



From mountain to sea

Speed limits

Manual

June 2022



Revision Date	Previous revision date	Summary of changes
8 June 2022	November 2020	Introduces requirement for reduction in speed limit of at least 20mph for use of countdown signs.

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1 Introduction

Responsibility for both the general speed limit for restricted roads and the national speed limit are devolved to the Scottish Ministers and these apply by default across the country in the absence of signing to the contrary. These default limits may not be appropriate for all sections of route and Aberdeenshire Council, as the local traffic authority for all non-trunk roads within its area, is able to set local speed limits suited to local conditions and circumstances.

This manual sets out how local speed limits shall be set and implemented across Aberdeenshire.

1.1 Legal & Policy Background

1.1.1 Legal background

Under Section 81 of the *Road Traffic Regulation Act 1984* (RTRA), the General Speed Limit for Restricted Roads is set at 30 miles per hour. Section 82 of that Act, combined with further secondary legislation¹, defines “restricted roads” as Class C and unclassified roads with “a system of carriageway lighting furnished by means of lamps placed not more than 185 metres apart”.

The National Speed Limit was set by the Secretaries of State² and, with the General Speed Limit for restricted roads and the vehicle-specific limits in Schedule 6 of the RTRA (and the *Road Vehicles (Authorisation of Special Types) (General) Order 2003*, prohibits vehicles from exceeding the limits shown in Table 1.1.

Section 84 of the *RTRA* allows traffic authorities to vary speed limits to suit local conditions by order. Local traffic authorities cannot however introduce vehicle specific limits and the consent of the Scottish Ministers is required for any maximum speed limit below 30 mph (except for 20 mph limits, 20 mph zones and temporary speed limits) but this is unlikely to be granted.

Sub section 82(2) of the RTRA permits local authorities to change a road’s status to or from a restricted road however this approach is not recommended for introducing changes in speed limits.

Speed limits must be signed in accordance with section 85 of the RTRA and signs must comply with the Traffic Signs Regulations and General Directions 2016 (TSRGD).

¹ The Restricted Roads (Classification or Type) (Scotland) Regulations 1985 - <http://www.legislation.gov.uk/ukSI/1985/1888/contents/made>

² The 70 Miles Per Hour, 60 Miles Per Hour and 50 Miles Per Hour (Temporary Speed Limit) (Continuation) Order 1978 - <http://www.legislation.gov.uk/ukSI/1978/1548/made>

Table 1.1 National Speed Limits (excluding motorways)

Type of vehicle	Restricted roads (mph)	Other single carriageway roads (mph)	Other dual carriageway roads (mph)
Cars, motorcycles, car-derived vans and dual-purpose vehicles.	30	60	70
Motorhomes or motor caravans (not more than 3.05 tonnes maximum unladen weight)			
Cars, motor caravans, car-derived vans and dual-purpose vehicles when towing one caravan or one trailer.	30	50	60
Motorhomes or motor caravans (more than 3.05 tonnes maximum unladen weight) Buses, coaches and minibuses.			
Goods vehicles (not more than 7.5 tonnes maximum laden weight).			
Goods vehicles (more than 7.5 tonnes maximum laden weight).	30	40	50
Invalid carriages	20	20	20
Vehicles towing more than one caravan or trailer.			
Agricultural motor vehicles:			
Standard tractors	25	25	25
High-speed tractors	30	40	40
Wider vehicles (2.55m – 3.5m)	20	20	20
Wider vehicles (3.5m – 4.3m)	12	12	12
Other special vehicles	See the Road Vehicles (Authorisation of Special Types) (General) Order 2003 ³		

1.1.2 National policy

After a detailed review of speed management policies, the Department of the Environment, Transport and the Regions concluded in its 2000 report⁴ that a national framework was needed for determining speeds on all roads with limits that were rational, consistent, readily understood and appropriate for the circumstances. It

³ <http://www.legislation.gov.uk/ukxi/2003/1998/contents/made>

⁴ New Directions in Speed Management: A Review of Policy

recommended that 30 mph should be the norm for speed limits in villages and, for urban areas, noted that while there is a strong case on road safety and urban regeneration grounds for 20 mph restrictions, these are only effective with self-enforcing 20 mph zones.

In 2004 The Department for Transport published advice on speed limits in villages⁵ including a definition of a village for use when determining speed limits and, in the same year, a Scottish Executive circular⁶ stated their belief that 20 mph speed limits should be the norm outside schools.

