a key local distributor road. It is designed for higher vehicle flows and a 20 mph limit is inappropriate given its width, layout, and current usage patterns, there is not a heavy pedestrian or cycling usage.

2.

**Lack of Evidential Basis**

There is no clear evidence presented of a significant accident history or a safety issue that would warrant a reduction from the existing speed limit. Without clear supporting data, the introduction of a 20 mph limit appears unjustified.

3.

**Impact on Traffic Flow**

A reduced speed limit would cause unnecessary slowing of traffic, leading to potential an increase in driver frustration.

4.

**Impact on Emergency Services**

Baillieswells Road is used by emergency vehicles. Lowering the speed limit without strong justification could delay response times, to the detriment of public safety.

**Conclusion**

For the reasons outlined above, I respectfully request that Aberdeen City Council reconsider the appropriateness of imposing a 20 mph speed limit on Baillieswells Road and reject the proposal.

Yours faithfully,

[REDACTED]

Sent from my iPad

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 25 April 2025 11:55  
**To:** TrafficManagement  
**Subject:** Fwd: 20mph speed limit proposal (Central/South)

----- Forwarded message -----

**From:** [REDACTED] <[REDACTED]>  
**Date:** Fri, 25 Apr 2025 at 11:49  
**Subject:** 20mph speed limit proposal (Central/South)  
**To:** [REDACTED] <[REDACTED]>

To whom it may concern

I wish to comment on the 20mph speed limit proposal (Central/South).

I have absolutely no objection to small residential roads being limited to 20 mph, however including roads such as part of Gt Western Rd which is a main artery road, and Craigton, Countesswells and Seafield Rds, which are all main corridor roads in the area is overkill at best.

Craigton Rd - I do see the sense in the lower part of Craigton Rd being 20 mph as there is a sheltered housing complex in the lower half and the road in this part is fairly narrow with parked cars, as well as some sort of residential complex for ?elderly people up near the Springfield Rd junction, however the upper half of Craigton Rd is an entirely different situation. Yes it is residential, however I personally would call 99% of streets in Aberdeen residential, so that surely can't be the only criteria for changing the speed limit.

Countesswells Rd - I see the sense in making the area outside the school 20mph and not just at certain times as this tends to get ignored, however the road past the school up to the roundabout just past Aldi is the same as Craigton Rd in my opinion. There is no necessity to lower the limit on this part of the road. The amount of traffic on that road, has increased in recent years with the playing fields and the new houses, especially at rush hours and I feel sure that reducing the limit would clog them up even more, causing more emissions


Seafield Rd - could arguably be called an even bigger corridor road than the others. The residents there have argued that people cross that road. Yes they do and have a pedestrian crossing at the GP surgery and 2 island crossings at intervals as far up as

the shops. They do have adequate crossings . Pedestrians also have a responsibility for their safety.

Great Western Road - is a main artery road with a large volume of traffic. As it is such a busy road, having one portion of it 20mph and the rest 30 mph is going either be ignored or get clogged up with traffic, more than it already does, causing more emissions , for little gain in my opinion.

The aim of this proposal is increased road safety, which is admirable in tight, wee residential roads, however including the roads as detailed above is going to cause increased emissions, increased frustration etc etc for little to no gain. Also, as an aside, as there are not enough police officers in the city for crime, who will be policing this?

Kind regards

A small black rectangular redaction box covering a signature.A black rectangular redaction box covering a signature.A large black rectangular redaction box covering a signature.



[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 23 April 2025 16:39  
**To:** TrafficManagement  
**Subject:** 20mph Speed Limit Proposal (Central/South) - Consultation input

Good afternoon,

Thank you for putting the email address on the website.

I have a series of questions rather than answers for this consultation.  
Can these be considered and answered or is that not possible?

- Q1) Has there already been a consultation for this proposal, or is this email the invitation to the consultation?
- Q2) Can Aberdeen City Council choose NOT to adopt the Scottish government's programme?
- Q3) If you can choose not to, what is the impact?
- Q4) Has the Scottish government provided sufficient evidence to the Aberdeen City council to allow you to support this programme?
- Q5) What range of changes have been considered? road types, speeds, weather conditions, road layout, vehicle types, future changes in vehicle numbers and types?
- Q6) Why is 20mph chosen as the maximum speed? Why not 15mph, 10mph or 25mph?
- Q7) What negative results have been identified with this proposal?
- Q8) What is the range of policing this may require and associated costs?
- Q9) if this does not achieve the desired Scottish Government target in Aberdeen, what happens next?

thank you  
[REDACTED]



[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 23 April 2025 13:48  
**To:** TrafficManagement  
**Subject:** 20mph speed limit proposal (central/south)

To whom it may concern,

I am writing to formally object to the proposed Traffic Regulation Order to impose a mandatory 20mph speed limit on the specified roads, as published by Aberdeen City Council.

**Grounds for Objection:**

Whilst I fully support initiatives that improve road safety, I am concerned that the imposition of a blanket 20mph speed limit may not be appropriate or beneficial across all the listed roads. A more targeted approach would be preferable, focusing on areas with high pedestrian activity, schools, or historically high accident rates, rather than applying a one-size-fits-all solution.

**1. Environmental Impact – Emissions Concern:**

One of the key issues I wish to raise is the environmental impact of lower speed limits on vehicle emissions. Contrary to popular belief, evidence suggests that reducing speed limits from 30mph to 20mph can lead to an increase in certain vehicle emissions. A 2013 report by the UK Department for Transport (DfT), titled "A Review of the Evidence on the Effects of 20mph Speed Limits", found that:

"For many vehicles, especially those with internal combustion engines, driving at 20mph can result in higher emissions of CO<sub>2</sub> and NO<sub>x</sub> compared to driving at 30mph due to lower engine efficiency."

Furthermore, a study by Imperial College London (2020), commissioned by Westminster City Council, also concluded that:

"Under real-world driving conditions, NO<sub>x</sub> emissions increased by up to 25% when vehicles travelled at 20mph compared to 30mph, primarily due to lower engine loads and longer journey times."

Given the urgency of addressing climate change and improving air quality in urban environments, introducing measures that could potentially worsen emissions should be approached with caution.

**2. Impact on Journey Times and Productivity:**

Lowering the speed limit to 20mph across large areas will inevitably increase journey times for commuters, delivery drivers, emergency services and public transport. These longer travel times can have a knock-on effect on local productivity, logistics efficiency and overall quality of life, particularly in areas where such changes are not clearly justified.

**3. Enforcement and Compliance Challenges:**

Blanket 20mph zones often suffer from low compliance rates, especially on roads where the layout naturally encourages higher speeds. Without significant investment in enforcement or traffic-calming

measures, these limits risk becoming symbolic rather than effective. This could further erode public trust in local transport policy and weaken overall adherence to road regulations.

#### 4. Emergency Services Response Times:

Unnecessarily reducing speed limits on key routes may have negative consequences for emergency services. Delays in response times can be critical in life-threatening situations. A more balanced approach would preserve faster access on strategic roads while still ensuring protection in areas with vulnerable road users.

#### 5. Limited Evidence of Safety Benefits in Certain Areas:

Whilst 20mph zones near schools and within densely populated residential areas have shown clear safety benefits, the evidence is far less compelling for roads that already have low accident rates or limited pedestrian activity. Applying these limits across the board may dilute the effectiveness of the policy and divert attention away from locations where intervention is most needed.

#### Request for a Targeted Approach:

I respectfully request that the Council adopt a more data-driven and localised strategy, applying 20mph limits only where there is clear evidence of safety or environmental benefit. Broad implementation without robust supporting data risks undermining public confidence and may result in several unintended consequences, including increased emissions, lower compliance, longer journey times and reduced service efficiency.

I trust that the Council will consider this objection with the seriousness it deserves and re-evaluate the proposed order in light of the wider implications.

Regards,

[REDACTED]

Sent from [Outlook for Android](#)

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 23 April 2025 11:45  
**To:** TrafficManagement  
**Subject:** Proposed extension to 20MPH

Police Scotland say they don't have resources to police present 20 MPH speed limits,so why the additional expenses by introducing more roads.

Don't make sense to me unless properly funded.

Regards

[REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 23 April 2025 11:28  
**To:** TrafficManagement  
**Subject:** 20mph Speed Limit Proposal (Central/South)

Dear Sir/Madam

I wish to object to the further roll out of 20mph across Aberdeen city. Getting across the town or going anywhere in the town is getting increasingly difficult what with bus gates and the closure of part of union street as well as the beach area. I find myself driving further and for longer due to bus gates, and the current 20mph in the town and can't understand how it can be better for the environment to have to drive for further and longer. I've lived in Aberdeen for 38 years AND all these improvements have not improved anything. it is much more complicated and frustrating trying to navigate Aberdeen than it ever was before.

The cost to the council, with new signage, road markings etc etc, when you are already cutting essential services, seems wasteful and is spending money in the wrong areas.

Please just leave the roads alone. If you do want to improve things fix the potholes and police those thoughtless drivers who exceed the current speed limits.

I also note the consultation writes in the section "improve road safety" about perceptions a lot - a perception is purely how something is "thought to be" or an "interpretation" which is not evidence and cannot be used as a basis to do something.

Reduce carbon emissions section "people will feel safer using the road network, which will encourage them to choose active modes of transportation more often.

You cannot definitively say you know how people will feel - and reducing the limit to 20mph means people will use active modes of transportation.

[Sent from Sky Yahoo Mail on Android](#)



[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 23 April 2025 10:04  
**To:** TrafficManagement  
**Subject:** Fwd: objection on 20mph

Hi

I object to the 20mph poster that was posted along the lamp post where no one can read it unless your on foot. The council needs to make residents more aware than these laminated poster stuck on lmapost.

Certainly, Catherine! Here are some reasons people might object to 20mph zones:

- **Traffic Flow Concerns:** Critics argue that lower speed limits can disrupt traffic flow, leading to congestion and longer travel times, especially in urban areas.
- **Enforcement Challenges:** Without proper enforcement or physical measures like speed bumps, compliance with 20mph limits can be inconsistent, reducing their effectiveness.
- **Economic Impact:** Some believe that slower speeds could negatively affect businesses reliant on quick deliveries or transport, potentially increasing costs.
- **Limited Evidence:** While 20mph zones aim to improve safety and health, some studies suggest that the benefits, such as reduced accidents or improved air quality, are not always significant or consistent.
- **Driver Frustration:** Drivers may feel frustrated by the slower pace, particularly on roads where they perceive the limit as unnecessary or overly restrictive.
- **Cost of Implementation: Installing signs, road markings, and other measures to enforce**
- **Cost of Implementation:** Installing signs, road markings, and other measures to enforce 20mph zones can be expensive, and some argue these funds could be better spent elsewhere.
- **Impact on Emergency Services:** Slower speed limits might hinder the response times of emergency vehicles, especially in critical situations.
- **Noise Pollution:** Some studies suggest that vehicles traveling at lower speeds may produce more noise due to increased engine revving and gear changes.
- **Driver Distraction:** Constantly monitoring speed to stay within the limit might distract drivers from focusing on the road and surroundings.
- **Effectiveness in Rural Areas:** In less populated or rural areas, 20mph zones may be seen as unnecessary, as there are fewer pedestrians and cyclists.
- **Potential for Increased Emissions:** Vehicles operating at lower speeds might not run as efficiently, potentially leading to higher fuel consumption and emissions.
- **Potential for Increased Journey Times:** For commuters or delivery drivers, extended travel times could lead to inefficiencies and frustration.
- **Unintended Consequences:** Drivers might seek alternative routes to avoid 20mph zones, potentially increasing traffic on less suitable roads.

- **Perceived Overregulation:** Some individuals feel that 20mph zones are an unnecessary imposition, especially in areas where accidents are rare.
- **Lack of Public Support:** If the community isn't adequately consulted, 20mph zones might face resistance from residents who feel their views weren't considered.
- **Effectiveness in Mixed Zones:** In areas with varying speed limits, frequent changes can confuse drivers and reduce compliance.
- **Potential for Increased Fuel Costs:** Vehicles operating at lower speeds may not run as efficiently, leading to higher fuel consumption over time.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 22 April 2025 20:04  
**To:** TrafficManagement  
**Subject:** 20mph on Cairnlee Road

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Morning,

I live on Cairnlee Road, Bielside which is on the list of proposed 20mph streets.

As you this is a private road unadopted by the council can you explain why it is on the list?

It seems like this road is council property when it suits as when the Fibre cables were laid all over Cults and Bielside we were "missed out" as it is an unadopted road.

Cairnlee Road is not a through road but is used by many schoolchildren as they walk to and from school, which is a danger for them as it is a single track road full of pot-holes.

I look forward to hearing from you regarding this matter.

Regards  
[REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 22 April 2025 18:46  
**To:** TrafficManagement  
**Subject:** 20 mph Limit Proposal

I feel strongly that in the area I live (Pittodrie) that other road offences are over looked and us as residents live with the consequences of this. Introducing the 20mph limit will just be another road rule that will be ignored and abused. When the city council stands up in our area and takes action on a daily/weekly basis against the students parking on the pavements on every corner of every street, on pavements, parking the wrong way up roads, driving through no entry signs and driving at excessive speed in all the surrounding street. We also deal with moving our own cars on match days for supporters to come and park outside our homes and never receive as much as a ticket. If you want round the streets surrounding Pittodrie Stadium on a match day you will be lucky to see 40 of the hundreds of cars with tickets, who is going to police your 20mph limit ??? Just more nonsense the council is bringing in against the drivers and residents of Aberdeen City Sent from my iPad



[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 22 April 2025 12:42  
**To:** TrafficManagement  
**Subject:** Objection to THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 12) ORDER

Dear Sir/Madam,

I am writing to object to *The Aberdeen City Council (Citywide (Part Of)) (20mph Speed Limit) (No. 12) Order* under the Road Traffic Regulation Act 1984.

I understand and appreciate the Council's intent to enhance road safety, I have a few concerns regarding the impact of reducing the current 30mph limit to 20mph across the affected roads.

**Traffic Flow Disruption:** 20mph limit on roads where 30mph is already safely maintained could cause unnecessary congestion, especially during peak hours, affecting commuters, service vehicles, and public transport.

**Lack of Evidence for Necessity:** To my knowledge, the roads included do not have a high rate of accidents that would justify this change. The lower speed limit would not change the number of accidents, as the problems are drivers not the speed limits. Most of the cars are fitted with enhanced safety features which prevent hitting the objects or people. Looking at the state of the roads near my house does not allow to drive more than 20 mph as there is many holes not getting fixed for years.

From my personal perspective, I can add that I am a carer for both of my parents, who are disabled and live in Seaton. Reducing speed limits on key routes would increase the time it takes for me to reach them, particularly in urgent situations. These changes would add stress and practical difficulty to my already demanding daily responsibilities.

For the above reasons, I respectfully object to the proposed order in its current form and urge the Council to reconsider applying such restrictions across the city without tailored consideration for road type, local context, and the needs of residents.

Yours faithfully,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 22 April 2025 06:53  
**To:** TrafficManagement  
**Subject:** Speed Limit Proposal (Central/South)

With regards to the proposal, can I please raise an objection for the following reasons

Blanket 20th limits on main roads are going to reduce traffic flow dramatically therefore increasing pollution and frustration levels

Who is going to enforce this limit? When the existing 30mph limit is not enforced

The cost of signage is crazy, and in times of all costs going up? Is this really government spending wisely?

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 21 April 2025 22:02  
**To:** TrafficManagement  
**Cc:** [REDACTED]  
**Subject:** COMMENT: 20mph limit proposal

Hello there

I am the head of risk management for an international mining company where vehicle incidents are a key source of fatalities.

I support the introduction of 20mph limit, on 2 conditions - 1. It is limited to local roads only where vehicles travel through heavily populated housing estates for example.  
2. The incident rate and risk is high.

I do not support 20mph on main roads that travel through an area, eg where the road extends beyond the housing estate, or on roads where houses or schools are not present. For example in Cults, I would support it on St Devenicks Place but not on the main Deeside Road.

It's about getting the balance right. Which many authorities have failed to do, by over applying unrealistic 20mph speed limits to major roads or to roads where the risk is self evidently low. This is important because it loses the support of drivers and weakens their support for all 20mph limits. If you are to manage the risk effectively and actually reduce incidents, it's critical that you achieve the support of majority drivers.

Being honest, Abdn traffic mgt has not achieved the latter in recent years. People do not generally accept previous measures such as bus gates, complex restrictions on use of Union St / Market St and application of ULEZ zoning. Little attempt seems to have been made to drive either simplicity of application or driver buy in. Rightly or wrongly, recent new abdn traffic mgt rules / restrictions are generally perceived as complex, poorly understood, unnecessary, intended to catch people out, perceived as a revenue raiser, lacking in clear purpose, adding to journey time and high risk for drivers. This is a failure in my view. Yet little evidence of listening then adjustment and simplification seems to have taken place?

This track record informs your proposal here I believe. Because it will not be generally trusted I suspect?

One approach could be to introduce a 20mph limit on an obvious high risk road (or v limited # of roads) then test for acceptance and impact on incidents? I would guard again over application, either through an over zealous approach or misunderstanding of risk management. I reiterate that to have meaningful impact, you must win the hearts and minds of drivers. They must 'get it' and support it.

Be aware of context also: the Welsh Govt tried to introduce 20mph limit with disastrous consequences for them. They over applied 20mph limits resulting in unrealistic expectations of people and huge push back. It was a PR disaster for them and reduced the credibility of 20 mph limits everywhere.

I will follow this matter with interest. If you want to discuss further or my support informally, I would be happy to help. My number is [REDACTED]

All the best and good luck!

[REDACTED]

Sent from my iPhone



[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 21 April 2025 16:07  
**To:** TrafficManagement  
**Subject:** Objection to 20mph limit zones

Good afternoon

I write to object to the proposal to change speed limits to 20mph in parts of Aberdeen.

I agree with the proposal for side roads, but not main roads like Great Western Road and Seafield Road.

My street has been 20mph limit for many years, and has humps, but the limit is completely ignored, especially by SUV drivers.

If there has been multiple incidents and a 20mph limit would likely decrease the incidents, then it makes sense.

However, it is very difficult to travel at 20mph, especially as cruise control will not activate on most cars until 25mph +. I use cruise control around town to ensure I don't speed and can concentrate on the road instead of the speed limit. If 20mph limits are introduced, drivers will concentrate on adhering to the limit (hopefully!) instead of the road and pavements.

Regards  
[REDACTED]



[REDACTED]

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**From:** [REDACTED]  
**Sent:** 21 April 2025 11:58  
**To:** [REDACTED]  
**Subject:** 20 MPH

I wish to object to the proposal to reduce the speed limit to 20 MPH for most of the roads in Culter. The reasons for my objections are;

1. You cant enforce it as you cant enforce the current 30 MPH limit. Similarly you cant / don't enforce the dog fouling laws!
2. You don't have any money for new 20MPH signs! You cant clear drains or the falling leaves which block the drains.
- 3 You ignore the safety aspects of gritting the roads and pavements Several persons were hospitalised over the past few winters due to falling on ice. How many have been knocked down by motorists? I'm guessing none.

Kind Regards  
[REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 20 April 2025 21:32  
**To:** TrafficManagement  
**Subject:** 20mph zones

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Good evening,

I am writing to say that I don't agree with the proposed change to the speed reduction to 20mph. There are so many reasons not to do this. It has been tried in Wales and is currently being reversed.

The council is so short of money, perhaps these funds could be used towards something useful. Maybe mental health? Education? Something positive for the people of Aberdeen.

All I can think is that this is a money making 'scam'? Don't do it. Listen to your people and be honest. This isn't the way to raise funds and fill the shortfall.

[REDACTED]

Sent from my iPhone

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 20 April 2025 19:46  
**To:** TrafficManagement  
**Subject:** 20 mile per hour zones

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I am absolutely appalled at this complete and utter waste of tax payers money.  
How dare you think you can run roughshod over us by running a complete dictatorship.  
Bus gates, Lez, bus lanes  
Roads closed all over the city with no apparent work being done.  
The potholes are atrocious  
But you think by slowing traffic down to 20 miles an hour this helps with anything

Right now my commute to work and my return home is a utter nightmare...with all the road closures.  
My car is wrecked with bouncing through all the potholes  
I sit in traffic causing more pollution.  
Our journey times are longer causing more pollution.

