



20 mph Trial in Aberfeldy, 2020

Provisional Results of Traffic Surveys Conducted February - September 2020

Main Messages

- Over the trial period mean speed has been reduced by between 1 and 9%
- COVID has prevented the trial being conducted as designed
- Lockdown 1 had a significant impact on traffic flow and complicates analysis
- The cleanest data set analysed to date are from Kenmore Road, the “hotspot” of the 2017 surveys
 - A 9% reduction in mean speed was found between baseline and trial end (2.75 mph lower; ROSPA* estimate this should **reduce accident frequency by more than 16%; pedestrian fatality risk at mean speed has reduced from c.75% to c.50%** [figure 4]))
 - In 2017, 59% of daily traffic was exceeding 30 mph, in September 2020 this had reduced to 20.1%
- Mean speed reduction averaged c 4.5% on Taybridge Road and Breadalbane Terrace, c 1% on Crieff Road
- It is recommended that the whole town 20 mph limit is retained as it has contributed to reducing speeding in the town

*ROSPA: Inappropriate Speed Factsheet, June 2018

Figure 1 – Survey locations

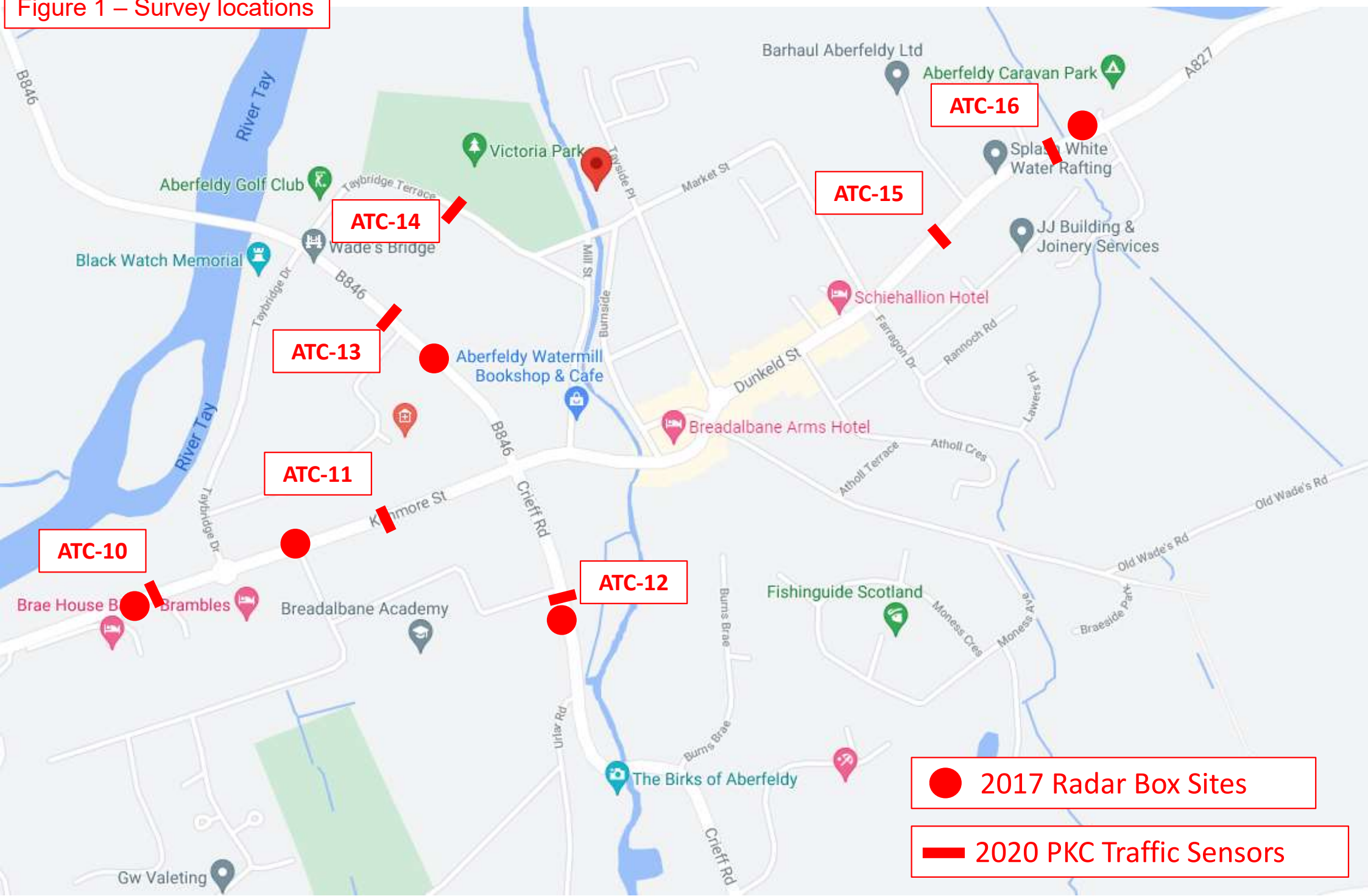


Figure 2

Kenmore Road: Mean and 85th percentile speeds vs Traffic Volume

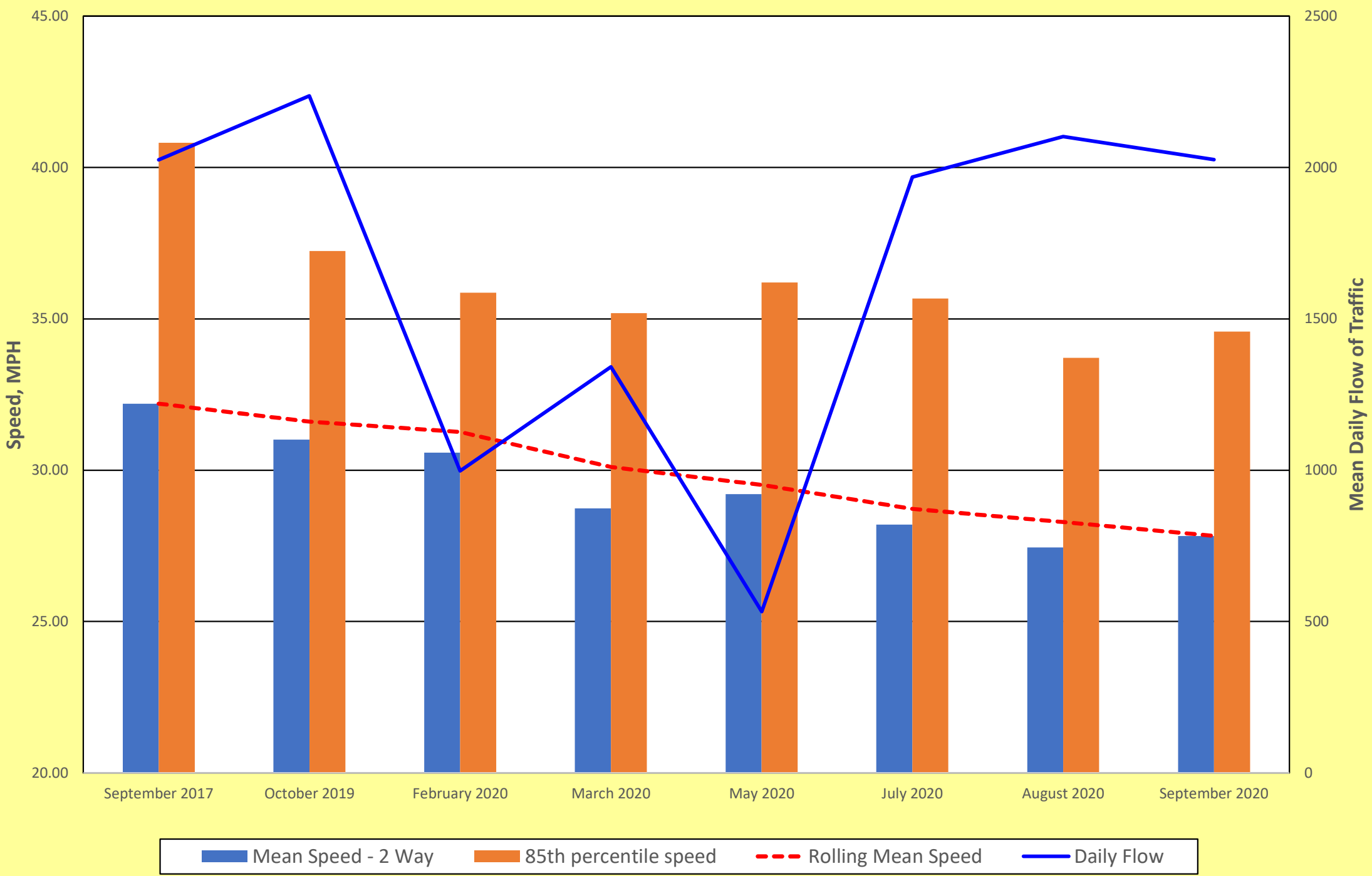
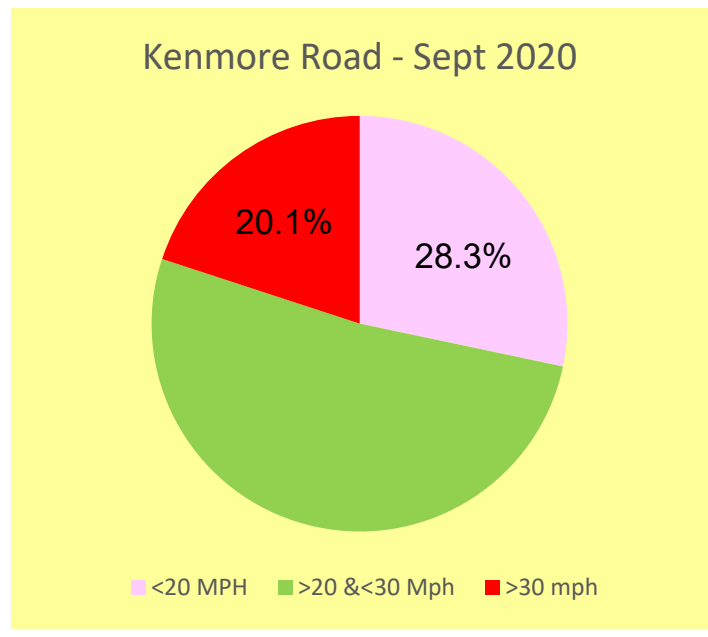
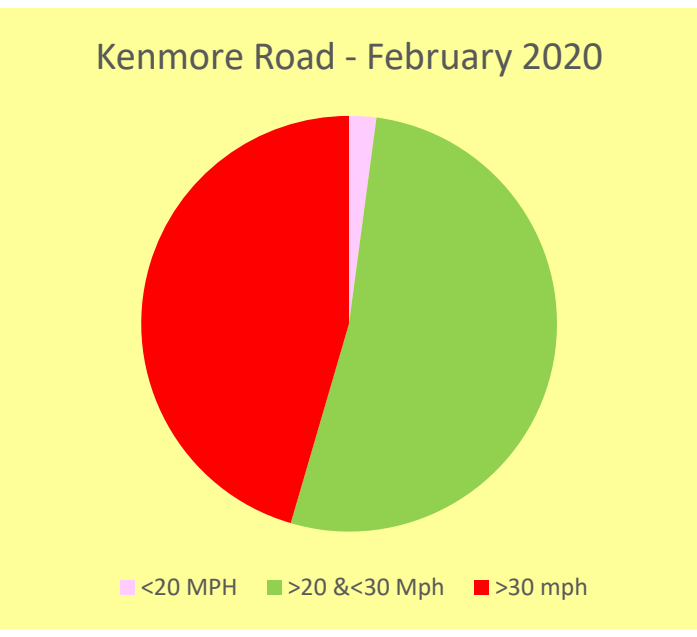
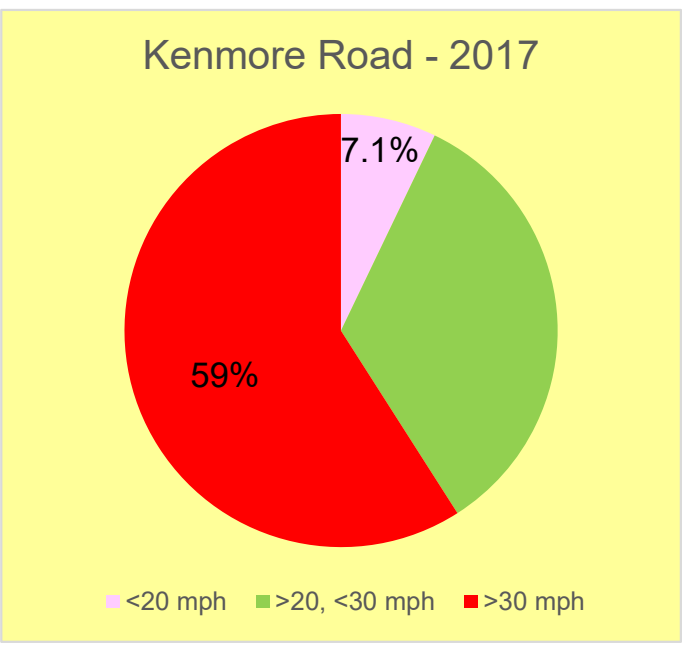


