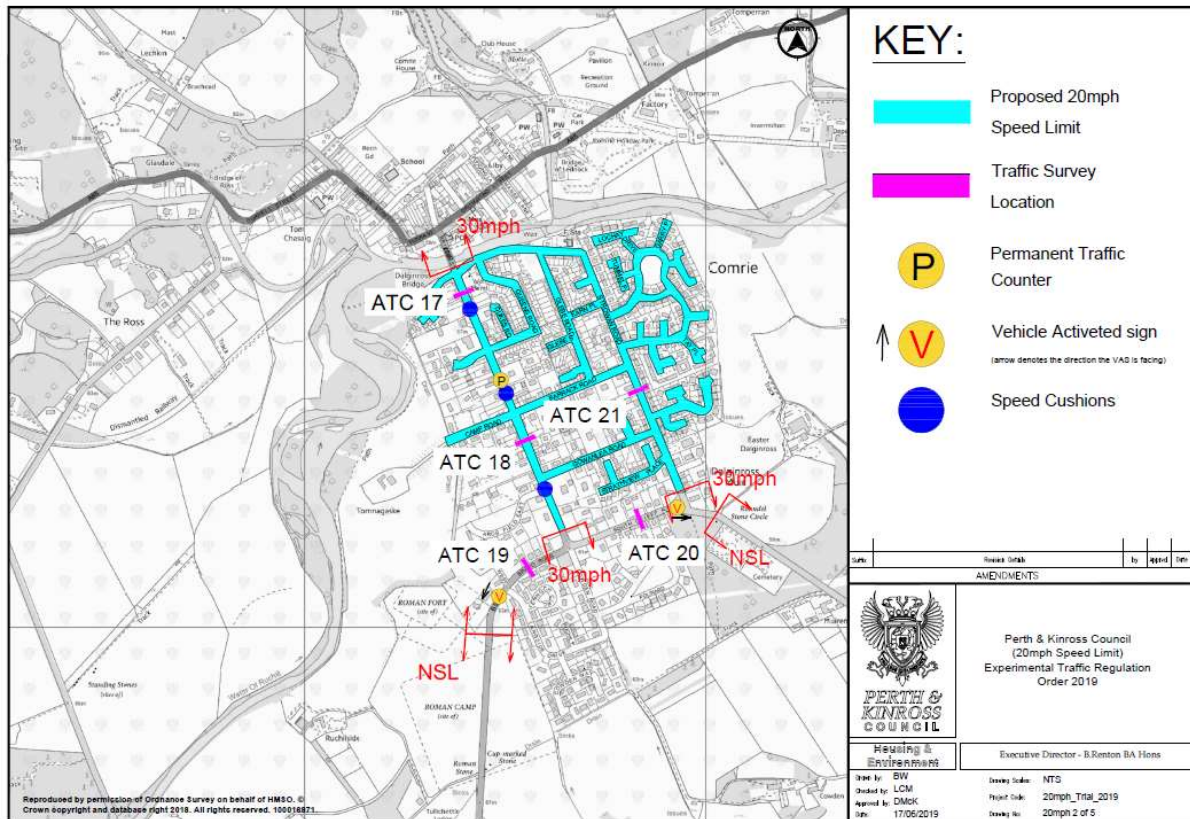


## Dalginross 20mph Speed Limit Trial summary of results

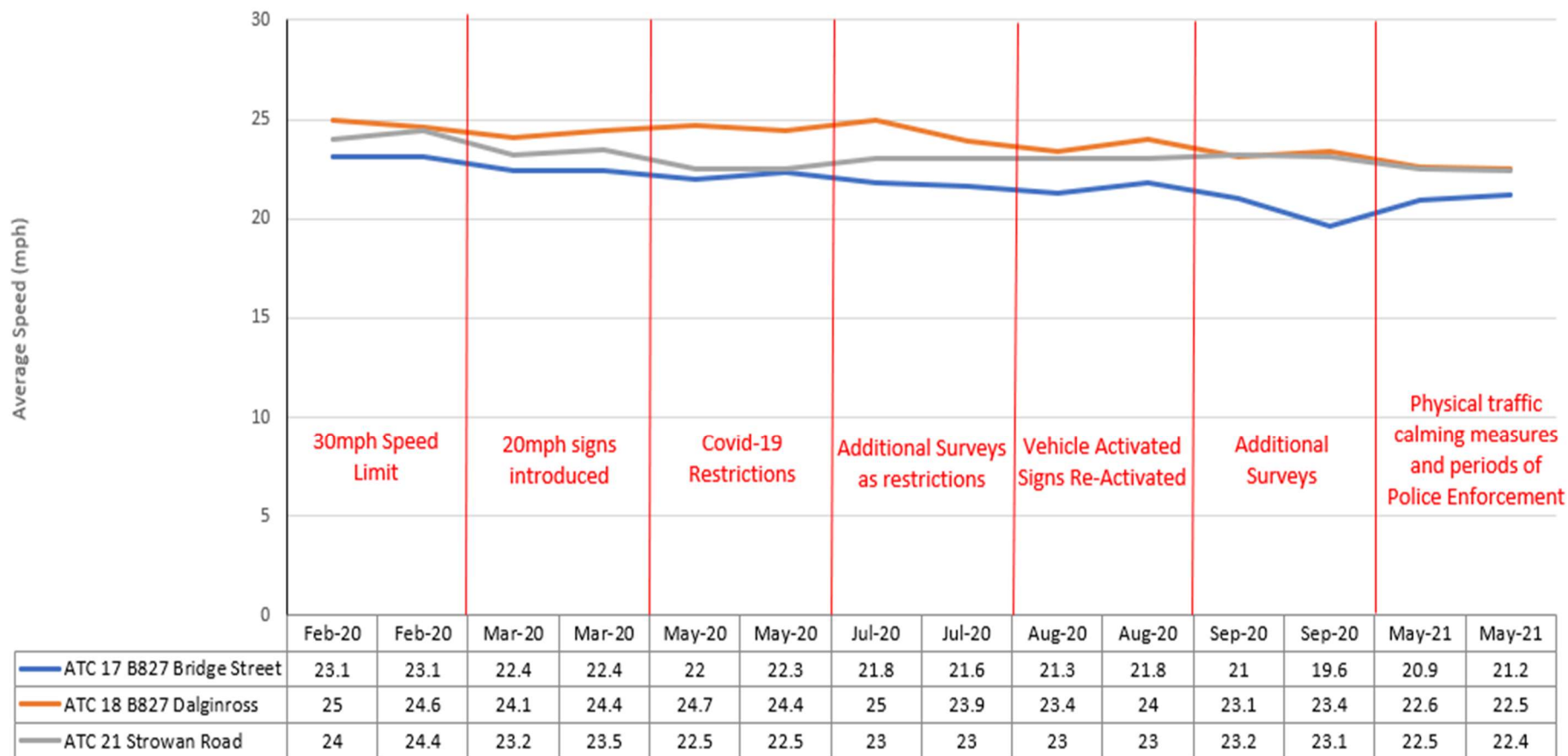
## DALGINROSS



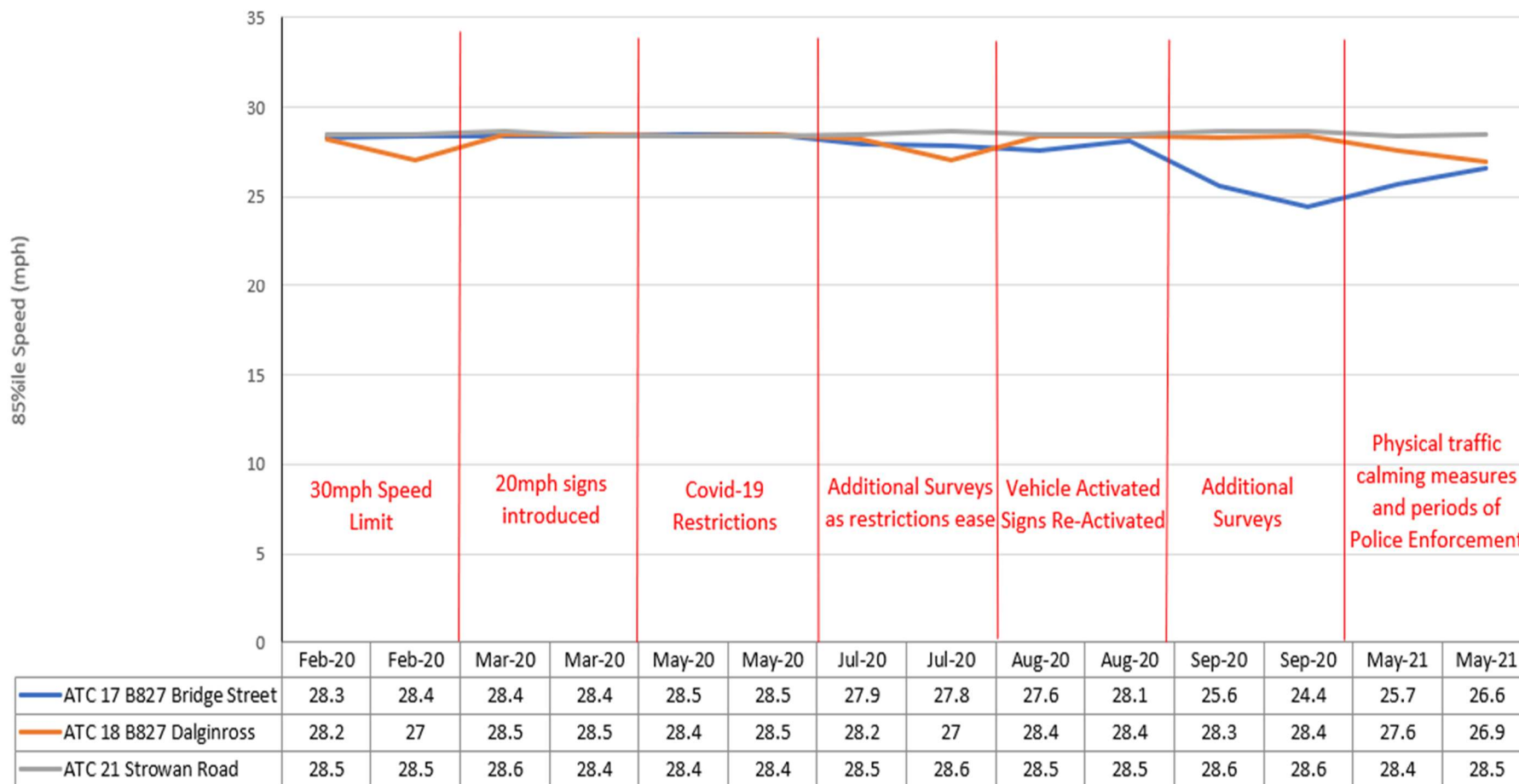
- 2.1 Dalginross sits within the national urban speed limit of 30mph that covers Comrie village. The trial site is located between Dalginross Bridge at the north and Braco/South Crieff Road at the south. It includes all the residential streets off the B867 Dalginross.
- 2.2 Three traffic counters were installed – south of Bridge Street, on the B867 Dalginross and on the residential Strowan Road. Vehicle-activated signs were located on Braco Road and South Crieff Road. The location map, speed tables and speed charts for Dalginross are contained in Appendix 2.
- 2.3 Before the trial, the average vehicle speed near Bridge Street was 23mph. There was a graduated drop of 1mph following the introduction of each of the traffic calming measures – signs, VAS, and speed cushions. However, the 85<sup>th</sup> percentile speeds remained around 28mph throughout the trial. Average and 85<sup>th</sup> percentile speeds were similar in both directions. Before the trial, 4% of vehicles were recorded travelling above 30mph. Again, there was a graduated reduction in vehicle speeds with the introduction of each change to the road environment. *Excessive speed data to be checked*
