

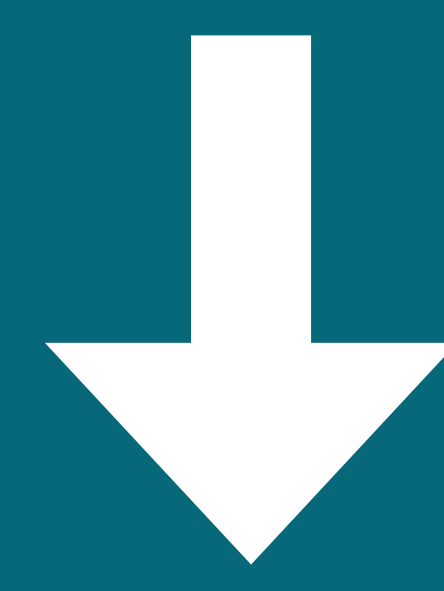
Welcome

This consultation seeks to gather public and stakeholder input on proposed changes to Scotland's speed limits.

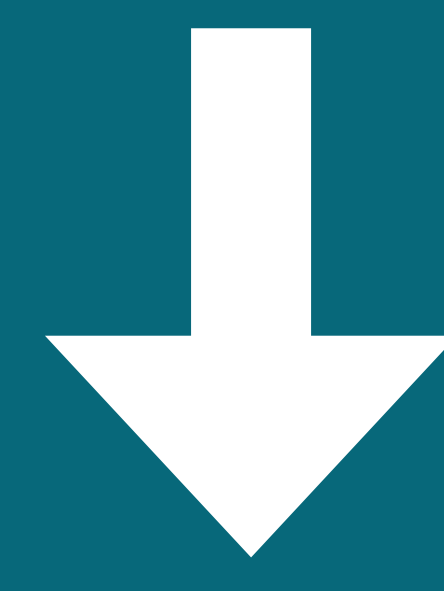
In February 2021, the Scottish Government launched its Road Safety Framework to 2030, with the ambition for "Scotland to have the best road safety performance in the world". The framework includes several interim targets for 2030.

These interim targets are part of a long-term goal for Scotland to achieve Vision Zero by 2050, where no one is killed or seriously injured on our roads.

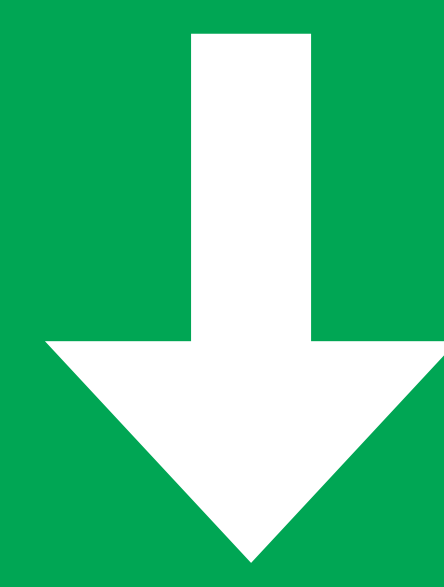
Scan the QR code to view Scotland's Road Safety Framework to 2030.



