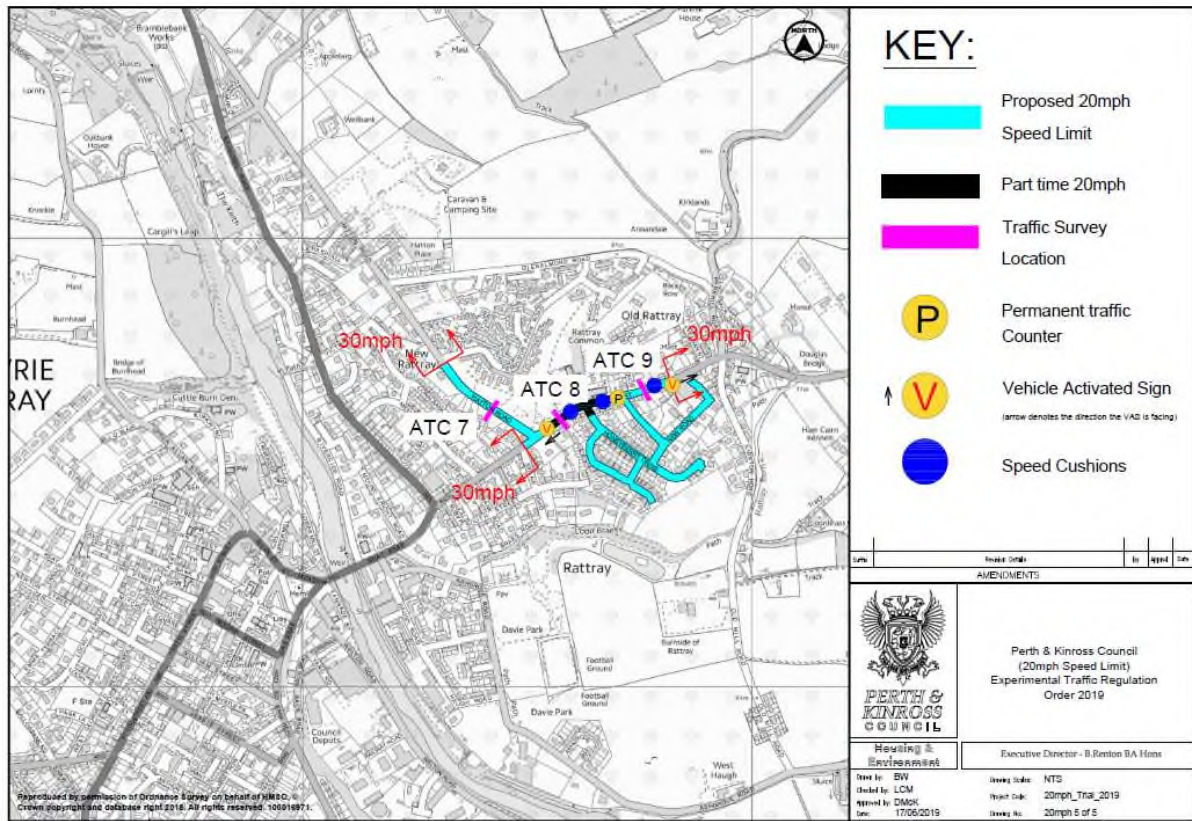


Ratray 20mph Speed Limit Trial summary of results

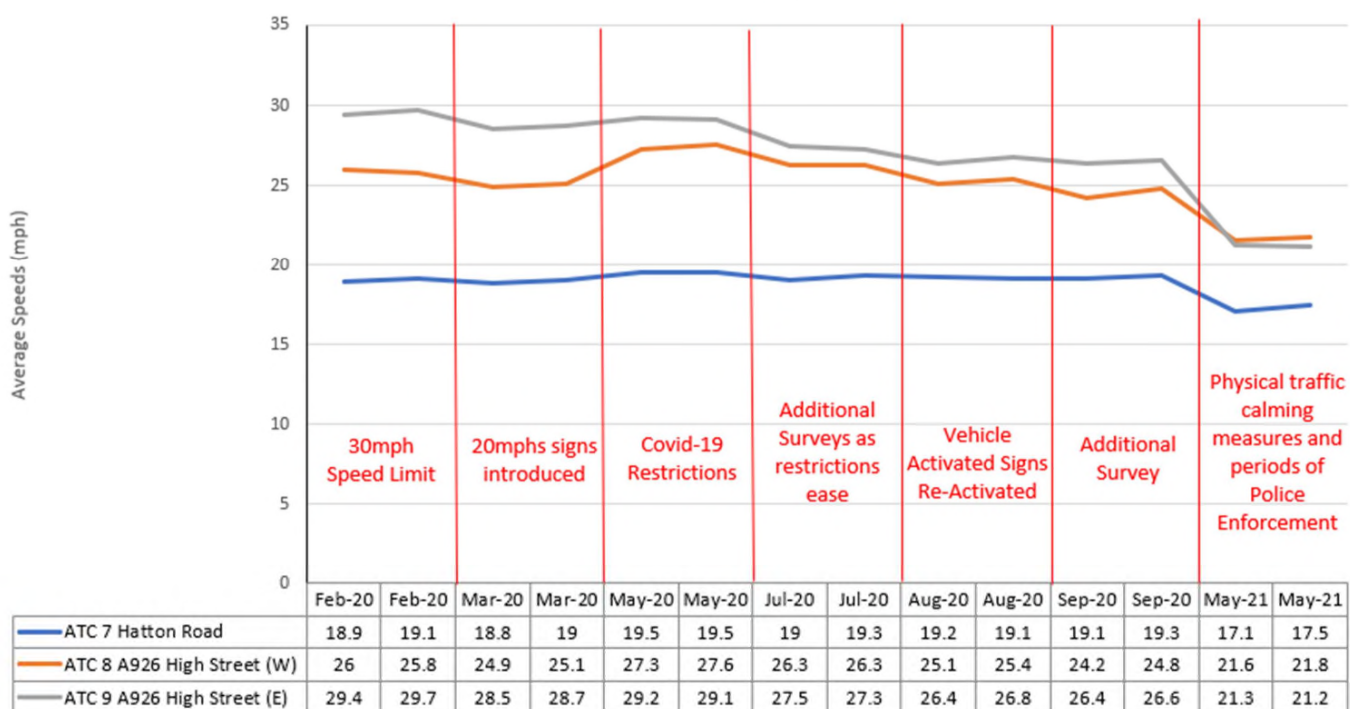
RATRAY

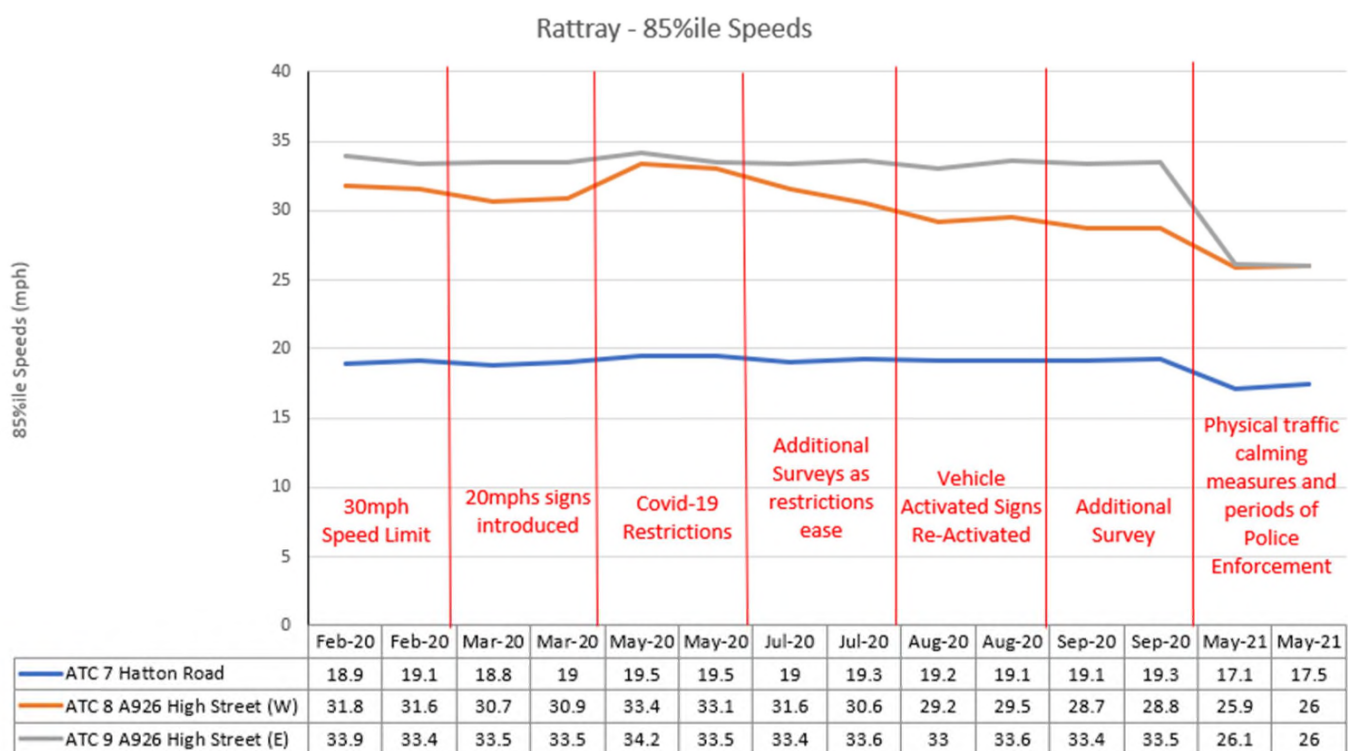


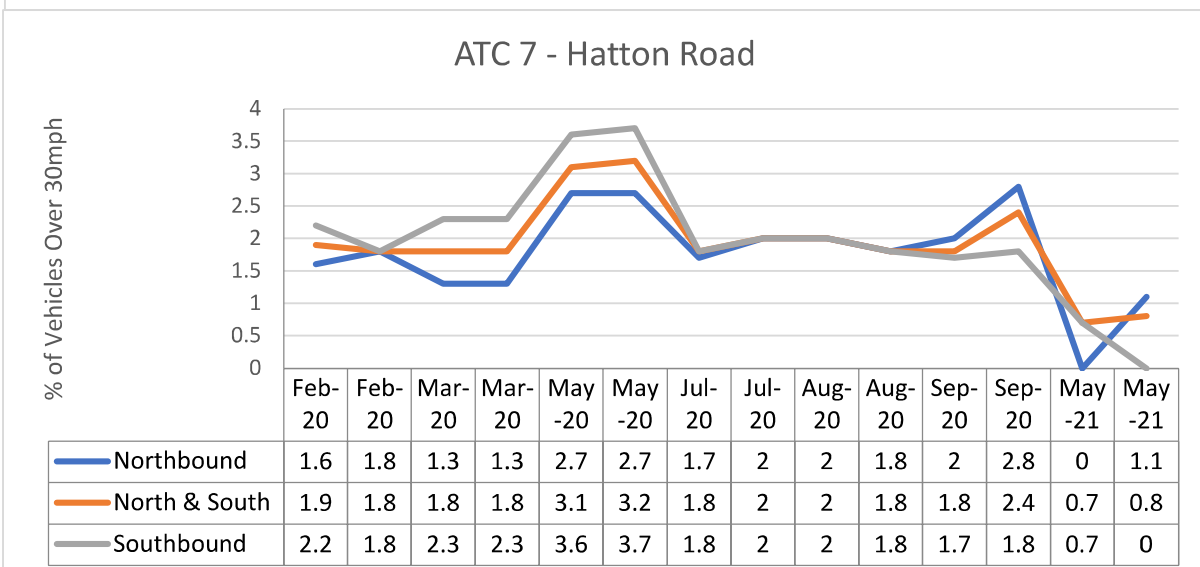
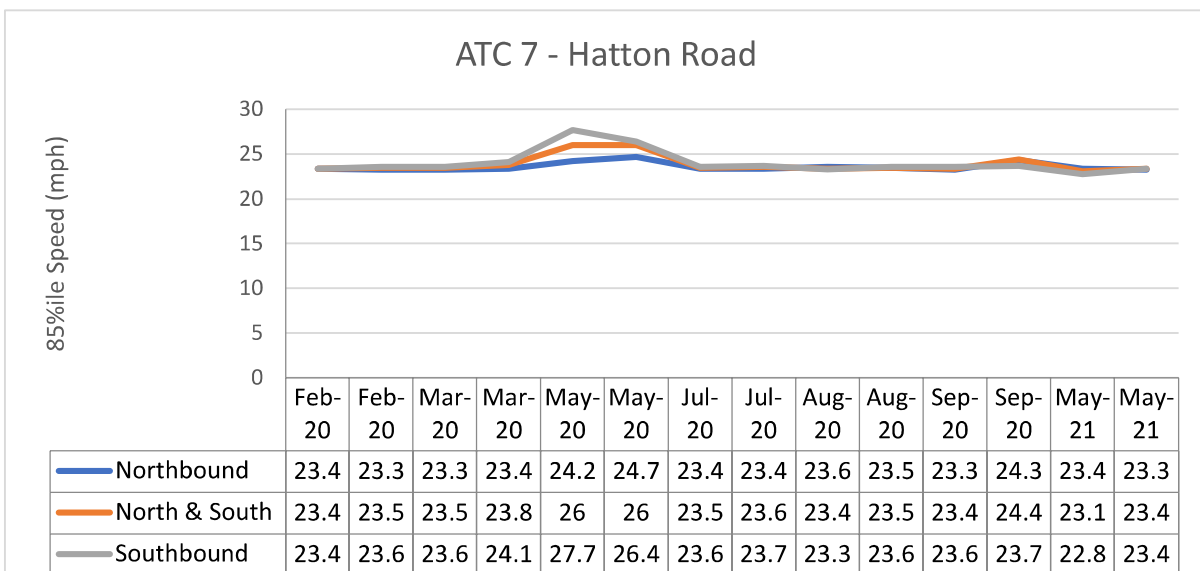
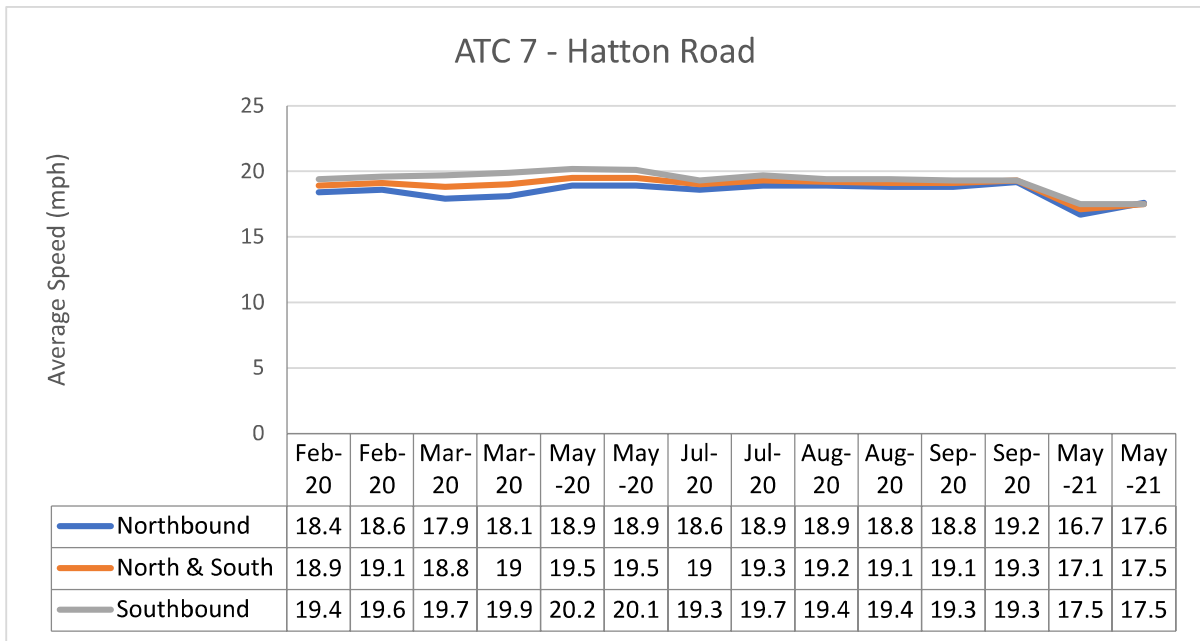
- 5.1 The existing part-time 20mph speed limit on the A926 High Street, outside Rattray Primary School, was extended and made full-time. The new limit covered a further section of the A926 to the east, the Park-&-Stride site on Hatton Road to the west of the school and the residential streets south of the A926. All approaches to the trial site were subject to the national urban 30mph speed limit.
- 5.2 Three traffic counters were installed – outside the school on the main road, to the east of the school and on Hatton Road. Vehicle-activated signs were located on High Street east and west of Rattray Primary School. The location map, speed tables and speed charts for Rattray are contained in Appendix 5.
- 5.3 Outside the primary school, compliance with the previous 30mph speed limit was generally good. The average speed of two-way traffic was below 30mph and the 85th percentile speed in the low 30s. Northbound traffic, going towards Alyth, was slightly higher than southbound coming into Rattray. Compliance with the part-time 20mph speed limit, which operated at school times, was poor. Vehicle speeds in both directions only dropped slightly to the upper-20s.
- 5.4 To the east of the primary school, the average speed was compliant with the 30mph speed limit while the 85th percentile speed was in the mid-30s. Vehicle speeds were similar in both directions.