I am totally against this and all your other madcap ideas  
Union terrace gardens are a disgrace...the money spent o that!!!  
Union Street....utter shambles  
Bike lanes all through industrial estates....

1 million pounds of tax payers money....how dare you

[REDACTED]

And my son is in the police and i do NOT have to give you my name and address to object to any council proposal, so go look up the law

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 20 April 2025 19:42  
**To:** TrafficManagement  
**Subject:** 20mph implementation opposition

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Good evening,

My name and address shouldn't be required to oppose any government backed scheme, however I will provide it and I want a response laying out how my information is being used and the policy of disposal of my information being provided afterwards.

[REDACTED]

Writing with my objection to the proposed 20mph city wide speed limit.

Reasoning, it will double my commute time, the traffic in Aberdeen is horrendous as is let alone reducing the speed limit.

1 million this is costing??? For new signage?

I'm guessing you will put up a ton of new enforcement cameras and recoup costs via road user fines.

Another method of squeezing the people of Aberdeen.

Try repairing the roads with that money instead.

How about some data, regarding road traffic collisions caused by people driving within the set speed limits.

And data regarding injury/fatality caused by the same?

This is utter madness, all under the guise of environmental reasons when you still allow HGV, buses etc into the city.

You are all making this place genuinely miserable to live in.

Regards



[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 20 April 2025 16:10  
**To:** TrafficManagement  
**Subject:** 20mph proposal

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To whom it may concern,

I am writing to formally object to the proposed Traffic Regulation Order to impose a mandatory 20mph speed limit on the specified roads, as published by Aberdeen City Council.

**Grounds for Objection:**

Whilst I fully support initiatives that improve road safety, I am concerned that the imposition of a blanket 20mph speed limit may not be appropriate or beneficial across all the listed roads. A more targeted approach would be preferable, focusing on areas with high pedestrian activity, schools, or historically high accident rates, rather than applying a one-size-fits-all solution.

**1. Environmental Impact – Emissions Concern:**

One of the key issues I wish to raise is the environmental impact of lower speed limits on vehicle emissions. Contrary to popular belief, evidence suggests that reducing speed limits from 30mph to 20mph can lead to an increase in certain vehicle emissions. A 2013 report by the UK Department for Transport (DfT), titled "A Review of the Evidence on the Effects of 20mph Speed Limits", found that:

"For many vehicles, especially those with internal combustion engines, driving at 20mph can result in higher emissions of CO<sub>2</sub> and NO<sub>x</sub> compared to driving at 30mph due to lower engine efficiency."

Furthermore, a study by Imperial College London (2020), commissioned by Westminster City Council, also concluded that:

"Under real-world driving conditions, NO<sub>x</sub> emissions increased by up to 25% when vehicles travelled at 20mph compared to 30mph, primarily due to lower engine loads and longer journey times."

Given the urgency of addressing climate change and improving air quality in urban environments, introducing measures that could potentially worsen emissions should be approached with caution.

**2. Impact on Journey Times and Productivity:**

Lowering the speed limit to 20mph across large areas will inevitably increase journey times for commuters, delivery drivers, emergency services and public transport. These longer travel times can have a knock-on effect on local productivity, logistics efficiency and overall quality of life, particularly in areas where such changes are not clearly justified.

**3. Enforcement and Compliance Challenges:**

Blanket 20mph zones often suffer from low compliance rates, especially on roads where the layout naturally encourages higher speeds. Without significant investment in enforcement or traffic-calming measures, these limits risk becoming symbolic rather than effective. This could further erode public trust in local transport policy and weaken overall adherence to road regulations.

#### 4. Emergency Services Response Times:

Unnecessarily reducing speed limits on key routes may have negative consequences for emergency services. Delays in response times can be critical in life-threatening situations. A more balanced approach would preserve faster access on strategic roads while still ensuring protection in areas with vulnerable road users.

#### 5. Limited Evidence of Safety Benefits in Certain Areas:

Whilst 20mph zones near schools and within densely populated residential areas have shown clear safety benefits, the evidence is far less compelling for roads that already have low accident rates or limited pedestrian activity. Applying these limits across the board may dilute the effectiveness of the policy and divert attention away from locations where intervention is most needed.

#### Request for a Targeted Approach:

I respectfully request that the Council adopt a more data-driven and localised strategy, applying 20mph limits only where there is clear evidence of safety or environmental benefit. Broad implementation without robust supporting data risks undermining public confidence and may result in several unintended consequences, including increased emissions, lower compliance, longer journey times and reduced service efficiency.

I trust that the Council will consider this objection with the seriousness it deserves and re-evaluate the proposed order in light of the wider implications.

Regards



Sent from my iPhone

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 19 April 2025 20:21  
**To:** TrafficManagement  
**Subject:** 20mph Speed Limit

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To whom it may concern,

I am writing to formally object to the proposed Traffic Regulation Order to impose a mandatory 20mph speed limit on the specified roads, as published by Aberdeen City Council.

Grounds for Objection:

Whilst I fully support initiatives that improve road safety, I am concerned that the imposition of a blanket 20mph speed limit may not be appropriate or beneficial across all the listed roads. A more targeted approach would be preferable, focusing on areas with high pedestrian activity, schools, or historically high accident rates, rather than applying a one-size-fits-all solution.

#### 1. Environmental Impact – Emissions Concern:

One of the key issues I wish to raise is the environmental impact of lower speed limits on vehicle emissions. Contrary to popular belief, evidence suggests that reducing speed limits from 30mph to 20mph can lead to an increase in certain vehicle emissions. A 2013 report by the UK Department for Transport (DfT), titled “A Review of the Evidence on the Effects of 20mph Speed Limits”, found that:

“For many vehicles, especially those with internal combustion engines, driving at 20mph can result in higher emissions of CO<sub>2</sub> and NO<sub>x</sub> compared to driving at 30mph due to lower engine efficiency.”

Furthermore, a study by Imperial College London (2020), commissioned by Westminster City Council, also concluded that:

“Under real-world driving conditions, NO<sub>x</sub> emissions increased by up to 25% when vehicles travelled at 20mph compared to 30mph, primarily due to lower engine loads and longer journey times.”

Given the urgency of addressing climate change and improving air quality in urban environments, introducing measures that could potentially worsen emissions should be approached with caution.

#### 2. Impact on Journey Times and Productivity:

Lowering the speed limit to 20mph across large areas will inevitably increase journey times for commuters, delivery drivers, emergency services and public transport. These longer travel times can have a knock-on effect on local productivity, logistics efficiency and overall quality of life, particularly in areas where such changes are not clearly justified.

#### 3. Enforcement and Compliance Challenges:

Blanket 20mph zones often suffer from low compliance rates, especially on roads where the layout naturally encourages higher speeds. Without significant investment in enforcement or traffic-calming measures, these limits risk becoming symbolic rather than effective. This could further erode public trust in local transport policy and weaken overall adherence to road regulations.

#### 4. Emergency Services Response Times:

Unnecessarily reducing speed limits on key routes may have negative consequences for emergency services. Delays in response times can be critical in life-threatening situations. A more balanced approach would preserve faster access on strategic roads while still ensuring protection in areas with vulnerable road users.

#### 5. Limited Evidence of Safety Benefits in Certain Areas:

Whilst 20mph zones near schools and within densely populated residential areas have shown clear safety benefits, the evidence is far less compelling for roads that already have low accident rates or limited pedestrian activity. Applying these limits across the board may dilute the effectiveness of the policy and divert attention away from locations where intervention is most needed.

#### Request for a Targeted Approach:

I respectfully request that the Council adopt a more data-driven and localised strategy, applying 20mph limits only where there is clear evidence of safety or environmental benefit. Broad implementation without robust supporting data risks undermining public confidence and may result in several unintended consequences, including increased emissions, lower compliance, longer journey times and reduced service efficiency.

I trust that the Council will consider this objection with the seriousness it deserves and re-evaluate the proposed order in light of the wider implications.

Yours sincerely

A black rectangular redaction box covering the signature area.



[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 19 April 2025 15:28  
**To:** TrafficManagement  
**Subject:** Objection

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Good afternoon,

My name is [REDACTED].

I object to your proposal to limit certain streets in Aberdeen including those near my home to 20mph (from 30). I object on the grounds that there is no proportionality in your proposal, there are no safety risks and no grounds for this new limit. I should think the Council should be more concerned with the state of the roads. There are dangerous potholes on every street near Balmoral Places and in the past 3 years I have seen no real effort to address these. To reduce speed to 20 simply to be seen as doing something is a waste of council tax.

Kind regards,  
[REDACTED]

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]>  
**Sent:** 19 April 2025 14:53  
**To:** TrafficManagement  
**Subject:** City wide Blanket 20 mph Objection

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi Traffic Team or to whom is dealing with the objections of the 20 mph.

This is ridiculous to have a city wide 20 mph. It clearly didn't work in for the people in Wales. The 20 mph at specific points as part time is more affective. People are much more willing and able to stick to 20mph around the eg school zones etc.

Commuting will take to long not only for the car drivers. The bus journey's commercial vehicles also companies want be wanting to deliver to Aberdeen and the surrounding area. And cost more to use on offer set changes for deliveries.

Bus gates, lez zone, 20mph there's nothing left for Aberdeen other than the council wasting money and hitting the car drivers etc. are the buses going to follow the the 20mph? They don't need any more excuses to be late this more unreliable than they are. Bus gates has not improved our bus service. Aberdeen basically grinding to a halt. I have to commute from Cove Bay to b of Don buses takes no less than 1hr45 mins. I can't trust their time this makes me miss the connection bus from union st. When I don't wish to spend my life travelling. Now car journey going take ages if most of my route if 20mph.

Our bus service has been reduced so much since I moved to Cove Bay 2009. Regularly while waiting I'm waiting at on loirston AV opposite the primary school. It either doesn't come down street as it should, or if it's early they don't wait to leave the bus stop at the correct time. The bottom line is Aberdeen has become no welcome to the locals nor the tourists. Not a pleasure to have to commute or anything left worth going to in Aberdeen.

I really wish the council would listen to the people, not doubts you'll bash the ridiculous ruling through. It clearly didn't work in Wales! Is that not worth learning from to save us the tax payers a load of money installing the signage and then change mind when it clearly doesn't work

Hopefully you listen to the people.

Regards

[REDACTED]

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]>  
**Sent:** 18 April 2025 20:15  
**To:** TrafficManagement  
**Subject:** Reduced speed limits in Peterculter.

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I object to the proposal to reduce speed limits to 20mph in a blanket way, covering a large number of roads at all times of the day.

My reasons:

- 1 the vast majority of motorists drive at speeds appropriate to the conditions. In small residential streets this is usually no more than about 20mph so the new limits will cost money with little or no benefit.
- 2 for through roads, usually A and B roads, in this case N Deeside Rd and Malcolm Rd, it is inappropriate and unnecessary to reduce limits to 20mph at all times including quiet periods. A 20mph limit is already in place during school hours and could be extended if appropriate.
- 3 I also think it is fundamentally wrong that decisions on through roads are made entirely by local councils and residents, with no consideration for other drivers who use these roads for work or other purposes and pay for their upkeep via taxation.

I assume my comments will be ignored?  
Regards

[REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 18 April 2025 15:06  
**To:** TrafficManagement  
**Subject:** Proposed 20 mph

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Police Scotland say they don't have resources to police current 20 MPH roads,so why incur additional expenses by adding to the issue.

Regards  
[REDACTED]



[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 18 April 2025 13:36  
**To:** TrafficManagement  
**Subject:** 20mph proposal for Hazelhead/Queens Cross/Countesswells - OBJECTION

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I object most strongly to the proposed 20mph speed limit in all the streets in these areas on the following grounds:

### **Pollution**

For a council who claim to be striving for a reduction in air pollution it seems to me to be counter productive that they try to enforce measures that will actually result in journeys within these areas taking longer than they do currently!

### **Traffic Congestion**

By enforcing a 20mph speed limit the traffic congestion problems will be exacerbated. It will cause longer queues of traffic at each junction and a longer period of increased pollution within residential areas, as well as the city centre, which is far from desirable.

### **Unnecessarily over prescriptive legislation**

I would also like to know, via my rights under the freedom of information act, exactly how many collisions between pedestrians and moving motor vehicles have occurred within the proposed area over the past 10 years. I suspect the number is so low as to render any such legislation completely unnecessary. In my opinion, the vast majority of responsible adults modify their driving speed according to road conditions which includes taking notice of other road users including pedestrians, cyclists and other drivers.

from  
[REDACTED]

[REDACTED]

---

**From:** [REDACTED] <[REDACTED]>  
**Sent:** 18 April 2025 09:24  
**To:** TrafficManagement  
**Subject:** Objection to city wide 20mph speed limit

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To whom it may concern,

I am writing to formally object to the proposed Traffic Regulation Order to impose a mandatory 20mph speed limit on the specified roads, as published by Aberdeen City Council.

#### Grounds for Objection:

Whilst I fully support initiatives that improve road safety, I am concerned that the imposition of a blanket 20mph speed limit may not be appropriate or beneficial across all the listed roads. A more targeted approach would be preferable, focusing on areas with high pedestrian activity, schools, or historically high accident rates, rather than applying a one-size-fits-all solution.

#### 1. Environmental Impact – Emissions Concern:

One of the key issues I wish to raise is the environmental impact of lower speed limits on vehicle emissions. Contrary to popular belief, evidence suggests that reducing speed limits from 30mph to 20mph can lead to an increase in certain vehicle emissions. A 2013 report by the UK Department for Transport (DfT), titled "A Review of the Evidence on the Effects of 20mph Speed Limits", found that:

"For many vehicles, especially those with internal combustion engines, driving at 20mph can result in higher emissions of CO<sub>2</sub> and NO<sub>x</sub> compared to driving at 30mph due to lower engine efficiency."

Furthermore, a study by Imperial College London (2020), commissioned by Westminster City Council, also concluded that:

"Under real-world driving conditions, NO<sub>x</sub> emissions increased by up to 25% when vehicles travelled at 20mph compared to 30mph, primarily due to lower engine loads and longer journey times."

Given the urgency of addressing climate change and improving air quality in urban environments, introducing measures that could potentially worsen emissions should be approached with caution.

#### 2. Impact on Journey Times and Productivity:

Lowering the speed limit to 20mph across large areas will inevitably increase journey times for commuters, delivery drivers, emergency services and public transport. These longer travel times can have a knock-on effect on local productivity, logistics efficiency and overall quality of life, particularly in areas where such changes are not clearly justified.

#### 3. Enforcement and Compliance Challenges:

Blanket 20mph zones often suffer from low compliance rates, especially on roads where the layout naturally encourages higher speeds. Without significant investment in enforcement or traffic-calming measures, these limits risk becoming symbolic rather than effective. This could further erode public trust in local transport policy and weaken overall adherence to road regulations.

#### 4. Emergency Services Response Times:

Unnecessarily reducing speed limits on key routes may have negative consequences for emergency services. Delays in response times can be critical in life-threatening situations. A more balanced approach would preserve faster access on strategic roads while still ensuring protection in areas with vulnerable road users.

#### 5. Limited Evidence of Safety Benefits in Certain Areas:

Whilst 20mph zones near schools and within densely populated residential areas have shown clear safety benefits, the evidence is far less compelling for roads that already have low accident rates or limited pedestrian activity. Applying these limits across the board may dilute the effectiveness of the policy and divert attention away from locations where intervention is most needed.

#### 6. Cost Concern:

Tax payers' money should not be spent on something that's not evidence based. There are other councils around the country that have done this then revoked it which is a huge waste of time and money. Replacing hundreds of road signs for this not to work is ludicrous.

#### Request for a Targeted Approach:

I respectfully request that the Council adopt a more data-driven and localised strategy, applying 20mph limits only where there is clear evidence of safety or environmental benefit. Broad implementation without robust supporting data risks undermining public confidence and may result in several unintended consequences, including increased emissions, lower compliance, longer journey times and reduced service efficiency.

I trust that the Council will consider this objection with the seriousness it deserves and re-evaluate the proposed order in light of the wider implications.



[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 17 April 2025 23:42  
**To:** TrafficManagement  
**Subject:** 20mph Speed Limit Proposal (Central/South) - Objection Letter

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To Whoever this may concern,  
I would like to formally object to the above proposal.  
I take this argument with several reasons.

- It has been stated that the speed change is to improve road safety. I disagree. The current speed limit of 30mph on these roads are suitable for the roads in question. Being someone who lives directly on one of these streets, I have experienced first hand that people don't follow the 30mph speed limit. What makes you think that this will then be followed if it goes to 20mph? Walking and cycling will not increase as those that wish to cycle or walk already are already doing so. Where is your evidence that shows that this will happen? Where are your figures and calculations? Final point to this about cultural attitudes is also incorrect. A very good example of this is North Deeside road where the speed limit went from 40mph to 30mph. Again, first hand I have seen people going well over this. Why have these people not been caught? I can tell you why. Doesn't matter how many cameras you set up or how many times you remind people the Cultural attitude is still the same as people have grown up with it. Trying to control people with Cameras and Fines makes things worse as this actually increases the chances of accidents as studies have proved. It also ends up being a funding drive for the council.
- Next point stated Reducing Collusion risk. Again I disagree. The reaction time at a lower speed takes less time to stop but studies show that driving at slower speeds in particular familiar areas can cause inattention blindness or in other words reduced attention and lower levels of alertness. This means that it can increase the possibility of a collisions or casualties. It is also worth mentioning that a lower speed limit in areas that have been at higher speed causes frustration to some as it takes longer to get to their destination meaning a 20 minute journey becomes a 30 minute journey if traveling at a constant speed. Do you have any proof that this would not happen?
- Reducing Carbon Emissions was also Stated. lowering the speed does not make a large difference in carbon emissions. People will not feel safer and using public transport will not be encouraging for lots of people as the transport system is not reliable enough, time efficient enough or easy enough to manage. Getting into your own car, getting to work and parking can actually end up being cheaper. Public transport is not reliable nor is it time efficient as a 25 minute journey takes a bus nearer 40 minutes to do aswell as the times for the busses don't match up with times that are required for some people getting to work. Trying to take public transport means you are also relying on being on time to get into work. So although there's a slight change in emissions it will not make any noticeable differences unless you can show me real accurate numbers that prove this wrong?

To finalise this email the points above have been made with the help of studies and personal knowledge of the area. All in all this leads me to my final statement that I Object to this proposal because it does not follow the aims of keeping safety, helping to get to Net Zero and encouraging the use of a public transport system which is unreliable at the best of times.

I look forward to hearing your response.



[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 17 April 2025 21:55  
**To:** TrafficManagement  
**Subject:** Objection to the 20mph restrictions

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I am writing to express my objection to the 20mph restrictions.

Cars driving at 20mph will do damage to the car itself, take longer to get to your destination therefore your driving for longer and producing emissions.

The areas of restrictions apply to nearly every street in Aberdeen. It's hard enough getting about the city efficiently.

We don't have a reliable or varied bus service to encourage people to use public transport. I stay in Bridge of Don and work in Cove so I have to drive to Dyce to get to the bypass instead of coming into the city centre. Emissions and traffic on the bypass are increasing.

It was a disaster in Wales. What are AECC doing differently to avoid the same result?

I understand residential areas and suburbs needing these restrictions but people don't drive safely and within the speed limit just now. How will this be policed? Expensive cameras or more funding to the police?

Kind regards  
[REDACTED]

Sent from [Outlook for Android](#)

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 17 April 2025 21:29  
**To:** TrafficManagement  
**Subject:** Objection to Proposed 20mph Speed Limit Order (Traffic Regulation Act 1984)

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To whom it may concern,

I am writing to formally object to the proposed Traffic Regulation Order to impose a mandatory 20mph speed limit on the specified roads, as published by Aberdeen City Council.

#### Grounds for Objection:

Whilst I fully support initiatives that improve road safety, I am concerned that the imposition of a blanket 20mph speed limit may not be appropriate or beneficial across all the listed roads. A more targeted approach would be preferable, focusing on areas with high pedestrian activity, schools, or historically high accident rates, rather than applying a one-size-fits-all solution.