Following this, the Scottish Executive published its guidance⁷ to be used by traffic authorities “for setting all local speed limits on single and dual carriageway roads, other than 20 mph limits, in both urban and rural areas”. This promoted a speed assessment framework procedure which forms the basis for much of the guidance in this manual and identified a number of underlying principles, including the following:

- Traffic Authorities and Police forces should work closely together in determining, or considering, any changes to speed limits;
- Local speed limits should not be set in isolation, but as part of a package with other measures to manage vehicle speeds;
- The underlying aim should be to achieve a 'safe' distribution of speeds which reflects the function of the road and the impacts on the local community. The needs of vulnerable road users must be fully taken into account;
- What the road looks like to road users should be a key factor when setting a speed limit;
- Mean speeds should be used to determine local speed limits. This reflects what the majority of drivers perceive as an appropriate speed to be driven for the road;
- The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route; and
- Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility such as a bend.

In 2010 the Scottish Government published guidance⁸ on the design and redesign of existing streets which stated that “for residential streets, a maximum design speed of 20 mph should normally be an objective”.

⁵ Traffic Advisory Leaflet 1/04 - Village Speed Limits - <https://webarchive.nationalarchives.gov.uk/20120606202733/http://assets.dft.gov.uk/publications/tal-1-04/tal-1-04.pdf>

⁶ GETLLD Circular No 1/2004, 20 mph Speed Limits Around Schools on Roads with Speed Limits Higher than 30 mph - <https://www.webarchive.org.uk/wayback/archive/20180517222337/http://www.gov.scot/Publications/2004/03/19837/File-1>

⁷ Setting Local Speed Limits: Guidance for Local Authorities: ETLLD Circular 1/2006 <https://www.webarchive.org.uk/wayback/archive/20180521054427/http://www.gov.scot/Publications/2006/08/14134225/2>

⁸ Designing Streets: A Policy Statement for Scotland - <https://www.gov.scot/publications/designing-streets-policy-statement-scotland/>

Transport Scotland subsequently published guidance⁹ on 20 mph restrictions, seeking to achieve greater consistency across Scotland and to encourage local authorities to set 20 mph restrictions where appropriate.

1.1.3 Aberdeenshire Policy

Aberdeenshire Council's 2020 Speed Limit Policy acknowledges the need to avoid unnecessary delays and restrictions to motorists while recognising the road safety and environmental benefits of lower traffic speeds in our towns and villages.

This Speed Limits Manual is directly referred to in the Policy and the requirements contained within this manual shall be applied for all non-trunk roads in Aberdeenshire.

The Council's Variable and Vehicle Activated Signs Policy and Manual are also of some relevance, covering the use of permanent and temporary vehicle activated signs emphasising speed limits, and signs for part-time limits at schools.

2 Dual Carriageways

Given the very low lengths of dual carriageway roads in Aberdeenshire all proposals for new speed limits on these roads shall be dealt with in the manner set out in section 4.4.

3 Aberdeenshire Standard Speed Limits for Single Carriageways

3.1 Categorisation of locations

For the purposes of this manual, locations shall be classified as Town Centre, Urban, Village or Countryside. Routes shall be classified as Strategic or Non-Strategic as shown in Table 3.1.

Table 3.1 Route Classification

Strategic Routes	Non-Strategic Routes
All A class roads	C class roads other than those listed in Appendix A
All B class roads	Unclassified roads other than those listed in Appendix A
Routes listed in Appendix A	

⁹ Good Practice Guide on 20 mph Speed Restrictions - <https://www.transport.gov.scot/media/38640/20-mph-good-practice-guide-update-version-2-28-june-2016.pdf>

3.1.1 Town Centres

Town centre categorisation is taken from the designated town centres in Aberdeenshire's current Local Development Plan.¹⁰ The extents of the town centres shall be taken as those shown in the Plan's Settlement Statements. Where a road forms the boundary of a town centre but does not enter it, it shall be considered to be out with the town centre. Table 3.2 below lists our principal and other town centres.



Table 3.2 Town Centre Categorisation

Principal Town Centres	Other Town Centres
Peterhead	Westhill
Inverurie	Portlethen
Fraserburgh	Kintore
Stonehaven	Macduff
Ellon	Kemnay
Banchory	Oldmeldrum
Turriff	Aboyne
Huntly	Insch
Banff	Alford

¹⁰ <https://www.aberdeenshire.gov.uk/planning/plans-and-policies/aberdeenshire-local-development-plan-2017/>

3.1.2 Urban

Urban areas shall be defined as settlements with a population of greater than 3000 people. Based on Scottish Government statistics¹¹ the following settlements shall be considered as Urban:

Peterhead, Inverurie,
Fraserburgh, Westhill,
Stonehaven, Ellon,
Portlethen, Banchory,
Turriff, Huntly, Kintore,
Banff, Macduff, Kemnay,
Newtonhill, Oldmeldrum,
Blackburn and Laurencekirk

The urban area shall extend to include all built-up areas contiguous with the settlement which satisfy the village criteria in section 3.1.3.



