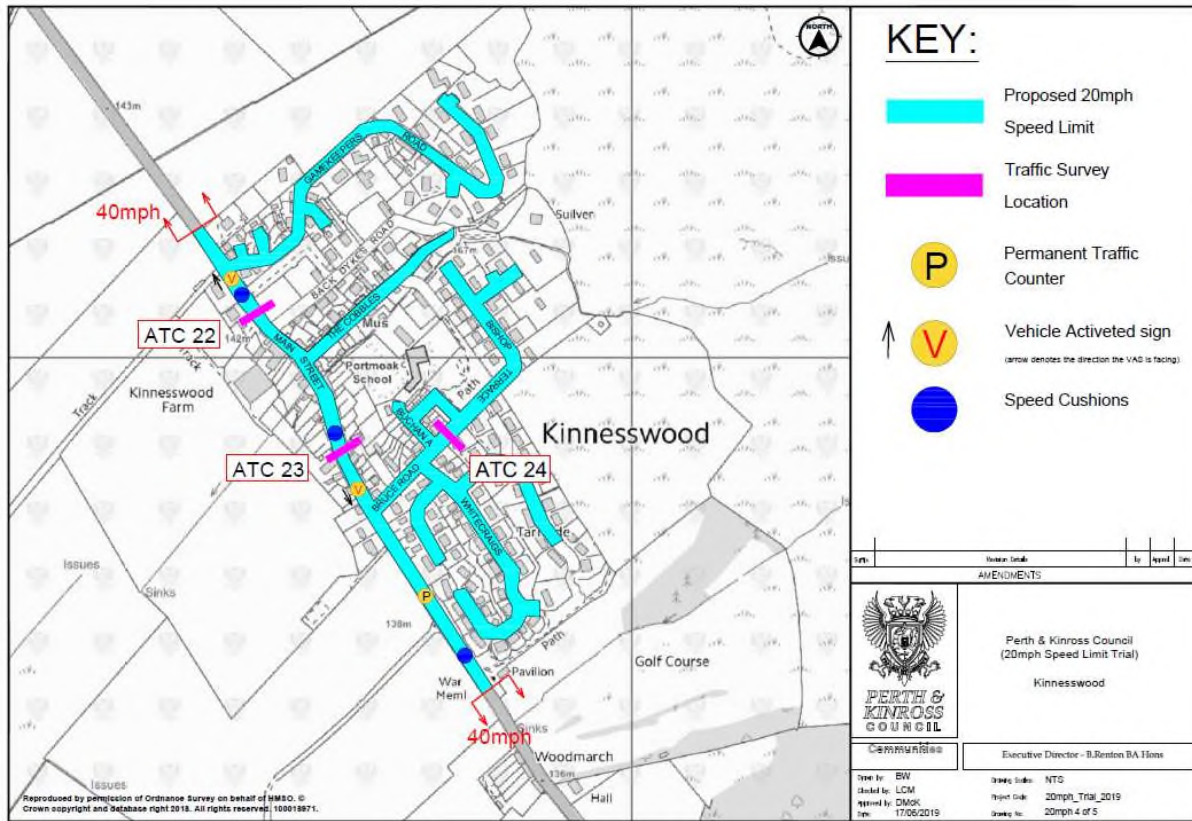


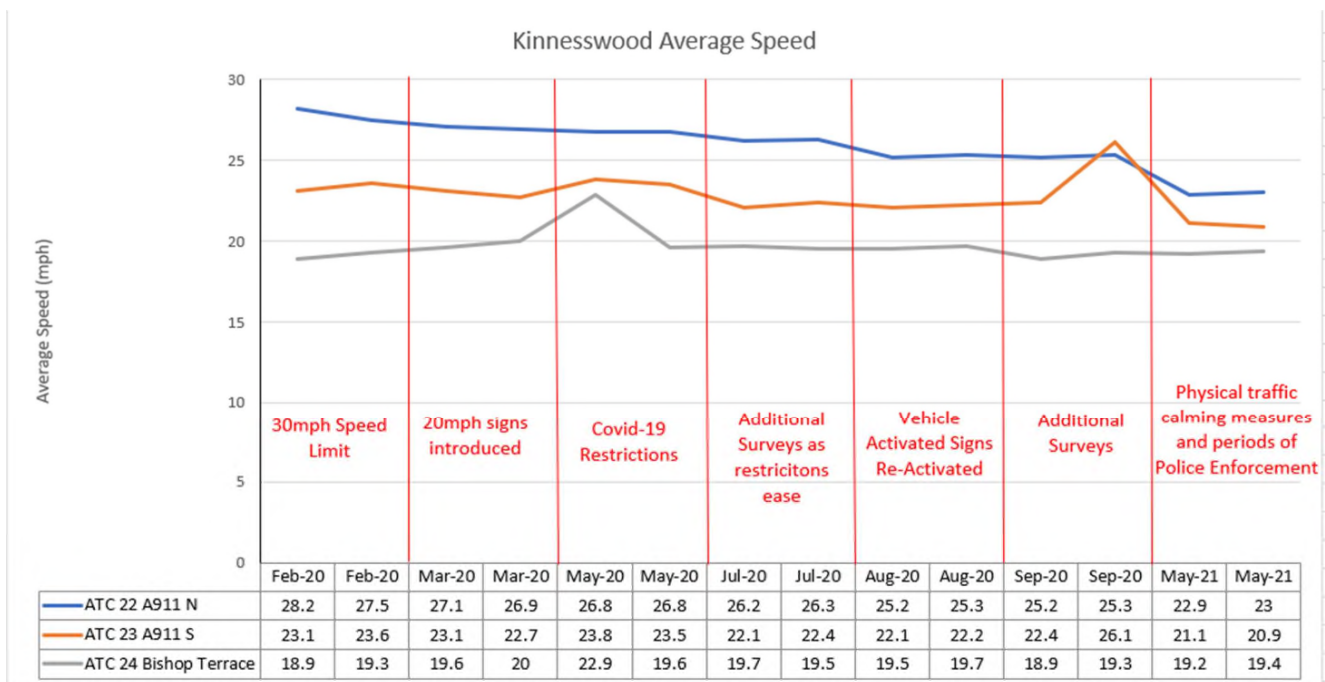
Kinnesswood 20mph Speed Limit Trial summary of results

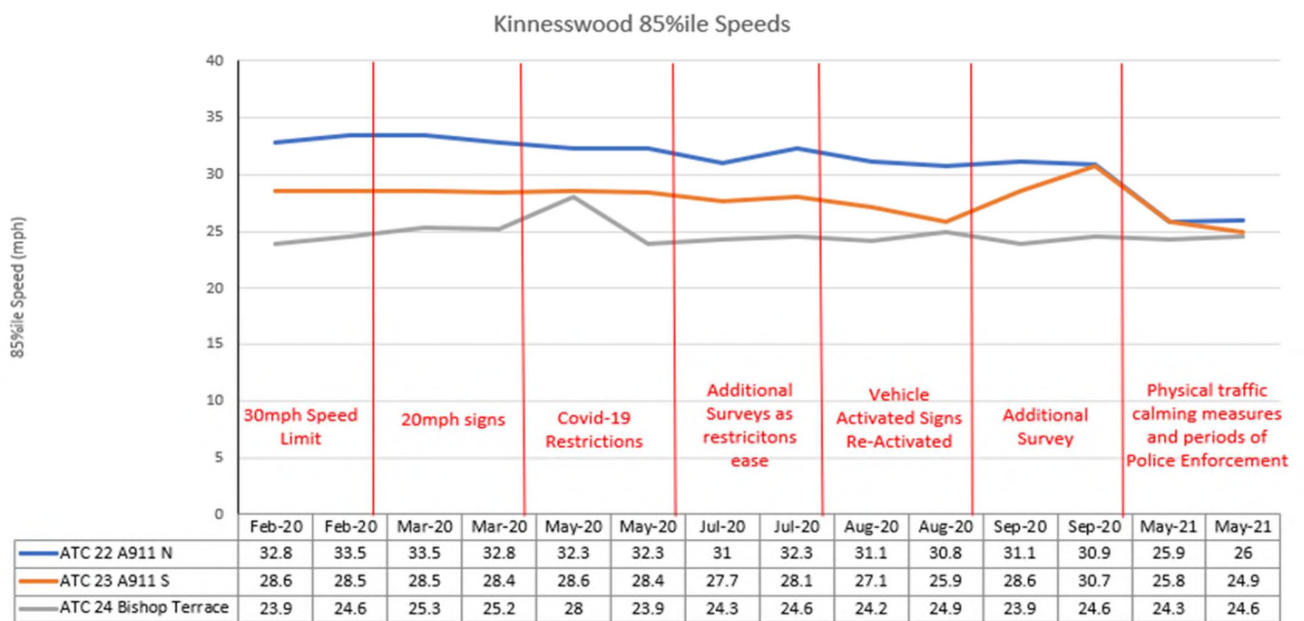
KINNESSWOOD

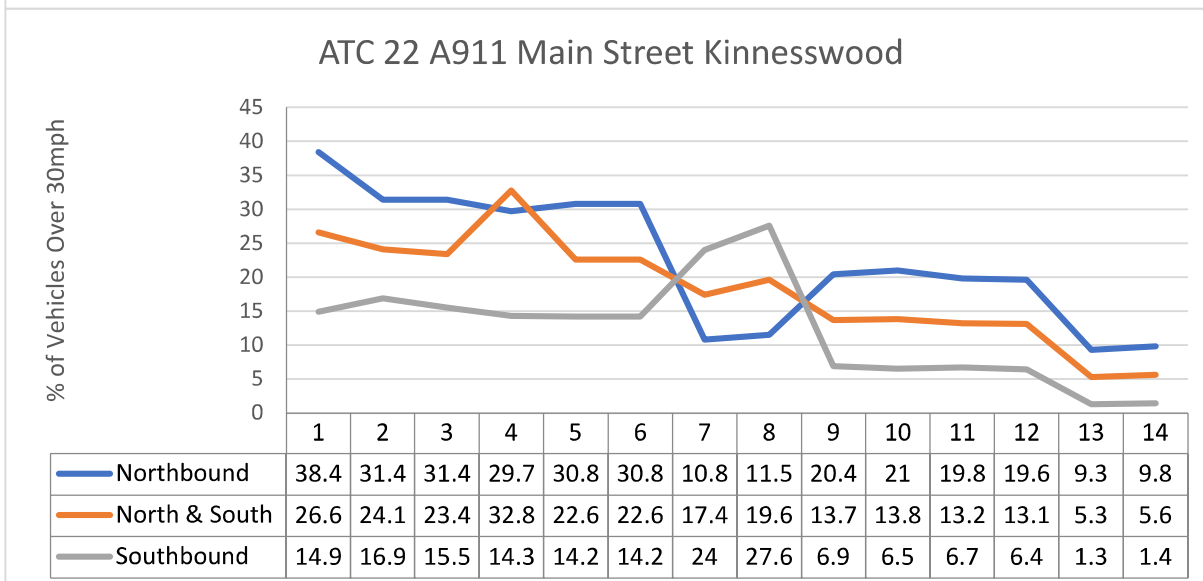