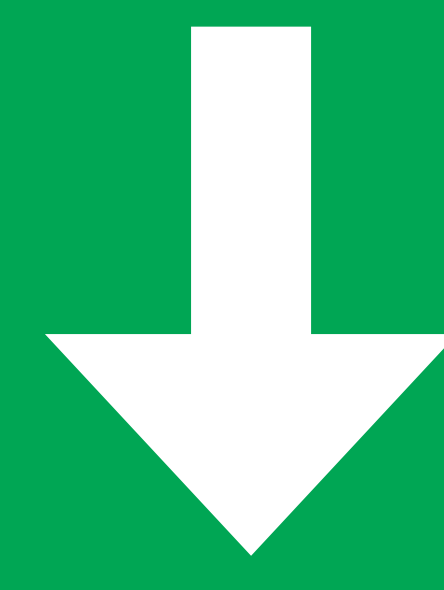
50% reduction in people **killed**



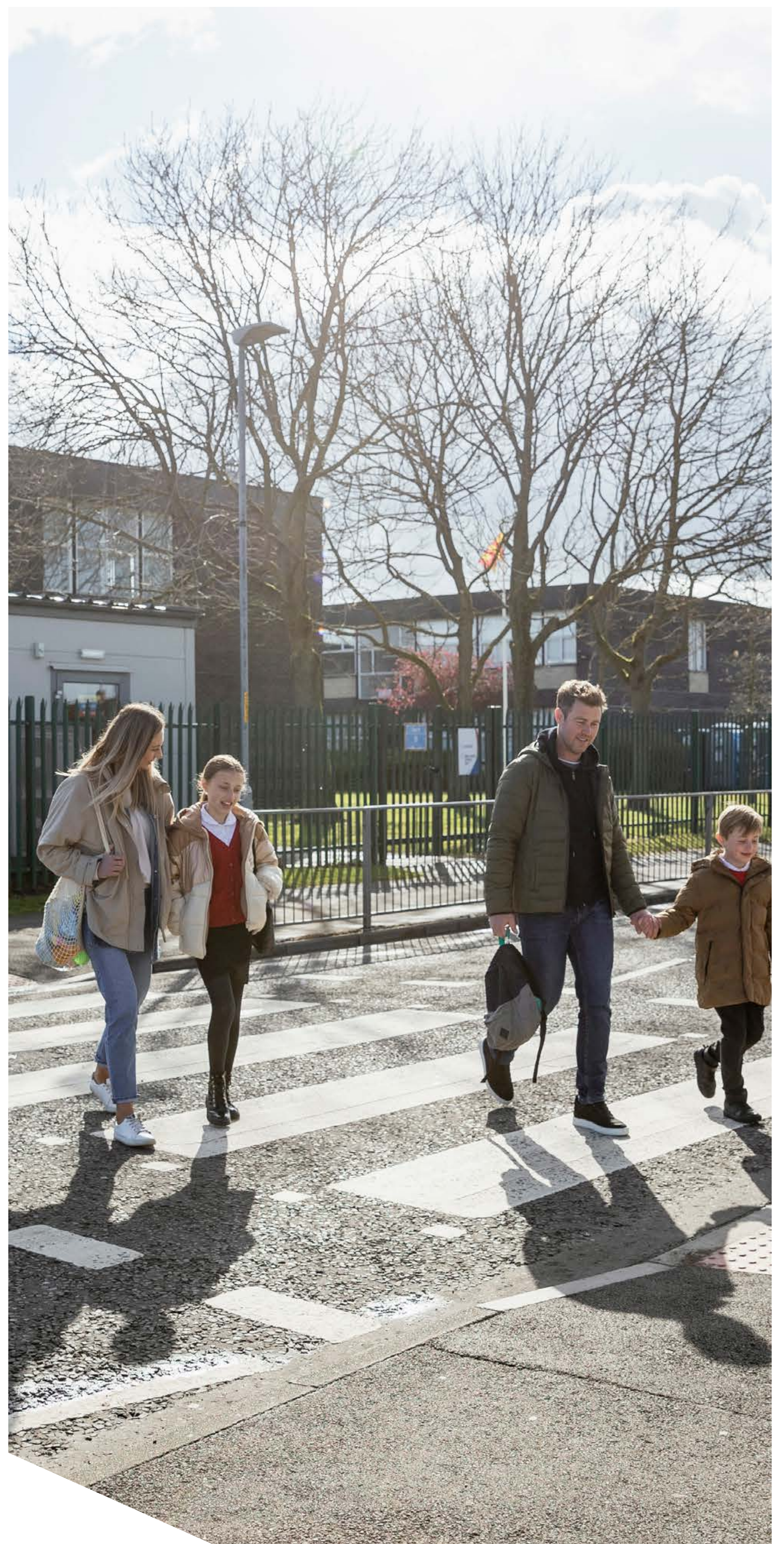
60% reduction in children (aged <16) **killed**



50% reduction in people **seriously injured**



60% reduction in children (aged <16) **seriously injured**



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Scotland's Road Safety Framework to 2030

Scotland's Road Safety Framework 2030 includes a safe system and involves those who manage and design the roads as well as those who use them; each is responsible for, and must contribute to, eradicating fatal and serious injuries.

The safe system framework highlights that for Scotland to have the best road safety performance in the world it requires safe road use, safe vehicles, an effective post-crash response, safe roads and roadsides and safe speeds.

Speed management is globally recognised as a proactive strategy to encourage safer driving speeds while maintaining efficient mobility.