- 2.4 In the centre of the Dalginross road, the average speed before the trial was 25mph and the 85<sup>th</sup> percentile speed was 28mph. Both speed categories remained the same following the introduction of the lower limit. No vehicle-activated signs were installed on any of the streets within the trial area as two locations at the south of the village had already been agreed with the local community beforehand as part of the ongoing VAS programme. With the introduction of the speed cushions on Dalginross, the average speed dropped to 22.5mph and the 85th percentile speed dropped to 27mph

- 2.5 Before the trial, 10% of traffic on Dalginross was recorded travelling above 30mph. When the speed limit was lowered, there was a reduction to 9%. When the vehicle-activated signs were activated south of the trial site, this dropped again to 6%. With the installation of the speed cushions, the percentage of vehicles above 30mph dropped to 4%. Vehicle speeds were approximately 2mph higher for southbound traffic. *Excessive speed data to be checked*
- 2.6 In February 2020, average vehicle speed on Strowan Road 24mph. By May 2021, over the course of the trial, there was a reduction in average vehicle speed of 2mph. The 85<sup>th</sup> percentile speed remained constant at 28.5mph throughout the trial. Vehicle speeds were similar in both directions. There was no evidence from the traffic survey data of increased traffic flows or higher vehicle speeds as a result of drivers rerouting through the residential streets to avoid the traffic calming measures on the Dalginross road.
- 2.7 Before the trial, 9% of traffic on Strowan Road was recorded travelling above 30mph. When the speed limit was lowered, this figure fell to 6%. When the speed cushions were installed on Dalginross, the percentage of vehicles travelling above 30mph fell to 4.5%. Even though none of the additional measures were put in place on Strowan Road, it demonstrates that traffic calming measures can influence driver behaviour and vehicle speeds on adjoining streets. *Excessive speed data to be checked*
- 2.8 The combination of traffic calming measures on the Dalginross road, and the VAS to the south of the trial site, did not reduce vehicle speeds to an acceptable level for a 20mph speed limit to be self-regulating. Adjustments or additions to the trial measures will need to be considered to bring the 85th percentile speed down further.