- 5.5 In February 2020, when the A926 was subject to a 30mph speed limit, 40% of vehicles were travelling over 30mph. Most of these were in the low to mid 30s. Approximately 10 vehicles a day were traveling at excessive speeds (above 45mph).
- 5.6 On Hatton Road, speed cushions (and new footway links through the park) had been installed along the southern section in 2019 as part of the school travelling planning programme. Average vehicle speed at the start of the trial was 20mph and the 85th percentile speed was 24mph, illustrating the effectiveness of these traffic calming measures.
- 5.7 Installing the 20mph speed limit signage had minimal impact on vehicle speeds on High Street. Speeds dropped by around 1mph in each direction. The start of the trial coincided with the first lockdown. The reduction in traffic volumes meant more available road space which often leads to increased vehicle speeds. In the following surveys, as traffic volumes started to increase, average speeds decreased slightly but were still in the upper 20s.
- 5.8 The introduction of the vehicle-activated signs brought a small but noticeable reduction in average vehicle speeds but a significant reduction in excessive speeds. The VAS halved the percentage of vehicles travelling above 30mph (from 40% to 20%) and halved the number of drivers travelling at excessive speeds (from 10 to 5 drivers). Most drivers continued to travel in the mid- to upper-20s.
- 5.9 Physical traffic calming measures had the most significant impact on general and excessive vehicle speeds. Following the introduction of the speed cushions, the percentage of drivers travelling above 30mph dropped to 3%. Only one vehicle was detected travelling at excessive speed.
- 5.10 The speed cushions, combined with the other measures, reduced the average speed by nearly 10mph for traffic heading northbound towards Alyth and by 7mph for vehicles heading southbound towards Rattray. The 85thile speed remained high throughout the trial until the introduction of the physical traffic calming measures. This resulted in a reduction in 10mph for northbound traffic and 5mph for southbound traffic.

