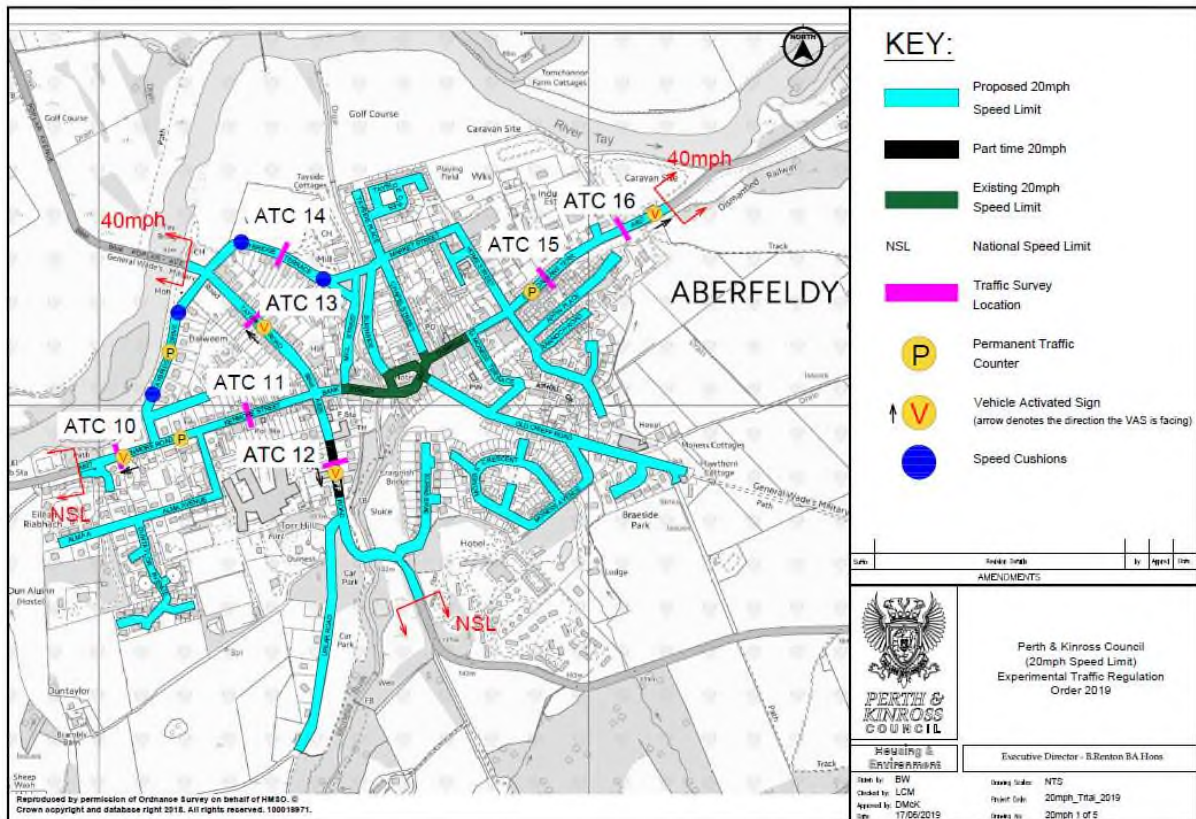


Aberfeldy 20mph Speed Limit Trial summary of results

ABERFELDY



- 1.1 Aberfeldy sits on the south bank of the River Tay at the junction of the A826, A827 and B846. While the wider town area was subject to the national urban speed limit of 30mph, there was a full-time, mandatory 20mph speed limit in the town centre, a part-time, mandatory 20mph speed limit at the school entrance and an advisory Twenty's Plenty limit at the school egress. The trial 20mph speed limit was extended to cover the whole town.
- 1.2 Before the trial, compliance with the lower speed limit in the town centre was generally good due to the restricted road width, poor road alignment and the presence of parked cars. There was community concern about higher vehicle speeds on the periphery of the town where the roads were wider and straighter. Six traffic counters were installed – Kenmore Road, Kenmore Street, Crieff Road, Taybridge Road, Taybridge Terrace, Breadalbane Terrace and Dunkeld Road. Vehicle-activated signs were located on Kenmore Road, Taybridge Road, Crieff Road and Dunkeld Road. The speed cushions shown on the map above were not installed at the request of the Community Council so there was no change to the physical road environment during the trial. The location map, speed tables and speed charts for Aberfeldy are contained in Appendix 1.
- 1.3 On Kenmore Road, the average vehicle speed before the trial, when the road was subject to a 30mph speed limit, was 28.5mph and the 85th percentile speed 36mph. There were fluctuating speeds over the course of the trial but the westbound traffic, heading out of town, remained up to 5mph faster than incoming eastbound traffic. During one of the surveys, the speed dropped significantly but this was due to roadworks. Generally, there was a minimal reduction in vehicle speeds following the introduction of the vehicle-activated sign. The other traffic calming measures appear to have had no impact on vehicle speed at this location.