#### 1. Environmental Impact – Emissions Concern:

One of the key issues I wish to raise is the environmental impact of lower speed limits on vehicle emissions. Contrary to popular belief, evidence suggests that reducing speed limits from 30mph to 20mph can lead to an increase in certain vehicle emissions. A 2013 report by the UK Department for Transport (DfT), titled "A Review of the Evidence on the Effects of 20mph Speed Limits", found that:

"For many vehicles, especially those with internal combustion engines, driving at 20mph can result in higher emissions of CO<sub>2</sub> and NO<sub>x</sub> compared to driving at 30mph due to lower engine efficiency."

Furthermore, a study by Imperial College London (2020), commissioned by Westminster City Council, also concluded that:

"Under real-world driving conditions, NO<sub>x</sub> emissions increased by up to 25% when vehicles travelled at 20mph compared to 30mph, primarily due to lower engine loads and longer journey times."

Given the urgency of addressing climate change and improving air quality in urban environments, introducing measures that could potentially worsen emissions should be approached with caution.

#### 2. Impact on Journey Times and Productivity:

Lowering the speed limit to 20mph across large areas will inevitably increase journey times for commuters, delivery drivers, emergency services and public transport. These longer travel times can have a knock-on effect on local productivity, logistics efficiency and overall quality of life, particularly in areas where such changes are not clearly justified.

#### 3. Enforcement and Compliance Challenges:

Blanket 20mph zones often suffer from low compliance rates, especially on roads where the layout naturally encourages higher speeds. Without significant investment in enforcement or traffic-calming measures, these limits

risk becoming symbolic rather than effective. This could further erode public trust in local transport policy and weaken overall adherence to road regulations.

#### 4. Emergency Services Response Times:

Unnecessarily reducing speed limits on key routes may have negative consequences for emergency services. Delays in response times can be critical in life-threatening situations. A more balanced approach would preserve faster access on strategic roads while still ensuring protection in areas with vulnerable road users.

#### 5. Limited Evidence of Safety Benefits in Certain Areas:

Whilst 20mph zones near schools and within densely populated residential areas have shown clear safety benefits, the evidence is far less compelling for roads that already have low accident rates or limited pedestrian activity. Applying these limits across the board may dilute the effectiveness of the policy and divert attention away from locations where intervention is most needed.

#### Request for a Targeted Approach:

I respectfully request that the Council adopt a more data-driven and localised strategy, applying 20mph limits only where there is clear evidence of safety or environmental benefit. Broad implementation without robust supporting data risks undermining public confidence and may result in several unintended consequences, including increased emissions, lower compliance, longer journey times and reduced service efficiency.

I trust that the Council will consider this objection with the seriousness it deserves and re-evaluate the proposed order in light of the wider implications.

Many thanks,

A black rectangular redaction box covering the signature of the sender.

Sent from my iPhone

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 17 April 2025 14:20  
**To:** TrafficManagement  
**Subject:** 20mph limits

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I am opposed to the widespread introduction of 20 mph zones at Hazlehead/ Queens Cross / Counteswells

Parts of Anderson drive being a 20 zone where there is already a sliproad for residents seems pointless. How can you have cars and HGVs going from 40 to 20 back to 40 then back to 20. I feel this will cause many many accidents. Even if it is a 40-20-40 on the southbound and same on northbound it will cause accidents. Emissions will be higher from drivers speeding up again.

Busses are extremely unreliable as it is with always being late or cancelled despite bus lanes being in force.

Have you thought about when people have accidents and need to get to ARI? Injury isn't severe enough for an ambulance yet is still an emergency, patient screaming in pain or has worrying symptoms yet it takes even longer to get required medical attention because of all the 20 mph zones.

Im sure the money that would be spent on all your signage and "cash cow" cameras would be better spent on other things. The revenue from fines wouldn't cover the cost of the cameras.

Have you actually asked people what they would like to see in the city?, what would encourage them to go spend money in the city?

Slower speeds won't stop roads being damaged so what is the actual thinking behind the proposition?



Sent from my iPad



[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 17 April 2025 14:01  
**To:** TrafficManagement  
**Subject:** 20 mph

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi I object to these restrictions. Have no problem in areas around schools or children's playgrounds but do not feel the restrictions need to be so widespread  
Sent from my iPhone

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 17 April 2025 12:48  
**To:** TrafficManagement  
**Subject:** Proposed 20 MPH Speed Limits

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Good Morning

I wish to object to the proposed imposition of 20 mph speed limits in Aberdeen, in all but residential areas within housing estates.

My objection is on the following basis:

Slowing down traffic in main streets will slow down work commutes and thus mean journeys will take longer.

The economic effect in the city will be negative.

Cars are not designed to be driven at speeds of 20mph or lower. This will necessitate driving in lower gears, burning more fuel and creating more pollution.

The proposed lower speed limits are simply not needed. Wales tried it and look what happened there.

The city's economy has already been damaged as the introduction of bus gates has killed the city centre, especially the hospitality sector. Let's not put the final nail in the coffin.

You will note that my address indicates I am equidistant from Aberdeen City and Inverurie. We already choose to use Inverurie as our main shopping and entertainment destination due to the ease of driving and parking. This will become more predominant if these proposed additional 20 mph zones are introduced in Aberdeen.

Yours Sincerely

[REDACTED]

[Sent from Yahoo Mail for iPad](#)

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 17 April 2025 08:07  
**To:** TrafficManagement  
**Subject:** 20mph speed limit proposals

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I hereby object to this proposed change.

1) traffic does not flow efficiently as is within the proposed streets, this will make things worse.

2) vehicles optimum speed of 20mph & lower produce more Nox emissions. This is not in keeping with ACC/city objectives to improve air quality.

Please provide full justification.

Regards  
[REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 17 April 2025 00:39  
**To:** TrafficManagement  
**Cc:** [REDACTED]  
**Subject:** 20mph speed limit in town

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi there,

I can quite happily say, that this is right up there as one of the most ridiculous decisions that the Aberdeen council is about to undertake.

At what point does Aberdeen council actually listen to the people of Aberdeen, time and time again, implementation of vanity projects and backwards thinking agendas are pushed through, without the backing of the residents of this city.

LEZ, bus gates, and some of the worst traffic management ever seen in this city, and now reducing cars to a speed slower than that of a 1970's pedal powered bicycle is just pure insanity.

Shame on you for the continued demise of a once great city at the expense of the people who live here.

When is the council going to learn that people of this city should have a right to decide on monumental decisions such as these, you do not share the voice of the people, this is yet another example of far left environmental extremism, one that we did not vote for, and not joined together in any strategic shape or form what so ever.

An utter, utter disgrace, traffic mismanagement is the departmental title that should beholden to you.

Begin listening to your people for once, this is not what we want for goodness sake.

Yours contemptuously

[REDACTED]



[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 21:27  
**To:** TrafficManagement  
**Subject:** 20mph Speed Limit Proposal

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Kindly send an email to the Traffic Management and Road Safety team if you wish to comment or object to this proposal.

I wish to object

The only place 20mph speed limits should be imposed is outside schools

Sent from [Outlook for iOS](#)

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 20:56  
**To:** TrafficManagement  
**Subject:** Objection to proposed 20 mph sager speed limit

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To whom it may concern,

I agree with 20 mph safety speed limits around schools, and simular areas; however imposing this limit outwith of school hours, and across more of the city, will raise driver frustration, increase travel times, and make driving more dangerous.

Until cycling is safer and more reliable, driving is the convenient and flexible choice. It is disappointing that the council appears keen to dissuade drivers from travelling anywhere in the city.

I wish to object to the proposal for the reasons above. Thank you for your consideration.

Kind regards

[REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 20:51  
**To:** TrafficManagement  
**Subject:** Objection to 20mph roads

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Good Evening

I firmly and strongly object to the implementation of a 20mph limit on the city roads. The reason for this objection is that the congestion around the city will only increase due to the slower traffic and this will not bring any benefits to residents. By reducing the speed limit you will cause disruption and inconvenience to residents and this will increase the frustration on the roads.

[REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 20:20  
**To:** TrafficManagement  
**Subject:** 20mph zones

I strongly object to this as:

- there is little data to back that this is required.
- where I live, there are speed bumps all through village which is a better deterrent than unpoliced 20 mph zones
- if people have been injured in 30mph zones, there was likely speeding involved
- the roads where there are issues have not been included
- I think with the councils debt, there are higher priorities
- Council tax is already too high, taxes are too high
- services have been cut and people would benefit and have a better quality of life more from a reduction in tax
- many villages do not have issues that warrant this, especially in the zones included
- huge cost to project manage, replace signs
- vanity project based off somebody's idea, not based on fact
- will cost huge amounts and benefit very few
- people will be frustrated driving 20mph at 7pm at night when roads are absolutely clear.
- those that ignore 30mph are going to ignore 20mph
- it won't be policed, can't be justified to be policed.

Reduce taxes, evaluate council expenditure vs benefit to community. I live in an area that receives nothing from council and I can't honestly see where my taxes are being spent except on paying council wages and pensions.

Thanks



[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 20:15  
**To:** TrafficManagement  
**Subject:** 20 mph zones

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Just looking thru the new 20 mph zones, this is an absolute joke, I'm all for safety but surely common sense should kick in here.

20mph zones near schools, hospital and play parks should be sufficient.

All Aberdeenshire council is doing is killing the city, making it less attractive for family's to visit and spend money.

[REDACTED]

[Sent from Yahoo Mail for iPhone](#)

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 16 April 2025 20:07  
**To:** TrafficManagement  
**Subject:** 20mph speed limit

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I object the plans for 20mph speed limit across the city.

Signed  
[REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 19:38  
**To:** TrafficManagement  
**Subject:** 20 Mph limits

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Aberdeen city council Roads

I wish to object to the 20 mph limits being imposed on the main throughfares not the side streets – these I would say include the likes of Great Western Road, Queens Road, Countesswells Road, Broomhill road Garthedee Road Kingsgate

These streets are throughfares that move traffic from one part of the city to another. They are not side streets. If the limit is reduced then why should people use them in preference to the side streets? What is the differentiator between a side street and these Throughfares?

I can't not see the justification for a reduction from 30mph to 20 mph

This will be another reason NOT to do anything in Aberdeen city rather use the shire

[REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 13:41  
**To:** TrafficManagement  
**Subject:** 20 mph speed limit

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi.

Is it too late to say my opinion?

20mph will increase the travel time which will increase the pollution and tge rudness of the drivers which i witnessed in my home country.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

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**From:** [REDACTED]  
**Sent:** 16 April 2025 17:41  
**To:** TrafficManagement  
**Subject:** 20MPH City prospect.

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Councillors

I personally object to the 20 mph limit in our city street, I personally do not believe there is a need for it and if it was implemented, I would be sceptical over the amount of extra emissions being executed in Aberdeen city due to the reduced speed by drivers in their vehicles.

Looking at the statistics for RTA's I cannot see a benefit to this 20 mph proposal.

Regards

[REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 17:13  
**To:** TrafficManagement  
**Subject:** Proposed city 20mph speed limits

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To whoever this may concern

I've just seen the Aberdeen Guardian FB post in relation to the proposed 20mph speed limits in and around the city.

I think this is yet another ridiculous idea from the 'powers that be' for the citizens and visitors to our city (and there have been many of late, ridiculous ideas I mean not visitors).

This will mean that anyone who still bothers to actually venture into our dying city centre will be travelling for longer (with no help from the bus gates and LEZ) thus creating MORE harmful emissions not LESS! I despair.

I object completely to the lowering of the speed limits (but highly doubt anything I, as a citizen who has lived here for 59 years), have to say will have any input whatsoever.

Aberdeen in the 70's 80's 90's was a great place to be but due to daft ideas (probably coming from Edinburgh) I'm actually embarrassed to say I live here.

Regards  
[REDACTED]

Sent from [Outlook for iOS](#)

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 16:42  
**To:** TrafficManagement  
**Subject:** Consultation on 20 mph Speed Limit

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Sir

I am responding to register my objection to this proposed change to the speed limit. This proposal will neither improve road safety nor improve traffic flow. This was introduced in Wales in 2023 in a similar broad brush way, rather than in an appropriate targeted approach and to date there is no published evidence of any benefit.

Yours faithfully

[REDACTED]

[REDACTED]



[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 16:35  
**To:** TrafficManagement  
**Subject:** Objection to a blanket 20mph speed limit for Aberdeen City

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To whom it may concern,

I raise my utmost concern to your proposal of lowering the speed limit in Aberdeen City and surrounding areas to 20 mph with the following rationale:

1. Increased frustration due to increased travel time:

This concern highlights that many people want to reach a destination in ample time, and lowering the speed limit to 20 mph will have an impact of individuals' stress and frustration levels of this slow pace to just reach their destination. This will in all likelihood increase traffic accidents vehicles and will be a concern for pedestrians and cyclists alike, since now pedestrians might attempt to cross a road whilst a car is travelling at a slower speed, however even 20 mph might still fatally injure someone, and cyclists will now near travel the same speed as traffic unless the human factor of tiredness prevails by which vehicles might struggle to overtake any such road users safely due to minimal difference in speed.

This is counterintuitive to achieving Scotland's Road Safety Framework.

2. Increased emissions

The longer a vehicle is required to travel at a slower speed, the more the increase in carbon emissions deposited by such a vehicle. If all ICE vehicles are subject to this change, it would widely contribute to Scotland's emissions. One caveat would be to subject only electric vehicles to the lower speed limit, as they wouldn't contribute to increased emissions.

3. Mechanical failures of vehicles

Most motor vehicles are manufactured to use a varying speed for adequate mechanical use of all critical components. Most components do not function well under the stress of a systemic low RPM range, which would increase costs for motorists to adequately maintain their vehicles.

4. Data available to support the decreased speed limit, across the UK where this was previously implemented, saw very little statistical change to an increase in road safety, for motorists, cyclists, and pedestrians.

It is not in the best interest of the general population to restrict road usage speeds for motor vehicles to that achievable by bicycle without any motorised assistance.

5a. Modern vehicles are capable of managing a 30/40mph speed limit with mechanical components adequate to stop in a sufficient amount of time prior to a collision.

b. The human factor of recognising a safety concern and reacting is nonsubstantial to roads where 30/40 mph are currently designated, as these speeds are also appropriate to the area of the limits



already imposed. Additionally, the majority of drivers that have passed a full driving license test in the UK is expected to be adequately equipped with the knowledge, anticipation, and reaction skills necessary of them to perform a defensive driving maneuver at 30 or 40 mph, if need be.

In conclusion, it would be demoralising to the average driver, with increased frustration, increased stress levels, increased carbon emissions and little to no benefit to safety of any road user to implement such changes.

I would suggest until any empirical evidence is laid out in full and have undergone rigorous peer reviews attesting to the benefit this might have, it not be imposed to the average law/speed abiding road user driving a motor vehicle.

Thanks for your consideration.

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 16:30  
**To:** TrafficManagement  
**Subject:** Opposition to the Proposed Reduction of Speed Limits from 30mph to 20mph

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To whomever it may concern,

I am writing to express my strong opposition to the recent proposal of reducing speed limits from 30mph to 20mph in [specific area/streets if known, e.g., "residential zones" or "across the city"]. While I understand the intent to improve safety, I believe this decision is misguided and will create unnecessary challenges for residents and drivers.

My concerns include:

1. Ineffectiveness in Safety Improvement: Studies show that 20mph zones have mixed results in reducing accidents, particularly on roads designed for higher speeds. Targeted measures like improved signage, pedestrian crossings, or traffic calming in high-risk areas may be more impactful.
2. Increased Traffic Congestion:  
Lower speed limits could exacerbate traffic buildup, especially during peak hours, leading to longer commute times and higher emissions from idling vehicles.
3. Frustration for Drivers:  
Enforcing a blanket 20mph limit risks alienating motorists who may ignore speed limits altogether, undermining respect for traffic laws.
4. Lack of Community Consultation:  
Many residents I've spoken to were unaware of this proposal or feel their voices were not adequately considered. Transparent engagement is crucial for such sweeping changes.

I urge the Council to reconsider this policy and instead focus on evidence-based solutions tailored to specific problem areas, rather than a citywide reduction. If public safety is the priority, investing in better road design, enforcement of existing limits, or educational campaigns would yield more meaningful results.

I would welcome the opportunity to discuss this further or provide additional feedback. Thank you for your attention to this matter.

Sincerely,

[REDACTED]

Sent from [Outlook for Android](#)

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 16:25  
**To:** TrafficManagement  
**Subject:** FW: 20mph speed limit imposition

**Importance:** High

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To whom it may concern,

It's hard to believe that you as the local council is prepared to put yet another nail in the coffin to drive motorists away from using the city by imposing a blanket 20mph speed limit across the city

There is no safety benefit in introducing this type of speed restriction whilst forcing drivers to now drive in a lower gear to meet a ridiculously low speed limit

Driving in a lower gear means higher revs for all petrol and diesel engines thus emitting more hazardous fumes whilst forcing vehicles to put engines in an operating environment that they were not designed to operate it for extended periods

Are we now operating purely in a political world where this type of decision takes precedence over common sense

By making people drive even slower you are increasing the time taken to come in and out of the city putting yet another barrier in the way of wishing to come and use the facilities which the city offers

How are you going to enforce this across the whole city ?

What consequences have you foreseen from this action ?

This is a poor business decision and yet another example of a council which is out of touch with people and business

Rgds

[REDACTED]  
Sent from my iPhone

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 16:24  
**To:** TrafficManagement  
**Subject:** 20 mph

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Please acknowledge my dispair at this 20 mph wide aberdeen car speed do you people in aberdeen council never listen to the general public on there thoughts I find this absolutely stupid speed on all streets in aberdeen



[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 15:48  
**To:** TrafficManagement  
**Subject:** 20MPH zones

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi,

I have seen the flyers around the Northfield area and heard it will be city wide.

In theory this makes it safer for all, in reality it stops no one from speeding in residential areas. Our road and part of Spring Hill road have been 20 zones for years. It is common place for drivers to be doing well over 20MPH. There are still drivers, motorbikes and now e-bikes speeding up and down these roads at ridiculous speeds with no concern for others, why? Because no one is enforcing these rules.

The money would be better spent deterring speeders and the balaclava brigade on their e-bikes, they are driving at speed on pavements and over grassy areas, at least the cars are on the roads.

Another massive issue on the rise is red light jumpers, this is getting ridiculous. Again, no deterrent.

I am sure your department deals with many reports about speeding. I feel this, although with good intentions will make little difference at the end of the day.

Best regards

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 16 April 2025 15:42  
**To:** TrafficManagement  
**Subject:** 20 mph STRONGLY AGAINST!

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

This is not going to work on all the roads. Side streets and outside schools, fair enough. It has failed in Wales and is just ridiculous. It's going to cause more emissions and congestion all around the city. Not to mention everyone's stress levels. This is just asking for trouble. I am so angry about this. As if we haven't got enough to contend with on our roads.

[REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 15:22  
**To:** TrafficManagement  
**Subject:** Objection to 20mph speed limit

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Please acknowledge my objection to the proposed 20mph speed limit imposed in and around Aberdeen city streets.

I object due to the cost of the change to 20mph and the unnecessary restrictions which I believe will make no difference to any accidents that occur on our roads.

Thanks

[REDACTED]

Sent from [Outlook for iOS](#)

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 15:10  
**To:** TrafficManagement  
**Subject:** Objection to 20mph zoning

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

### To Whom It May Concern,

I am writing to express my objection to the proposed 20 mph speed limit across Braeside. As a concerned resident, I believe this change may have unintended consequences that need to be carefully considered.

While I fully support initiatives aimed at improving road safety, I feel that this blanket reduction may not be the most effective solution for our community. In particular:

1. **Traffic Flow and Congestion:** Braeside has several busy roads, and a widespread reduction to 20 mph could lead to increased congestion, particularly during rush hours. This would negatively impact the daily commute for many residents and may lead to frustration and unsafe driving behaviors.
2. **Local Businesses:** Slower traffic could have an adverse effect on local businesses that rely on higher throughput of customers, especially on main roads. A reduction in speed limits could reduce traffic volume and impact footfall, leading to potential economic drawbacks.
3. **Environmental Considerations:** Contrary to the intended environmental benefits, reducing speed limits may lead to less efficient fuel consumption, as vehicles will need to constantly accelerate and decelerate. This may result in higher emissions compared to maintaining current limits.
4. **Inadequate Consultation or Alternatives:** I believe that more targeted and data-driven approaches should be considered. Prior to making this decision, I would appreciate a deeper consultation with the residents and a thorough review of accident data to ensure that any proposed changes are based on clear evidence of need.