3.1.3 Village

Villages are defined as settlements with a population of less than 3000, meeting the criteria for a village speed limit.

3.1.3.1 Village Speed Limit Criteria

For a settlement to qualify for a village speed limit, all the following criteria must be satisfied:

- The settlement must contain at least 20 house equivalent units over a continuous length of route where each 100m section has a level of frontage development of at least three house-equivalent units (HEUs);
- The minimum length of village speed limit shall be 400m (or 300m where the carriageway and sign at the far end of the limit are not visible to motorists entering the start of the limit); and
- The average level of frontage development along the total length of the limit should not be less than 3 HEUs/100m.

¹¹ Mid 2016 population estimates for settlements - <https://www2.gov.scot/urbanrural>

3.1.3.2 House-Equivalent Units

House-equivalent unit (HEU) values are given in Table 3.3. To qualify as an HEU the building must still be used for that purpose or be actively under construction or renovation. The curtilage of the building must have a frontage onto the road in question and be visually identifiable to motorists as a built-up feature.



Table 3.3 House-Equivalent Units

Building Use or Amenity	House-Equivalent Unit
Dwelling house	1
Shop or post office	3
Hotel/public house/café/restaurant	3
Village hall	3
Filling Station	3
Pedestrian entrance to play park or sports field	3
Camping or caravan site	3
Church or other public place of worship	3
Sheltered housing complex/ nursing home	3
Hospital/GP surgery	5
Other business, commercial or industrial unit	3
School	5

3.1.4 Countryside

Countryside areas are all other rural areas which do not satisfy the village criteria set out in section 3.1.3.



3.2 Standard limits

The speed limits shown in Table 3.4 shall be implemented across Aberdeenshire unless any of the extenuating factors in Section 4 apply.

Table 3.4 Aberdeenshire Standard Speed Limits for Single Carriageways

Road Category	Principal Town Centre	Other Town Centre	Other Urban/Village	Countryside
A class	20 mph	30 mph	30 mph	60 mph
Other Strategic	20 mph	20 mph	30 mph	60 mph
Non-strategic	20 mph	20 mph	20 mph	60 mph

By retaining the national speed limit as the standard limit on countryside roads in Aberdeenshire we will help to preserve the rural character of the area by minimising the sign clutter of repeater speed limit signs.

4 Extenuating Factors

4.1 Schools

Speed limits of 20 mph will be applied outside schools. These will be full time mandatory 20 mph speed limits or zones in locations where the normal criteria for such limits set out in this manual are met. In other locations, they will be part time limits.

4.2 Road Safety Issues



Where the accident history indicates that speed management measures may be required on a particular stretch of road, then an evaluation will be made of possible remedial options. Alternative speed management options should always be considered before a new speed limit is introduced. Reductions in speed limits on safety grounds will only be permitted where Police Scotland and the Council's Principal Road Safety Engineer agree on the need for and the extents of the reduced limit.

4.3 Urban Periphery

Sections of road, contiguous with urban areas (as defined in Section 3.1.2, which would not meet the density requirements in the village definition but which link residential/commercial/industrial parts of the settlement may be considered for a reduced speed limit of 50, 40, 30 or (for C class and unclassified routes only) even 20mph depending on the mean speed of the road.



Table 4.1 Speed Limits Appropriate to Recorded Mean Speeds

Road Category	20 mph	30 mph	40 mph	50 mph
Strategic	-	< 30	31 - 40	41 - 50
Non-strategic	< 24	24 - 30	31 - 40	41 - 50

4.4 Other factors

It would be impractical for a guidance document such as this to cover every possible situation in our large and varied road network in Aberdeenshire. Nevertheless, it is important that the general principles of setting appropriate speed limits are applied consistently and fairly and that professional judgement is exercised where the application of the simple rule based method is inadequate.

Where local traffic engineers believe that the speed limit achieved through following the method in this manual fails to take into account other relevant factors specific to the location, they may prepare a submission justifying their proposal for an alternative speed limit. This submission shall be validated or rejected by the Roads Policy and Asset Manager following consideration by a panel of experienced engineers in the Council's Roads Standards Group. This validation shall be required before any report recommending a speed limit, other than that achieved by following the guidance in this manual, is presented to an Area Committee.