- 1.4 Over the course of the trial, the percentage of vehicles travelling above 30mph fell by 9% overall, from 46.5% to 37.5%, but remained up to 15% higher for westbound traffic. The number of vehicles travelling at excessive speed rose and fell during each survey period but the number per day was the same at the end as it had been at the start. An average of three vehicles per day were recorded travelling eastwards into Aberfeldy while 11 per day were recorded heading westwards out of town.
- 1.5 The road on Kenmore Street is a similar width and alignment to Kenmore Road but it has parked cars along most of its length. The average speed throughout the trial was in the low-20s and the 85th percentile speed in the mid-20s. Vehicle speed westbound, heading out of town, was slightly higher than eastbound incoming traffic. Unusually, there was an increase of 2mph in the average speed during the last survey. An average of 3% of vehicles were recorded travelling above 30mph and less than 1 vehicle per day was recorded travelling at excessive speed. The introduction of traffic calming measures across the town had little impact on vehicle speed on Kenmore Street.
- 1.6 On Crieff Road, the vehicle speed remained the same throughout most of the trial. This may be due to the influence of the part-time 20mph speed limit that was already in place outside Breadalbane Academy. The average speed remained around 24mph and the 85th percentile speed around 30mph. There was a noticeable increase in speed during the first lockdown, when traffic volumes dropped, but this returned to the same level in each subsequent traffic survey. The first lockdown also affected the percentage of vehicles recorded travelling above 30mph. At the start and end of the trial, the figure was under 8%. During May 2020, this rose to 19%. The number of vehicles recorded travelling at excessive speed remained at 1 per day during the trial until the final survey in May 2020 when it increased to 3.
- 1.7 Traffic patterns were similar on both Taybridge Road and Taybridge Terrace. Vehicle speeds were comparable in both directions. On both streets, the average speed over the trial remained in the mid-20s and the 85th percentile speed remained in the upper-20s, except during May 2020 when the 85th percentile speed rose to the low-30s. This behaviour was also observed at other locations in Aberfeldy. At the start of the trial, 12% of vehicles on Taybridge Road were recorded travelling above 30mph. There were fluctuations during the trial, rising to 20% in May 2020 but gradually fell to under 8% in May 2021. On average, less than one vehicle per day was recorded travelling at excessive speed. During the trial, the percentage of vehicles travelling above 30mph on Taybridge Terrace fell from 13% to 7.5%, dropping as low as 4.5% in September 2020.
- 1.8 On Breadalbane Terrace, the average speed remained generally the same throughout the trial, around 24mph. There was a minor reduction on the 85th percentile speed from 30mph to 28.5mph between the start and the end, rising to a maximum of 33mph in May 2020. Vehicle speed during each of the traffic surveys were slightly higher eastbound leaving Aberfeldy than for westbound incoming traffic. At the start of the trial, 10.5% of vehicles were recorded travelling above 30mph, falling to 7.5% at the end of the trial. The average over the course of the trial was 10.5% due to higher vehicle speeds in May 2020. The number of vehicles recorded travelling at excessive speed fell during the trial from 3 to 1.
- 1.9 Dunkeld Street, like Kenmore Road, sits on the periphery of the town. Vehicle speeds eastbound heading out of Aberfeldy can be up to 10mph higher than incoming westbound traffic. The average speed over the course of the trial dropped by 3.5mph from 30.5mph to 27mph. The 85th percentile speed dropped by 4.5mph from 36mph to 31.5mph during the

trial. The percentage of vehicles recorded travelling above 30mph started at almost 33%, rose to over 50% then gradually fell to 24%. The number of vehicles travelling at excessive speed remained unaffected by the trial. On average, 16 vehicles each day were recorded above 45mph.

- 1.10 The introduction of regulatory signs and vehicle-activated signs, without the combination of physical traffic calming measures, did not reduce vehicle speeds to an acceptable level for a 20mph speed limit to be self-regulating across the whole town. Adjustments or additions to the trial measures will need to be considered to bring the 85th percentile speed down to a self-regulating level.

