

**From:** [Foi Enquiries](#)  
**To:** [REDACTED]  
**Subject:** EIR-16-1659 - CHI - 20mph Speed  
**Date:** 06 January 2017 14:25:27  
**Attachments:** [Further Information - Right to Review & Appeal.pdf](#)

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Dear [REDACTED]

Thank you for your request of 12 December 2016. Aberdeen City Council (ACC) has completed the necessary search for the information requested.

**1. a) In which areas has the Council introduced a compulsory 20 mph speed limit without traffic calming.**

- The Roads (Traffic Calming) (Scotland) Regulations 1994” describes traffic calming works as

“(i) build-outs;  
(ii) chicanes;  
(iii) islands;  
(iv) overrun areas;  
(v) pinch-points;  
(vi) rumble devices;  
(vii) any combination of the foregoing; and  
(viii) any combination of the works specified in sub-paragraphs (i) to (vi) above with works which a roads authority have power to execute otherwise than by virtue of these Regulations”

- “The Traffic Signs Regulations and General Directions 2016” describes the following as a traffic calming feature -

“(a) a road hump constructed pursuant to section 90A of the Highways Act 1980(a) (“the 1980 Act”) or section 36 of the Roads (Scotland) Act 1984(b) and in accordance with the Highways (Road Humps) Regulations 1999(c) or the Road Humps (Scotland) Regulations 1998(d);

(b) traffic calming works constructed in accordance with section 90G of the 1980 Act(e) or section 39A of the Roads (Scotland) Act 1984(f) and in accordance with the Highways (Traffic Calming) Regulations 1999(g) or the Roads (Traffic Calming) (Scotland) Regulations 1994(h);

(c) a refuge for pedestrians which was constructed pursuant to section 68 of the 1980 Act, or section 27(c) of the Roads (Scotland) Act 1984, after 15th June 1999 and is constructed so as to encourage a reduction in the speed of traffic using the carriageway;

(d) a variation of the relative widths of the carriageway or of any footway pursuant to section 75 of the 1980 Act, or section 1(1) or 2(1) of the Roads (Scotland) Act 1984, which—

(i) was carried out after 15th June 1999 for the purpose of encouraging a reduction in

the speed of traffic using the carriageway; and

(ii) had the effect of reducing the width of the carriageway;

(e) a horizontal bend in the carriageway through which all vehicular traffic has to change direction by no less than 70 degrees within a distance of 32 metres as measured at the inner kerb radius;”

(f) a sign provided for at item 1 of the Part 2 sign table varied to “20”; or

(g) a road marking provided for at item 9 of that table varied to “20”.

- “Designing Streets” considers a range of traffic calming measures stating

“**Psychology and perception** – play a strong part in influencing driver behaviour. Street features and human activity can influence the speed at which people choose to drive. Features likely to be effective include:

- edge markings that visually narrow the road – speed reduction is likely to be greatest where the edging is textured to appear unsuitable on which to drive;
- buildings in close proximity to the street;
- reduced carriageway width;
- physical features in the carriageway;
- features associated with potential activity in, or close to, the carriageway, such as pedestrian refuges;
- on-street parking, particularly when the vehicles are parked in blocks on alternate sides of the street, either in echelon formation or perpendicular to the carriageway;
- the types of land use associated with greater numbers of people, for example shops; schools and places of work; and
- landscaping.

**Street dimensions** – can have a significant influence on speeds. Keeping lengths of street between junctions short is particularly effective.

**Reductions in forward visibility** – are associated with reduced driving speeds.

**Changes in priority/or no priority** – at junctions. This can be used to disrupt flow and therefore bring overall speeds down.

**Physical features** – involving vertical or horizontal deflection can be very effective in reducing speed.

**Materials** – can reduce speed by both visual perception and by physical characteristics, such as cobbled surfaces. Reductions in carriageway width”

Using the above definitions for traffic calming it is considered that all of the streets in Aberdeen with a full time mandatory 20mph speed limit have traffic calming of some form. However, the following 20mph speed limit / zones do not have traditional physical traffic calming measures,

Beach Esplanade (City Centre / Seaton)

- City Centre

- Mugiemoos Road
- Greenbrae area (Dubford)
- Whinhill Gate (Ferryhill)
- Roslin / Summerfield Terrace / Lemon Street area (City Centre)
- Kennerty Road / Millside (Peterculter)
- Gladstone area (Dyce)

**b) What is the total number of these areas?**

8

**c) Of these areas, how many are mainly residential?**

6

**d) What account did you take of the views of Police Scotland before implementing this decision?**

In accordance with the “*Local Authorities Traffic Orders (Procedure) (Scotland) Regulations 1999*”, Police Scotland / Grampian Police are consulted as part of the statutory processes to promote 20mph speed limit orders. Should any adverse comments be received they are reported back to a Council Committee for its consideration.

