



Speeding in Aberfeldy, 2019 Taybridge Road Results

Comparison of Traffic Surveys Conducted in September 2017 and
October 2019

Aberfeldy Community Council Road Safety Sub-Group

Introduction

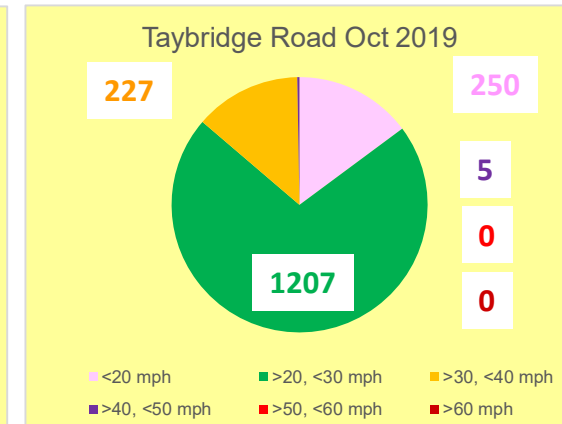
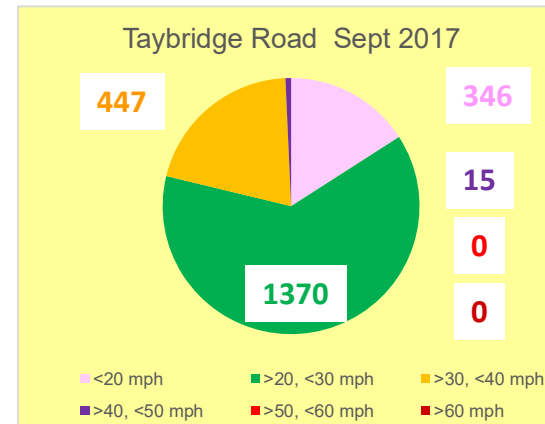
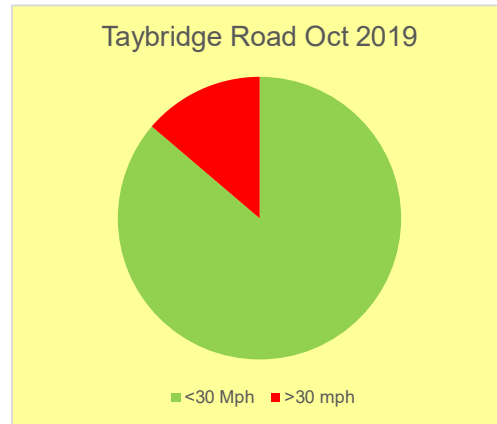
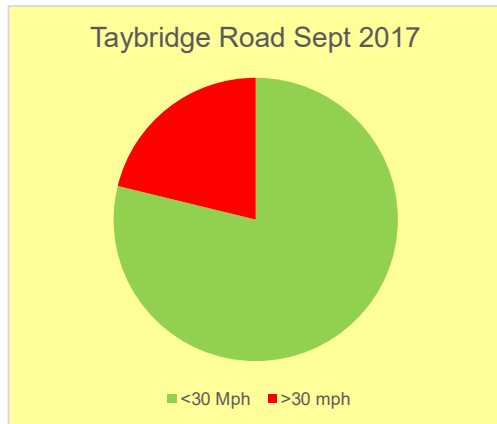
Traffic Surveys were conducted in 2017 due to concerns about the extent of speeding in Aberfeldy. They demonstrated a significant problem and steps were taken to try to reduce the scale. One such was the programme of erecting Vehicle Activated Speed Signs (VASS). At the time of selecting sites and considering which direction to point the signs, the 2017 data influenced the proposals that the Road Safety Group put forward. In particular we managed to persuade PKC to have the one on Taybridge Road face the North bound traffic, because, overall, the 2017 data had shown outbound speeding traffic was more of an issue than inbound traffic (particularly on Kenmore Road and Dunkeld Road)) and because of concerns about the traffic immediately adjacent to the health centre turn, elderly residents of Abbeyfield and Dalweem and the pedestrians associated with the putting green. We also put forward a proposal to specify the posts supporting the signs, such that they could take the weight and electrics for bi-directional signage, should this prove to be needed or at least beneficial. Our original plans included a re-deployable sign which could have moved from one site to the others, over time, to get this bi-directional effect.

Surveys have been conducted on Kenmore Road and Taybridge Road since the VASS's have been installed to look at impact. This document presents the results of recent surveys on Taybridge Road and compares before and after results.