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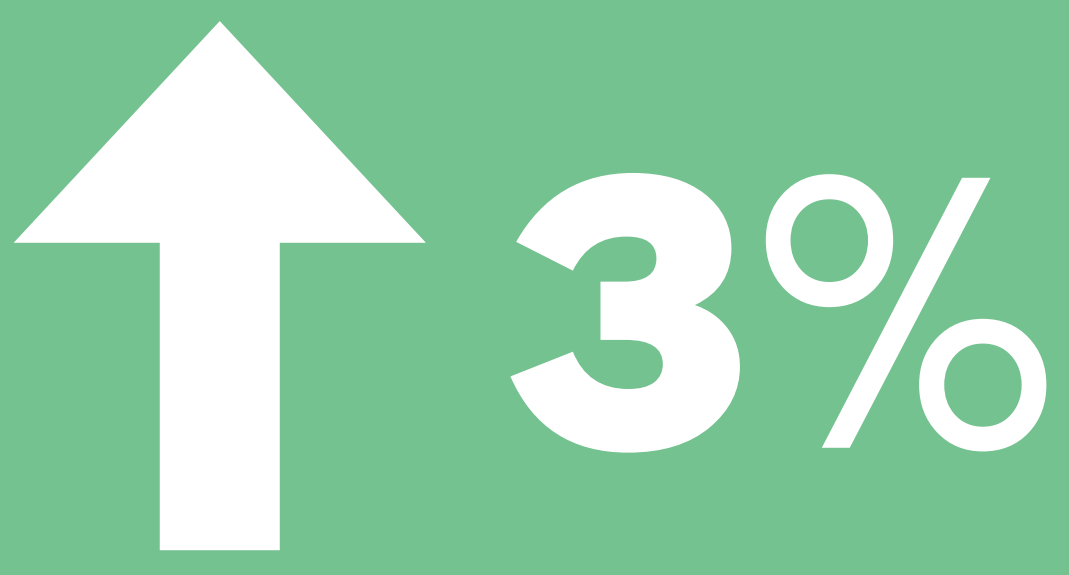
Road Safety in Scotland



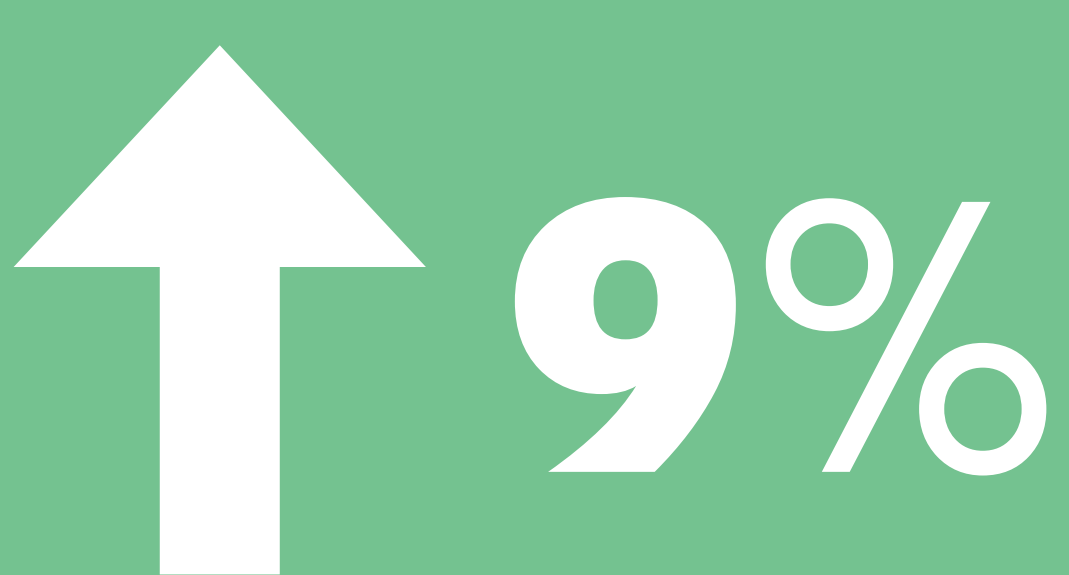
In 2023, the number of people **killed** on Scotland's roads was **155**.



