ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (CITYWIDE (PART OF)) (20MPH SPEED LIMIT) (NO.07) ORDER 202x

STATEMENT OF REASONS

07. Midstocket / Rosemount

Jennifer Bonsell, Bill Cormie and Emma Farquhar

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

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 Den**
2. **Albert Lane**
3. **Albert Street**
4. **Argyll Place**
5. **Ashgrove Avenue**
6. **Ashgrove Road**
7. **Ashgrove Road West**
8. **Baker Street**
9. **Beattie Avenue**
10. **Beattie Place**
11. **Beechgrove Terrace**
12. **Belgrave Terrace**
13. **Belmont Gardens**
14. **Belmont Road**
15. **Belvidere Crescent**
16. **Belvidere Street**
17. **Belvidere Street Lane**
18. **Berryden Gardens**
19. **Berryden Mills**
20. **Berryden Park**
21. **Berryden Road**
    - Between Belmont Road and Ashgrove Road
22. **Bob Cooney Court**
23. **Bonnymuir Place**
24. **Burnside Gardens**
25. **Cadenhead Place**
26. **Cairnfield Place**
27. **Cairnfield Place Lane**
28. **Camperdown Road**
29. **Carden Place**
30. **Carnie Drive**
31. **Chestnut Row**
32. **Cornhill Road**
    - Between its junction with Westburn Drive and Ashgrove Road West
33. **Craigie Loanings**
    - Between Belvidere Crescent and Rosemount Place
34. **Eden Place**
35. **Elder Place**
36. **Esslemont Avenue**

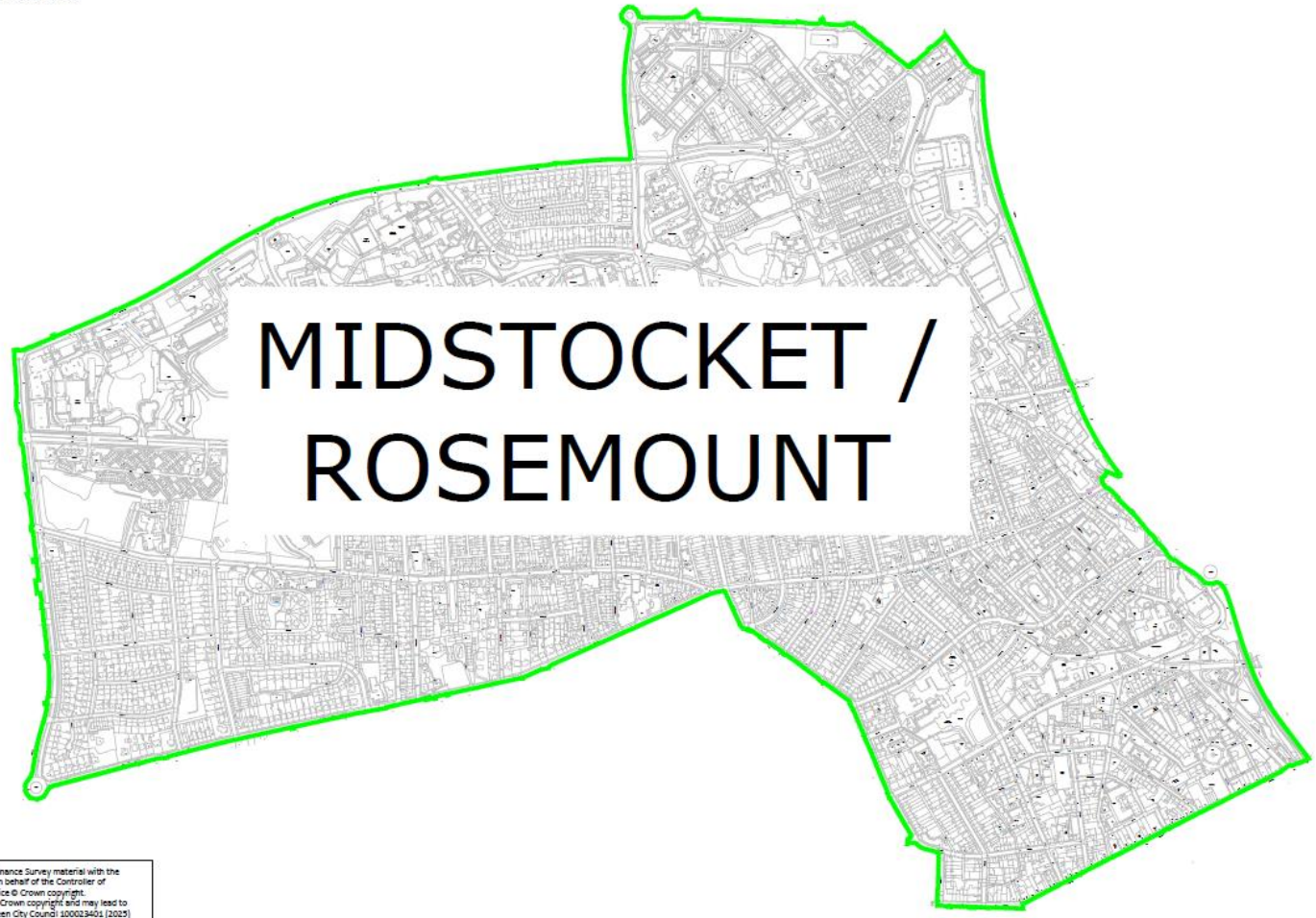
37. Farmers Hall
38. Forbes Street
39. Foresterhill Court
40. Gilcomston Park
41. Gillespie Crescent
42. Gillespie Place
43. Grosvenor Place
44. Grove Crescent
45. Harcourt Road
46. Hosefield Avenue
47. Hosefield Lane
48. Hosefield Road
49. Hutcheon Street
50. Jacks Brae
51. Kintore place
52. Leadside Road
53. Loanhead Terrace
54. Lower Denburn
55. Mackie Place
56. Mid Stocket Road
57. Midstocket Lane
58. Midstocket Mews
59. Mile-End Avenue
60. Mile-End Avenue Lane
61. Mile-End Lane
62. Mile-End Place
63. Mount Street
64. Northfield Place
65. Raeburn Place
66. Raeden Avenue
67. Raeden Court
68. Raeden Crescent
69. Raeden Park Road
70. Raeden Place
71. Richmond Street
72. Richmond Terrace
73. Richmond Walk
74. Richmondhill Gardens
75. Rosebery Lane
76. Rosebery Street
77. Rosemount Place
78. Rosemount Square
79. Rosemount Viaduct
80. Short Loanings

