ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO. 13) ORDER 202x

STATEMENT OF REASONS

13. Kincorth / Nigg / Cove

Richard Brooks, Alex Nicoll, Miranda Radley and Lynn Thomson

Introduction

The Scottish Government introduced a National Strategy that seeks to ensure all appropriate roads in built-up areas have a safer speed limit of 20mph by 2025. It is expected that the initiative will improve road safety for pedestrians and other road users.

The National 20mph speed limits initiative is in line with 'Scotland's Road Safety Framework to 2030', an initiative that was published 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.

The introduction of 20mph speed limit on appropriate roads in built-up environments across Scotland is expected to reduce perceptions of road danger, thereby people will be encouraged to walk and cycle, consequently 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, and as a result promote inclusivity. Furthermore, there will be a change in social and cultural attitudes towards vehicular speed and road safety as the 20mph speed limit will be the norm in urban areas.

Travelling at 20mph or less, also reduces the risk of being involved in a collision. This is because reaction time to changes in the environment, unexpected events etc. is reduced at higher speed, while the vehicle stopping distances / time to take avoidance action also increases; these factors in combination increasing the likelihood of a collision occurring. Additionally, the Scottish Government / Road Safety Scotland highlights a pedestrian where hit by a motor vehicle at 30 mph, is seven times more likely to die than at 20 mph.

Proposal

Given the benefits of 20mph speed limit and in line with the Scottish Government's 20mph national strategy, which is consistent with Scotland's Road Safety Framework, an assessment of roads in Aberdeen was conducted to determine roads that meet the Scottish Government's requirements. The roads listed below have been identified to meet the set criteria; Officers therefore propose a speed reduction to 20mph is imposed on the identified streets.

For administrative purposes, proposed streets have been sorted according to their respective electoral wards. A proposal has been successfully processed for the northern electoral wards, we are now processing a proposal for the rest of the city.

Implementation

In terms of implementation of the speed limit reduction, officers further propose they are established by way of using temporary traffic regulation orders (TTRO) and permanent traffic regulation orders (TRO).

A permanent TRO is proposed to be applied on every road where it is clear a 20mph speed limit is appropriate.

Certain other roads have been found to meet the place criteria, or link sections of roads that meets place criteria, which would encourage a more consistent reduction in speed across a wider area, however, introducing 20mph speed limit on such roads is observed as unrealistic by the majority of drivers; that's to say, a speed limit should be self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. For such roads, Officers propose that the 20mph speed limit is promoted using a TTRO.

For information, TTROs are implemented as a safety measure with no initial consultation process, however, on this occasion, we are seeking informal initial feedback from statutory consultees, prior to making and implementing these orders. TTRO related feedback will be reported to the Council Net Zero, Environment and Transport Committee. Officers propose the use of TTRO to trial a reduced speed limit on roads with the characteristics stated above, as this will give the residents time to experience the speed reduction, whilst giving Officers the opportunity to monitor the compliance and practicality of 20mph speed limit on the proposed roads.

Estimated Implementation Cost (Citywide) – £1,000,000

*For information, on the following plans there are roads specified as unadopted; that's to say these are not currently maintained by the Council. Many of the roads concerned, however, will relate to new residential development and where a 20mph speed limit is being established, and where the roads will eventually be adopted by the Council.

List of proposed 20mph streets to be promoted using a permanent **Traffic Regulation Order** (TRO). 20mph will apply on the listed roads in their entirety, unless otherwise stated.

Please note that a section of some roads currently has a mandatory 20mph speed limit, these roads have been scheduled as 20mph in their entirety for administrative purposes.

1. **Allison Close**
2. **Annat Bank**
3. **Bervie Brow**
4. **Birchfield Place**
5. **Boyd Orr Avenue**
6. **Boyd Orr Place**
7. **Boyd Orr Walk**
8. **Buchanan Gardens**
9. **Buchanan Place**
10. **Buchanan Road**
11. **Bunstane Terrace**
12. **Burnbanks Village**
13. **Burnbutts Crescent**
14. **Caiesdykes Crescent**
15. **Caiesdykes Drive**
16. **Caiesdykes Road**
17. **Cairngorm Place**
18. **Cairnvale Crescent**
19. **Charleston Park**
20. **Charleston Road North**
21. **Cassie Close**
22. **Clashrodney Avenue**
23. **Clashrodney Road**
24. **Clashrodney Walk**
25. **Clashrodney Way**
26. **Clerk Maxwell Crescent**
27. **Colsea Road**
28. **Colsea Terrace**
29. **Cormorant Brae**
30. **Cove Road**
    - Between its junctions with Cove Crescent and Loirston Road
31. **Craighill Terrace**
32. **Craigmaroinn Gardens**
33. **Craigpark**
34. **Crawton Ness**
35. **Cruickshank Crescent**
36. **Deeside Brae**
37. **Deeside Lane**