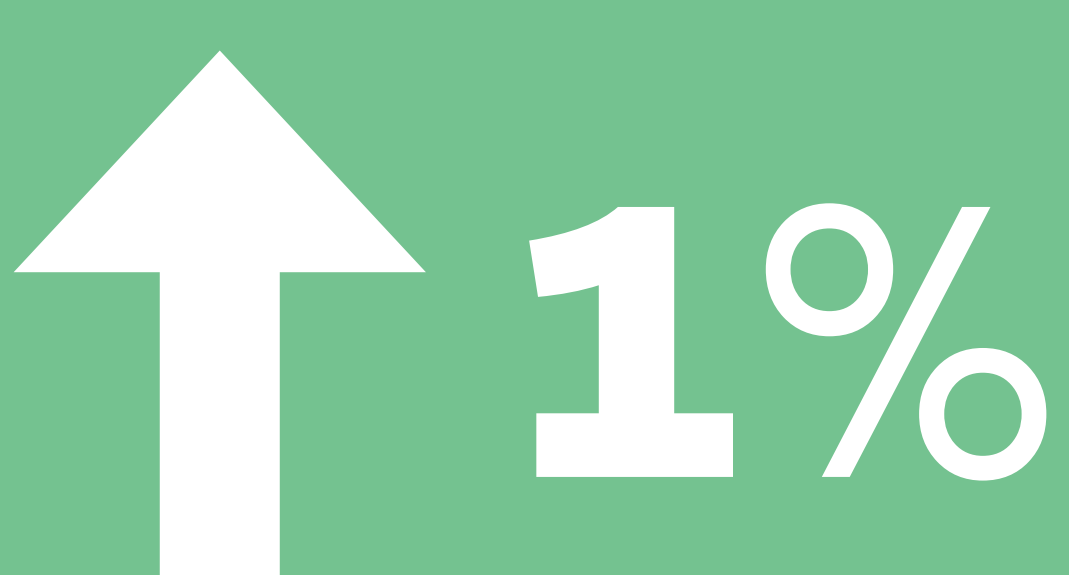
This was the **fourth lowest annual figure**, and the second lowest recorded in a non-pandemic year.



However, casualties of all other severities increased, and **total casualties rose by 3%** (from 5,643 to 5,829).



Serious casualties rose by 9% (from 1,783 to 1,944).



Slight casualties rose by 1% (from 3,689 to 3,730).

In 2023, on Scottish single carriageway roads with a national speed limit there were 77 fatalities and 677 serious injuries.