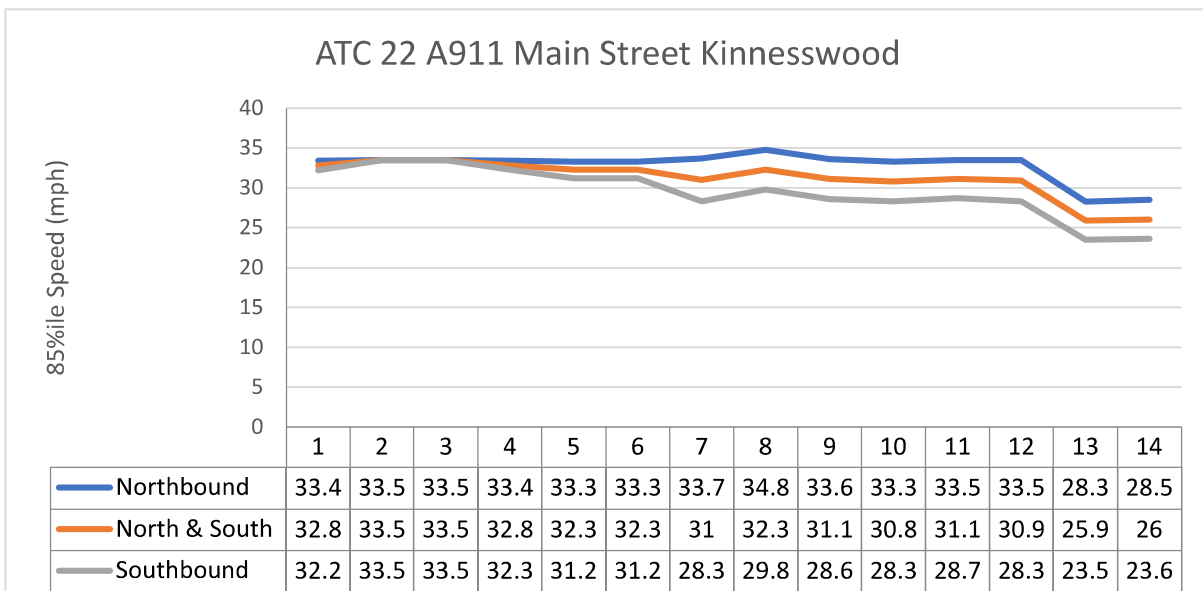
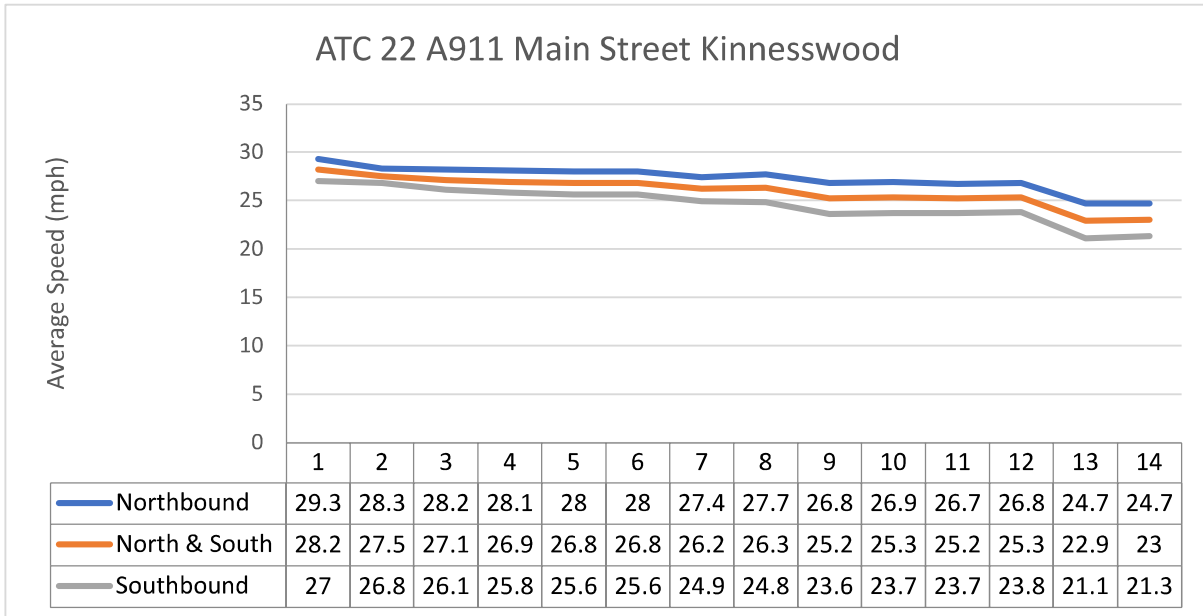


- 4.1 Prior to the trial, Kinnesswood was subject to the national urban of 30mph speed limit. The village, which straddles an A Class road, was bounded by 40mph speed limits leading to Easter Balgiedie at the north and Scotlandwell at the south. There was an advisory Twenty's Plenty non-enforceable 20mph speed limit around Portmoak Primary School, off Bruce Road. Traffic calming, in the form of three priority systems, had previously been installed along the A911 at the north, centre and south of the village. Existing vehicle activated signs, located at the north and south of the village, were switched off at the start of the trial.