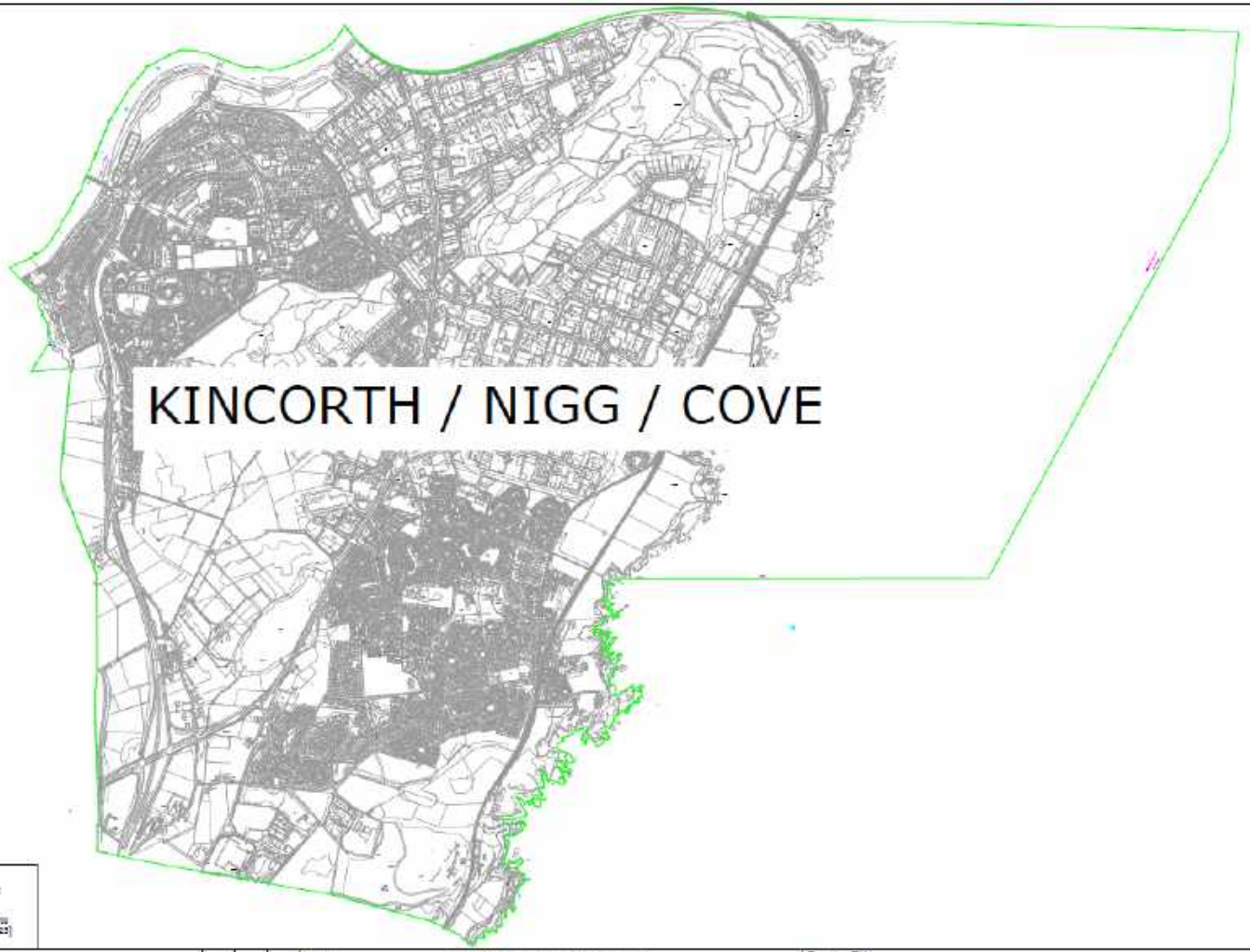
38. Deeside View
39. Doolie Ness
40. Dunlin Crescent
41. Dunlin Road
42. Earn's Heugh Avenue
43. Earn's Heugh Circle
44. Earn's Heugh Crescent
45. Earn's Heugh Place
46. Earn's Heugh View
47. Earn's Heugh Walk
48. Earn's Heugh Way
49. Findon Ness
50. Fittick Place
51. Gardner Crescent
52. Gardner Drive
53. Gardner Place
54. Gardner Road
55. Gardner Walk
56. Hetherwick Road
57. Laws Drive
58. Laws Road
59. Leggart Avenue
60. Leggart Crescent
61. Leggart Place
62. Leggart Road
63. Leggart Terrace
64. Loirston Place
65. Loirston Road
66. Mackay Road
67. Maple Place
68. Marchmont Place
69. Marchmont Street
70. Matthews Road
71. Nigg Kirk Road
72. Nigg Way
73. Partan Skelly Avenue
74. Partan Skelly Way
75. Pinewood Place
76. Redwood Crescent
77. Scurdie Ness
78. Seal Craig Gardens
79. Seaview Terrace
80. Shepherd Place
81. Shieldhill Gardens