I encourage the council to reconsider this proposal and explore other solutions that might better balance road safety with the needs of the community. These could include more focused speed limit



enforcement, traffic calming measures, or improvements to pedestrian infrastructure where the need is greatest.

Thank you for considering my concerns. I look forward to a constructive dialogue on how we can make Braeside a safer, more sustainable community without the potential drawbacks of this blanket 20 mph speed limit.

Sincerely,

A solid black rectangular box used to redact the signature of the sender.

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 16 April 2025 15:09  
**To:** TrafficManagement  
**Subject:** Not in agreement with blanket 20mph zones

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi,

As a concerned citizen I do understand the need to have speed zones in place for public safety but it would also mean more congestion and fuel wastage along with higher emissions. 20 is just too low, just keep it at 30 for areas not around school zones or make it conditional. Heck even a 25 mph zone is better as at least you would be able to drive in 3rd gear for that speed.

Kindly take this into consideration as well.

Regards,

[REDACTED]  
Resident of Aberdeen

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 15:05  
**To:** TrafficManagement  
**Subject:** 20mph

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi  
I object to this 20mph on all roads in Aberdeen I don't object to 20mph outside schools which it is already or old folks homes but for others it's a no from me.

[REDACTED]  
Sent from my iPhone

**From:** [REDACTED]  
**Sent:** 16 April 2025 15:03  
**To:** TrafficManagement  
**Subject:** 20mph speed limit

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I STRONGLY OBJECT THIS PROPOSITION FOR THE CITY OF ABERDEEN

**While the 20mph speed limit on paper is a good idea practically it's totally bonkers and makes no sense whatsoever you state lower emissions at which would be wrong at 20 mph you would be high in the rev range in second gear and not enough speed for third gear there for cause more pollution the main reason more people do not use the roads in Aberdeen is the amount of potholes and dangerous defects on the roads both for car drivers and any other user causing a lack of confidence for other users and in Morden cars now there is so much technology and collision alert systems in cars now that reaction time is not as big of factor than it was 20 years ago**



**walking and cycling would not increase in Aberdeen under the 20 mph as stated before the roads and pavements are just dangerous and this is also one way to drive businesses out of Aberdeen,**

Aberdeen Is all ready a dying city with less shops etc let's not drive everyone out of the city

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 14:55  
**To:** TrafficManagement  
**Subject:** 20mph roads

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Having seen information on 20mph roads, I do sincerely hope common sense is being used and that main roads like union grove, queens road etc etc will not be changing to 20 mph.

Side roads i have no issue with, but main roads would be utter stupidity, so I am hoping the council are not going to be that stupid

Thanks  
Sent from my iPhone

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 14:30  
**To:** TrafficManagement  
**Subject:** Blanket 20mph speed limit - OBJECTION

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To whom it may concern,

I write in response to the notices posted around the city of Aberdeen and the proposal to implement 20mph speed limits throughout the city.

I strongly object to this proposal and wish for my objection to be formally recorded.

Yours faithfully

[REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 14:17  
**To:** TrafficManagement  
**Subject:** 20mph Speed Limit Proposal

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I object to this proposal on the following grounds:

It has been a failure in Wales,

No evidence of recurring incidents and injuries in residential zones,

Proposed residential streets are sometimes dead ends/cul-de-sacs/have road bumps making it impossible to reach 20MPH,

The frustration caused by drivers travelling at 20MPH will cause more accidents,

Emissions will be increased as cars will be driving in a lower gear, causing more pollution in air quality and harm to health,

The measure will not be enforced due to over stretched police resources,

The funds should be allocated elsewhere. E.g fixing the various pot holes in almost every street in the city.

Aberdeen city council has already ruined the city centre with ridiculous and hurtful bus gates / ULEZ zones.

This is a further control / nanny state approach to manipulate the public and force cars off the road (which will NEVER happen).

Thank you.

[REDACTED]



[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 14:17  
**To:** TrafficManagement  
**Subject:** New propose 20mph speed limits

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To whom it may concern

I object as a resident of Aberdeen to the proposed 20mph limit across the whole city, reasons being traffic management i.e crossings/cycle lanes/ pedestrian crossings etc etc has greatly improved sine the speed limits were introduced many years ago, also motor vehicles have greatly improved i.e bigger and better brakes, this is a absolute ludicrous idea Thanks and regards [REDACTED]

Sent from my iPhone

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 14:13  
**To:** TrafficManagement  
**Subject:** 20mph

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I have recently discovered the councils plans to change speed limits from 30mph to 20mph. This is going to put more strain on everyone's vehicle making them last less time and need scrapped sooner, not good. Running at lower gears increases emissions, not good.....But more than this we're all trying to go about our lives after Covid and this council seems to want to make living as difficult as possible. 30mph was implemented decades ago when cars were not as equipped as they are now with safety features. I personally think this is moronic. Please try listening to the people of Aberdeen who didn't want lez, bike lanes along the beach, and all other mad wastes of money. We want an accessible town centre like the 80's and 90's and the roads to be fit for purpose since we're being taxed beyond belief for them and they're a disgrace. Enough is enough Sent from my iPhone

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 14:12  
**To:** TrafficManagement  
**Subject:** No to 20mph zones

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I am strongly opposed to this as it will create more traffic as the traffic will be going slower, but I wouldn't expect the council to take note of this Sent from my iPhone

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 14:08  
**To:** TrafficManagement  
**Subject:** Proposed citywide 20mph speed limit

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Afternoon,

[REDACTED]

I'm emailing to share my concern over the proposed citywide speed limit of 20mph. With the city already being shut off to drivers due to bus gates and Low Emission Zones I find it insulting that the council are proposing further measures to hinder the convenience of driving. By imposing a citywide 20mph speed limit it would delay everybody's journeys (including busses) and ultimately make the city much less practical to navigate. It seems as if the council are trying to push people out of the city by proposing such foolish ideas.

I'd be interested to know how many car crashes there have been on these roads that cause for such a restraining measure? As far as i'm concerned the traffic flows fine as it is and there is usually little to no disruption. On the note of disruption, why do you lot find it so hard to plan road works according and not have multiple roads shut all at once? Is it really that difficult to shut one at a time throughout the year? Bear in mind half of these roads aren't even getting work done, just shut for the sake of being shut!

I speak out of longstanding frustration over the poor management of this council. We have watched the city fall away over the past few years due to idiotic decisions such as this proposed 20mph zones. If your councillors done their job and engaged with their local constituents they'd know that however they don't care about their constituents or the best interest of the general public hence why union street is a shambles and the city as a whole is a crumbling mess. I'm fully aware that this email will fall upon deaf ears as the council have likely already made their mind up, as they've done with every other opposed proposal, however just wanted to share my concern and let you know what a terrible job your doing.

Regards,  
[REDACTED]



[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 14:07  
**To:** TrafficManagement  
**Subject:** Proposed 20mph expansion

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Simple response - this is nothing more than yet another flawed idealistic proposal from our esteemed government and as per, one that is so readily adopted by the lapdogs at Aberdeen City Council.

Provide unquestionable evidence that can be robustly defended that this proposal will make any significant difference to ordinary people's lives rather than change purely because of financial rewards.

Let's concentrate on actually trying to get this once vibrant city back to somewhere near how it was, not just use short term financial blackmail incentives to go against the wishes of the vast majority in order to appease the ever more vocal minority all under the misguided idea that these futile proposals really make any significant difference, they don't. In fact they only turn the vast majority of those contributing tax payers against local/national authorities who feel let down when they are not listened to.

A big fat NO from me

[REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 13:55  
**To:** TrafficManagement  
**Subject:** 20mph speed limit

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hello,

I would like to note that I am against the 20mph speed limit in Aberdeen and surrounding areas.

Kind regards  
[REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 13:54  
**To:** TrafficManagement  
**Subject:** 20mph Objection

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

In response to the council's proposed 20mph speed limit across the city, can I please put my note of disapproval in. I believe the current speed of 30mph in built up areas are sufficient to keep safe speeds and decreasing this will just add congestion & increase frustration amongst motorists.

Kind Regards,

[REDACTED]

Sent from [Outlook for Android](#)

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 13:44  
**To:** TrafficManagement  
**Subject:** 20mph

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I think this is so stupid your making places low emissions zones so why would you want all traffic to slow down making fumes off cars worse it makes no sense to do this it's a stupid idea. It's NOT needed  
Sent from my iPhone



[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 13:44  
**To:** TrafficManagement  
**Subject:** 20mph

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi just so you know I totally oppose more 20mph streets.  
Sent from my iPhone

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 16 April 2025 13:43  
**To:** TrafficManagement  
**Subject:** H

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I think the what you and the rest of the council need sacked and people who actually care about the people and what they say and want for the city. You can't fix the roads but want us to pay road tax etc and it's a joke. You close off half the city to "fix" roads but nothing ever fixed or your workers are standing about playing with their thumbs. The city is dismal. You spend millions on a bridge to fight the congestion from bridge of don on to kind street and the haudagain round about. But then you closed off Bedford road.. what did nothing good for the bridge cause everyone still gets stuck in congestion. You making places one ways and making it difficult to get around the city.

You are ruin the city. The whole council.

Sent from my iPhone

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 09 May 2025 09:33  
**To:** TrafficManagement  
**Subject:** 20MPH PROPOSAL

I write in connection to the above to object to the proposal of 20 MPH zones.

Kind regards,

[REDACTED]

Tel: [REDACTED]  
Mob: [REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 08 May 2025 23:59  
**To:** TrafficManagement  
**Subject:** FEEDBACK: THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.08) ORDER 202X

Good Evening,

I write in response to the consultation for the 20mph speed limit implementation within Aberdeen City . I understand that this initiative has been outlined by the Scottish Government for which they have provided you principles and guidance on its interpretation and implementation. I agree with most of the high level principles and arguments. However, the strategy and methodology for implementation seems to be ill thought through by the Aberdeen City Council (ACC). I provide my reasoning, evidence and suggestions below.

## **1. Methodology**

The current proposals seem to have been created using high level assumptions generally making all areas 20mph zones that are not already (I have not had time to analyse all 11 consultation maps and realise this statement could be inaccurate. However, I have reviewed the areas of the city I generally use). The areas not proposed to be 20mph zone I don't understand the rational.

These plans need to be consistent with the current transportation strategies. It does not feel that analysis of traffic flows required to attract people to the centre city have been considered. Reference 1 identified a roads hierarchy (primary and secondary) and major roads (reference 2). Due to the traffic flow requirements to navigate around the city all these roads that are not already limited should be exempt from further speed restrictions.

There is a lack of specific evidence to Aberdeen area – only the sweeping generalised statement National Strategy toolkit. Where have serious pedestrian incidences occurred in the last 10 years? Active transport and pedestrians should be adequately separated from road traffic using the current infrastructure. Analysis should be completed of any areas that are higher risk and improvements / mitigations made on a case-by-case basis.

## **2. Poor use and enforcement of the highway code**

My personal view is that use of the highway code post covid has worsened for all road users. This together with some areas of poor ACC management have caused increased risk. Some specific examples are:

- Quantity of non-standard roundabouts and junction
- Poor state of roads causing vehicles avoiding obstacles like potholes, standing water, debris
- Poor or obscured road signage and markings making road user standards necessarily dangerous
- Unclear road directions – Powis place to terrace junction. Powis terrace junction
- Pedestrians right of access causing deteriorating standards and increased confidence (including reduced situational awareness by use of phones / earphones)
- Parking on yellow lines and within 10m of junctions increasing occurrence of blind corners and abrupt braking (highway code 243)
- Lack of indication of cars
- Increase use of (Delivery) electrical bike who don't have lights, helmets, and not use basic cycling proficiency techniques (i.e. signalling)

Everyone has a responsibility to increase their individual compliance. Enforcement and public education should be spearheaded by local and national governments.



Areas for which ACC have jurisdiction should be maintained to the appropriate standard.

### 3. Past projects / experiences

The ACC implementation and LEZ and Bus Gates surrounding Union Square have been particularly poor. This in conjunction with the complicated traffic management systems surround George Street makes the city unattractive to visitors. Rules need to be simplistic and clear which these are not (reference 2, 3 and 4). I know countless people that avoid the city centre as they don't understand or it's hard to get to the city centre. This has resulted in them going to other towns and cities to complete their shopping etc. (Stonehaven, Glasgow, Dundee and Edinburgh increasing their carbon emissions). This is also worsened with inadequate park and ride services.

I would suggest excluding all named A roads from your proposal which could allow simple messaging to communicate.

### 4. Cost

An indicative cost is provided but what is this for? Does this include marketing and all new signage / road markings required. What would be the philosophy for signage requirements? £100,000 seems rather low for such a large proposal.

### 5. Private Roads (Froghall View)

I am currently a resident of Froghall View which is classified as a private road as per the road signage. I'm not sure you would have jurisdiction to implement these revised restrictions. Can you please provide evidence that you can do this?

Finally, I don't think a 3-week consultation period communicated as poorly as signage to lampposts is adequate for such a large and sweeping proposal. I suspect a large percentage of the population are still unaware of their opportunity to comment.

In summary, I feel there are too many open questions and flawed logic within this proposal for it to move forward further in its current state.

Regards

[REDACTED]

[REDACTED]

Ward No 8 - George St / Harbour

Reference Number	Description	Source
1	Roads Hierarchy, Figure 1 & 2, Aberdeen Sustainable Urban Mobility Plan (SUMP)	<a href="https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/local-transport-strategy">https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/local-transport-strategy</a>
2	City centre bus priority routes (bus gates) - graphic	<a href="https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/city-centre-bus-priority-routes-bus-gates">https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/city-centre-bus-priority-routes-bus-gates</a>
3	Navigating the Low Emission Zone - graphic	<a href="https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/low-emission-zone/navigating-low-emission-zone">https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/low-emission-zone/navigating-low-emission-zone</a>
4	Overview of traffic changes - graphic	<a href="https://www.agcc.co.uk/files/City-Centre-Bus-Gate-Map-Media-Version-Oct22.pdf">https://www.agcc.co.uk/files/City-Centre-Bus-Gate-Map-Media-Version-Oct22.pdf</a>

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 08 May 2025 23:54  
**To:** TrafficManagement  
**Subject:** 20mph Objection

I have absolutely no expectation that anything anyone says against this insane proposal will have the remotest effect on the anti-car ideologues in Edinburgh or, from the evidence of the ruinification of Union Street, in Aberdeen.

Have the reasons for the failure of a similar scheme in Wales been looked at?

If not why not?

How many deaths a year have been caused by cars doing between 20 and 30mph?

Is it realised that there will be MORE emissions because engines will be doing the same revs at 20mph as at 30mph but spending more time covering a given distance?

You state clearly that you wish to get people to stop driving cars if at all possible. This is 'back to the dark ages' stupidity as it reduces the efficiency of people going about their business and trying to create wealth, an alien concept to our rulers.

In general, your scheme will simply make people miserable. Every journey will take longer and be more expensive.

To sum up:

**1. Lack of Evidence-Based Justification**

Implementing a 20 mph limit in areas without a recorded safety issue lacks an evidence-based rationale. Speed limits should be data-driven and respond to demonstrated risks, not imposed preemptively without local context.

**2. Reduced Compliance and Respect for Traffic Laws**

Unjustifiably low speed limits can lead to widespread non-compliance, undermining respect for speed regulations generally. If drivers perceive the limit as unreasonable, they're more likely to ignore it—even in areas where lower speeds are justified.

**3. Negative Impact on Traffic Flow and Efficiency**

Slower speeds can unnecessarily impede traffic flow, particularly in urban or suburban areas with no safety concerns. This can lead to increased travel times, congestion, and frustration among drivers.

**4. Environmental and Economic Costs**

Driving at very low speeds, especially for vehicles not optimized for it, can increase fuel consumption and emissions. Slower travel times also reduce overall productivity for businesses and individuals.

**5. Policing and Enforcement Resource Concerns**

Enforcing a low limit in a low-risk area may divert police or camera enforcement resources from areas with actual safety issues. This misallocation reduces overall road safety effectiveness.

**6. Possible Negative Effects on Public Perception of Safety**

Imposing a 20 mph limit in a safe area might create the perception that the area is unsafe, which could have unintended consequences such as reduced pedestrian activity, property value concerns, or parental anxiety.

**7. Diminishing Returns on Safety Gains**

While lower speed limits can reduce accident severity, the marginal safety benefit in an already safe area may be negligible, making the policy inefficient when compared to other interventions.

**Please confirm this has arrived in time for consideration (before midnight on 8th May).**

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 08 May 2025 22:05  
**To:** TrafficManagement  
**Subject:** 20mile per hour speed limit in Aberdeen

Dear Sir/Madam,

I wish to say that life would become impossible with a 20 mile per hour speed limit throughout the city. It's hard enough to keep going at 30 mile per hour.

So we would be against it.

Yours faithfully

[REDACTED]

PS don't agree with the bus gates either.

[REDACTED] ><>

[REDACTED]

[REDACTED]

**Mob:** [REDACTED]

**Email:** [REDACTED]

When anxiety was great within me,

Your consolation brought Joy to my Soul

Psalms 94:19

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 08 May 2025 18:24  
**To:** TrafficManagement  
**Subject:** 20 miles per hour

Why are the clowns in our council trying to inflict this ridiculous situation on to our streets? This was tried in Wales and failed miserably. Can they learn nothing from the failures of other areas? They already have an anti car culture in this city which has made the once bustling town centre a ghost town. How much of our hard earned money will they waste changing all the speed signs only for the next administration - if they have any sense - to have to replace the speed signs to the level they are at now. We don't have too many serious accidents in the town but I can see this reduced limit causing more by pedestrians thinking they can jaywalk safely. I hope that a list of councillors who vote it through will be published so that we can ensure we don't vote for them or their political party. Perhaps the thought of losing their seats will instill common sense - although I doubt it as they haven't shown much so far - and as for listening to their constituents - well we won't even go there. We're not idiots, we're aware of the amount of damage this council has inflicted on our city



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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 08 May 2025 18:05  
**To:** TrafficManagement  
**Subject:** Consultation

Hello

I read in the Press and Journal about the proposed 20mph traffic orders.

I am okay with this on very minor roads, such as Lee Crescent. But not on Jesmond Drive for example. That would be ridiculous!

Please try and use common sense in your decision making for roads.

Regards,

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 08 May 2025 16:50  
**To:** TrafficManagement  
**Subject:** 20mph speed limit

I am writing to object formally to the proposed Traffic Regulation Order to impose a mandatory 20mph speed limit, as published by Aberdeen City Council.

Cars cannot be driven efficiently at 20mph. The proposed speed limit will lead to an increase in exhaust emissions, and to consequent environmental damage.

Sincerely,

[REDACTED]  
[REDACTED] [REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 08 May 2025 16:40  
**To:** TrafficManagement  
**Subject:** Objection to 20 MPH Speed Limit Proposal (Central / South)  
**Attachments:** Objection Letter - 20 MPH Consultaton.pdf

Good Afternoon,

Please find attached my letter of objection to the 20 MPH Speed Limit Proposal (Central / South) currently under public consultation.

Regards,

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 08 May 2025 14:59  
**To:** TrafficManagement  
**Subject:** 20mph Consultation

Dear Sir/Madam

I wish to object to the introduction of 20mph speed restrictions in Aberdeen especially on North Deeside Rd and Craigton Rd.

Regarding the rest of Aberdeen this change

1 Will result in greater costs to businesses and other road users due to time wasted, 2. Pollution will increase due to the greater time spent on journeys.

3. Vehicles will not be running at their most efficient speeds to reduce carbon release.

4. No resources will be in place to catch and fine speeders. (I live on a street with a 20mph restriction and it is a complete farce as every day a string for drivers exceed the 20mph with penalty!)

5. I do not believe this is the way to get people onto cycles or into buses as cycling will kill more people due to absence of cycle lanes. Bus routes are too few. Bus tickets are expensive. Buses are not attractive due to state and age of Aberdeen buses.

6. This introduction will result in further collapse of Aberdeen as a place to live and do business. I would move to one of the towns outwith Aberdeen!

7. Mass introduction of 20mph has proved to be a costly mistake in other places. Cardiff, Wrexham and Highland council have all had to reverse the introduction at considerable cost.

8. I support 20mph near schools nurseries and hospitals.

Happy to discuss with anyone brave enough to take me on.