- 4.2 Three traffic counters were installed for the trial – on Main Street at the north of the village, on Main Street in the centre of the village and on Bruce Road to the east of the A911. Two vehicle-activated signs were located on Main Street – at the north of the village and near the Bruce Road junction leading to Portmoak Primary School. The location map, speed tables and speed charts for Kinnesswood are contained in Appendix 4.
- 4.3 Prior to the trial, compliance with the 30mph along Main Street was generally good. The average speed at the north of the village was 28mph, dropping to 24mph in the centre of the village. The 85th percentile speed was 33mph and 28.5mph at the same two locations. Northbound traffic through the village was recorded travelling 2mph faster than southbound.
- 4.4 Following the introduction of the speed limit signs, average vehicle speeds at both Main Street counters dropped by 1mph, although the 85th percentile speed remained the same. Despite the presence of the existing traffic calming measures, this is too high to be self-enforcing.

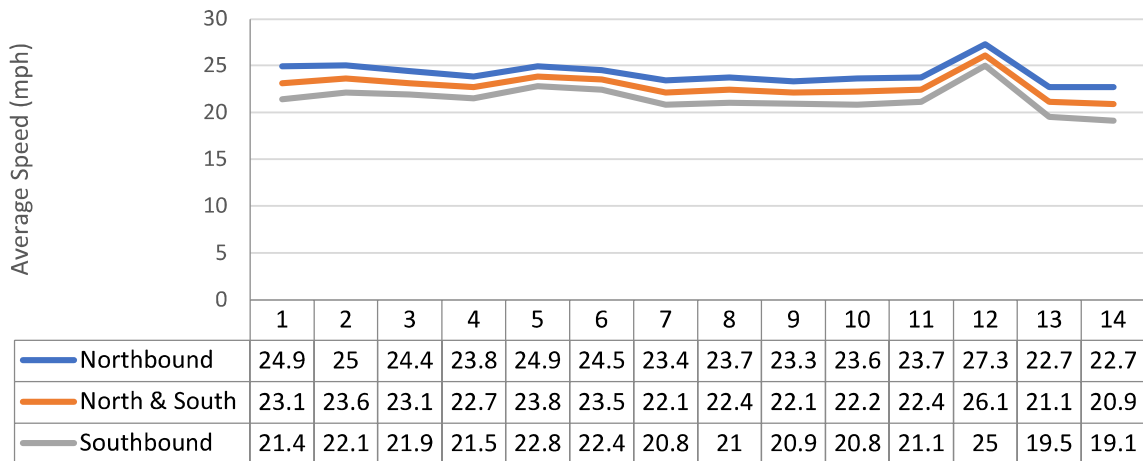
- 4.5 When the vehicle-activated signs were switched back on, the average northbound speed within the village dropped by 1mph and the southbound speed approaching the village dropped by up to 4mph. The 85th percentile speed dropped by 2mph in both directions.
- 4.6 The addition of the speed cushions, in close proximity to the existing priority systems, brought the average speeds down to 23mph at the north of the village and 21mph in the centre of the village. These combined traffic calming measures brought the 85th percentile speeds on Main Street down to the 26mph at the north and 25mph in the centre of the village. However, the narrow road and narrow footway means the speed cushions in the centre of the village are located close to the adjacent properties. The Council has received complaints from residents about noise, vibration and fumes, and requests to remove them. This is currently being investigated.
