

REPORT TO BUCHAN AREA COMMITTEE – 23rd APRIL 2024

SOUTH STREET MINTLAW SPEED LIMIT REVIEW

1 Executive Summary/Recommendations

1.1 This report is to advise the Buchan Area Committee of the recommendations resulting from the petition received requesting the council reduce traffic speeds on South Street, Mintlaw.

1.2 The Committee is recommended to:

1.2.1 **Consider 20mph limit and associated issues contained in the petition with respect to Aberdeenshire Council's existing Speed Limits Policy, Transport (Scotland) Act 2019, and Road Traffic Act 1988. It is recommended that no further action is taken.**

1.2.2 **Note that Aberdeenshire Council will be working to implement Scottish Government's national 20mph programme by 2025. Specific proposals are still being developed.**

2 Decision Making Route

2.1 Petition dated 31st August 2022 was received and deemed competent by the chair of Buchan Area Committee.

2.2 A Report went to committee on 1st November 2022 to note the contents of the petition and the committee took the decision to instruct a report from the Head of Roads and Infrastructure on the subject matter of the petition in terms of Standing Order 6.4. This is the resultant end Report for Committee's information and noting.

3 Discussion

3.1 The subject matter of the petition is a request to reduce traffic speeds on South Street, Mintlaw. The petition states –

“We observe each day how dangerous most of the roads are in our village, especially South Street, Mintlaw. As residents, we deserve better road safety. We want to walk and cycle on our streets without fearing speeding cars. To reduce the risk of collisions, to make the road feel safer to improve the attractiveness of walking and cycling to and from shops/schools etc. We encourage safe walking and cycling to school, as this is better for the health of children and public, this will also reduce congestion and pollution. The two things come hand in hand. South Street is fortunate to have a traffic light controlled crossing, however, cars are often travelling extremely fast approaching the crossing, that people are scared to cross as they do not feel

the traffic will stop in time, and on occasions a car has gone through the red light, even when the crossing lady has been in the middle of the road, assisting school children across the road.

We desperately need a 20mph speed limit for South Street and other main roads within Mintlaw. Please can our local Councillors act and set reduced road speeds, we believe this is one of the most important and life changing powers you have as our elected representatives.

We have concerns with traffic parking on pavements and blocking private drives on South Street. The volume of traffic on South Street has risen considerably over the years, this is partially due to the volume of new housing developments, and the need for people to travel to work in Aberdeen. The road is not built for the volume of traffic using it, especially when vehicles are parked on the road, causing an obstruction. This causes an increased risk to people walking, and trying to cross the road. The number of lorries parking just past the entrance to the garage is an accident waiting to happen. The view cars have trying to exit the garage is severely impeded and many near misses have been witnessed by residents of South Street. Any parking so close to the roundabout should be reconsidered with the request for double yellow lines to be extended.

To be absolutely clear, with this petition we are NOT asking for humps, bumps or other expensive traffic calming measures, but ONLY for speed signs and road markings.

South Street residents feel that most of the village's residential main streets are not safe enough to walk and cycle. If you are hit by a car travelling at 30mph, you are up to five times more likely to be killed than if you were hit at 20mph.

With very small resources and time available, we have collected the names of almost 100 Mintlaw area and South Street neighbours – most of these are concerned parents, like me – people genuinely fearing for their children's or grandchildren's safety. Please listen to them. Do not wait for a fatality to occur to improve road safety.

With this petition we ask the Council to carry out a public consultation to evaluate which streets may benefit from the new, reduced speed limit, and the method of implementation.

I hope I have provided you with all the information necessary to seriously consider my petition. I welcome any questions.

Many thanks in advance for your time and attention.”

- 3.2 Aberdeenshire Council's Speed Limit Policy, approved by Infrastructure Services Committee in November 2020, and subsequent Speed Limit Manual from June 2022 sets out the guidelines for speed limits throughout the Aberdeenshire Road network. Table 3.4 of the Speed Limit Manual outlines the Aberdeenshire Standard Speed Limits for Single Carriageways.

- 3.3 Whilst Mintlaw does not meet the criteria to be classed as an urban area, it does meet the density criteria to be deemed a village. The policy stipulates that non-strategic village routes shall have a default 20mph limit, however South Street is a strategic A class route. As per Table 3.4 of the Speed Limit Manual, A class roads within village settlements, such as South Street, Mintlaw, are to remain as 30mph speed limits.
- 3.4 The Speed Limit Manual also stipulates that advisory 20mph limits should no longer be used in Aberdeenshire.
- 3.5 The data available for the site indicates that the average traffic speed for the whole length of South Street in Mintlaw is 34.33mph. This can be broken down further to show 38.22mph at the access to the new housing development, which is within a 40mph limit, this then changes to 35.31mph at the 30mph limit signs and reduces further to 29.41mph throughout the remainder of the 30mph section.
- 3.6 There is commitment from Scottish Government to introduce 20mph limits on all appropriate roads by the end of 2025. In the context of the national strategy for 20mph speed limits, an appropriate road is generally considered to be all 30mph roads, unless following assessment, there is a valid reason as to why they should remain at a speed limit of 30mph.
- 3.7 As part of this process, we have recently conducted a significant exercise of assessment of our roads which are currently subject to 20mph and 30mph limits. The findings from this have been submitted to Transport Scotland to analyse the data.
- 3.8 We are currently awaiting further information regarding implementation of the national programme.
- 3.9 Under Section 50 of the Transport (Scotland) Act 2019 it is illegal for a person to park a motor vehicle on a pavement. The Pavement Parking Prohibition is enforceable by local authorities who can issue a penalty charge notice (PCN) to the registered keeper of a vehicle parked in contravention of the prohibition.
- 3.10 Further Road markings are proposed by the petition to discourage parking at junctions and driveways. These issues are encompassed already within Section 22 of the Road Traffic Act 1988 and Rule 243 of the Highway Code, therefore no further restrictions are deemed necessary.

4 Council Priorities, Implications and Risk

4.1 This report relates to the following council priorities:

Our Environment	Resilient Communities
Our Environment	Infrastructure and public assets

4.2 The table below shows whether risks and implications apply if the recommendations are agreed.

Subject	Yes	No	N/A
Financial			X
Staffing			X
Equalities and Fairer Duty Scotland			X
Children and Young People's Rights and Wellbeing			X
Climate Change and Sustainability			X
Health and Wellbeing			X
Town Centre First			X

4.3 The screening section as part of Stage One of the Integrated Impact Assessment process has not identified the requirement for any further detailed assessments to be undertaken at this stage because of the issues outlined in stage one; Aberdeenshire Council's Speed Limits Manual (June 2022) states that 20mph advisory speed limits should no longer be used. At the current time this location does not meet the criteria for a mandatory 20mph limit.

- *no impact has been identified.*

4.4 There are no identified risks at this time.

5 Scheme of Governance

5.1 The Head of Finance and Monitoring Officer within Business Services have been consulted in the preparation of this report and had no comments to make and are satisfied that the report complies with the Scheme of Governance and relevant legislation.

5.2 The Committee is able to consider this item in terms of Section B.1.2 of the [List of Committee Powers in Part 2A](#) of the Scheme of Governance to consider the information placed before them herein as this matter impacts on its Area.

Alan Wood

Director of Business Services

Report prepared by Garden Campbell, Roads Engineer

26th March 2024

List of Appendices

Appendix 1 – Integrated Impact Assessment -002079