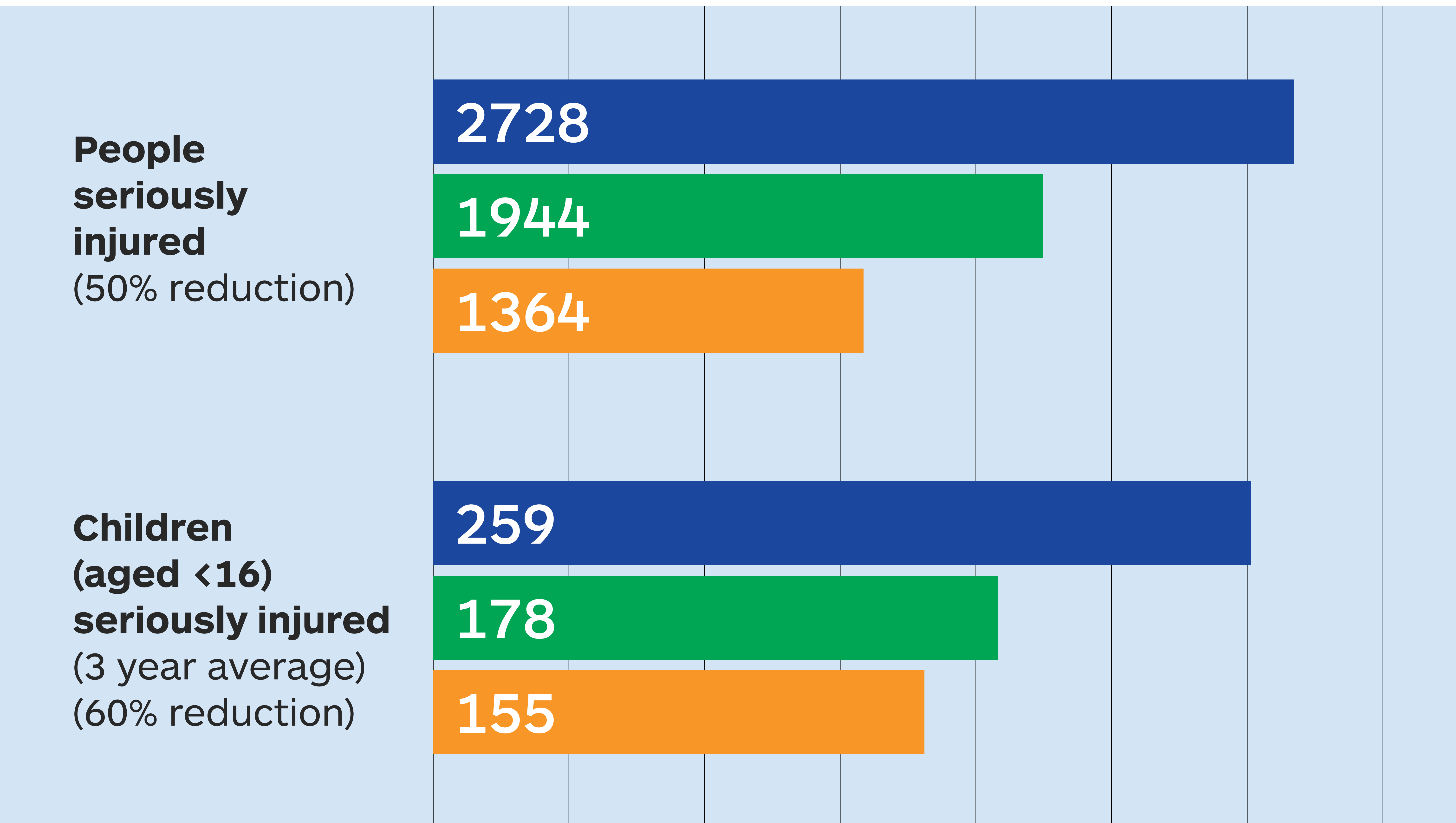
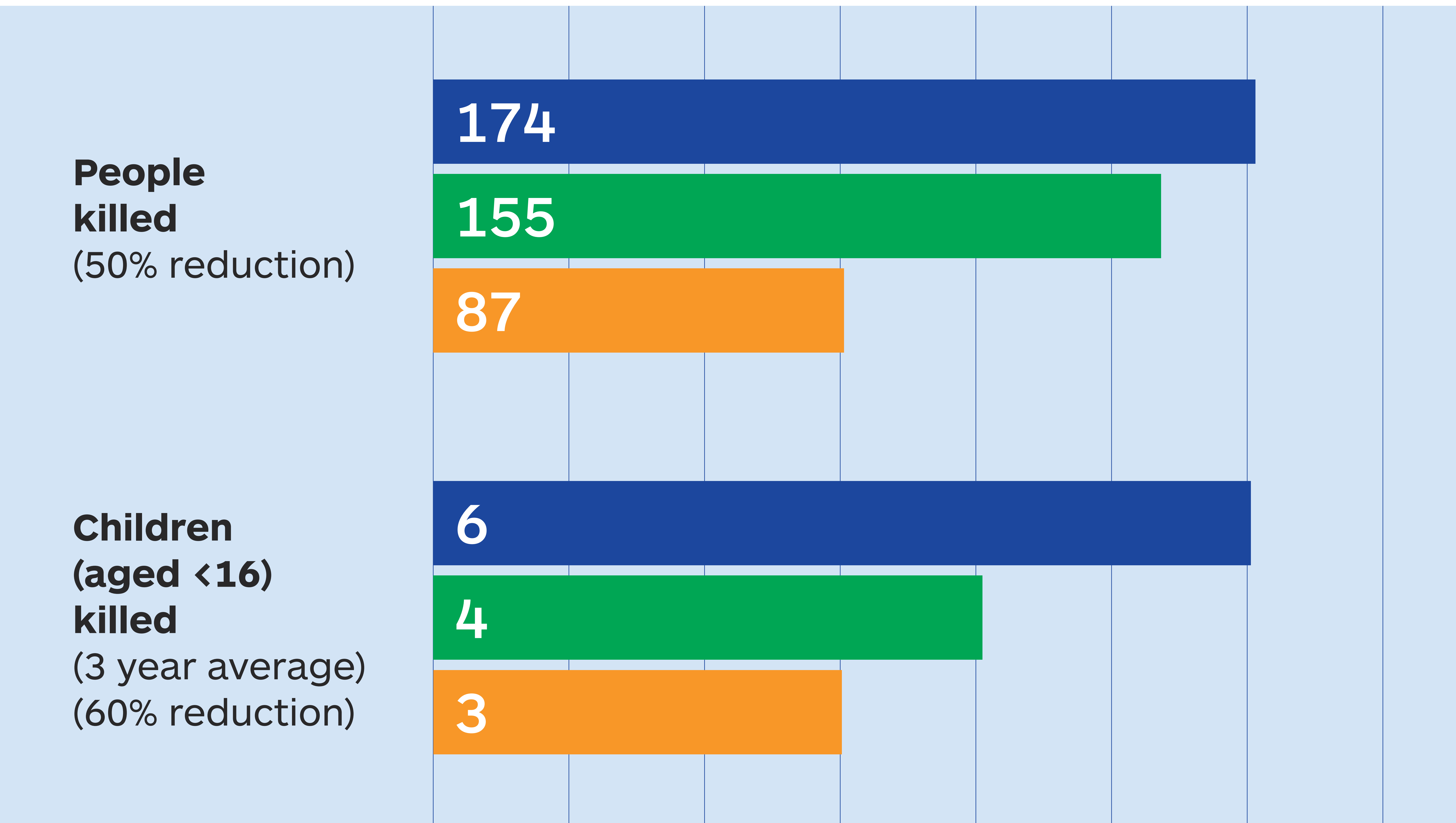
The number of fatalities in 2024 has significantly increased compared to 2023.