5 20 mph Restrictions

20 mph limits in Aberdeenshire shall either be:

- part-time mandatory 20 mph speed limits at schools;
- mandatory 20 mph zones; or
- mandatory 20 mph limits.

Advisory 20 mph limits should no longer be used in Aberdeenshire. Where these exist, they shall be removed and replaced by the appropriate mandatory speed limit.

5.1 Part time 20 mph limits

Part time 20 mph limits shall be introduced outside schools where the criteria for providing permanent 20 mph restrictions are not satisfied.

Part time limits should only be implemented at times and dates when children are going to and from school. Times will vary across the school network and should be discussed with individual schools but will typically include the period leading up to the start of the school day, lunchtimes and a period after the end of the school day. It will be appropriate to extend the periods covering when pupils are going to school by 5 minutes after the bell to include latecomers. In certain circumstances, such as at academies where pupils are allowed to leave the school premises and walk to local shops, it may be appropriate to include breaktimes.



When introducing new or reviewing existing part time 20 mph limits at schools, consideration should be given to the location and access point of the school in relation to adjoining roads, community severance and routes used by pupils. The use of part time limits should be restricted to the immediate environs of a school so that drivers can identify the lower limit with the school. Unnecessarily long lengths of variable speed limit must be avoided.



5.2 20 mph zones

20 mph zones should have sufficient traffic calming features to promote compliance with the speed restriction without the need for enforcement. *The Traffic Signs Regulations and General Directions 2016* (TSRGD) require that no part of any road (other than a cul-de-sac less than 80m long) within a 20 mph zone is more than 50m from one of the traffic calming features listed in either Group A or B in Table 5.1 below. Group B features can be used where mean speeds are already around 20mph but every 20 mph zone **must** include at least one feature from Group A.

20 mph zones, where appropriate, are preferable to 20 mph limits, benefiting from exemptions from the legal requirements on warning signs for build-outs, chicanes, islands, pinch-points, rumble devices or road humps. Similarly, road humps within 20 mph zones are exempt from the standard requirements concerning lighting and alignment.¹²

¹² The Road Humps and Traffic Calming (Scotland) Amendment Regulations 1999
<http://www.legislation.gov.uk/uksi/1999/1000/contents/made>

Table 5.1 Traffic Calming features for 20 mph zones

Group A	Group B
road hump	A "20" repeater sign (Diag. No. 670)
traffic calming works (build-outs, chicanes, islands, overrun areas, pinch points or rumble devices)	
pedestrian refuge (if constructed after 15 th June 1999 and which encourages speed reduction)	A "20" roundel road marking (Diag. No. 1065)
carriageway narrowing (if constructed after 15 th June 1999 for the purpose of speed reduction)	
a horizontal bend in the carriageway (where all vehicles have to change direction by no less than 70° within a distance of 32m measured along the inner kerb)	

5.3 20 mph limits

20 mph limits do not require any physical measures other than signage. While previously they were only introduced where existing mean speeds did not exceed 24 mph, a number of authorities now apply 20 mph limits over wider areas, grouping streets with higher mean speeds with nearby streets with lower speeds.

In Aberdeenshire 20 mph limits shall be the default speed limit on non-strategic routes in towns and villages where the criteria for 20 mph zones are not satisfied.