**2. a) In which areas does the Council have plans to introduce a 20 mph speed limit without traffic calming?**

There are currently no proposals to introduce 20mph speed limits without a form of traffic calming, new housing developments with 20mph limits may not use traditional physical forms of traffic calming features.

**b) What is the total number of these areas?**

0

**c) Of these areas, how many are mainly residential?**

Not applicable

**d) What account will you take of the views of Police Scotland before implementing this decision?**

Not applicable

**3. What criteria has the Council used to decide whether a specific area is suitable for a compulsory 20 mph speed limit without traffic calming?**

Current policy indicates that full time mandatory 20mph speed limits should not be

introduced where there is no realistic expectation that speeds can be reduced without supporting speed reducing features. Where the 85%ile (the speed at which 85% of traffic is travelling at or below) is 24mph or less a mandatory 20mph speed limit can be considered.

**4. What criteria has the Council used to decide that a specific area is not suitable for a compulsory 20 mph speed limit without traffic calming?**

Where the 85%ile (the speed at which 85% of traffic is travelling at or below) is over 24mph a mandatory 20mph is not recommended without supporting speed reducing features.

**5. a) Did the Council seek the views of local residents before making their decision on this matter one way or the other?**

Proposals for mandatory 20mph speed limits are advertised in accordance with the procedures set out in "*Local Authorities Traffic Orders (Procedure) (Scotland) Regulations 1999*", this includes the placement of notices in the affected streets and a local paper, additionally the Community Councils are consulted at various stages in the process.

When proposing the installation of road humps, Aberdeen City Council provides details of the proposals to the residents and properties on the streets affected by the proposals. This is done by a letter drop to each individual property.

**b) What were the reasons for deciding whether or not to seek the views of residents?**

Aberdeen City Council considers the views of the residents as an important part of the consultation process.

**c) To what extent were the views of local residents taken into account when making the decision about whether or not to reduce a speed limit to 20 mph**

Any feedback received from residents is reported to Committee for its decision whether to proceed with the proposals. Previous schemes have been revised, reduced or cancelled following consultation with residents.

**d) Did the Council seek the views of drivers passing through the area before making their decision on this matter one way or the other?**

As advised, proposals for mandatory 20mph speed limits and traffic calming schemes are advertised in accordance with the procedures set out in "*Local Authorities Traffic Orders (Procedure) (Scotland) Regulations 1999*", this includes the placement of notices in the affected streets and a local paper, additionally the Emergency Services, Community Councils, and a number of road user organisations are consulted at various stages in the process.

**e) What were the reasons for deciding whether or not to seek the views of drivers**

**passing through the area?**

In accordance with the procedures set out in “*Local Authorities Traffic Orders (Procedure) (Scotland) Regulations 1999*”, Aberdeen City Council consults with such organisations representing persons likely to be affected by the proposals.

**f) To what extent were the views of drivers passing through the area taken into account when making the decision about whether or not to reduce a speed limit to 20 mph.**

Any feedback received is reported to Committee for its decision whether to proceed with the proposals.

**6. a) Does the Council take the view that Police Scotland need to support the introduction of a new 20 mph speed limit because they are responsible for enforcing it?**

**or**

**b) Does the Council take the view that they are responsible for deciding to introduce a 20 mph speed limit and that Police Scotland should enforce whatever limit is set by the Council?**

Where speed limits that do not meet the policy guidelines are introduced additional enforcement by the Police may be required. The Police have previously indicated that while they will provide a level of enforcement they have a very limited resource and would be unlikely to support 20 mph schemes that do not meet the qualifying criteria.

We hope this helps with your request.

Yours sincerely,

Nicky Leiper  
Information Compliance Officer

**INFORMATION ABOUT THE HANDLING OF YOUR REQUEST**

ACC handled your request for information in accordance with the provisions of the Freedom of Information (Scotland) Act 2002. Please refer to the attached PDF for more information about your rights under FOISA.

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