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Road Safety in Scotland

The following outlines the progress towards achieving the 2030 framework targets.

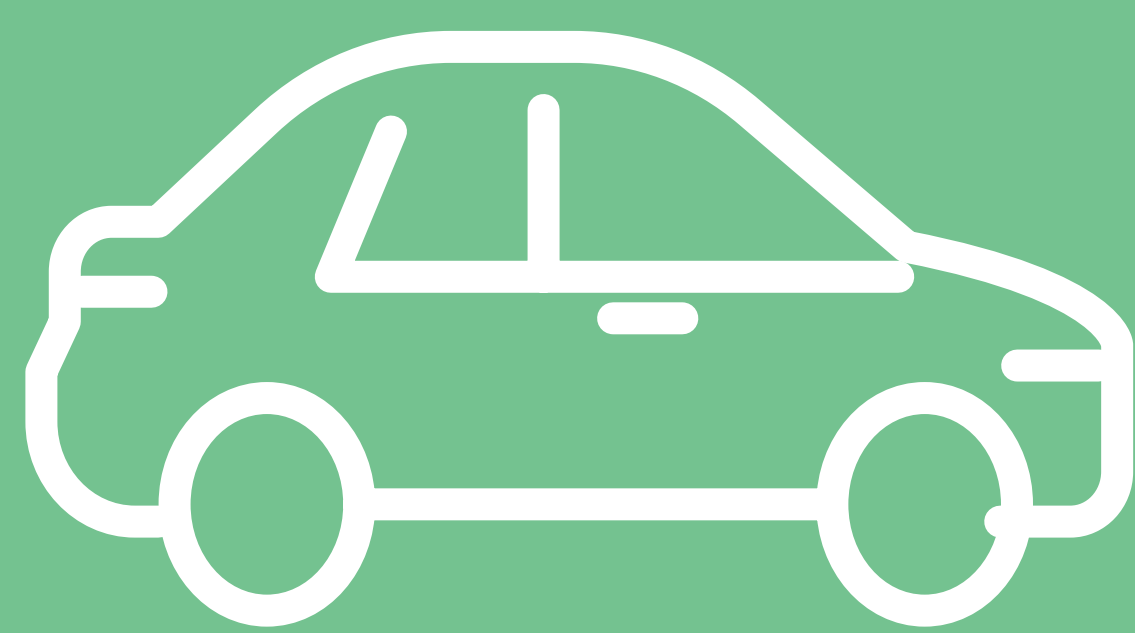


- 2014-2018 Average
- 2023
- 2030 Target



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National Speed Management Review



One of the key initiatives under the Road Safety Framework is the National Speed Management Review. The review aims to ensure speed limits on Scotland's roads are appropriate and help to reduce the number of those being killed and injured on Scotland's roads.



Drawing on international best practices the review considered a range initiatives, including speed limit adjustments, to enhance road safety while maintaining journey times and improving journey time reliability.

LOW

A key finding was that higher traffic speeds increase both the likelihood and severity of collisions. Research highlights that reducing vehicle speed by just 1 km/h can decrease road fatalities by 8% and overall casualties by 6%. Reducing speeds can also improve traffic flow and air quality.



Scan the QR code to view the virtual exhibition room.




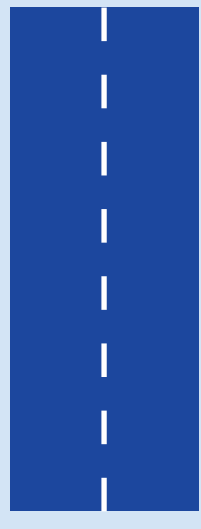





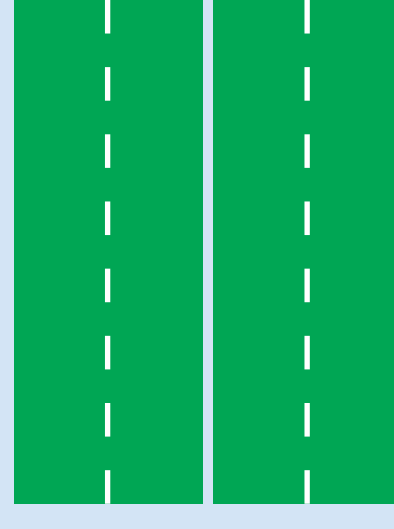

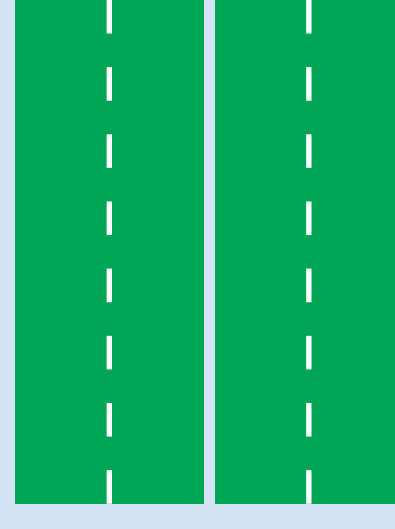



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Proposed Changes Being Considered