Looking forward to your reply confirming that you have read this submission and reporting your actions.

Yours

Faithfully

[REDACTED]



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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 08 May 2025 14:24  
**To:** TrafficManagement  
**Subject:** Objection to City Wide 20 mph Speed Limits

I am objecting to the imposition of 20 mph speed limits across the City of Aberdeen. The Council should not be wasting money on this proposal which has limited safety benefits (that are based on skewed analysis). The safety benefits are not commensurate with the costs that are involved.

Targeting motorists in this way is unreasonable and antidemocratic. The reduced speed limits are a retrograde step that will introduce inefficiencies and use up more of our valuable time - society should be on an improving trajectory, but this scheme takes us back to a reduced quality of life. Aberdeen Council's approach needs to be reformed.

Pay attention to delivering the services that make a real difference to our quality of life - stop persecuting motorists.

[REDACTED]  
Aberdeen  
[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 08 May 2025 12:57  
**To:** TrafficManagement  
**Subject:** 20mph proposal: objection

[REDACTED]  
Aberdeen  
[REDACTED]

8 May 2025

Dear Sir or Madam

I understand from the Press and Journal that the council is proposing to impose 20mph zones on many city streets. I wish to object to this.

I also wish to emphasise that I learned of the proposal from a report in the Press and Journal, and not from notices that someone – presumably from the council – has fixed to lamp posts around streets where I live.

I have tried to read these but they're written in officialise and legalese, and are very reader-unfriendly. I would be surprised if many, indeed if any, of my neighbours have seen them let alone tried to decipher them.

Many of the roads the P&J article lists are busy arteries and important city connector routes. They include Ashgrove Road, Ashgrove Road West, Broomhill Road, Countesswells Road, stretches of Craigton Road, Esslemont Avenue, Forest Avenue, Forest Road, Garthdee Road, George Street, stretches of Great Western Road, Holburn Road, Holburn Street, Hutcheon Street, King Street, Powis Place, stretches of the North Deeside Road, Rosemount Place, Rosemount Viaduct, Westburn Drive and Victoria Road.

Given the council's supposed role of serving the citizens, who are compelled to pay for it, imposing 20mph limits on any of these roads would do citizens an appalling disservice. That's because the proposals, if enacted, will damage the city's economy and adversely affect citizens' lives, lifestyles and pockets.

They will force people to spend up to 50% longer in vehicles because every vehicle journey at 20mph takes up to 50% longer to complete than at 30mph.

Someone driving for just five miles at 30mph will complete the trip in 10 minutes. At 20mph the same journey will take 15 minutes, 50% longer.

For a twice-daily, 2½-mile drive, commute or school and nursery run, five minutes extra a day is 25 minutes more each working week and just over 19 hours a year.

That's more than half a working week each year spent doing nothing: not at home, not with family, not at work, but stuck in a vehicle. This is literally a waste of time.

Everyone whose livelihood depends on a vehicle, such as plumbers, joiners, electricians, roofers, any kind of domestic repair service, delivery drivers, healthcare and care workers – to name a few off the top of my head – will be forced to spend more of their lives in their vehicles.

Tradespeople will take longer to get to work. If they have to leave a job to fetch tools, materials or equipment it will take longer to do so – up to 50% longer, thus slowing and prolonging their jobs. But their overheads and hourly rates will remain the same. So they'll have to charge customers more, fuelling inflation and damaging the economy.

**How do councillors justify deliberately making citizens' home repairs, home improvement and essential home maintenance work more expensive?**

Delivery drivers will spend longer in their vehicles, delivering fewer items. Delivery companies' overheads will remain the same but drivers' productivity will fall, so delivery costs are likely to have to go up – again fuelling inflation and damaging the economy.

**How do councillors justify a measure that will sabotage productivity when low productivity is one of the biggest blights on the country's economy?**

Many Aberdeen citizens run small businesses that involve visiting people's homes – for example to do repairs, provide services or for sales pitches. Under this proposal they will visit fewer customers because the council will have forced them to spend more time in their vehicles. Their overheads will remain the same, so prices will have to rise.

Or, if a small business or sole trader fears that putting their prices up would make them uncompetitive, their income will fall.

**How do councillors justify a measure that risks deliberately inflicting damage on local small businesses?**

Nurses, healthcare and care workers will spend up to 50% more time driving and will therefore be able to visit fewer patients. Will the NHS have to spend even more public money on more nurses? Again, this would fuel inflation and harm the economy. Or should healthcare and care workers just spend less time with patients?

**If the latter, then how would councillors justify a measure that could actively harm citizens' health and healthcare?**

Thousands of parents prefer – or are forced by geography and practicality – to do the school run, or take young children to nursery, by car. This proposal will compel them and their children to – literally – waste more of their lives on car journeys. That's both stupid and cruel.

Common causes of road accidents include:

- driver impatience, frustration and aggression
- drivers losing concentration
- drivers fiddling with mobile phones
- misjudgements
- speeding
- driver fatigue
- poor weather conditions
- people driving under the influence of alcohol, drugs or both.

Imposing a 20mph limit would change none of these.

Indeed it's reasonable to argue that the proposal, on busy city arteries, would increase driver impatience and frustration, leading to more drivers driving aggressively and taking chances – aggravating the risk of accidents.

And how do councillors propose enforcing this unpleasantness? Police Scotland can't cope with its current workload.

**So exactly which additional areas of service to the public do councillors consider the police should abandon so they can focus on persecuting drivers by having to enforce this dismal, damaging proposal?**

Inflicting this proposal on the city will impose additional costs on citizens and harm businesses and livelihoods, as I've described. Yet to pay the cost of implementing the proposal, in signage and road painting for example, the council will be spending taxpayers' money.

**How much of taxpayers' money do councillors consider reasonable to spend on measures that will end up costing taxpayers even more money? Tens of thousands of pounds? Hundreds of thousands?**

It's bad enough that the council and its bureaucrats have made such an appalling mess of the city centre's roads system, with the associated damage this has inflicted on businesses and the city centre's fragile economy. Thousands of Aberdeen citizens and Aberdeenshire residents now just don't bother driving anywhere near the city centre.

It defies common sense that the council now comes up with proposals that will:

- cause wholly avoidable economic harm to citizens
- harm local businesses, especially small businesses
- further damage an already struggling economy, and
- literally waste citizens' time by forcing them to spend up to 50% longer in vehicles when driving around the city.

I thought the role of councillors and their army of bureaucrats was to serve citizens. I didn't think it was to think up ever new and annoying ways to make Aberdeen citizens' everyday lives more complicated, burdensome, expensive and joyless.

I see no clear, obvious advantage to any aspect of this proposal. But I have listed crystal clear and obvious financial, social and lifestyle disadvantages to the many thousands of Aberdeen citizens who rely on vehicles for work, businesses and for livelihoods, everyday lives and wellbeing.

I would ask councillors to dismiss this terrible proposal out of hand.

Yours faithfully



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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 08 May 2025 10:48  
**To:** TrafficManagement  
**Subject:** 20mph speed limit

I wish to object to the implementation of the mandatory 20mph speed limit throughout the city of Aberdeen. A 20 mph speed limit on Holburn St would seriously affect transport links to the Bridge of Dee shopping centre in this area (No 12). Bus routes should remain at 30 mph, as at present, in order to provide a reasonably quick means of travel across the city.

There may be a safety aspect to imposing 20mph in purely residential streets as currently applies where I live. However not all vehicles adhere to the speed restriction.

[REDACTED]



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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 08 May 2025 00:00  
**To:** TrafficManagement  
**Subject:** Objection

I wish to object to this badly thought out plan you're just wasting our taxpayers money again.  
Have you looked at the state of our city due to the council bad decisions making. Who is going to enforce this!! Just like people going on the pavements it's not enforced people parking on double yellow lines not enforced. You will have the traffic at a stand still / grid locked and if that happens what about the pollution. So yes I totally object as the majority of the public.

[REDACTED]  
Sent from my iPhone

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**From:** Seafield Development Residents Association <[REDACTED]>

**Sent:** 21 April 2025 16:07

**To:** TrafficManagement <[REDACTED]>

**Subject:** Objection to 20mph limit zones

Good afternoon

I write to object to the proposal to change speed limits to 20mph in parts of Aberdeen.

I agree with the proposal for side roads, but not main roads like Great Western Road and Seafield Road.

My street has been 20mph limit for many years, and has humps, but the limit is completely ignored, especially by SUV drivers.

If there has been multiple incidents and a 20mph limit would likely decrease the incidents, then it makes sense.

However, it is very difficult to travel at 20mph, especially as cruise control will not activate on most cars until 25mph +. I use cruise control around town to ensure I don't speed and can concentrate on the road instead of the speed limit. If 20mph limits are introduced, drivers will concentrate on adhering to the limit (hopefully!) instead of the road and pavements.

Regards

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 07 May 2025 23:08  
**To:** TrafficManagement  
**Cc:** [REDACTED]  
**Subject:** 20mph Speed Limit Objection - Peterculter, Bielside & Cults

I would like to raise my objection to the proposed change in speed limit from 30mph to 20mph on North Deeside Road (A93) through Peterculter, Bielside and Cults. I object on the following grounds:

1. The reduction in speed limit is unnecessary as I believe these sections of road have a good safety record with the current speed limits and the accidents that have occurred will most likely not be down to speed but due to: vehicles being parked on double yellow lines (e.g. outside the Peterculter Spar shop and outside the Peterculter village hall), pedestrians not choosing to cross the road at the pedestrian crossings or an alternative safe place, or cyclists not riding to the rules or taking due care and attention. Rather than reduce the speed limit, time and money should be spent on enforcing the current road restrictions such as the 30mph speed limit, double yellow lines, and on education of pedestrians and other road users on road safety.

In Peterculter the current "20mph limit when lights are flashing" near the roads leading to the primary school is an excellent example of appropriate legalisation and is quite sufficient to slow the traffic at the times and location when there is a heightened likelihood of young persons on the pavements.

2. The reduction in speed limits will have a negative impact on traffic flow and will increase traffic congestion, it will also lead to increased driver frustration, and also increase pollution in sensitive areas due to cars being forced to travel at a speed that does not suit their gear ratios (e.g. my manual gearbox Honda Jazz will need to be in 3rd gear at higher revs to travel below 20mph compared with 4th gear and lower revs to meet the current 30mph speed limit).
3. There has been no evidence provided to support the reduction in speed limits through the towns listed above. I believe that any accidents that have occurred will have a root cause relating to other factors such as illegally parked cars, dangerous manoeuvres conducted by all wheeled road users, and pedestrians crossing the road without taking the appropriate care and attention.
4. The reduction in speed limit will have a negative impact on emergency services response times as emergency vehicles will be held up by the flow of traffic all doing under 20mph with little opportunity to overtake due to the density of traffic, the width of the road and parked cars.
5. The A93 is a major through-route into Aberdeen from Deeside and as such it is heavily trafficked by Aberdeen/Deeside residents and visitors. This road when it passes through Peterculter, Bielside and Cults have good pavements on each side, a number of pedestrian

crossings with traffic lights that allow persons to cross safely, and in Peterculter the “20mph limit when lights are flashing” which only restricts vehicle speed at appropriate times of the day when school children may be going to or from school. To introduce a generic, untargeted speed reduction of 20mph through the above mentioned towns would be inappropriate for this important main road link between Aberdeen and Deeside.

Please inform whoever is making the decision regarding whether to reduce the speed limit through Peterculter, Bielside and Cults of my objection.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 07 May 2025 22:00  
**To:** TrafficManagement  
**Subject:** 20mph speed limit objections

Im giving writing notice that i object to the 20mph zone that is being pushed on motorists around the city and cove, reason's being, this will cause more emissions coming from cars therfore creating more pollution in the city, as i have checked on study's that have backed this. The flow of traffic will be heavily effected, journey times for all vehicles will be affected, and it is a waste of our money, there are as you will know plenty of 20mph limits around school area's for the certain times of use which work well as it is and no further change would be beneficial to the public.

Regards

[REDACTED]

Sent from my Galaxy



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**From:** [REDACTED] ----- <[REDACTED]>  
**Sent:** 07 May 2025 21:47  
**To:** TrafficManagement  
**Subject:** 20MPH CONSULTATION OBJECTION

To whom it may concern -

I wish to register my objection to the planned 20mph road zones planned for roads in Aberdeen.

Kind Regards

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 07 May 2025 19:28  
**To:** TrafficManagement  
**Subject:** 20mph zones

Absolutely not - under no circumstances should all those city roads become 20mph zones. If done, there will be so much more traffic congestion, giving rise to so much more air pollution . The city will become a ghost town and shops will close and move out, and you will lose the money which they currently provide by way of rates and car parking. I cannot urge you enough NOT to introduce this detrimental change.

[REDACTED]  
Sent from my iPhone

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 07 May 2025 18:42  
**To:** TrafficManagement  
**Subject:** 20MPH Consultation Aberdeen

I have no objection to the 20mph zones on residential roads, but object to the proposal on major roads such as the A93 Great Western Road. This will be at odds with trying to get more people on the bus if it is travelling at jogging pace to and from the west. It could also cause disruption to the bus timetables. The same road is also the main route for emergency vehicles travelling west and very slow moving traffic will only delay these vehicles.

The desire by the government to get more people to use the bus need to address the problem of feral children travelling with their free bus pass causing disruption making many journeys uncomfortable.

Regards

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 07 May 2025 15:32  
**To:** TrafficManagement  
**Subject:** Proposed 20 mph Speed Limits

Firstly I wish to make it clear that I fully support 20 mph speed limits on all unclassified residential streets.

With regards to all other streets including, trunk roads, all other A class roads, B class roads and all other roads carrying bus routes, I believe these should remain at 30 mph. To reduce speed limits on the above roads can be counter productive. The 1/3 speed reduction will result in a similar increase in traffic density leading to greater congestion to the detriment of cyclists and endanger pedestrians due to the increased traffic density. This could result in an increase in the number of accidents but such accidents will admittedly be less severe.

Regarding the effects on bus services, the bus companies will likely be unable to maintain service timetables and will have to rewrite timetables at considerable cost. There will also be increased running costs as it is less efficient to operate at reduced speeds in congested streets. The end result will be increased fares and reduced frequency. There already routes with extended frequencies of 40 minutes (eg route 15) which are totally unacceptable.

Regards  
[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 07 May 2025 15:32  
**To:** TrafficManagement  
**Subject:** 20mph Speed Limit Proposal- Aberdeen City Council

Good afternoon,

I am writing on behalf of the residents of Westfield Terrace.

Having studied your proposals for imposing 20mph restrictions on a great selection of Aberdeen's streets, firstly, we wonder- why?? It seems like, yet again, the Council is simply finding work for "Consultants" to carry out, for no good reason?

Many of the streets that you intend to impose restrictions on, are ones on which it would be impossible to drive at more than 20mph anyway. In the near vicinity of our street (and including our street), all the streets to the east of Craigie Loanings, (Belvidere Crescent, Wallfield Crescent, Wallfield Place, Belgrave Terrace) have parked traffic, making it impossible to travel at more than 20mph at present!

Most of the other major roads outlined do not need to be limited to 20mph. However, importantly, again, logicity seems to have been missing in your selection. In the opinion of the people who actually live here, a major omission to your list is Craigie Loanings, which is dangerous street. This is a street which many cars and motor bikes seem to use as a race track, constantly exceeding the existing 30mph speed limit! We have had several crashes there over the years due to speeding, and near injuries over the years on this stretch of road.

You have selected other adjacent major thoroughfares in the vicinity of Craigie Loanings as being subject to your proposed 20mph speed limit zone- including the streets continuing on from Craigie Loanings at each end, Albert Street and Argyll Place, amongst other major streets nearby- Whitehall Place, Whitehall Road, and Desswood Place.

Why not Craigie Loanings? You do mention a Craigie Loanings on your list, between Belvidere Crescent and Rosemount Place being subject to the new limit. We should point out that this top section of Craigie Loanings is in fact the narrow lane behind Westfield Road! Difficult to drive at 5mph in this lane, let alone 20mph!

We would appreciate your direct response as to why Craigie Loanings is omitted from your list?

If the council is so fixated with these useless speed limits proposals, wouldn't it be more logical and cheaper to provide speed cameras to ensure that the present speed limits are adhered to?

Thank you for your response.

Regards,

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Tel:** [REDACTED]  
**Mob:** [REDACTED]  
**email:** [REDACTED]



[REDACTED]



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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 07 May 2025 15:30  
**To:** TrafficManagement  
**Cc:** [REDACTED]  
**Subject:** Objection To Proposed 20mph Through Peterculter (North Deeside Road)

I would raise the following objections to the proposed change in speed limit from 30mph to 20mph on North Deeside Road through Peterculter:

1. **The reduction in speed limit is unnecessary.** The road has a good safety record and the accidents that have occurred are not predominantly down to vehicle speed but down to a) drivers parking on double yellow lines outside the Spar shop and outside the village hall, b) pedestrians not choosing to cross the road at the pedestrian crossing or an alternative safe place, or c) other road users (e.g. cyclists) not taking due care and attention whilst using the road. The limited council and government resources should be spent on enforcing the current road restrictions and increasing education of pedestrians and other road users on road safety.

The current setup on the road with “20mph limit when lights are flashing” near the roads leading to the primary school are quite sufficient to slow the traffic at the times and location when there is a heightened likelihood of young persons on the pavements.

In addition, over the years since the introduction of the 30mph speed limit, vehicles on the UK road network have improved in terms of other road user safety by orders of magnitude. A modern car disk brakes, ABS, hazard warning and in many instances automatic emergency stopping if a collision with an object ahead is detected and the driver fails to react. So even though the 30mph speed limit for built up areas has not changed over the years, road safety will have improved, negating the need to reduce the speed limit any further.

2. **The reduction in speed limit will have a negative impact on traffic flow.** The current 30mph provides a good balance between calming the traffic through a built up residential area and the needs of public and private vehicle users to transit through the town in a reasonable timeframe. In fact, rather than increase traffic congestion and driver frustration by reducing the speed limit to 20, it would be much more positive to enforce the current 30mph and enforce the double yellow line parking restriction near the village hall as this often causes excessive narrowing of what is a major “A” road.
3. **No evidence to support the reduction in speed limit.** I believe there is no proper traffic surveys, accident data, or risk assessments for the length of road under question to justify the change in speed limit. It is all well and good for decision makers (e.g. politicians, councillors, advisers, etc.) to say reducing speed limits will result in reduced accidents but doing so, without evidence specific to the road in question that it is needed will only create increased driver frustration which would likely lead to increased accidents not less. The existing “20mph limit when lights are flashing” near the roads leading to the primary school is a good example of appropriate and measured management of risks as it is a targeted and time sensitive measure which drivers accept and not a blanket 24/7 restriction where it is not needed.
4. **The reduction in speed limit will have a negative impact on Emergency Services response times.** As noted in 2 above, the proposed reduction in speed limit will have a negative impact on traffic flow and this will result in any emergency service vehicles to be slowed as there is not room for 3 abreast to allow the emergency vehicles to move out and overtake the slow/halted traffic flow they are within.
5. **Reduction in speed limit is inappropriate for the road type.** The North Deeside Road (A93) is a major through-route into Aberdeen from Deeside. It is heavily trafficked by both residents of the towns and villages along Deeside all the way to Braemar, and with the many visitors who visit and travel through Deeside. The road passing through Peterculter has good pavements on each side and a number of

pedestrian crossings with traffic lights that allow persons to cross safely. Introducing the proposed 20mph speed limit through Peterculter would not therefore be suitable for the nature and purpose of the road.

I hope that the decision makers in relation to the proposed change in speed limit to 20mph take due notice of my genuine and material objections.

Yours sincerely,

A black rectangular redaction box covering the signature area.

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 07 May 2025 15:23  
**To:** TrafficManagement  
**Cc:** [REDACTED]  
**Subject:** Objection To Proposed 20mph Through Cults (North Deeside Road)

I would raise the following objections to the proposed change in speed limit from 30mph to 20mph on North Deeside Road through Cults:

1. **The reduction in speed limit is unnecessary.** The road has a good safety record and the accidents that have occurred are commonly not down to vehicle excessive speed but pedestrians not choosing to cross the road at the pedestrian crossings or an alternative safe place, or other road users (e.g. cyclists) not taking due care and attention whilst using the road.