- 4.7 In February 2020, when Kinnesswood was subject to a 30mph speed limit, 39% of vehicles at the north of the village and 27% in the centre of the village were travelling over 30mph. Most of these were recorded in the low to mid 30s. The lower speed limit brought the percentage of vehicles above 30mph down to 31% at the north and 23% in the centre of the village. The re-introduction of the vehicle-activated signs brought the figures down to 21% and 18% respectively. The introduction of the additional physical measures brought the percentages travelling above 30mph to 10% and 6% at the two survey sites.
- 4.8 Excessive speeds at the north of the village fluctuated to a high of 10 vehicles per day and in the centre of the village to 7 vehicles per day. Following the introduction of the combined traffic calming measures, this has dropped to 3 vehicles at the north and 2 vehicles in the centre.
- 4.9 Bruce Road, off the A911 Main Street, leads to Bishop's Terrace and the residential streets around the primary school. The average speed remained at 19mph, and the 85th percentile speed remained at 24mph, throughout the trial. This was largely determined by the existing road environment and road alignment.
- 4.10 The percentage of vehicles travelling above 30mph on Bruce Road remained at 15% following the start of the trial. Following the re-introduction of the vehicle-activated signs on Main Street, this percentage dropped to 7%. Following the installation of the speed cushions on Main Street, this dropped further to 1.5%. None of the additional measures were put in place on Bruce Road which demonstrates that traffic calming measures can influence driver behaviour and vehicle speeds on adjoining streets. No vehicles were recorded travelling at excessive speed on Bruce Road.
- 4.11 The combination of traffic calming measures on Main Street 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 from the mid-20s to the low-20s.



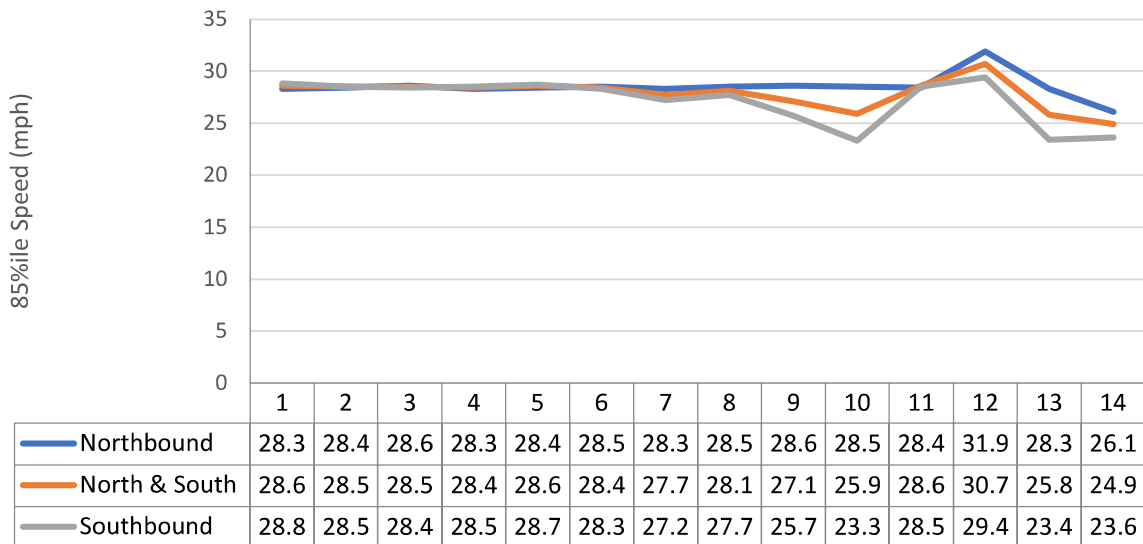




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