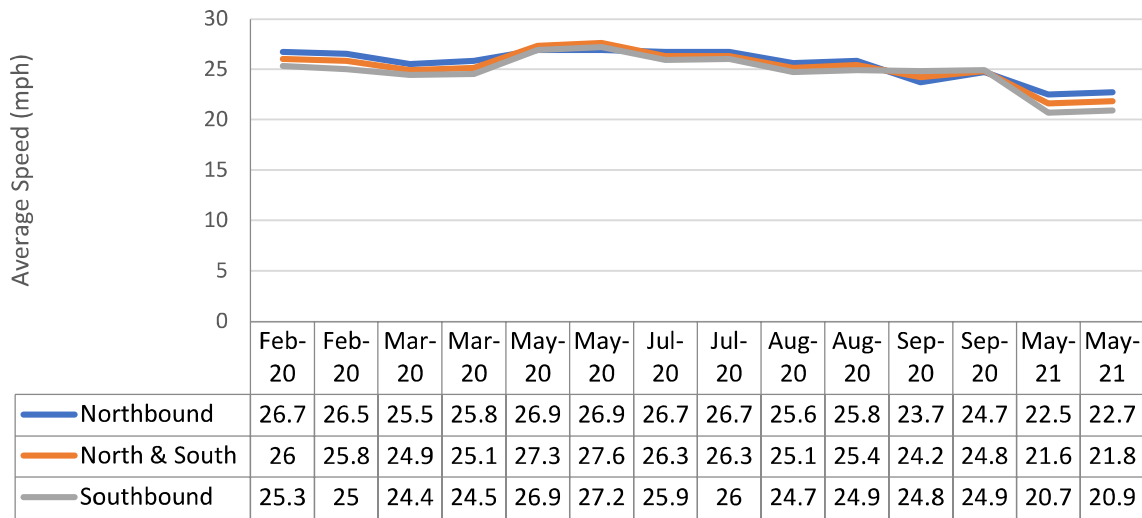
Ratray - Average Speed



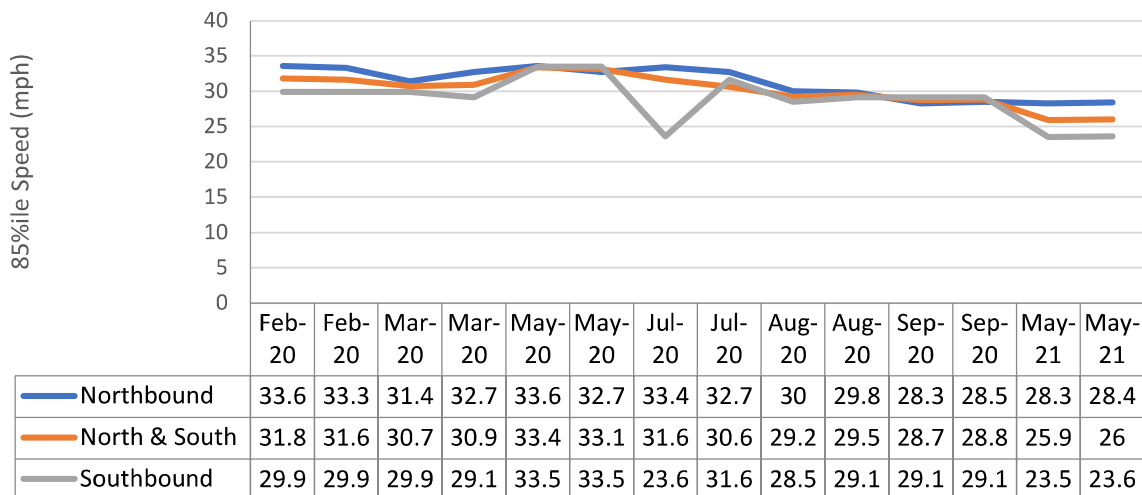




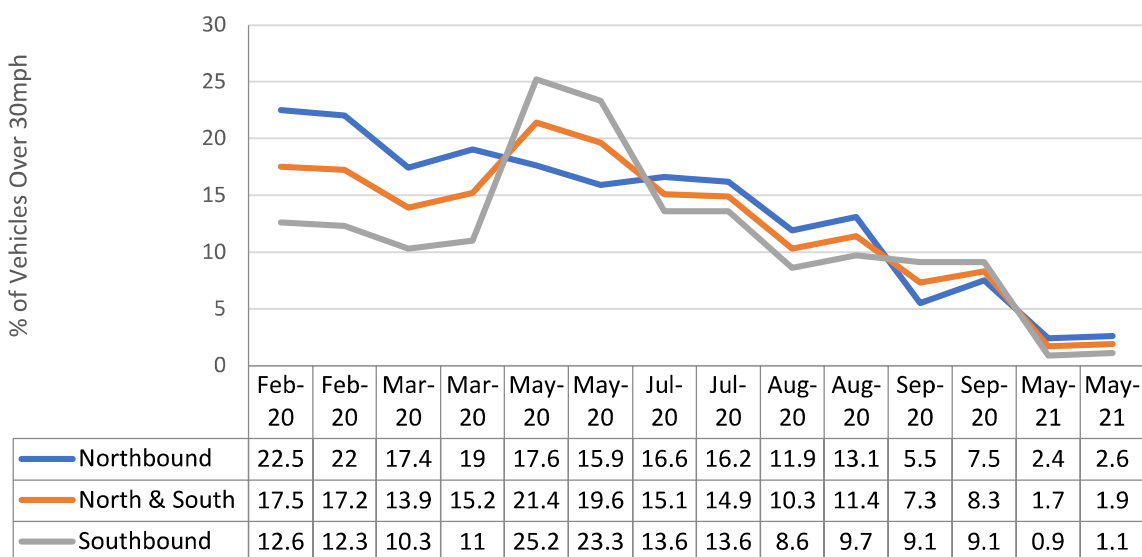
ATC 8 - A926 High Street Rattray (W)