82. **Sinclair Crescent**
83. **Sinclair Place**
84. **Sinclair Terrace**
85. **Skelly Rock**
86. **Slessor Drive**
87. **Slessor Road**
88. **Spark Terrace**
89. **Stoneyhill Terrace**
90. **Strathburn Street**
91. **Tern Road**
92. **Todhead Gardens**
93. **Tollohill Lane**
94. **Tollohill Square**
95. **Usan Ness**
96. **Webster Road**
97. **Wellington Close**
98. **Wellington Gardens**
99. **Wellington Green**
100. **Wellington Grove**
101. **Wellington Park**
102. **Wellington Row**
103. **Wellington Terrace**
104. **Wellington Wynd**
105. **Whitehills Crescent**
106. **Whitehills Drive**
107. **Whitehills Gardens**
108. **Whitehills Park**
109. **Whitehills Rise**
110. **Whitehills Row**
111. **Whitehills Way**

Proposed 20mph street to be promoted using a **Temporary Traffic Regulation Order** (TTRO).

1. **Provost Watt Drive**
    - From its junction with Arbroath Way to its junction with Corthan Crescent

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Client: ABERDEEN CITY COUNCIL

Project: CITYWIDE 20MPH SPEED LIMIT SCHEME

ABERDEEN CITY COUNCIL

City Regeneration and Environment
Operations
Traffic Management and Road Safety

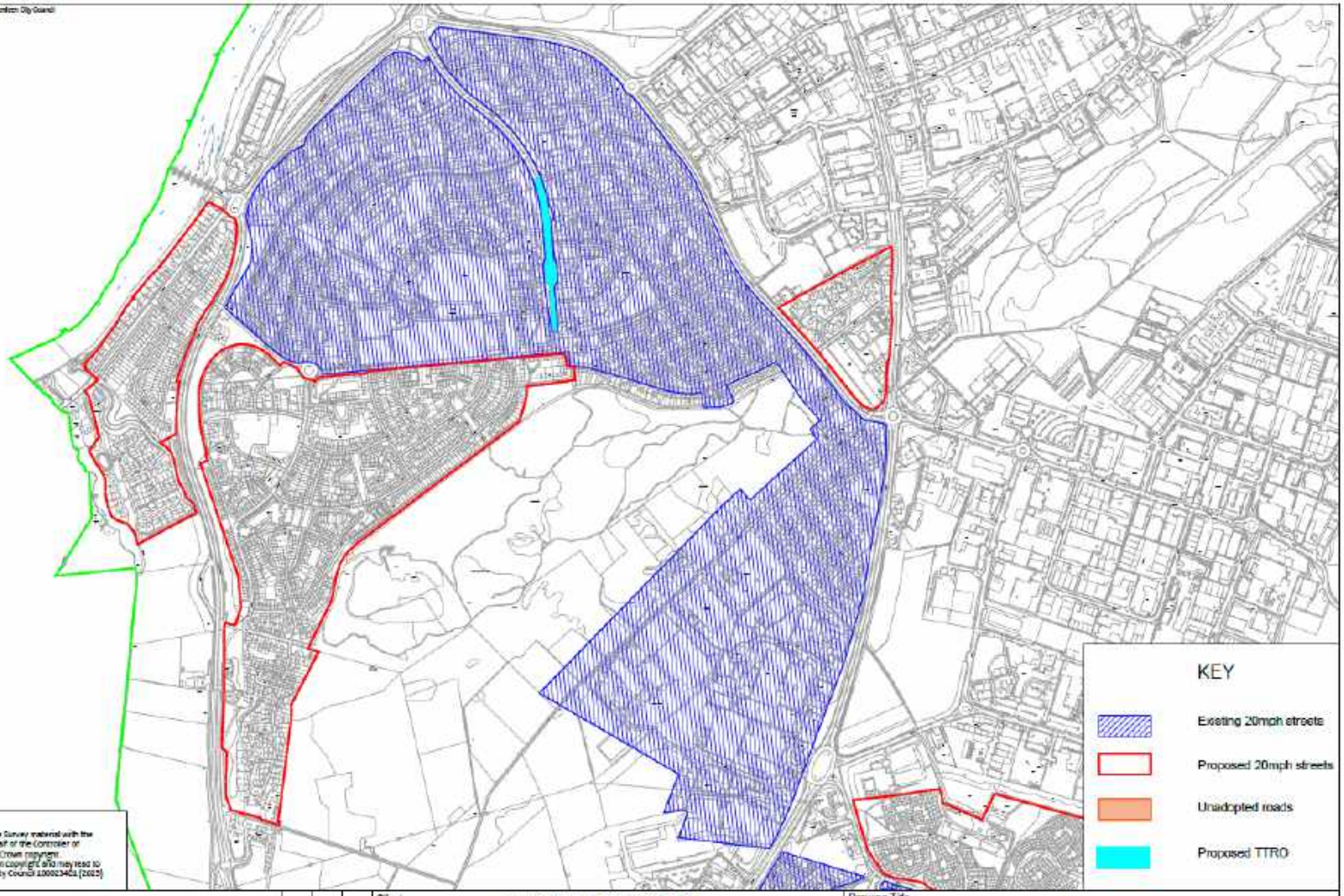
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Drawing Title: 20MPH SPEED LIMIT PROPOSAL
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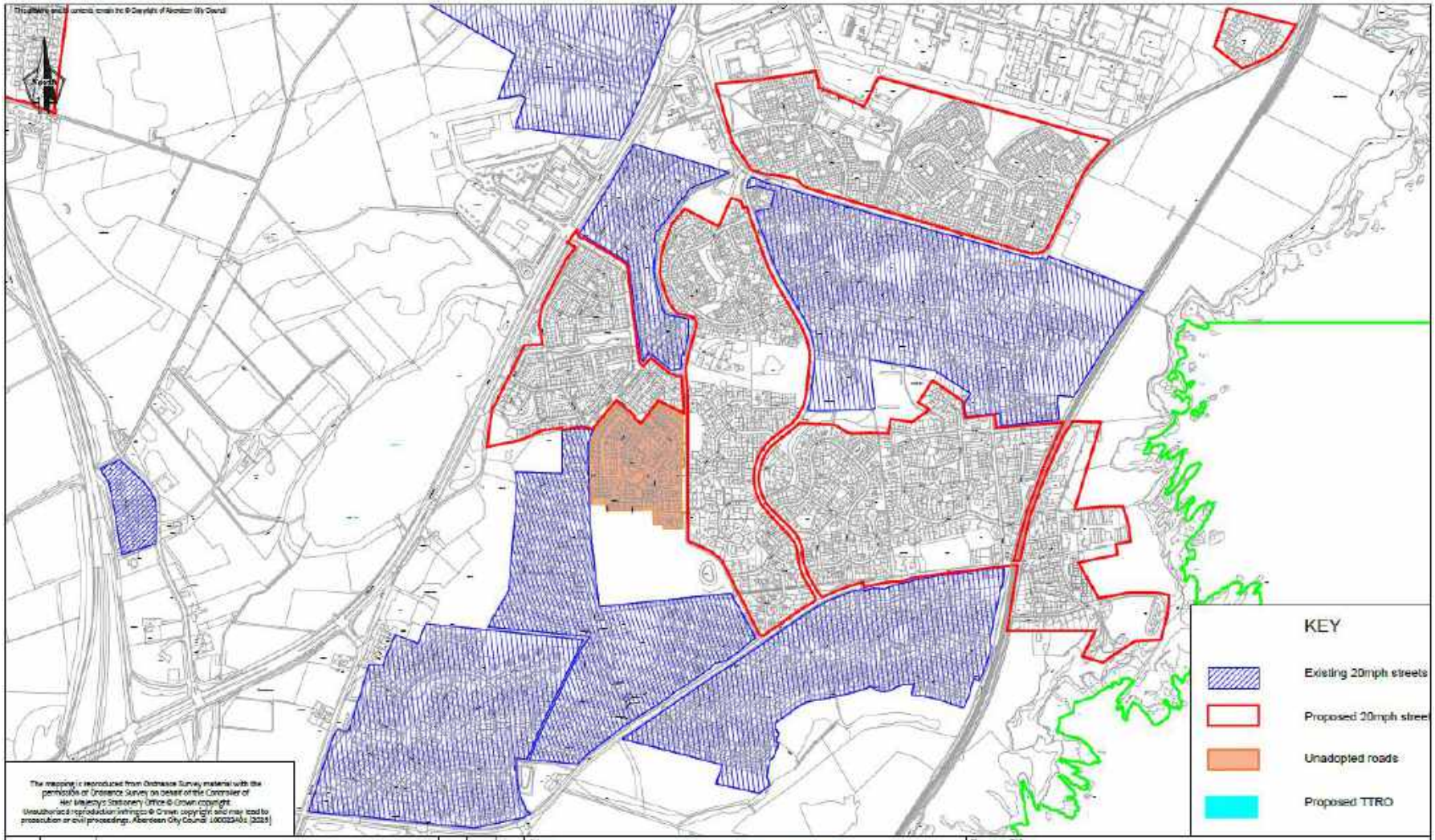
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