ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

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

STATEMENT OF REASONS

10. Hazlehead / Queens Cross / Countesswells

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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 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. **Albert Lane**
2. **Albert Terrace**
3. **Albert Walk**
4. **Albyn Grove**
5. **Albyn Lane**
6. **Albyn Place**
7. **Albyn Terrace**
8. **Albyn Terrace Lane**
9. **Anderson Drive (inset)**
    - Section serving property numbers 51 to 79 Anderson Drive
    - Section serving property numbers 162 to 168 Anderson Drive
10. **Annfield Terrace**
11. **Ashley Road**
12. **Ashvale Place**
13. **Balfron Place**
14. **Bayview Road**
15. **Bayview Road South**
16. **Beaconsfield Lane**
17. **Beaconsfield Place**
18. **Blenheim Place**
19. **Burnieboozle Crescent**
20. **Burnieboozle Place**
21. **Burns Gardens**
22. **Burns Road**
23. **Campsie Place**
24. **Carden Place**
25. **Carlton Lane**
26. **Carlton Place**
27. **Carnegie Crescent**
28. **Carnegie Gardens**
29. **Chattan Place**
30. **Claremont Grove**
31. **Claremont Mews**
32. **Claremont Place**
33. **Claremont Street**
34. **Countesswells Avenue**
35. **Countesswells Crescent**
36. **Countesswells Place**
37. **Countesswells Road**

- From its junction with Seafield Road, westwards for a distance of 64 metres or thereby

38. Countesswells Terrace
39. Craigden
40. Craigie Park
41. Craigie Park Place
42. Craigiebuckler Avenue
43. Craigiebuckler Drive
44. Craigiebuckler Place
45. Craigiebuckler Terrace
46. Craigieburn Park
47. Cromwell Gardens
48. Cromwell Road
49. Denseat Court
50. Desswood Lane
51. Desswood Place
52. Devonshire Road
53. Dumgoyne Place
54. Earl's Court Gardens
55. Fernielea Road
56. Fintray Road
57. Forbesfield Lane
58. Forbesfield Road
59. Forest Avenue
60. Forest Avenue Lane
61. Forest Road
62. Forest Road Lane
63. Fountainhall Lane East
64. Fountainhall Lane West
65. Fountainhall Road
66. Friendship Terrace
67. Gladstone Lane
68. Gladstone Place
69. Granton Gardens
70. Granton Place
71. Great Western Place
72. Hamilton Lane
73. Hamilton Place
74. Harlaw Place
75. Harlaw Road
76. Harlaw Terrace
77. Hartington Road
78. Kemnay Place
79. Kildrummy Road

80. **Kinaldie Crescent**
81. **Kinkell Road**
82. **Learney Place**
83. **Louisville Avenue**
84. **Macaulay Drive**
85. **Macaulay Gardens**
86. **Macaulay Grange**
87. **Macaulay Park**
88. **Macaulay Place**
89. **Macaulay Walk**
90. **Maryville Park**
91. **Maryville Place**
92. **Mayfield Gardens**
93. **Monymusk Terrace**
94. **Moray Place**
95. **Morningfield Mews**
96. **Morningfield Road**
97. **Osborne Place**
98. **Oyne Road**
99. **Pinewood Avenue**
100. **Pinewood Place**
101. **Pinewood Road**
102. **Pinewood Terrace**
103. **Prince Arthur Street**
104. **Queen's Cross**
105. **Queen's Den**
106. **Queen's Gardens**
107. **Queen's Gate**
108. **Queen's Lane South**
109. **Queen's Road (insets)**
    - Section serving properties 1 to 81 Queen's Road, Aberdeen
    - Section serving properties 298 to 364 Queen's Road, Aberdeen
110. **Rosewell Drive**
111. **Rosewell Place**
112. **Rosewell Terrace**
113. **Royal Court**
114. **Rubislaw Den Gardens**
115. **Rubislaw Den North**
116. **Rubislaw Den South**
117. **Seafield Road**
118. **Spademill Lane**
119. **Spademill Road**
120. **Springfield Gardens**
121. **Springfield Place**