In addition, over the years since the introduction of the 30mph speed limit, vehicles on the UK road network have improved in terms of other road user safety by orders of magnitude. A modern car disk brakes, ABS, hazard warning and in many instances automatic emergency stopping if a collision with an object ahead is detected and the driver fails to react. So even though the 30mph speed limit for built up areas has not changed over the years, road safety will have improved, negating the need to reduce the speed limit any further.

2. **The reduction in speed limit will have a negative impact on traffic flow.** The current 30mph provides a good balance between calming the traffic through a built up residential area and the needs of public and private vehicle users to transit through the town in a reasonable timeframe. In fact, rather than increase traffic congestion and driver frustration by reducing the speed limit to 20, it would be much more positive to enforce the current 30mph.
3. **No evidence to support the reduction in speed limit.** I believe there is no proper traffic surveys, accident data, or risk assessments for the length of road under question to justify the change in speed limit. It is all well and good for decision makers (e.g. politicians, councillors, advisers, etc.) to say reducing speed limits will result in reduced accidents but doing so, without evidence specific to the road in question that it is needed will only create increased driver frustration which would likely lead to increased accidents not less.
4. **The reduction in speed limit will have a negative impact on Emergency Services response times.** As noted in 2 above, the proposed reduction in speed limit will have a negative impact on traffic flow and this will result in any emergency service vehicles to be slowed as there is not room for 3 abreast to allow the emergency vehicles to move out and overtake the slow/halted traffic flow they are within.
5. **Reduction in speed limit is inappropriate for the road type.** The North Deeside Road (A93) is a major through-route into Aberdeen from Deeside. It is heavily trafficked by both residents of the towns and villages along Deeside all the way to Braemar, and with the many visitors who visit and travel through Deeside. The road passing through Cults has good pavements on each side and a number of pedestrian crossings with traffic lights that allow persons to cross safely. Introducing the proposed 20mph speed limit through Cults would not therefore be suitable for the nature and purpose of the road.

I hope that the decision makers in relation to the proposed change in speed limit to 20mph take due notice of my genuine and material objections.

Yours sincerely,

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 07 May 2025 15:19  
**To:** TrafficManagement  
**Subject:** Proposed traffic orders

Dear Sirs,

I have read that there is a proposal for many city streets in Aberdeen that are currently set at a 30mph speed limit to be reduced to a 20mph speed limit.

Of course, in practice many residential streets already operate at a 20mph limit, and several have the further traffic calming measure of speed bumps installed. On top of this, many other streets have the further (unintentional) measure of potholes, which also impairs the speed at which a motorist can safely travel.

In general, I would like to ask what is the research that supports this reduction in the speed limit? My gut feeling is that this measure will increase car journey times, thereby increasing the traffic on the road and therefore increasing pollution occasioned by car use. If the intention is to increase the use of public transport, I would like to be assured that there has been some market research that motorists will actually use public transport, rather than being forced into using it by measures such as these which seek to make car use more difficult.

I am interested to hear from you! Many thanks.

Best wishes,

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 07 May 2025 14:53  
**To:** TrafficManagement  
**Subject:** 20 mph consultation response

Dear ACCTM

I note that you are consulting about ACC's plan to implement 20mph speed limits in the City in accordance with Scot Gov's Scotland's Road Safety Framework to 2030. I suspect any objection to this going ahead will be futile as it is simple for ACC to respond that these moves are to comply with Scot Gov's requirements, although these may be based on vague objectives and unsubstantiated targets.

However, the ACC proposals are very short on detail and should provide more information including the following:

- The cost of implementing the proposals
- Demonstration that ACC has the resources to implement these in the remaining 6 months of 2025 as stated.
- Details on how compliance will be monitored and policed
- The costs of this associated monitoring and policing
- The increased emissions resulting from longer journey times and cars idling in traffic congestion resulting from the lower speed limits
- Demonstration that lessons learned from failed scheme in Wales have been incorporated into the proposals

Please provide the above information to enable a more enlightened evaluation of the proposals.

Kind regards

[REDACTED]

[REDACTED]  
Email : [REDACTED]  
Mob : [REDACTED]



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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 07 May 2025 12:04  
**To:** TrafficManagement  
**Subject:** 20 mph speed limits

Hello,

I did not realise that the Scottish government was so concerned about road safety! It makes me wonder why the roads, both national and local, are in such a dire state, with many dangerous potholes on many roads not being repaired promptly or properly. This is not only dangerous to motorists, who either sustain damage to their vehicles, or swerve suddenly to avoid them, but they are extremely hazardous to cyclists and motorcyclists. Furthermore road markings on many road surfaces are either faded or nonexistent, including bus lanes, but most importantly pedestrian crossings. There are many 'Zebra' crossings in Aberdeen which have been dangerously neglected, with poorly maintained line markings and often one, and sometimes both 'Belisha Beacons' not working. On Braehead Way Bridge of Don, for example, I reported to the City Council the poor state of the crossing which had a defective light and scrubbed out markings. This crossing is close to the shopping centre, and serves two schools and a nursery, yet it took several months to be fixed. Many B roads have missing centre lines, and continuous white lines which would prevent dangerous overtaking are missing.

If the Scottish government and local authorities care so much about road safety, why are basic safety measures not being taken, instead of political posturing with 20 mph speed limits, which are appropriate in certain areas, but not Citywide. In short, if local businesses were as lax as our politicians, they would be punished with fines or worse!

Kind regards,  
[REDACTED]

Sent from my iPad

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 07 May 2025 07:59  
**To:** TrafficManagement  
**Subject:** Consultation 20mph zones

I object to the imposition of 20mph zones in and around Aberdeen city.

This proposal will cause driver frustration, thereby increasing the risk of accidents.

It will result in a cost to business due to increased journey times. Furthermore emissions from vehicles are unlikely to be reduced for that reason.

This is yet another disincentive to visit Aberdeen city centre. It is not right to make it ever more difficult to support businesses in Aberdeen particularly given the difficult business environment.

I work in the city and live out with it.

[REDACTED]

Sent from my iPhone

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 06 May 2025 22:27  
**To:** TrafficManagement  
**Subject:** Objection to 20mph limits

I am writing to object to the introduction of 20mph speed limits in Aberdeen City. I have tried driving at 20mph in some of the designated streets and it is simply too slow. At 20mph I found myself easily distracted. Many of the accidents this proposal claims to be aimed at reducing are the result of careless drivers exceeding the existing 30 or 40mph limits, not caused by already careful drivers largely complying with existing speed limits. 20mph significantly narrows the speed differential between cycles and motor vehicle putting the two modes of transport in conflict with one another and making it impossible to safely overtake a cycle to restore safe separation. If Aberdeen City Council had any genuine desire to improve road safety it would have acted to remove the hundreds of illegal electric bikes and scooters that currently present a danger to legitimate road users. The council should reflect on the failure of its own electric bike scheme to understand that for the vast majority of Aberdonians even assisted cycles are not a practical or realistic transport solution given our climate and urban geography.

Yours sincerely

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 06 May 2025 18:56  
**To:** TrafficManagement  
**Subject:** Proposed new 20mph speed restrictions

The Traffic Management Team, Aberdeen City Council.

Far too many streets have been designated as potentially benefitting from a 20mph speed restriction. This speed limit should be kept for areas that really need it such as outside schools. The 30mph speed limit is a long established one and is widely accepted as being sensible and effective.

Forcing vehicles to drive more slowly will increase pollution and increase frustration among drivers. The Traffic Management Team should examine the Welsh experience and learn from it.

Cars carry people into the city centre which should be a busy and vibrant area. People, in turn, carry money and by spending it bring prosperity to the city. The failed experiment with the bus gates shows what happens when you discourage vehicular traffic.

The citizens of Aberdeen and visitors to the city want to use their cars in preference to expensive bus travel which is run to a timetable designed mainly for the benefit of the bus companies rather than their customers. If the Team believes that it will manage to get many more people to use bicycles, then try riding one during a Scottish winter and think again.

Nothing annoys people more than having unnecessary restrictions placed upon them. This exercise will greatly increase the resentment and antipathy felt towards the City Council by Aberdeen's long suffering, tax paying residents.

Sincerely,

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 06 May 2025 17:28  
**To:** TrafficManagement  
**Subject:** 20 mph zones

I wish to give my opinion on the proposed 20 mph zones. I think that they are unrealistic and unworkable especially on main bus routes as buses restricted to this speed will add extra time to every journey. And those people on e-motor scooters will be flying past all traffic as they do not adhere to any limits and whizz along the pedestrianised areas on Union Street also.

These limits serve their purpose near schools etc. and should be left as is.

[REDACTED]



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**From:** [REDACTED]  
**Sent:** 06 May 2025 09:23  
**To:** TrafficManagement  
**Subject:** Traffic proposal objection

Dear Sir/ Madam

I am writing to object to the current proposals for a 20 mph limit in Aberdeen City. In particular, I feel the imposition of this limit on main roads within the city such as Anderson Drive, Queens Rd, Great Western Road , Kings Gate, Springfield Road and North Deeside Road is not acceptable. It will impede travel within the city for all users - including carers, nurses and non emergency ambulances. I do not object to the limits in small residential streets. Although living in a street with such a limit I regularly note that it is often not obeyed and there is no effective enforcement.

Delays in travel will make Aberdeen a less attractive city to visit for residents and those from out of town.

Slower travel will increase carbon emissions from non electric cars - but even electric cars and buses will encounter traffic delays with slower limits on main roads.

I would be grateful if you could take these objections into consideration

Yours sincerely

[REDACTED]  
[REDACTED]  
[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 06 May 2025 09:02  
**To:** TrafficManagement  
**Subject:** Objection to proposed 20mph implementations in Aberdeen City

[REDACTED]  
[REDACTED]  
6th May 2025

Dear Sir

I would like to complain about Aberdeen City Councils intention to impose 20mph speed limits along Springfield Road, Great Western Road, Anderson Drive and North Deeside Road.

These roads are effectively arterial roads into and around Aberdeen and lower speed limits will significantly impact the ability of traffic to navigate into and around the city...

I strongly oppose the implementation of such a lower limit for the following reasons...

1. Journey times for all users including District Nurses, Delivery vans, general commuting will be significantly increased
2. A 20mph limit will also impact bus timetables and mean greater journey times for people taking public transport. Selecting green transport, the councils preferred option will therefore be downgraded making it a less likely people will use it to come into town
3. The change will result in greater pollution as traffic takes longer to transit areas
4. Lowering speed limits will have minimal impact on safety as all these roads have good pavements and recognized crossing places.
5. The changes will yet again lead to less footfall in Aberdeen City and increase its decline.
6. The money, in excess of £1million would be better spent on other more beneficial initiatives

For once the council needs to listen to local people and not blindly follow naive Scottish Government rhetoric.

I would be grateful if you could take these objections into consideration and not implement the proposed changes

Yours sincerely

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 06 May 2025 07:56  
**To:** TrafficManagement  
**Subject:** Proposal to reduce speed limit to 20mph in Aberdeen City

Dear Sirs,

I am writing to object to the proposed plans to set a 20 mph limit on the majority of streets in Aberdeen City,

I firmly believe that you are trying to fix a problem that does not exist.

Whilst I fully understand and agree with the reduction for the likes of school zones when pupils are going to or leaving schools at opening and closing times I do not consider a blanket reduction a meaningful solution.

Flashing lights and reduction to 20 mph at schools at such times currently exists.

I am sure that if you actually looked at the traffic speed in the proposed areas, the vast majority of the time motorists do not drive at 30mph they adhere to the driving principles of only driving at a speed safe to the surrounding environment and road conditions prevalent at the time. Where roads have parked cars at both sides of the road, e.g. nearly every street in Aberdeen, people drive well under 30 mph anyway. The very small minority that do speed will continue to do so no matter if you erect signs with 20 mph on them. Target them not everyone with a heavy handed blanket reduction.

Also can I ask how you intend to enforce your proposal, are you planning on installing traffic cameras on every street in Aberdeen or hiring hundreds of additional policemen to target anyone with the veracity to travel at 20 - 30 mph through Aberdeen city. What is the cost to the council and therefore the cost the every Aberdeen citizen for installing 20mph signs and cameras / additional police to monitor.

Would it not make more sense to fix the potholes, salt and grit the roads and pavements which cause far greater cost to the council in paying for vehicle repairs or more trips to A&E than your 20 mph proposals. Many of your citizens were trapped in their homes unable to go out as a result of the skating rink conditions in our city last year. In addition why don't you do something about the yobs in balaclava's running riot through the streets and pavements of our city on their souped up e-bikes. Many people I have spoken to have nearly been run over on pavements, bikes coming the wrong way down one way streets and being skittled over at pedestrian crossing when these bikes speed through red lights. These are some of the things that really matter to the public.

I sincerely hope that the council makes a common sense decision on this matter. Surely it is the Councils obligation to provide a service for the benefit of the citizens rather than the detriment, which in all honesty the latter appears to be the case in 90% of council decisions these days.

I have lived in this Aberdeen for 65 years and I am appalled and ashamed of our city and the council these days.

Yours Sincerely

[REDACTED]  
Aberdeen

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**From:** [REDACTED]  
**Sent:** 06 May 2025 01:31  
**To:** TrafficManagement  
**Cc:** [REDACTED]  
**Subject:** Plans for city-wide 20 mph restriction

I read in the newspaper that there are plans for a city-wide 20mph restriction in order to aim to half road deaths by 2030. For each of the roads/section of roads listed for consideration for the introduction for a 20mph restriction how many deaths have occurred on these roads as a result of traffic accidents during the past 5 years? If there have been no deaths then there is little evidence to suggest the introduction of a 20mph restriction on these roads is necessary or will achieve the goal of halving road deaths on Scottish roads, while costing taxpayers many hundreds of thousands of pounds to introduce. Monies which could be better saved or spent during a cost of living crisis.

Regards,

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 05 May 2025 22:36  
**To:** TrafficManagement  
**Subject:** 20mph proposal for Aberdeen City - OBJECTION

I object to the mass and indiscriminate rollout of 20mph speed limits in Aberdeen City for reasons including:

- 1) Aberdeen City has been blighted over recent years by the council introducing increasingly prescriptive driving restrictions. These include:
  - Making drivers take unnecessarily long and circuitous routes across the city to get where they want to go.
  - The introduction of bus lanes
  - The introduction of bus gates
  - The introduction of LEZ zonesand so to now propose a 20mph speed limit across much of the city's residential areas is a(nother) step to far.
- 2) I believe that the Scottish Government intends to fund the installation of the 20mph signs. Scotland had a national debt of more than £22 billion in FYE2024 and Aberdeen City has the second highest debt burden per citizen in Scotland. Given that, I maintain that Scotland cannot afford to install the signage and Aberdeen City can't afford to police it. As someone that pays both national and local taxes, I do not want my money spent on this.
- 3) Many long-standing essential services and facilities across Aberdeen City, and across Scotland, have seen radical cutbacks over recent years because of financial constraints. I don't believe that spending the money that they do have on imposing and upholding the 20mph speed limits is a good use of this money.
- 4) The Highway Code states that the specified speed limits are maximum speeds. They are not target speeds and drivers must always assess their surroundings and adjust their speed based on:
  - a. Road Conditions,
  - b. Traffic Conditions,
  - c. Road Layouts.

Consequently, I maintain that drivers are currently legally required to moderate their speed to suit the road they are on and associated road conditions – and if they aren't, they are unlikely to adhere to a defined 20mph speed limit – so putting up the 20mph signs is a waste of your time and my money – particularly if they aren't going to be actively policed.

- 5) The condition of many of the residential roads in Aberdeen dissuades drivers from going above 20mph anyway.
- 6) Whilst the introduction of 20mph speed limit could possibly offer some environmental benefits, I would suggest that neither the noise levels or the air quality in the proposed 20mph zones is in any way close to the Scottish, British or European recommended limits and so would discount this as a valid reason for imposing the 20mph speed limits. I would also suggest that if the council was so concerned about Aberdeen's environment, then they would not be imposing ever more restrictive and prescriptive road layouts that make motorists drive further, round meandering and tortuous routes that inherently prevent fuel efficient driving. The council-imposed road layouts force vehicles into convoluted arterial routes that are punctuated with traffic lights, pedestrian crossings, no right turn, no left turn no entry LEZ, Bus Gates etc that cause them to drive further, accelerate and decelerate more, use more fuel, incur excessive and unnecessary wear and tear to the vehicles, and to the roads, and cause frustration and delay which can lead to accidents.
- 7) The following table shows that during the 10-year period between 2014 and 2023 between 22% and 49% of all road accidents in Aberdeen have had a causation factor that included speed. It does not say that exceeding the speed limit caused these 22% to 49% accident – indeed it suggests that exceeding the speed limit was one of four speed related reasons for the accidents – with the other three being 'traveling too fast



for the conditions', 'loss of control' and 'careless reckless driving in a hurry' – and so I would propose that the imposition of a mass 20mph speed limit, which is unlikely to be actively policed, will have a limited effect on these three causation factors.

ALL ABERDEEN CITY - SPEED RELATED CASUALTIES						
YEAR	Injured Casualties with causation factor attributed to speed			Totals	Total Yearly Casualties	% of injured casualties where Causation Factor included speed
	F	S	SL			
2014	2	20	25	47	105	44%
2015	5	31	56	92	234	39%
2016	1	35	51	87	197	44%
2017	1	12	48	61	168	36%
2018	1	17	43	61	124	49%
2019	1	16	19	36	101	36%
2020	0	8	11	19	86	22%
2021	2	7	7	16	65	25%
2022	1	11	14	26	82	32%
2023	1	23	19	43	109	39%
Causation Factors: Exceeding Speed Limit/Travelling too fast for Conditions/Loss of Control/ Careless Reckless in a Hurry						
	Denotes years during the COVID Pandemic					

- 8) The vast majority of Aberdonians are not in favour of blanket 20mph speed limits imposed across large areas of the city - and so to impose them would be undemocratic.

Yours sincerely,

██████████

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 05 May 2025 20:02  
**To:** TrafficManagement  
**Subject:** OBJECTION to the proposals to set new 20 mph speed limits on many Aberdeen City Roads

Dear Sir/Madam,

I am writing to object to the proposals. It was instituted widely in Wales where it is now being changed back to 30 mph on many roads.

I think it is going to make driving around the city a pretty miserable experience for anyone who has to do so for their work, delivery drivers, couriers, posties, and all the tradespeople in their vans. Likewise for the rest of the motoring population.

Speeds on many residential streets are already effectively 20 mph or thereabouts because of the nature of the roads themselves, small streets, parked cars, many little bends, the prevalence of pedestrians, school children and so forth. Considerate drivers and anyone acquainted with the highway code knows to drive according to the road conditions and not the stated speed limit.

There could also be for instance, and I think I have seen, advisory 20 mph areas, which would stop short of the mandatory "nanny state" Scottish Government and Aberdeen City Council proposals. And save the council tax-payer £1,000,000! Or is it more than that?

I think especially on some of the "through routes" highlighted for change, the reduction of stretches to 20 mph will be particularly galling and frustrating to drivers who can see no good reason for it. Wide roads, wide pavements and if I think of my area, **very few pedestrians** anyway from Peterculter through to Cults or beyond Cults to Mannofield.

Have Aberdeen City Council done any research into the numbers of casualties from road traffic accidents? And the respective number KSI people in the four categories: Car Occupants, Pedestrians, Cyclists and Motorcyclists?

Nationally the numbers seem to be slowly reducing year on year. It would be interesting and educative if the Council could provide the public with such figures for Aberdeen City over the last few years. Would there be a possibility the City Council could do this?

A further consideration and one I have to say I very much doubt Aberdeen City Council have considered, (although I would be happy to be corrected on that) is whether any cognicance has been taken of the large increase there will inevitably be in air pollution.

Not everyone drives an electric car as yet and 20 mph is not a happy speed for most petrol or diesel engine powered cars over anything but a short distance.

To have all these cars creeping around residential areas will, I would think, seriously compromise the air quality of the area. Particularly as they are all probably taking a bit longer than they normally would to complete their journeys.

I have to say the publicity for this consultation has been very poor in my view. I only know about it because I noticed and read a sign on a lamppost when I was **walking** about!

It was also not easy to object. There was no dedicated page on the Aberdeen City Website. Only a desultory instruction to "Object in writing".  
Not very helpful and very poor compared to the facility to object to building planning proposals where it was easy to follow a link to a dedicated page.