6 Extents of speed limits

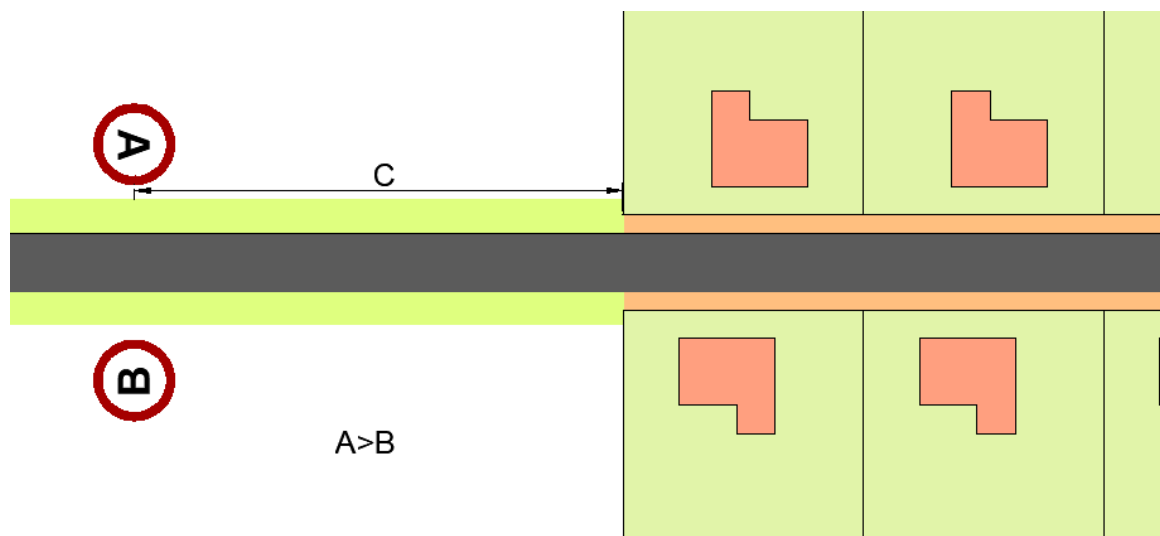
6.1 Start points

Reduced speed limits should be introduced at the first point where the criteria are met for that limit. In certain circumstances however there may be valid reasons for starting the reduced limit in advance of this point. Local traffic engineers can promote orders with a start point up to “C” metres in advance of the qualifying start point (see Table 6.1 and Figure 6.1) without further validation from the Roads Policy and Asset Manager or being considered as a departure from Policy.

Table 6.1 Maximum distance start point can be advanced

Speed limit “A”	60 mph	50 mph	40 mph	30 mph
Maximum distance “C”	60m	50m	40m	30m

Figure 6.1 Advance start point for reduced speed limits



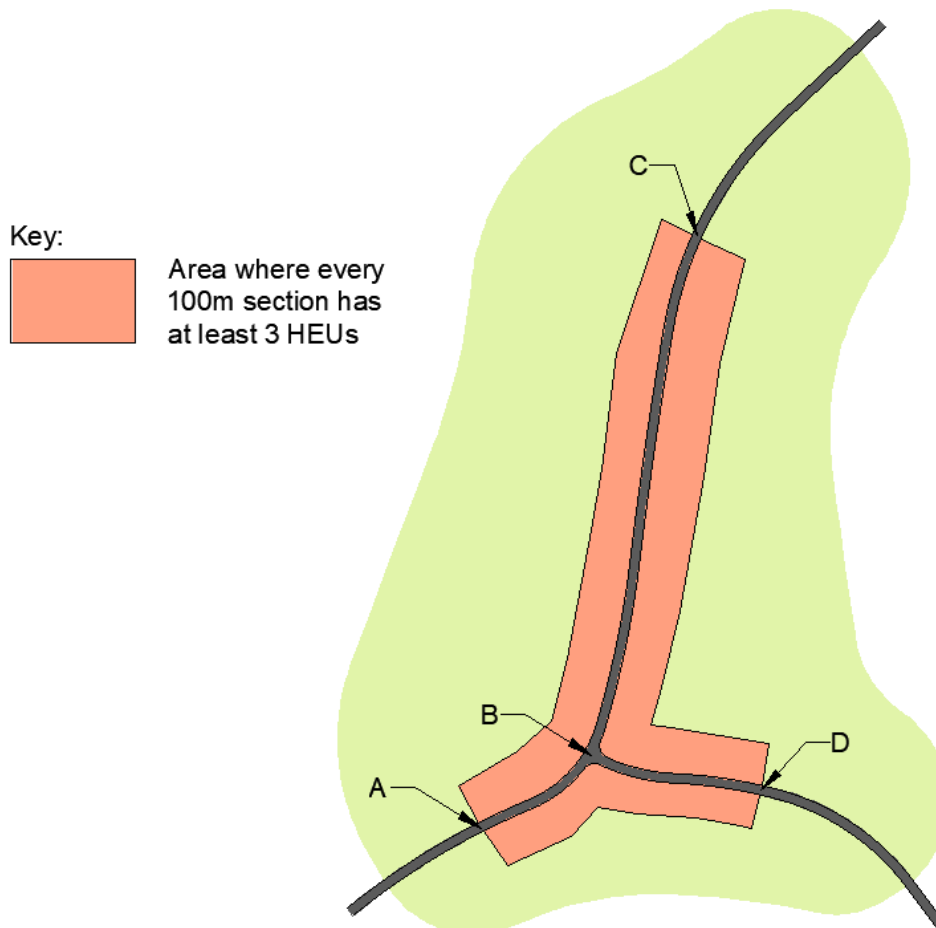
6.2 Minimum lengths of speed limits

Speed limits generally shall be at least 400m long although lengths of 300m shall be permitted for village speed limits where the carriageway and sign at the far end of the limit are not visible to motorists entering the start of the limit. In urban areas, shorter lengths will be permissible in cul-de-sacs and for non-strategic streets linking strategic roads.