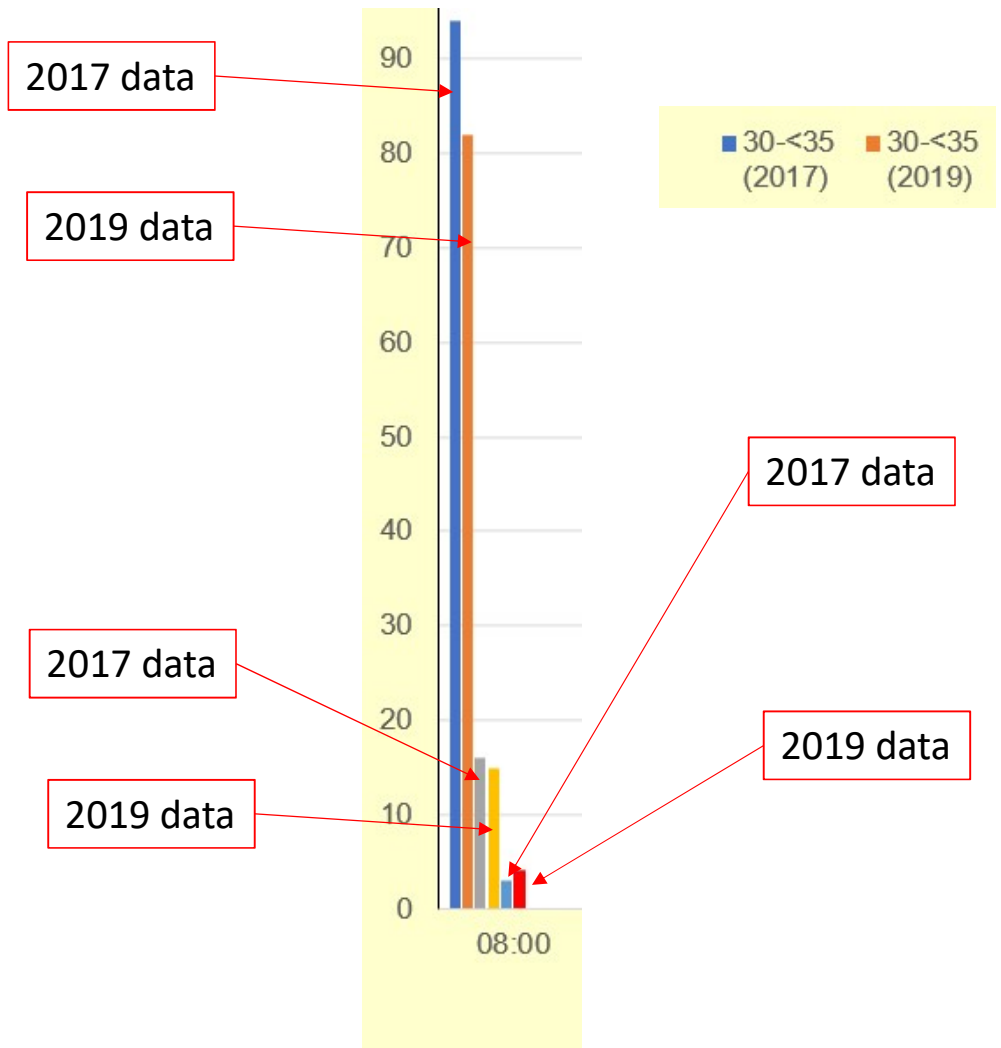
10 days of data were collected in 2019 in two tranches of 5 days, from October 1st to 5th and from October 11th to 16th (16,926 total movements). This compares to 7 days of data in 2017 (13,100 observations). Directional data used in the comparison have been factored for this sample size difference.

Comment

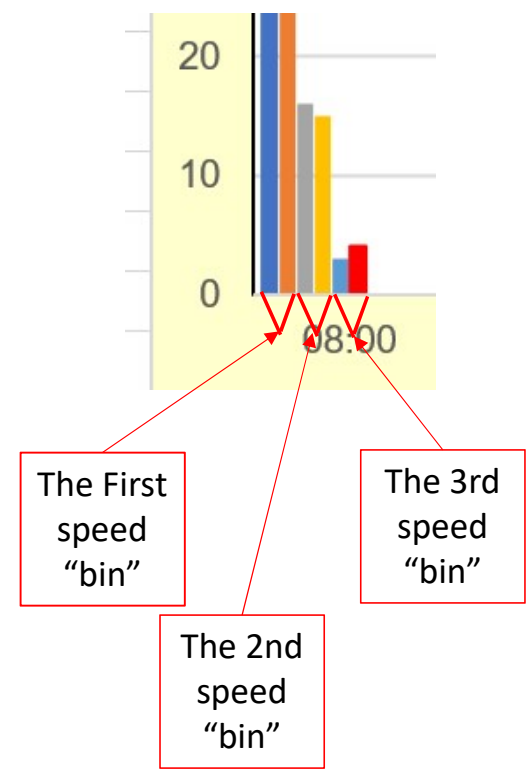
The VASS does seem to have made a difference. Overall speeding is down. The pie diagrams below show an appreciable increase in the proportion of traffic at speeds less than (“<”) or equal to 30 mph. The more detailed charts to the right show that there has been a significant fall in traffic doing between 30 and 40 mph (447 to 227) and those doing between 40 and 50 mph (15 to 5).



Mean Daily Numbers



One speed "bin": in this case more than 30 mph, but less than (<) 35 mph



Please note that in the next, directional, plots, the bars are arranged so that the 2017 data comes first and 2019 data second for each speed "bin", within each hour time slot, as is further illustrated above.

Comment

The previous data were overall numbers ignoring direction of travel. However, directional data are recorded and these have been reviewed to evaluate the extent to which the VASS has changed overall driver behaviour rather than just impacting the behaviour of those challenged by the sign. While some of the Southbound traffic data shows an improvement from 2017 to 2019 (mostly in the morning), overall there is not a significant improvement. For the Northbound traffic there is a clear and consistent improvement.

It is suggested that one way to continue to improve will be to go bi-directional.