I trust my views will be seriously considered, although I also doubt you will get many objections for the reasons given in the above paragraph.

Yours sincerely

A solid black rectangular box used to redact the signature of the sender.

PS A final question, will there be a public council meeting at which objectors may speak before any decision is taken? Or has it already been taken and this poorly advertised consultation is only to satisfy statutory requirements?

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 05 May 2025 15:56  
**To:** TrafficManagement  
**Subject:** Feedback on Proposed 20mph Zones

Hi there,

While I appreciate the need to extend the 20mph speed limit to more residential streets in Aberdeen, I feel the following roads are not suitable for this change and that the existing speed limit should remain:

- Ashgrove Road
- Ashgrove Road West
- Hutcheon Street
- King's Gate (between Fountainhall Road and King's Gate roundabout)
- King Street (Park Road to Links Road)
- Powis Place
- Powis Terrace
- Great Western Road (South Anderson Drive to Holburn Street and Morningside Avenue to South Anderson Drive)
- Holburn Street
- Sinclair Road
- South Esplanade East
- South Esplanade West

Yours Faithfully,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 05 May 2025 15:02  
**To:** TrafficManagement  
**Subject:** 20mph restriction consultation

good afternoon,

Just a brief email to formally note opposition to proposed introduction of city wide 20mph restrictions.

Essentially so many streets getting this limit would just mean drivers will sit at 20 everywhere to be on the safe side as it will be so difficult to keep track.

Increasing journey times by 50% will surely cause more danger to all road users with an increase of cars on the road at any one time.

The introduction of a LEZ has caused my 12 minute commute to be 25 minutes and this would further increase due to speed limits being lowered. So double the emissions across the city.

It is widely seen that the council has overseen the demise of the city centre with the bus gates and LEZ and this gives drivers another reason to steer well clear.

Thankyou.

[REDACTED]

[REDACTED]

Thank you.



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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 05 May 2025 12:44  
**To:** TrafficManagement  
**Subject:** Re:20mph restrictions

Sent via BT Email App

**From:** [REDACTED]  
**Sent:** May 4, 2025 at 3:27 PM  
**To:** [REDACTED]  
**Subject:** 20mph restrictions

Hi , I wish to lodge my objection to traffic speed reduction to 20mph. I believe this is another step towards reducing the city to a no go area for the General public . More and more people will avoid visiting the city rather than run the risk of falling dowl to these senseless restrictions. I personally would like to see less bicycles on the road as they tend to weave in and out of traffic even on pavements they are a nuisance.

If they were to pay for the privilege to use the roads like all car and commercial vehicles then it would be reasonable for everyone concerned to abide by the rules in General!

I for one would consider boycotting the city all together!!!

Regards,

[REDACTED]

B.o D. Aberdeen

Sent via BT Email App

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 05 May 2025 12:37  
**To:** TrafficManagement  
**Subject:** 20mph Limit Proposal

Hello

I would like to object to roads such as Gt Western Road and Broomhill Road being reduced to a 20mph limit. I believe that driver frustration will increase where the limit is being reduced.

Having a limit on pure residential streets makes complete sense.

Thanks

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 05 May 2025 10:26  
**To:** TrafficManagement  
**Subject:** 20 mph traffic orders

Dear Sirs,

I have read in the Press and Journal that there is a consultation on new 20 mph traffic zones. However, it seems to be impossible to find and may be yet another 'pretend' effort on the Council's part.

I object to these zones appearing in the middle of main roads where there is usually no particular problem. I live in Milltimber and see no reason for parts of North Deeside Road to be changed. There are already crossings in the areas mentioned and I have rarely seen anyone having a problem crossing the road safely. The proliferation of these zones on main thoroughfares merely serves to hamper the free movement of traffic and causes even more congestion. This appears already to be the case in places like Inverness which has implemented the zones.

Yours faithfully,

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 05 May 2025 08:59  
**To:** TrafficManagement  
**Subject:** 20 mile limit

Good morning, it would be interesting to know how many accidents there have been in our city streets involving a car and a pedestrian. It would not necessarily be the drivers fault but the pedestrian who steps onto the street without care and attention. It wouldn't make any difference if the driver was driving at 20 or 30 if the pedestrian was careless. It's bad enough trying to keep to the speed limit on streets like Kings Gate and Gordon Brae, foot on the brake the whole time, so much more difficult at 20. I wish to make an objection to this proposed measure, the cost for a start and probably the inability to enforce it.

[REDACTED]  
Sent from my iPhone

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 04 May 2025 22:01  
**To:** TrafficManagement  
**Subject:** 20mph

Good Evening

I would just like to raise my objection to your proposed (already planned) 20mph zones throughout the city.

There is no scientific evidence that this will help our city & if anything it will congest & pollute the air even more whilst the city roads will be gridlock & almost at a stand still. How is this going to help going forward? If we had a decent alternative then I would back it but we have a half assed attempt at public transport that is an absolute joke.

Can you also tell me what restrictions will be imposed to the harbour area regarding all the ships, boats & ferries that pollute the same roads that transport use? How does the council collate the figures separately as to which air the different modes of transport pollute?

Unless the council have a miracle machine that no one knows about I think I know the answer.

I would also like to know how much tax payers money is/has been wasted in coming up with these absurd suggestions? Did you not see what happened in Wales? The councillors of Aberdeen should grow a set & be man enough to get rid of this before it is even implemented. You would gain so much respect instead of revulsion at doing this.

Regards,

[REDACTED]

Sent from [Outlook for iOS](#)



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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 04 May 2025 21:26  
**To:** TrafficManagement  
**Subject:** 20 mph

Evening,

As a commuter by car and bicycle, I would like to comment on the 20mph scheme.

In general, I believe no account has been taken of the fact that if many roads are 20 mph, the need to be on a more main road decreases and it actually INCREASES the amount of traffic on smaller roads (please do not add more speed bumps, which are a pain for cars and bicycles alike). Many relatively main roads seem to be 20mph speed limits making these roads as quick (or slow) as back roads. Also, no account is taken that at 20 mph, cars actually travel closer together than at 30mph, which actually it makes it more difficult for pedestrians to cross the road. They need "to get used to" crossing in front of a car a certain distance away at 20mph that, if it had been going at 30mph, would not have provided enough space to cross.

The phrase "it's a limit, not a target" seems to have been avoided too. If a limit is 30mph, there is no actual need to drive that fast and 20mph may be perfectly reasonable.

Specially, I would object to the following roads being 20mph

- Carden Place
- Kings Gate
- Cragie Loanings
- Mid-stocket Road
- Cromwell Road
- Ashgrove Road
- Hutcheon Street

And also others that are through routes in areas that are not particularly busy, or congested.

I also worry that the next step will be to require a 15mph limit, or 10, or someone with a red flag in front of a car.

Regards

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 04 May 2025 21:04  
**To:** TrafficManagement  
**Subject:** Speed limit consultation

I have reviewed the documents provided. While I am in general ok with the limits in residential streets, I don't agree that major routes should be so restricted. Examples I can see are kings gate and great western road. Existing limits on these streets should be maintained.



Sent from my iPad

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 04 May 2025 20:10  
**To:** TrafficManagement  
**Subject:** Proposed 20mph

I strongly disagree with the proposed speed limits, ok with areas around schools in and around school days, but enforce speed limits as at present will save as many lives as since covid there are very few people using pavements.

I believe it should be an opt in not for us to opt out.

[REDACTED]

Sent via BT Email App

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 04 May 2025 19:26  
**To:** TrafficManagement  
**Subject:** Proposed 20mph Limit on Roads

Whilst I am in principal agreeable to the reduction of speed limit on residential roads to 20mph I am opposed to including this reduced limit on roads which are in my opinion the main thoroughfares around the city. For example roads with bus stops are main thoroughfares such as Seafeld Road, Union Grove, Great Western Road and as such should remain at 30mph. To reduce the speed limit on main thoroughfares will have in my opinion 2 major disadvantages:

1. It will reduce traffic and persons using the city centre. From my perspective I will drive to Westhill or Inverurie rather than visit the shopping areas in the city centre. It will increase bus journey times and reduce the service as I cannot see First Bus putting on more buses to keep the current time frame of schedule in an area. Not everyone is able to walk or cycle. This proposal will increase taxi charges for people who do not have their own transport and may increase delivery charges for goods delivered to your home.
2. If all roads are 20mph drivers will find short cuts and 'rat runs' through residential areas as there is no incentive to use the 'main roads'. It will also increase pollution as traffic will be travelling on the roads for longer.

In addition

How will these speed reductions be policed?

Are cyclists going to be policed to ensure they don't exceed the reduced speed limit?

At no time has anyone provided statistics on the make up of pedestrian injuries. Without proper and detailed statistics it cannot be claimed that pedestrian injuries will cease as a result of these measures. If thorough detailed statistics prove that a large percentage of pedestrian injuries are mainly caused by a) young speeding drivers or b) older drivers who are unfit to drive or c) ignorance by the pedestrian of basic road safety then surely tackling these issues is more productive than a blanket lowering of the speed limit which has been proven to fail in other areas of the UK. How many pedestrians injured on the roads are a result of reckless behaviours such as drink or drugs?

[REDACTED]

Sent from my iPad

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 04 May 2025 18:44  
**To:** TrafficManagement  
**Subject:** 20mph speed limit.

It seems futile to waste tax payers money on another needless venture. Surely the money could be better spent on policing the speed limits we already have which are largely ignored. I personally have experienced drivers passing through 20mph flashing lights adjacent to a primary school at least twice this speed limit.

Regards..... [REDACTED]



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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 04 May 2025 16:16  
**To:** TrafficManagement  
**Cc:** [REDACTED]

Herewith is my response to the consultation on 20mph limits

I disagree strongly with this proposal

Firstly, what would be the rationale for lowering speed limits on roads with no accident histories?

Inevitably, lower limits in 'no problem' areas with no accident histories will be ignored, as being unnecessarily restrictive and adding to journey times, but also risking speed limits generally being treated with contempt

Speed limits were traditionally set on '85% ile' speeds. Speeds were monitored over a period of time and limits set based on recorded speeds of 85% of vehicles; their drivers complying with what they saw as a reasonable speed, based upon road layout, junctions, traffic flows etc

Enforcement is really important; there MUST be a reasonable assumption and expectation by habitual speeders (the remaining 15%) they will get caught and may be disqualified

As an aside, Scottish Govt money (i.e. public money!) would be better spent on the joint measures of road improvements (e.g. fixing potholes and cleaning existing road signs, many of which are marred by green staining) AND promoting a return to the good levels of police traffic patrols previously seen, prior to the formation of Police Scotland 12 years ago, as that seems to have been a pivotal point, when the increase in accidents began

Anecdotal evidence is of a reduction in traffic patrols, with existing patrols covering vast areas. Basically, taking eyes off the Roads Policing ball and diverting the focus on other stuff !!

As the regulations currently stand, 20mph speed limits require 'repeater' signs at regular intervals along the lengths of the restricted areas; a costly process to implement

In my opinion, the proposed scattergun approach of generally decreasing limits, is a 'cop out' (pardon the pun), with blame for it's future, inevitable failure being offloaded from politicians, to the police or others.!

[REDACTED]  
(retired Police traffic patrol officer)

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 04 May 2025 15:58  
**To:** TrafficManagement  
**Subject:** 20 mph speed limit consultation

## Response to Aberdeen City Council Consultation on 20 mph Speed Limits

Dear Sir/Madam,

I am writing to object to the proposed implementation of a 20 mph speed limit across Aberdeen, particularly in relation to the inclusion of North Deeside Road and Craigton Road.

These roads are key arterial routes that serve not only local traffic but also regional and commuter journeys. Reducing the speed limit to 20 mph on such roads risks creating unnecessary congestion, increased journey times, and potential driver frustration. North Deeside Road, in particular, is designed and used as a primary corridor connecting communities west of the city into Aberdeen. A 20 mph limit on this road would be disproportionate and detrimental to the function of the route.

Craigton Road is used regularly by through traffic and does not have the pedestrian density or accident record that would justify such a blanket speed reduction.

More broadly, I object to the wide-scale implementation of 20 mph limits across the city without clear, evidence-based justification for each specific area. While lower limits can be beneficial in dense residential or school zones, a one-size-fits-all approach risks undermining public confidence in speed regulation, especially when applied to roads where current limits are safe and appropriate.

I urge the Council to reconsider the scope of this proposal, retain 30 mph limits on major routes like North Deeside Road and Craigton Road, and only consider 20 mph zones where there is demonstrable need based on safety data.

Yours faithfully,

[REDACTED]  
[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 04 May 2025 13:44  
**To:** TrafficManagement  
**Subject:** 20 mph limit

I wholeheartedly DISAGREE with the proposal.

The 85 percentile of drivers comply with a 30 limit because it feels to them to be a safe speed and one they will comply with.

In my opinion, a 20mph limit will be widely disregarded bringing the limit into disrepute.

Enforcement would have to be by camera which causes drivers to slow down only at the camera and makes it the nonsense which it clearly is.

Please reconsider.

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 04 May 2025 10:55  
**To:** TrafficManagement  
**Subject:** 20mph Zones

Good afternoon.

I believe that the proposed traffic measures being introduced are without doubt unnecessary and nothing short of bullying car owners into a public transport to meet a net zero target, which in my opinion is itself unachievable. Aberdeen City & Shire transport system is already under pressure and the proposed traffic measures will only add to the under pressured transport network.

Many of the roads you propose are totally unsustainable for a 20mph limit and itself will cause long tailbacks. Running car engine at low revs only increases the exhaust fumes into the atmosphere, which is, as you claim trying to prevent.

Rather increase policing in these areas to reduce accidents, but yet again these services are so underfunded by the Scottish Government that local governments are clutching at straws to make end meet.

Would it not make more sense to spend these large amounts of money, time and effort in repairing the roads in Aberdeen City which are an absolute disgrace bearing in mind the amount of road tax paid by the car users.

Kindest regards

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 04 May 2025 09:50  
**To:** TrafficManagement  
**Subject:** 20mph

Re Consultation I am TOTALY against 20mph Road restrictions in and around Aberdeen. As a lifetime resident and council tax payer I strongly oppose the ridiculous premise that this will improve life in Aberdeen.  
Thanks

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 04 May 2025 00:43  
**To:** TrafficManagement  
**Subject:** Proposed 20mph limits

Sent from my iPhone.

Typical council idiots who haven't got a clue about anything including trying to get citizens to use useless public transport!!



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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 03 May 2025 21:56  
**To:** TrafficManagement  
**Subject:** 20mph restriction

First of all look at areas next to schools , built up areas through areas of housing.  
There are roads now where you are lucky to get up to 20mph if you drive responsibly.  
On the whole it looks a good idea but lorry's,buses and older cars running at the 20 mph emitt greater amount of CO2.  
If you really want to reduce road accidents take a close look at roundabouts for example Hazlehead which is overgrown with bushes and trees which seriously restrict drivers vision of traffic coming round the roundabout.  
A risk assessment would recommend unrestricted visibility at the roundabout.  
I have seen quite a few near misses on a daily commute.  
As a long term member of the Institute of Advanced Motorists I note the hazards.  
Lack of use of indicators is a common fault of local drivers

[REDACTED]  
Sent from my iPad

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 03 May 2025 19:21  
**To:** TrafficManagement  
**Subject:** 20 mph zones

What is this council playing when Wales put this in they had to take it out again when are the councillors going to listen the people of Aberdeen they don't want this  
If this goes through I will not vote for any councillor who voted for this  
How much is this costing to put this in and if it does work it the council will have pay out again to take it out  
Is council it going on about short money so why waste money on it

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 03 May 2025 19:14  
**To:** TrafficManagement  
**Subject:** 20 mile an hour speed zones.

While we should be doing everything we can to reduce road deaths and accidents, I am totally against the reduction of the speed limits in all of these areas there is no evidence being provided that shows these steps will half road deaths by 2030(and what's next if it doesn't) its all guess work. Let's go back to the horse and cart its got more of a chance of reducing deaths OR stop pedestrians walking across roads except at proper pelican crossing and fine them if they don't.

Regards

[REDACTED]

Sent from my Galaxy

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 03 May 2025 19:14  
**To:** TrafficManagement  
**Subject:** Aberdeen 20mph zones

Dear Sir/ Madam

There appear to be many busy & main roads in your 20mph plan. I believe these types of roads are unsuitable for 20mph & should not be considered going forward.

Yours [REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 03 May 2025 18:11  
**To:** TrafficManagement  
**Subject:** 20mph Speed Limit Consultation

Dear Aberdeen City Council,

I am writing in regards to the ongoing consultation regarding 20mph speed limits throughout the city.

I disagree entirely with these measures. The motivations, whilst I'm sure do include road safety, do not combat the fact we have a woefully inadequate and expensive public transport system (where it is cheaper to drive and park, than get a single ticket into the city centre!); and the conditions of the roads are so poor that even reducing the speed limit does not mitigate the risk to drivers (!) in some areas.

Even just this morning, in front of Union Square going onto the cobbled road leading down to the gyratory the road has sunk to the point where it's borderline dangerous.

Perhaps investing some of the money that you would need to spend putting up new speed signs and policing the speed limits on improving the roads in the city, and reducing public transport fares would support your efforts better.

Yours sincerely

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 03 May 2025 18:05  
**To:** TrafficManagement  
**Subject:** 20mph zones

I think that a 20mph zone around Aberdeen main routes is totally ridiculous. It is going to create more congestion and tailbacks. Also more air pollution. They say take public transport they are having a laugh. I live in Cove and there is not even a bus that comes round where I live. The bus route was taken off in 2020. I also think that the City Council needs to be changed and some sensible people making decisions not to Clowns 🤡 that are running the council.

[REDACTED] 😡

Sent from my iPhone



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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 03 May 2025 17:54  
**To:** TrafficManagement  
**Subject:** Council consultation

I understand 20 miles per hour speed limits in densely packed housing schemes, but not in sparsely populated through roads e.g. The North Deeside Road where the speed limit was dropped from 40 to 30 miles per hour previously. Here frequently traffic is already held up by buses 'filling in time' as well as dropping off and collecting passengers at restrictions where traffic islands already exist.

Trying to encourage cycling is of no use to old and infirm people.

Buses do not go near all homes, mine included .

Buses have set routes, are not always reliable and generally people require more than one bus to reach their destination, so the bus travel you wish to promote is not suitable for all.

Please consider all people, not simply the young and fit.

Yours,

[REDACTED]

Sent from my iPad

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 03 May 2025 15:12  
**To:** TrafficManagement  
**Subject:** 20mph speed limit consultation

I would like to express my objection to extending 20mph speed limits to other parts of the city. The city centre has already become a no go zone for many motorists to the detriment of city centre retail and business, and this would only add to that message. If you want to encourage more cyclists I suggest you stop wasting money on this consultation and spend it on fixing the pot holes and poor road surfaces that are the real hazard to cyclists. It failed in Wales and it will fail here.

[REDACTED]

Sent from [Outlook for iOS](#)

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 03 May 2025 15:05  
**To:** TrafficManagement  
**Subject:** consultation on 20mph speed limit roads in Aberdeen

I would like to express my opinion that I do not believe we should extend the number of 20mph roads in Aberdeen.

I do not think it is necessary to reduce the speed limit in most areas and believe it will cause further congestion and frustration on the roads.

Please just leave things alone, the city is struggling enough with the bus gates and low emission zones that have been imposed on us, people are now avoiding the city centre completely.

30mph is a sensible speed on most roads, it is a balance between safety and practicality.

Thank you.

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 03 May 2025 14:48  
**To:** TrafficManagement  
**Subject:** 20mph zones

I wish that the council would look at what people want and not just what some council members want.

Look at the local government elections in England where people have voted against green and environmental policies which affect their daily lives. 20mph cost Wales a lot of money to implement only to be withdrawn later.

This should be a lesson for Aberdeen council.

Stop wearing blinkers.