Where villages extend along more than one through road, it shall be acceptable for any through route formed by a reasonable combination of these roads to be used (ABC, ABD or CBD in the example given in Figure 6.2 below) when checking if the village criteria in 3.1.3 is satisfied. If so, the whole continuous area satisfying the

village density criterion would qualify for a reduced limit provided that any limit on a strategic route is not less than 300m long.

Figure 6.2 Combining routes in determining village status



Where roads are of different categories, the speed limit applicable to the higher category shall apply if the length of lower category route was insufficient to merit its own limit.

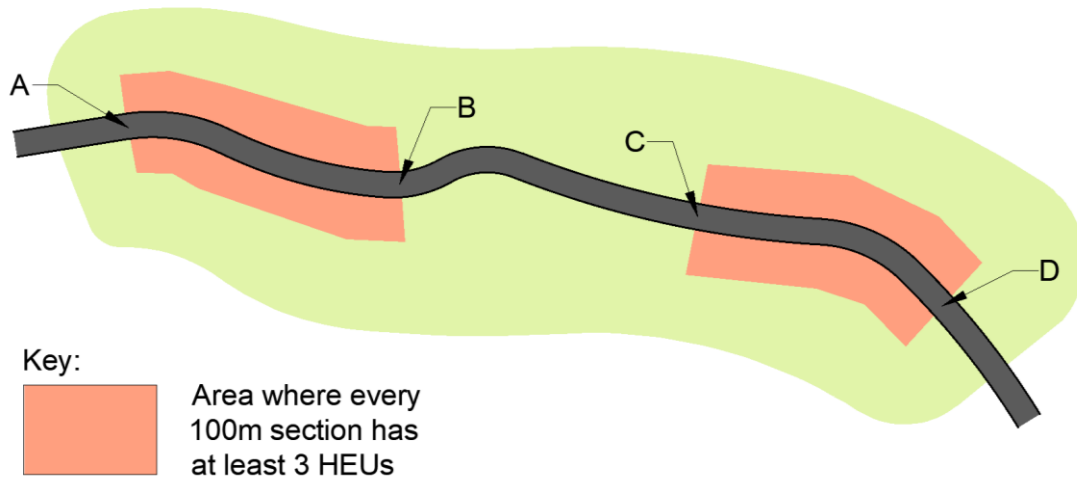
In the above example, if ABC was a strategic road its speed limit would be 30 mph. If non-strategic BD was less than 300m long it would be included in the 30 mph limit however if it was more than 300m long its limit would be 20 mph.

6.3 Gaps between settlements

Where two settlements independently satisfy the village speed limit criteria and the distance between village speed limits (BC in Figure 6.3 below) is 600m or greater, the reduced speed limit shall only apply to the lengths meeting the village speed limit criteria. If the gap (BC) is less than 600m then the reduced speed limit shall extend over the combined length of settlement (AD).

Where a settlement (AB) on its own wouldn't qualify for a village speed limit but is within 600m of another settlement (CD) that does, the start of the speed limit may be extended from C to A where the frontage development density over length AC is greater than 3 HEUs per 100m.

Figure 6.3 Gaps between settlements



6.4 “Buffer” speed limits

“Buffer” speed limits (short lengths of speed limit used as a transition in advance of a lower speed limit) shall not be used in countryside areas. These buffers impose an unnecessary restriction on vehicles which have left the section of route where the lower speed limit was justified and can lead to a disregard for signed speed limits.

Where an immediate reduction from the national speed limit to a lower speed limit may cause risks with vehicles slowing down too quickly or where additional interventions are required to give advance warning of the reduced speed limit then countdown markers may be used on the approach to speed limit terminal signs. These signs may only be used to indicate a reduction in the maximum speed limit of at least 20 mph.¹³



¹³ TSRGD (as amended May 2022) Schedule 11, Part 6, Paragraph 16

6.5 Roundabouts

Where the speed limits on the approach roads to a roundabout vary the speed limit on the roundabout itself shall be set to be as follows:

- If one or more strategic routes pass through the roundabout, the lower limit on a strategic route at the roundabout (see Figure 6.4); or
- Where there are no strategic routes passing through the roundabout, the limit on the majority of (non-20 mph) approach roads or, where there is no majority, the lower of the most common (non-20 mph) limits (see Figure 6.5).