Figure 3 – Overall reduction in speeding September 2017 to September 2020



Pedestrian fatality risk as a function of the impact speed of a car

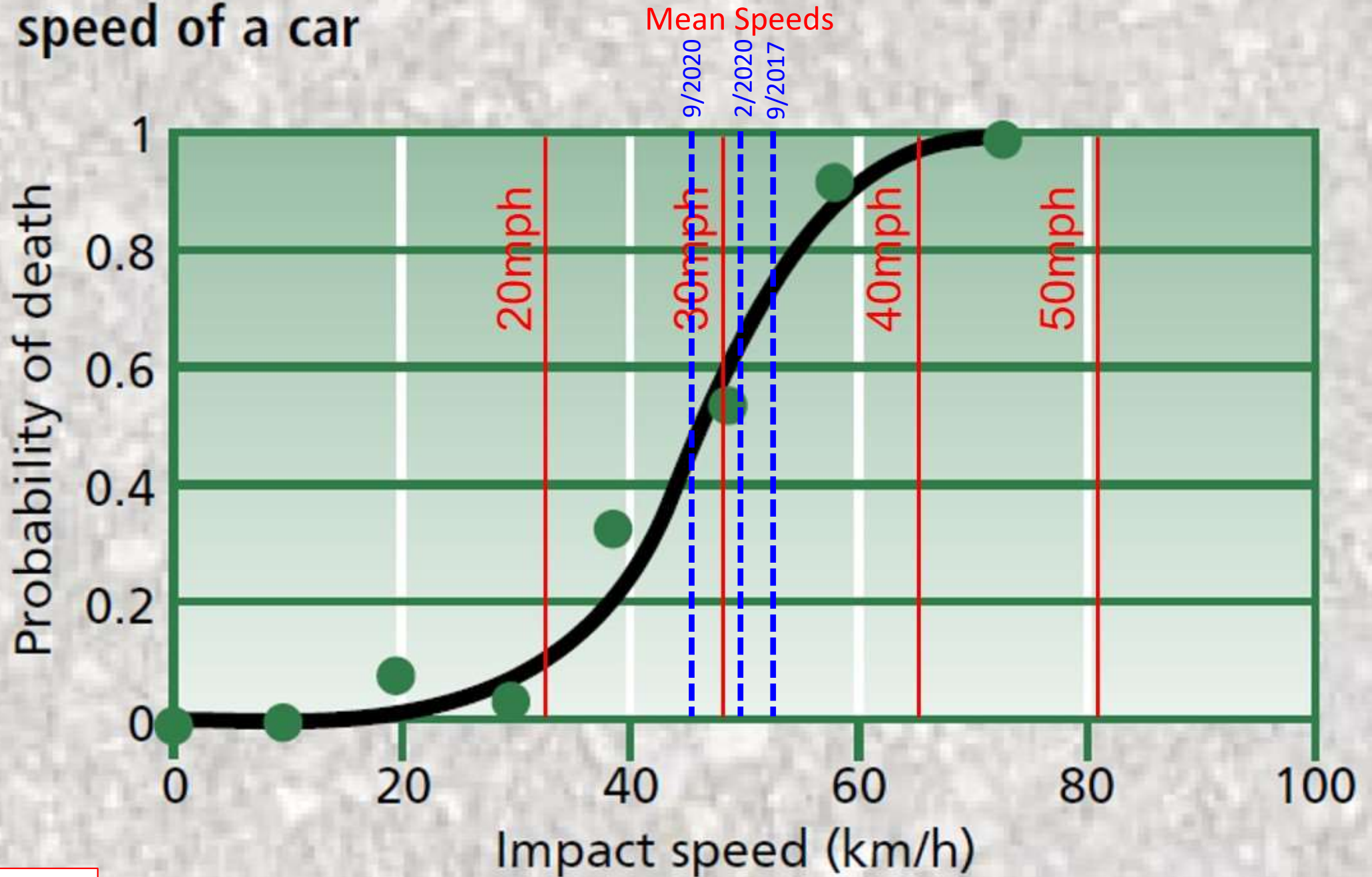


Figure 4