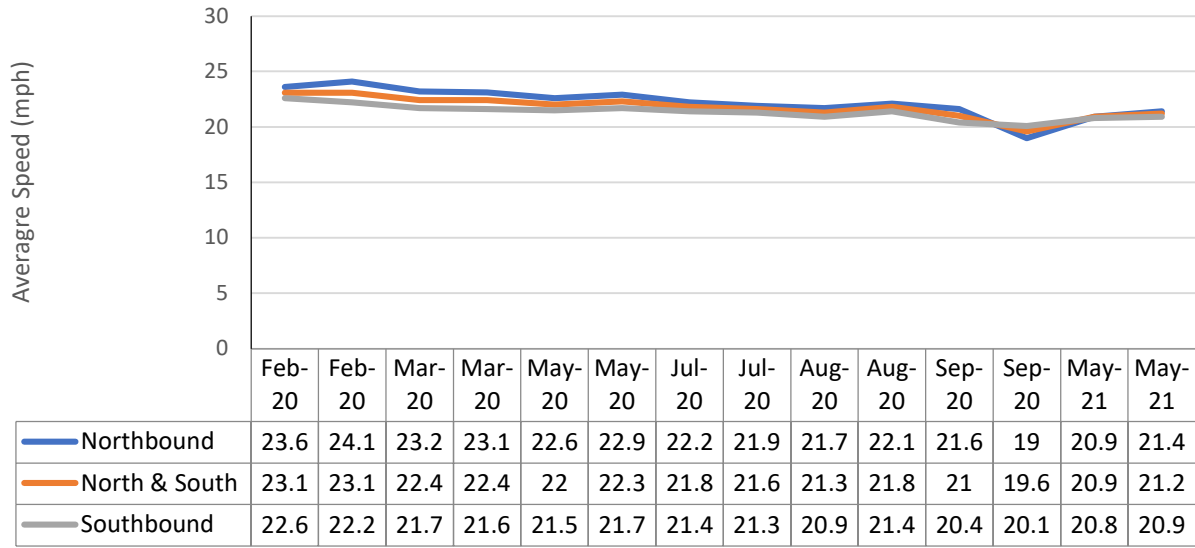
### Dalginross, Comrie



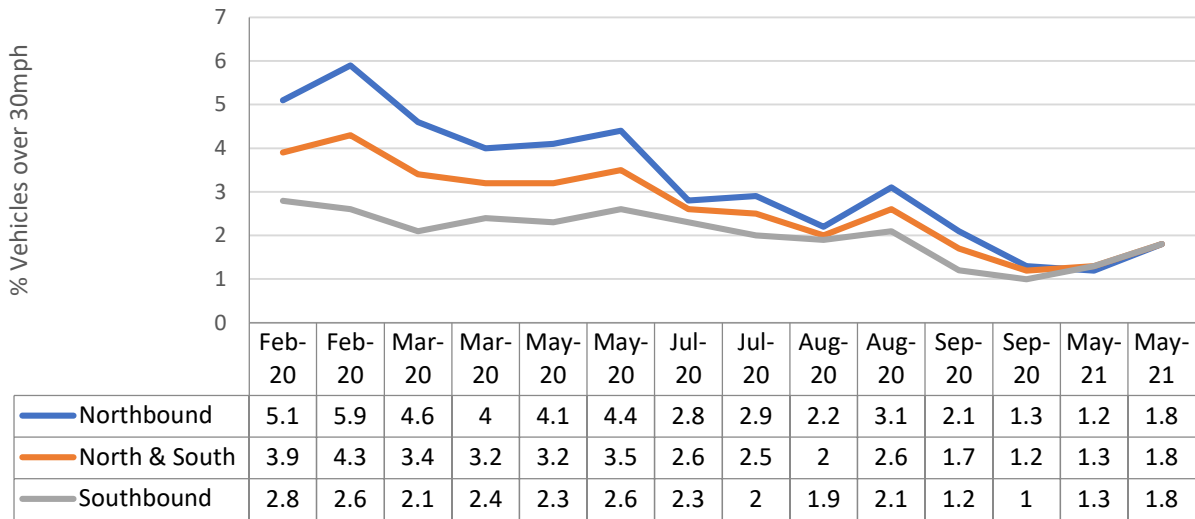
### Dalginross Comrie



ATC 17 B827 Bridge Street



ATC 17 B827 Bridge Street



ATC 17 B827 Bridge Street