Figure 6.4 Speed limits on a roundabout on a strategic route

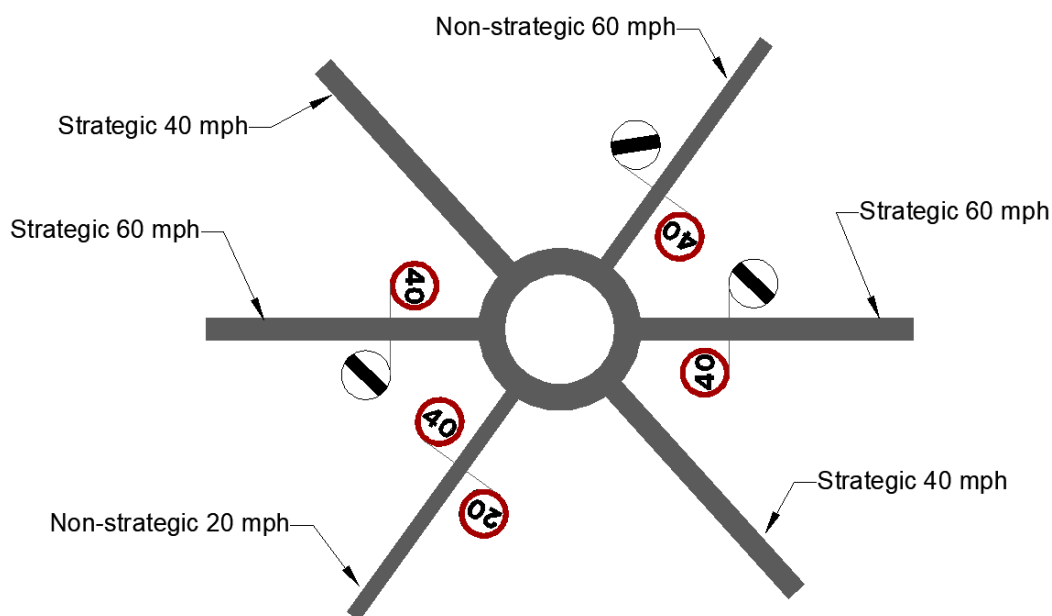
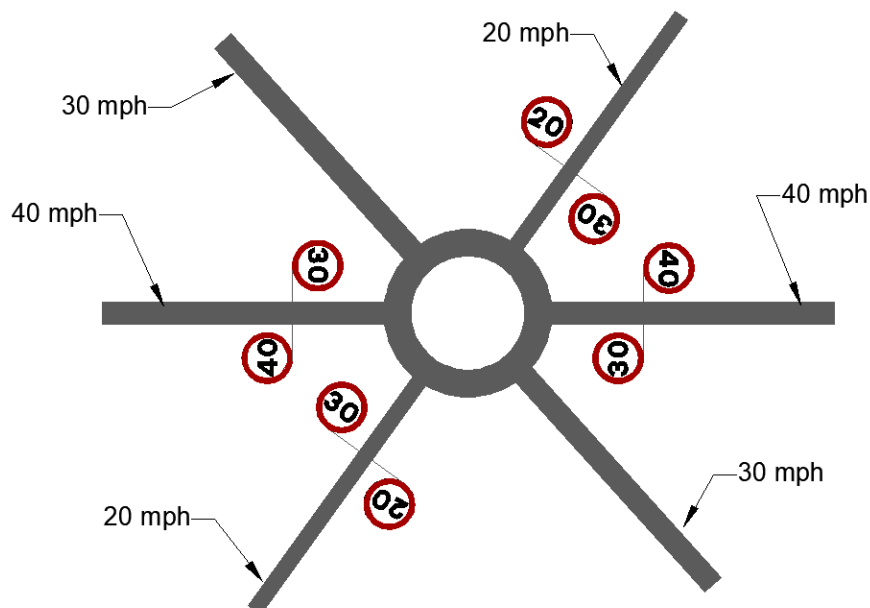


Figure 6.5 Speed limit on a roundabout on non-strategic routes only



7 Signing of speed limits

Unless otherwise stated below, speed limit signing shall follow the guidance given in Section 8 of Chapter 3 of the Traffic Signs Manual.

Where speed limits end at the edge of a settlement consideration should be given to combining the sign with the settlement name sign.



Speed limit countdown markers may be used in the circumstances described in Section 6.4 of this manual. Up to 3 such markers may be placed at 100 yard intervals in advance of the speed limit terminal sign. These shall be placed on the near side of the road only and, where 1 or 2 markers give adequate advance warning of the limit, it shall not be necessary to use the full set of 3 markers.