The changes being considered by this consultation would only apply to national speed limits on single carriageways for cars and motorcycles and for goods vehicles (exceeding 7.5 tonnes) on single carriageways and dual carriageways.

No changes to motorways or built-up areas are being considered.

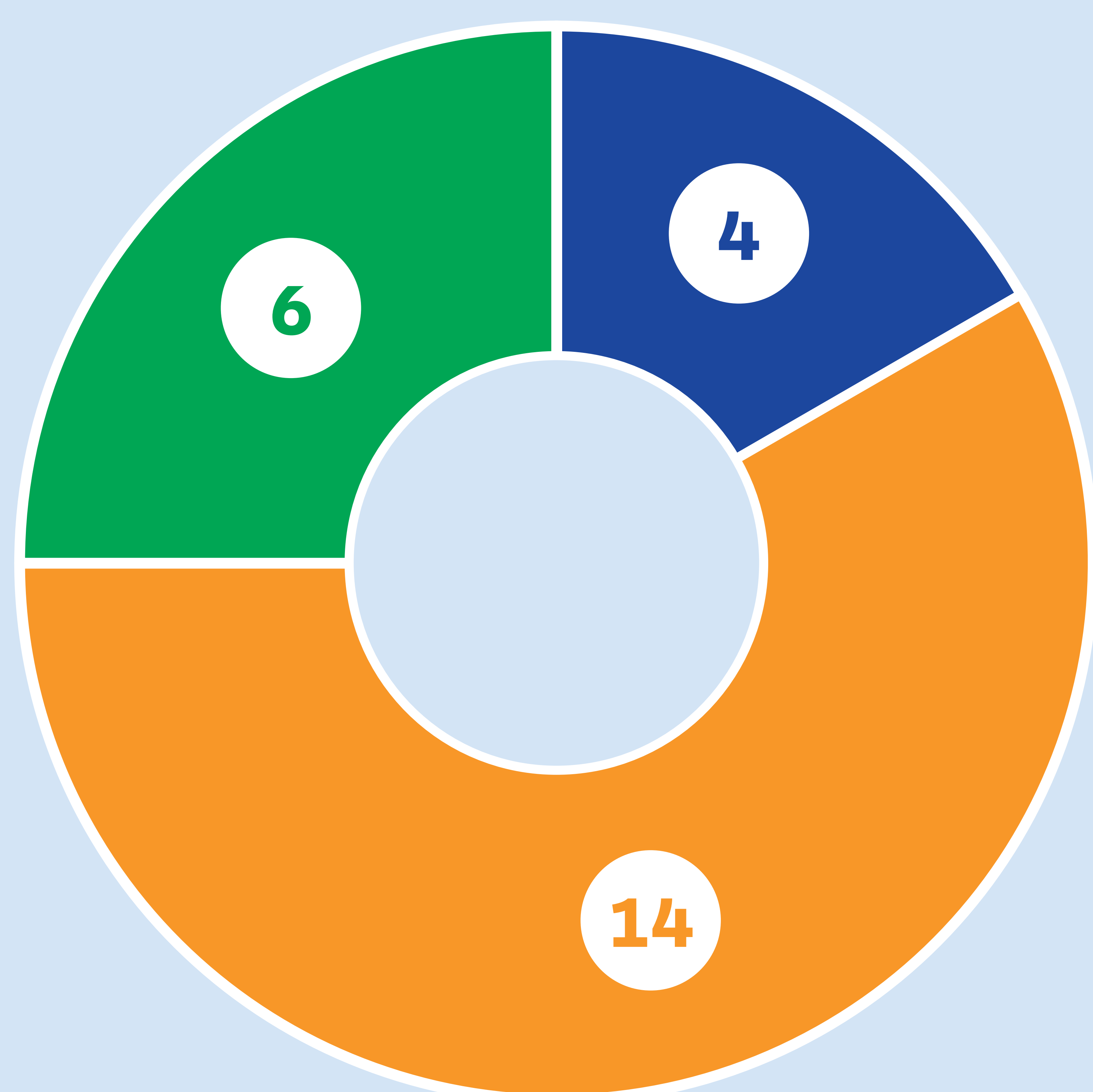
	Existing Speed Limit (mph)	Proposed Speed Limit (mph)
 <p>Cars and Motorcycles (Including car derived vans up to 2 tonnes maximum laden weight)</p>	Single Carriageway  	Single Carriageway  
 <p>Goods Vehicles (Exceeding 7.5 tonnes maximum laden weight)</p>		
 <p>Goods Vehicles (Exceeding 7.5 tonnes maximum laden weight)</p>	Dual Carriageway  	Dual Carriageway  