81. **Skene Street**
    - Between its junction with Lower Denburn and Albert Street.
82. **South Mount Street**
83. **Spa Street**
84. **Stevenson Court**
85. **Thomson Street**
86. **Thomson Street Lane**
87. **Upper Denbrurn**
88. **View Terrace**
89. **Wallfield Crescent**
90. **Wallfield Place**
91. **Watson Lane**
92. **Watson Street**
93. **Watson Street Lane**
94. **Waverley Place**
95. **West Mount Street**
96. **Westburn Court**
97. **Westfield Road**
98. **Whitehall Place**

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

1. **Craigie Loanings**
    - Between its junction with Belvidere Crescent and Whitehall Place
2. **King's Gate**
    - Between its junction with Fountainhall Road and King's Gate Roundabout
3. **Westburn Drive**

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

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 069516

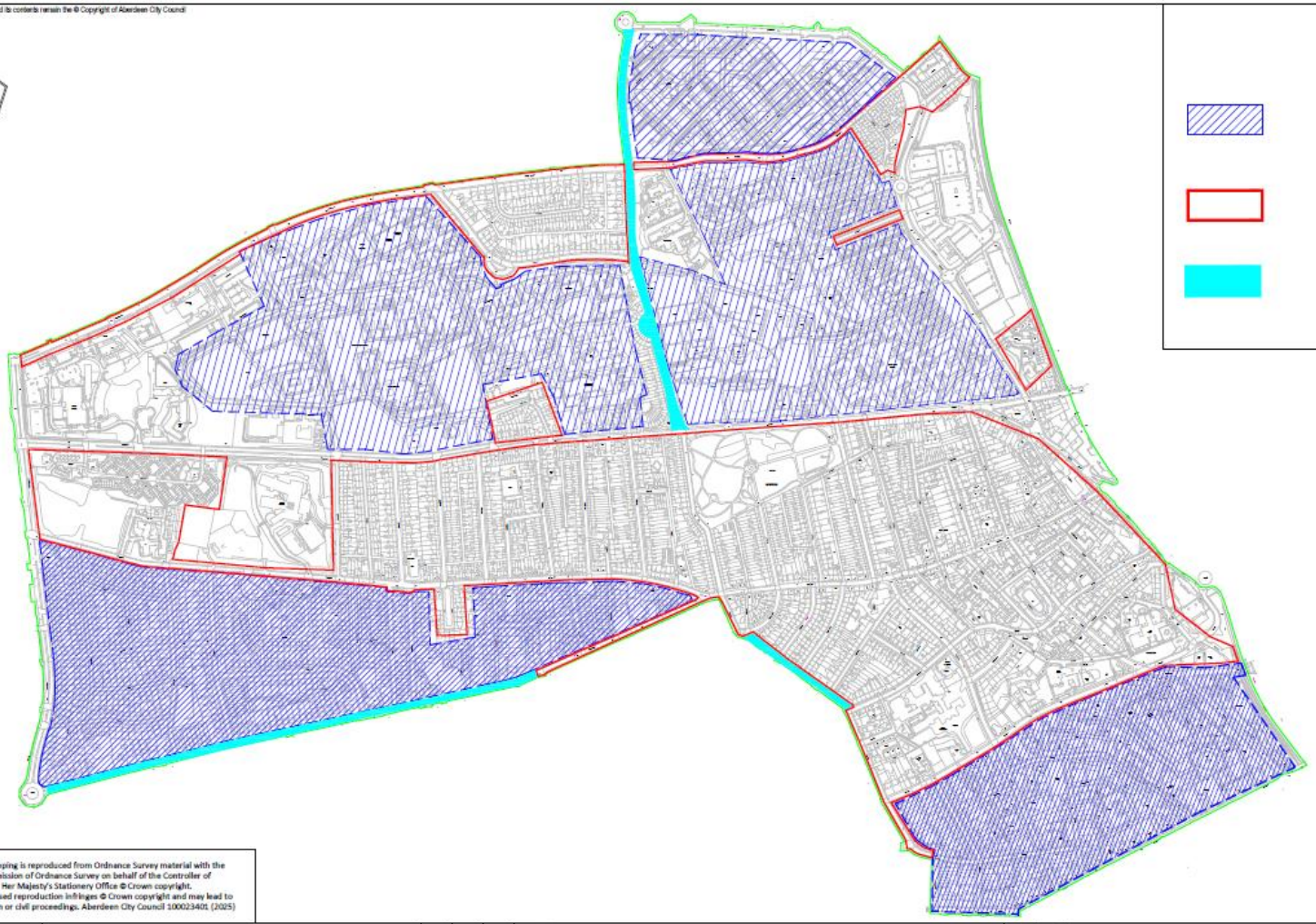
Drawing Title

20MPH SPEED LIMIT
PROPOSAL
□ Midstocket / Rosemount

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
- Proposed TTRO

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