Where new repeater signs are to be provided upright signs shall be used in preference to speed limit roundel road markings.

8 Enforcement



While enforcement of speed limits is entirely the responsibility of Police Scotland, Police enforcement is expensive and resources are limited so it is important that speed limits should be designed to be effective without the need for heavy enforcement. Aberdeenshire Council will work in partnership with Police Scotland on the monitoring of speeds and driver education and Police Scotland shall be consulted on all proposed changes to speed limits.

9 Supporting measures

Where recorded vehicle speeds are considerably above the speed limit, the speed limit should be reviewed to see if it is still appropriate and consideration should be given to introducing supporting measures in order to bring speeds down.

New residential areas should be designed with sufficient speed reducing features to ensure that speed limits are self-enforcing however it would be neither practical nor affordable to retrofit traffic calming measures in every street where some drivers choose to exceed the speed limit. Where funding is available for traffic calming this should be targeted on an evidence led basis to where it is most needed and will have greatest effect. Further details shall be provided in Aberdeenshire's forthcoming Traffic Calming Manual.

Aberdeenshire's Variable and Vehicle Activated Signs Manual sets out how these signs may be used to promote compliance with existing limits and to highlight newly introduced limits.

10 Speed limit orders

All mandatory local speed limits shall be made by order under Section 84 of the RTRA. The National Speed Limit or the General Speed Limit for Restricted Roads shall apply, as applicable, on all roads not covered by a speed limit order. In accordance with national guidance, Section 82 orders shall not be used to change the speed limit on a section of road.

Speed Limit Orders shall be prepared and implemented in accordance with Aberdeenshire's *Permanent Traffic Management Orders* guidance note. Proposed changes to speed limits shall only be presented to Area Committees for consideration where the recommendations comply with the requirements of this manual. Where an Area Committee wishes a non-complying speed limit to be promoted, they may refer the matter to Infrastructure Services Committee for determination in accordance with Section 10.1 of Part 2A of the Scheme of Governance.

Maps shall be produced to accompany each order and, while they are illustrative only unless referred to in the order text, shall be stored with the made order as both physical and digital records.

10.1 Initial task

A single Speed Limit Order shall be produced and maintained for all the speed limits in each area of Aberdeenshire as follows:

THE ABERDEENSHIRE COUNCIL (BANFF AND BUCHAN) (SPEED LIMITS) ORDER 20XX;
THE ABERDEENSHIRE COUNCIL (BUCHAN) (SPEED LIMITS) ORDER 20XX;
THE ABERDEENSHIRE COUNCIL (FORMARTINE) (SPEED LIMITS) ORDER 20XX;
THE ABERDEENSHIRE COUNCIL (GARIOCH) (SPEED LIMITS) ORDER 20XX;
THE ABERDEENSHIRE COUNCIL (KINCARDINE AND MEARNES) (SPEED LIMITS) ORDER 20XX; and
THE ABERDEENSHIRE COUNCIL (MARR) (SPEED LIMITS) ORDER 20XX.

These shall be "clean" orders, making a full set of new provisions. At the same time an order - *THE ABERDEENSHIRE COUNCIL (<AREA NAME>) (SPEED LIMITS REVOCATION) ORDER 20XX* - shall be produced revoking all existing speed limits (and reinstating/revoking any restricted road status previously changed by a Section 82 order) within that area. The Orders shall be timed to ensure that there is no gap between the revoking of the old orders and the commencement of the new.

Speed Limit Orders shall be published on the Council's website.

10.2 Introducing further orders

Any new Speed Limit Order promoted after the making of the area wide Orders shall be promoted and made as a standalone order before being consolidated into a new area wide Order. In order to minimise the number of current orders we should aim to consolidate any new standalone Speed Limit Orders within 12 months of their being made.

Appendix A

Other Strategic Routes:

Town	Road	Notes
Ellon	Hospital Road	
	Golf Road	
	Knockothie Crescent	
Inverurie	North Street	
	Blackhall Road	
	St James Place	
Kintore	Hallforest Avenue	
	Forest Road	
Newmachar	School Road	
Oldmeldrum	Colpy Road	
	Station Road	
Peterhead	Meethill Road	
	Windmill Road	
	Kinmundy Road	
	South Road	
	Waterside Road	
Portlethen	Cookston Road	
	Muirend Road	

Town	Road	Notes
Stonehaven	Arduthie Road	
	Mill of Forest Road	
	East Lodge Drive	
Turriff	Market Street	
	Balmellie Road	
Westhill	Broadstraik Road	
	Old Skene Road	
	Westhill Drive	