122. **Springfield Road (inset)**
    - Section serving property numbers 205 to 219, Springfield Road, Aberdeen
    - Section serving property numbers 54 to 78, Springfield Road, Aberdeen
123. **St Swithin Street**
124. **St Swithin Street Lane**
125. **Stanley Street**
126. **Summerhill Road**
127. **Union Grove**
128. **Union Grove Lane**
129. **Westfield Terrace**
130. **Whitehall Place**
131. **Whitehall Road**
132. **Whitehall Terrace**
133. **Woodburn Avenue**
134. **Woodburn Crescent**
135. **Woodburn Gardens**
136. **Woodburn Place**
137. **Woodend Avenue**
138. **Woodend Crescent**
139. **Woodend Drive**
140. **Woodend Place**
141. **Woodend Road**
142. **Woodend Terrace**

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

1. **Great Western Road**
    - From its junction with South Anderson Drive to its junction with Holburn Street.

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Rev	Date	Details	Orig	Chk'd	Appd
0	xx/xx/25	ISSUED FOR	XX	XX	XX

Client: ABERDEEN CITY COUNCIL

Project: CITYWIDE 20MPH SPEED LIMIT SCHEME

City Regeneration and Environment
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Traffic Management and Road Safety

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Drawing Title

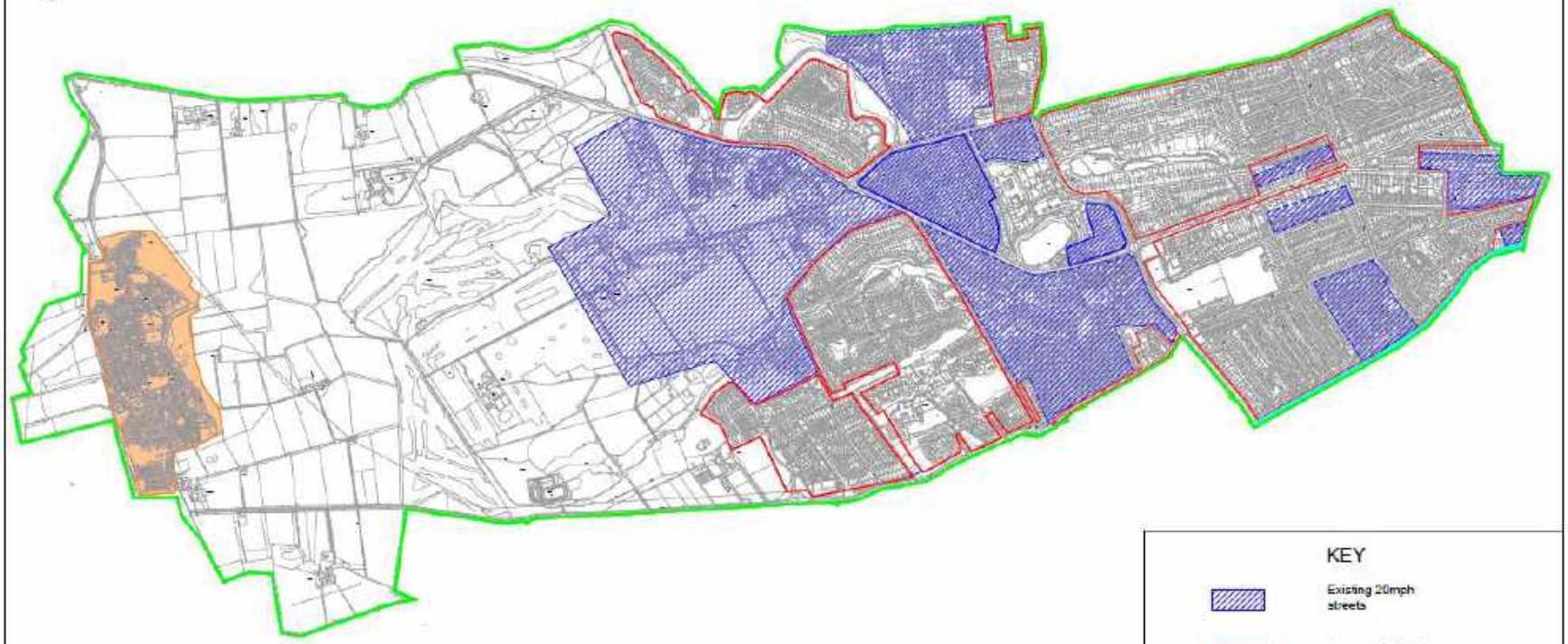
20MPH SPEED LIMIT PROPOSAL

Hazlehead / Queens Cross / Countesswells

Originator	Checked	Approved	Date	Project No	Scale	Size
TO			27.02.25		NTS	A3

Drawing No.	SHT No.	Revision
01		0

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KEY

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

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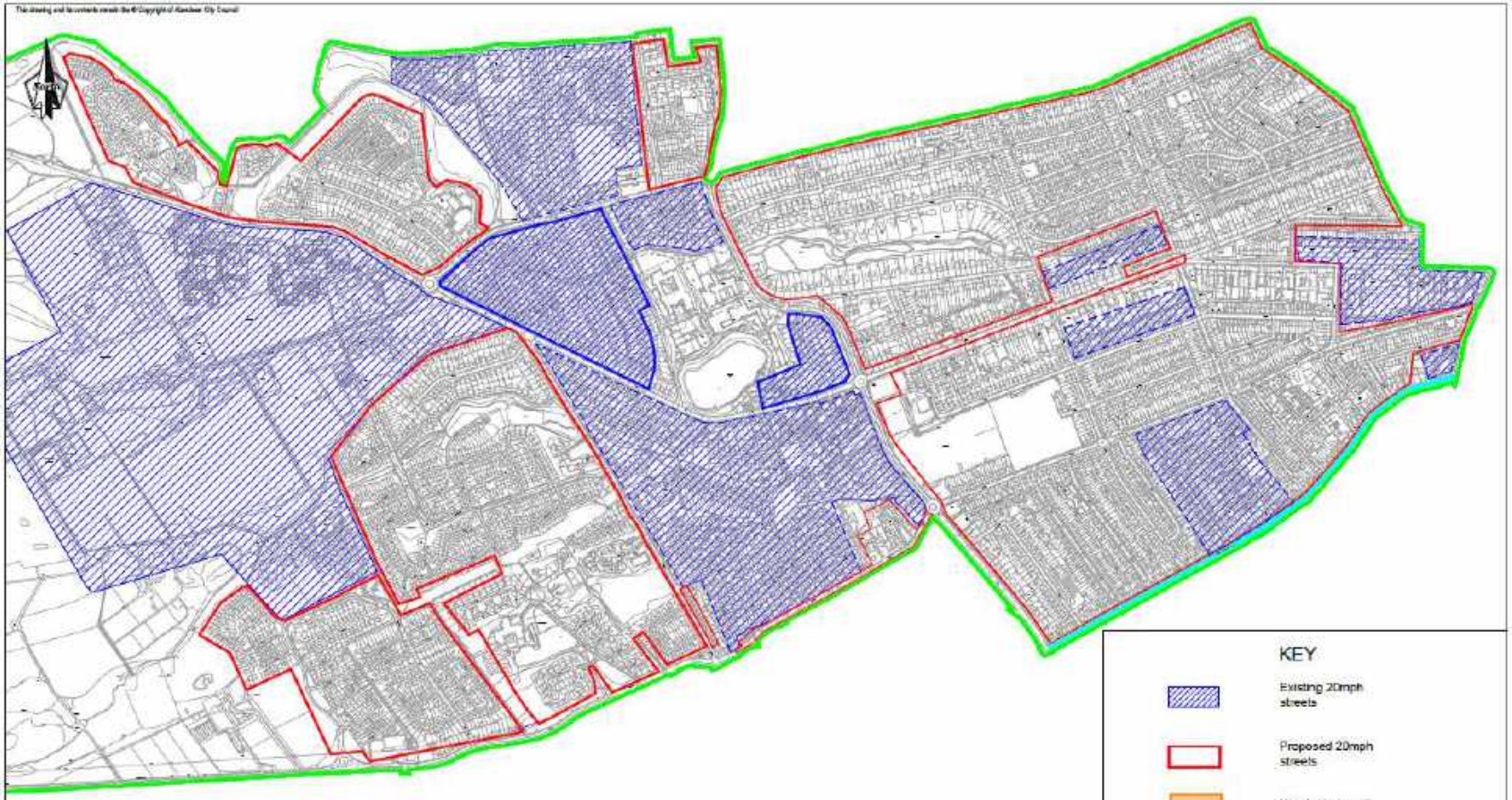
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Drawing Title: 20MPH SPEED LIMIT PROPOSAL
Hazlehead / Queens Cross / Countesswells ward

Originator	Checked	Approved	Date	Project No	Scale	Size
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03		0