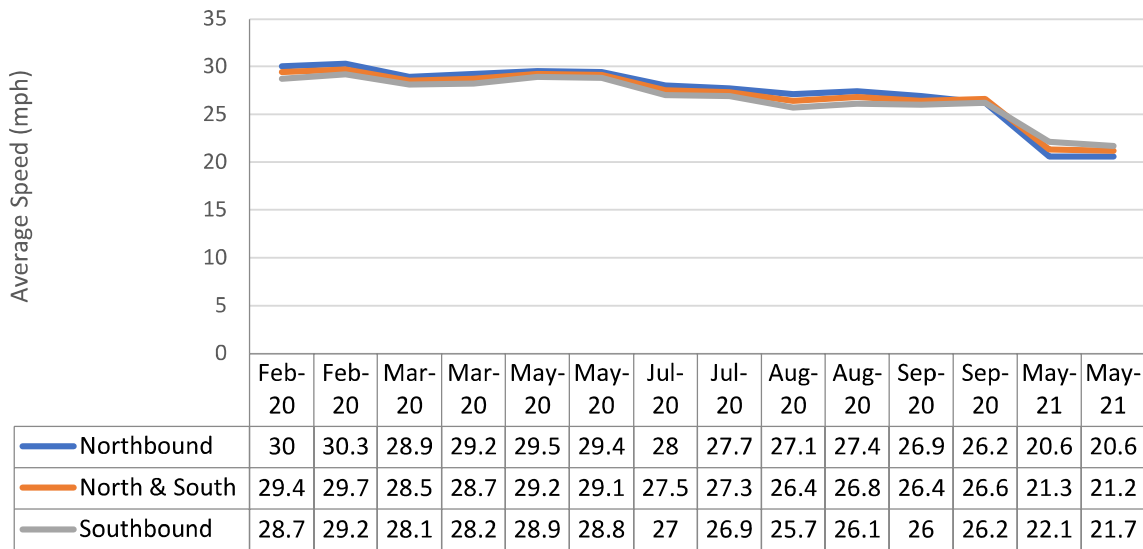
ATC 8 - A926 High Street Rattray (W)



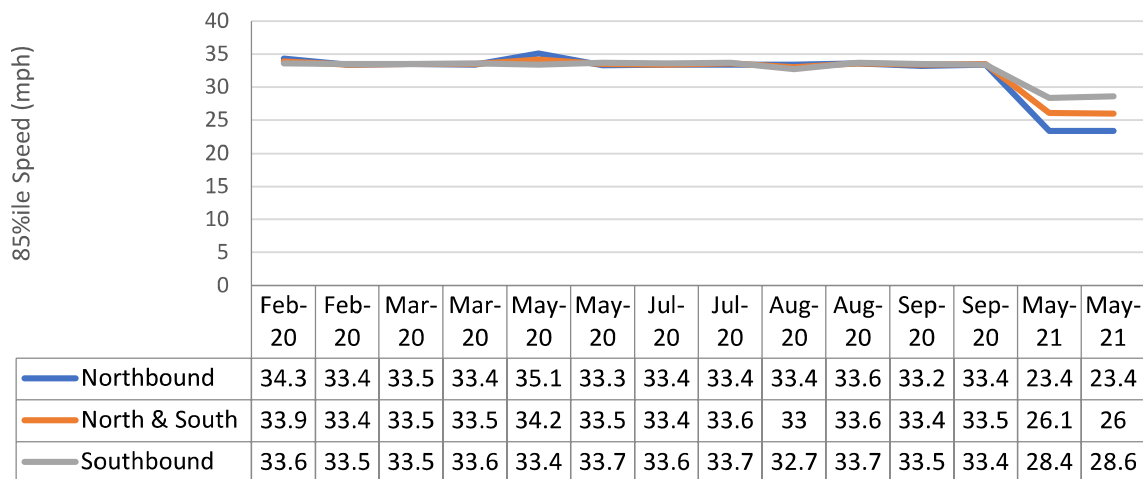
ATC 8 - A926 High Street Rattray (W)



ATC 9 - High Street Rattray (E)



ATC 9 - High Street Rattray (E)



ATC 9 - High Street Rattray (E)