[REDACTED]

Sent via BT Email App

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 03 May 2025 14:18  
**To:** TrafficManagement  
**Subject:** Proposed 20 Mph zoning

> Good afternoon,  
> I would like to strongly object to the proposed 20 zoning throughout Aberdeen. I believe it would be costly to implement, cause frustration, more confusion and delays and would further contribute to people not visiting the centre of town. I can see no benefit to this proposal at all. The majority of bike users I see in town flout existing legislation and I seriously doubt that this would encourage a significant number of people preferring to cycle.  
> I believe public transport in Aberdeen is not fit for purpose due to its unreliability and cost and these should be addressed to encourage more use rather than speed limits.  
> Kind regards,  
> [REDACTED]  
>  
> Sent from my iPad

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 03 May 2025 13:43  
**To:** TrafficManagement  
**Subject:** Plans for city wide 20mph restrictions

Dear Sir/Madam,

Having read the above-mentioned article in the Press and Journal today I feel that I must Object to the proposed plans.

I consider that it would be a costly project and do not believe that it is in the interest of safety as quoted in the article.

How would you police it without having cameras on every street which makes me think its all part of the plan to create money for the council through the many fines it will attract.

We all know how cash strapped councils are, but I think the money used for such a project (i.e cameras) would be better spent elsewhere.

As I see it the council is already destroying the city due to the current gate situation and lack of footfall.

Kind Regards

[REDACTED]



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**From:** [REDACTED]  
**Sent:** 03 May 2025 13:40  
**To:** TrafficManagement  
**Subject:** 20 mph restrictions

To Whom it May Concern,

I have just read in the P&J that you, the council, are seriously considering 20mph restrictions on most Aberdeen City routes including main thoroughfares like Great Western Road and North Deeside Road.

I am astonished that you think this is a priority with everything else going on in Aberdeen. Why as a council can you not see the failings of your judgements over the years when the residents of Aberdeen can. Your always seem to have misplaced priorities.

These roads are already 30 mph and are perfect for everyone concerned. Reducing the speed limits on all these roads will encourage people to drive faster trying to get to work. Frustration will lead to accidents. Buses will have timetables affected and school children will take longer to get to school.

I would like you as councillors to drive around keeping your speed to 20 miles an hour especially on the main routes.

I am more concerned with undercover police cars suddenly driving 70+ on these roads.

Please I implore you to use common sense and for once be a council we can be proud of.

Kind regards,  
[REDACTED]

[Sent from the all-new AOL app for iOS](#)

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 03 May 2025 13:26  
**To:** TrafficManagement  
**Subject:** Proposed 20 mile another consultation

I am objecting to yet another proposal by Aberdeen city council against drivers, reducing the 30mph to 20mph over most of Aberdeen city. This is insane and yet again you are trying to put drivers off from coming into Aberdeen city. There is absolutely no reason for this speed reduction in the city centre.

Sent from my iPad

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 03 May 2025 13:18  
**To:** TrafficManagement  
**Subject:** 20mph roads

Would just like to view my opinion on the 20mph roads affected by your proposals .  
Some of these roads are major routes such as Garthdee Road, Holburn St, Northdeeside road . Some other roads are totally unsuitable for the 20 mph .

Why are the council pandering to the SNP Scottish government. We all cannot use a bike or buses are unsuitable if you are disabled .

Aberdeen City Council want to listen to the public and waken up and smell the roses or come the next election day good bye to their seats like all the other bad decisions they have made by going against the public wishes .

LOOK what happened in Wales with their 20mph they have woke up and are starting to take a lot of them off and reverting back to 30mph .

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 03 May 2025 13:10  
**To:** TrafficManagement  
**Subject:** City wide 20mph proposal

Another scheme from a discredited council that will not be policed. The people who break the speed limit now are still going to break it at 20mph. The council should be improving traffic flow for its citizens not slowing it down or placing unnecessary restrictions in the way, and I include the buses in this not just cars. Has this been requested by the people of Aberdeen probably not, just some anti car Anti choice councillors who think they know better, this will add to pollution not reduce it. Just like the LEZ Zones pie in the sky thinking by those lacking any resemblance of intelligence. When oh when will the council put the people first.

Another disgruntled voter

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 03 May 2025 12:27  
**To:** TrafficManagement  
**Subject:** 20mph

Can't believe I'm reading this. Are you trying to kill off our city altogether. I live in Westhill. Used to love to go into Aberdeen town centre shopping but now it's a nightmare with the Lez and bus gates but if what you're planning goes ahead you'll find the town centre will definitely die. Shops are all closing down already with the horrendous mess you are making of our beautiful Union Street. Shame on you all.

[REDACTED]

Sent from my iPhone

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**From:** [REDACTED]  
**Sent:** 03 May 2025 12:19  
**To:** TrafficManagement  
**Subject:** AGAINST - 20 mph Zones

Dear Sirs,

I am writing to register my objection to the proposed 20 mph Zones proposal. It is disproportionate, costly, and will have unforeseen consequences in fostering a wider acceptance of non-compliance in the community. Similar schemes have been discredited and rolled-back in Wales.

Regards,

[REDACTED]



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**From:** [REDACTED]  
**Sent:** 03 May 2025 10:50  
**To:** TrafficManagement; [REDACTED]  
**Cc:** [REDACTED] Colin Newbury  
**Subject:** 20mph speed restrictions Aberdeen

To Whom it May Concern,

I have just read in the P&J that you, the council, are seriously considering 20mph restrictions on most Aberdeen City routes including main thoroughfares like Great Western Road and North Deeside Road.

I am astonished that you think this is a priority with everything else going on in Aberdeen. Why as a council can you not see the failings of your judgements over the years when the residents of Aberdeen can. Your always seem to have misplaced priorities.

These roads are already 30 mph and are perfect for everyone concerned. Reducing the speed limits on all these roads will encourage people to drive faster trying to get to work. Frustration will lead to accidents. Buses will have timetables affected and school children will take longer to get to school. I would like you as councillors to drive around keeping your speed to 20 miles an hour especially on the main routes.

I am more concerned with undercover police cars suddenly driving 70+ on these roads.

Please I implore you to use common sense and for once be a council we can be proud of.

Kind regards,

[REDACTED]

[Sent from the all-new AOL app for iOS](#)

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 03 May 2025 10:18  
**To:** TrafficManagement  
**Subject:** Proposed city-wide 20mph zones

Sent via BT Email App

Sir

I read with a high degree of skepticism about our incompetent council once again embarking on yet another hair brained scheme

Whilst in principle I support the proposal it simply won't work without a traffic management scheme in place - ie speed cameras

I live in Duthie Terrace, a 20mph zone, regularly ignored by many road users. Also Broomhill Road between Duthie Terrace and Auchinyell Bridge, a 30mph zone which is like a Le Mans race track, simply ignored by a group of motorists/bikers.

I can't imagine ACC doing anything to control speeding motorists and a 20mph sign is unlikely to deter some motorists!

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 03 May 2025 09:16  
**To:** TrafficManagement  
**Subject:** 20mph proposals

I am fully opposed to the latest council proposal to introduce 20mph limits on many major routes across Aberdeen. The proposal is far too wide ranging and unnecessary. Examples (not exhaustive) are North Deeside Road, Forest Avenue Westburn Drive and Rosemount Place.

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 02 May 2025 21:06  
**To:** [REDACTED]  
**Subject:** Fwd: Formal Objection To 20MPH Zone Proposal  
**Attachments:** Objection\_Letter\_20mph\_Aberdeen [REDACTED].pdf

Aberdeen City Council

Good evening

Please find attached my formal objection letter to the 20mph zone proposal. Please acknowledge receipt.

Regards  
[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 02 May 2025 17:56  
**To:** TrafficManagement  
**Subject:** 20 mph roll out

Cardiff tried the same thing not too long ago. It was an absolute disaster and was scrapped.

I foresee the same happening in Aberdeen.

The city streets will be clogged with traffic, either slow moving or static, causing an enormous rise in pollution levels. Many vehicles will have to drop a gear or two to be able to run at 20 mph. More pollution!

You want to encourage people to cycle and walk. No fault with that. I regularly catch a bus, but I object to ACC promoting the public use buses to increase the profits of a private company. Shame on you!! No problem if buses taken back to public ownership.

I can't imagine there will be many Council dignatories on the bus?!

If/when the scheme fails, I hope you are proud to have wasted an enormous amount of council tax payers money.

[REDACTED]  
[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 02 May 2025 17:22  
**To:** TrafficManagement  
**Subject:** 20mph roads

- 1) How are the police ever going to enforce this with so many streets listed in the plan. In my opinion it's an impossible task because the police don't have the manpower to deal with what they have deal with right now.
- 2) How can drivers actually stay safe when they will have so many changing speed limits to contend with. (20/30 and 40mph) As they stand the speed limits listed in the highway code are easily understood by everyone, so all that needs to happen is for the police to enforce the existing law, catch the speeding drivers and take their licence off them for say a minimum of 6 months instead of as usual "punishing" everyone
- 3) It might also help if Aberdeen City Council actually repaint most of the official Highway Code painted lines, because most have almost disappeared. Disgraceful.



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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 02 May 2025 17:21  
**To:** TrafficManagement  
**Subject:** 20 mph speed limits

I strongly disagree with the proposal to change the speed limit to 20 mph in the city and south roads. This will cost a huge amount of money to change the signage and legislation and will cause more pollution by slowing and stopping traffic unnecessarily.

There are many more worthy projects to be spending time and money on. Pot holes being only one of them!

Regards

[REDACTED]

Sent from my iPhone

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 02 May 2025 15:41  
**To:** TrafficManagement  
**Subject:** Objection - Ferryhill 20mph zone

To: Traffic Management Team

From: [REDACTED]  
[REDACTED]  
[REDACTED]

I object to, and am against the proposal to implement a 20 mph speed limit in the Ferryhill/Torry area.

The current speed restrictions are adequate. It is not necessary to spend council tax money on extra road markings and signage.

If there is extra money available why not reduce council tax. Or boost local businesses by creating a 45 minute free parking zones on Bon Accord Terrace and Golden Square.

Thank you  
[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 02 May 2025 14:32  
**To:** [REDACTED]  
**Subject:** No to 20MPH Zones

Dear Sir or Madam,

It has been brought to my attention by the Press and Journal today that despite overwhelming public opposition to the 20 mph proposals brought by the **Scottish** Government, and Aberdeen City Council seems destined to implement them.

This is supposed to be a free country, yet day by day government at all levels sees fit to try and reduce the freedoms of the people in what they are able to do.

Of course it would be not in the public interest to allow people to drive at 100mph through residential streets and so in 1934 our society decided to accept the limitations of the safety of drum brakes unassisted by ABS or traction control and we implemented the standard speed limits all across Britain arriving at the conclusion that 30mph provided a good compromise between getting about, and the safety measure of giving a good amount of time to respond and come to a stop in an emergency even in the very rudimentary cars and trucks of the time.

Since the 30s, brakes have become so much more powerful, that what once took around 30 metres to pull up from 60mph to less than 15. This effect is even more noticeable at slow speeds. That ought to really be argument to increase speeds, but that isn't sensible.

Since the 30s, brilliant engineers have given us ABS which ensures we can continue to steer and avoid even on very slippery surfaces. Couple that with traction control and even the most basic car from the 2010s can deliver braking and control performance only dreamed of by the most extreme race cars of the day.

Even more recently, active safety systems such as autonomous warning and braking ensure that even an inattentive driver is supported in the goal of avoiding collisions and most importantly collisions with pedestrians.

Through the amazing work of Euro-ncap, car fronts have themselves become significantly safer for pedestrians. They offer redesigned structures to ensure nothing "solid" for a pedestrian to impact and many have pyrotechnic airbag style systems to provide even further reduced impact forces should a pedestrian be hit.

This is all completely borne out in the data. 40% fewer people were hurt and 40% fewer people were killed in pedestrian impacts from 2004 to 2023. This is despite an increase in pedestrian "miles" of 19%, so the improvement is actually even higher than it seems.[1]

So what is the price for all this enormous progress - we must reduce speed limits to a jogging pace? We must prevent the timely and free movement of our people.

It is clear from failed experimentation on the people of Wales and Edinburgh that it has not made the roads any safer!

Do not sacrifice our freedom of movement for an ideological war on the motorist carried out in the name of safety. It is a lie, safety is improved by science and engineering, not like this.

Do not kowtow to the rhetoric of an unpopular government at Holyrood & keep Aberdeen free.

Yours Faithfully,

[REDACTED]

[1] [Reported road casualties in Great Britain: pedestrian factsheet, 2023 - GOV.UK](#)

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 02 May 2025 13:43  
**To:** TrafficManagement  
**Subject:** 20mph speed limits

I wish to object to the proposed changes in speed limits with in the city There are currently many 20mph zones- these are totally disregarded by all including buses and council vehicles Until you can enforce the zones you do have you are wasting a great deal of rate payers money erecting new signage You are just going to increase frustration and journey times especially for tradesmen and delivery drivers which in turn will increase costs and hit everyone's pockets AGAIN Also it will put even more people off from coming in to the city- just another nail in the coffin. The Scottish government is hell bent on being dictators please stand up to them and respect your citizens [REDACTED]  
[REDACTED]

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From: [REDACTED] <[REDACTED]>  
Sent: 16 April 2025 16:42  
To: TrafficManagement <[REDACTED]>  
Subject: Consultation on 20 mph Speed Limit

Dear Sir

I am responding to register my objection to this proposed change to the speed limit. This proposal will neither improve road safety nor improve traffic flow. This was introduced in Wales in 2023 in a similar broad brush way, rather than in an appropriate targeted approach and to date there is no published evidence of any benefit.

Yours faithfully



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**From:** [REDACTED] <[REDACTED]> on behalf of Jan Albert-Recht  
**Sent:** 02 May 2025 12:08  
**To:** TrafficManagement  
**Subject:** Decrease of speed limit on Queen's Road to 20mph

Sir

I wish to protest in the strongest possible terms the council's plan to decrease the speed limit on Queen's Road from 30mph to 20mph. This is one of the major arteries into town and such a decrease will certainly lead to traffic jams and frustration. Frustration is a major cause of traffic accidents.

What research has been done into the justification and the likely effect of this proposed change? Are there accident statistics that are likely to improve? In what way? What studies have been done on the possible unintended consequences of such a decrease in traffic speed?

As a cyclist, I do not approve of this measure and do not believe it would significantly alter life for cyclists.

Yours faithfully

[REDACTED]

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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 02 May 2025 11:53  
**To:** TrafficManagement  
**Subject:** 20 mph Traffic Order - Urquhart Road - Email of Endorsement

Good afternoon, hope this email finds you well

I am just reading in the paper with regards to the 20mph limit across the city

I have been in dialogue with your colleagues about it already, stating my eagerness for this to be implemented. I currently live in Urquhart Court, Urquhart Road facing onto the road.

I am whole heartedly in favor if this proposal, and if I had my way I would go further and install speed bumps on this road, or some form of traffic calming measure so that people can't speed.

The distress from people speeding on this road, and the associated road noise as at times unbearable, and if a 20mph limit is imposed, this should help mitigate this considerably. I cannot understate the effects of people speeding on this road has to my health, and If I was in a position to move property, I would have. The noise associated with cars and particularly motorbikes speeding aswell as buses/lorries hurtling down the road causing the building to shake. A 20mph limit should ensure an exponential decrease in the noise/level of vibration entering the properties and make it a more comfortable place to live

I do have concerns as follows:

- When is this due to be implemented, for me the sooner the better, I don't want this to become a drawn-out and continue to have to live with the issues
- How do you enforce this? I live daily with people speeding above 30mph currently, and while some will adhere to a speed limit of 20mph, there are still those that won't, particularly on a stretch of road like mine where people treat it as a quarter mile drag strip. If we people don't follow 30mph, how do we enforce 20mph without putting speed bumps / cameras in place
- Would the council look at installing speed bumps if it were found people aren't following the speed limit, quoting an article here on Bedford place where the council installed speed bumps to reduce people speeding [Speed bumps plan to slow down drivers on Aberdeen street](#), there is no real reason for people to be parking on the road anyway as all the flatted developments have private parking. So double yellowing the road and installing 2/3 speed bumps across the width of the road would not cause any disruption to residents.
- Alternatively, would they install speed cameras?

I am aware there was a speed study done on my stretch of road previously where I believe the average speed was 24mph on the road, I have requested to see this study, I live on the middle of this road and there is not a chance some of these cars are doing 24mph. regularly people are in excess of 40mph I don't think an average camera is the best method to gauge how fast people are going on a stretch of road 0.2miles long. It need to be an instantaneous speed camera placed at the middle of the road to give you a true reflection of whats going on

I invite you round to my property at any time and you can judge for yourself the speed people go. I am fundamentally FOR this proposal, and with the ongoing beach works etc. I believe this will make it a more inviting place to be/ live

Thanks



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**From:** [REDACTED] <[REDACTED]>  
**Sent:** 01 May 2025 00:19  
**To:** TrafficManagement  
**Cc:** [REDACTED]  
**Subject:** OBJECTION - 20mph Traffic Regulation Orders Consultation

Dear Aberdeen City Council and councillors of the George Street / Harbour ward.  
I hope this finds you well.

I hereby object to your proposals to implement, via a series of Traffic Regulation Orders, a series of permanent speed limit reductions to 20mph across the city.

The reasons for my objections are set out below.

- No one in Aberdeen voted for these changes, or those of the LEZ's or bus gates or bus lanes already implemented. I suggest you put all of these measures to a referendum and you quickly see that really no one supports these measures.
- The changes, like the stupid changes already made through the introduction of pointless bus lanes (at the request of the bus companies with the only principle to maximise bus operators profits) and LEZ's, will further give the impression to the public that Aberdeen City Centre is a crystal maze death trap designed to catch the motorist at every possible turn and fine them £60+ for the privilege, all at the detriment of the businesses that operate in the city centre. Whilst you have all the ships in the harbour (which isn't moving anytime soon) emitting lots of emissions all day long you can't for one second say that these measures, or that of the LEZ's is for the purpose of reducing emissions but rather lining the pockets of the council. For example, my dad, who is a self employed trades person, who regularly visits my property and others in the city centre to perform work, drives a van which is not LEZ compliant, however if he drives out to Cults first and picks up his elderly father in law who is in possession of a blue badge then his van is permitted. Its clear these polices are cash generating vehicles for the council and that's your priority.
- The proposals are not thought out and are being made on the back of the radical policy choices of the SNP / Green Scottish Government and make no concessions to the ordinary citizen or motorist. Aberdeen isn't London where every corner of the city is accessible by rapid, on demand public transport, and it never will be.
- 30mph has been long standing speed limit for streets in towns and cities, there is no need to reduce these speed limits. In fact a reduction will lead to increased accidents as motorists, who have been driving for decades, will be confused and will drive at 30mph regardless. The idea that reducing the speed limits will reduce accidents between motor vehicles and cyclists is unfounded, for example if the hundreds of Deliveroo and Ubereats "cyclists" zipping about the city centre on there electric powered "bikes" started following the laws of the road and stopped cutting across streets and jumping red lights, they wouldn't get run over by cars who are law obiding?
- The belief that these changes will result in increased "Active Travel" and bus usage is nonsense, who wants to take a bus when they are full of rioting teenagers exploiting there "free" bus passes or cycle to work in the typical Aberdeen weather and arrive soaked?

- Reducing the speed limits across the city will slow down the economy and lead to less productivity as everyone will be spending longer on the roads.
- The changes, like the stupid changes already made through the introduction of pointless bus lanes and LEZ's, will further drive people away from the city centre. For example my elderly grandparents used to drive into the city centre, park and shop at various stores in the city centre and visit local cafe's for a coffee, including the now closed M&S St Nicolas for their weekly grocery shopping. They are scared of coming into the city centre now, especially going anywhere close to Union Square and elect to now do their M&S and other shopping activities in Westhill or Inverurie.

Your priorities as a council are all wrong, you should focus on things that people want, like emptying bins (which the communal bins at my development weren't emptied at all last week and were overflowing over the weekend to the enjoyment of the seagulls), running schools, getting rid of the seagulls and fixing the thousands of craters (aka potholes) on the roads.

In short, scrap these 20mph proposals, scrap your LEZ's, scrap your bus gates, scrap your bus lanes, scrap any no right or left hand turn that is non sensical (i.e all of them except for those onto a narrow one way street) and allow the public and motorists to get about there daily lives without the fear of being fined and allow businesses in the city centre to thrive once again.

Whilst I would appreciate if you read to the full contents of this objection and consider all the points raised by everyone who objects to these proposals, I know for a fact that a decision has already been made by the council and regardless of what the public thinks you will just press on with the plans regardless. You only have your selves to blame when yet more shops, cafes, restaurants and bars close in the city centre.

Aberdeen needs Reform, not this garbage.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]