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Impacts of the Proposals

The proposed changes to the speed limit have been subject to rigorous assessment. The anticipated reduction in collisions is expected to result from decreased driver frustration and lower vehicle speeds.



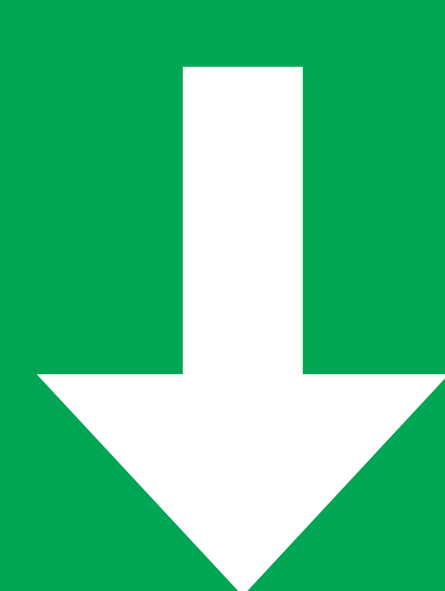
Minimum 1 Year Savings

- Fatal
- Serious
- Slight

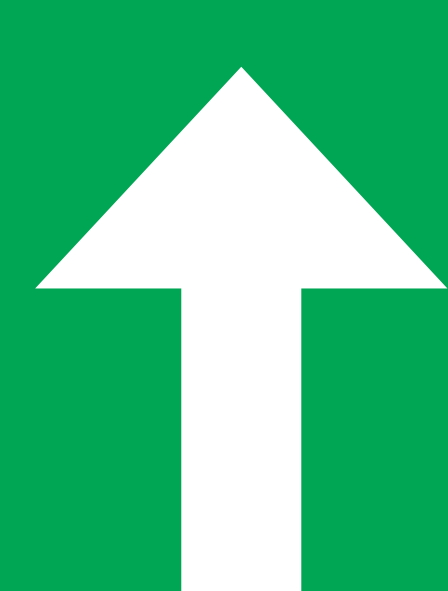
Forecasts indicate that implementing this change on Scotland's road network could lead to a 23% reduction in fatalities and an 18% reduction in serious injury within the first year of implementation.

The proposed changes could lead to the prevention of more than 1,200 collisions that cause injury over a 60 year period.

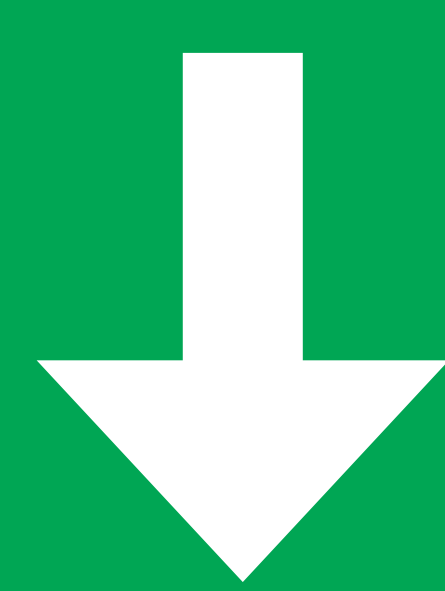
A number of impacts are expected from reducing the difference in speeds between goods vehicles (exceeding 7.5 tonnes) and other roads users. These include:



Reduce driver frustration



Improve journey time reliability



Reduce journey times for goods vehicles



Scan the QR code to learn more about the consultation.



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Next Steps



Responding to this consultation

The final date to respond to this consultation is **5 March 2025**.



How to respond

To encourage broad engagement, Transport Scotland offers multiple ways to participate. You can respond by:

Online: **<https://consult.gov.scot/transport-scotland/national-speed-management-review/>**

By email: **roadsafety@transport.gov.scot**

Or by post: **Road Safety Policy, Transport Scotland, 2F North, Victoria Quay, Edinburgh EH6 6QQ**



Need assistance

If you need support in answering this consultation or have a query about the consultation process, please email: **roadsafety@transport.gov.scot**



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