National Speed Management Review

RSS Conference - March 2025

National Speed Management Review

- The review supports Scotland’s Road Safety Framework to 2030

- Review aims to ensure speed limits are appropriate and effective in reducing death and injuries on Scotland's roads.

Introduction

- Road Safety Framework to 2030
- 2030 Target
- 2050 Vision Zero Target

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**

Road Safety in Scotland

- In 2023, the number 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:

Slight casualties **rose by 1%**

(3,730 to 3,689)

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

Total casualties **rose by 3%**

(5,643 to 5,829)

Road Safety in Scotland

- Scotland's road network spans 57,000 km.
- Single carriageway roads represent the large majority (>95%) of the road network. A substantial proportion, particularly in rural areas, have a national speed limit of 60 mph for cars and motorcycles.
- In 2023, on Scottish single carriageway roads with a national speed limit there were 77 fatalities and 682 serious injuries.

YEAR	Casualty severity		
	Fatal	Serious	Total KSI
2020	63	516	579
2021	71	551	622
2022	96	600	696
2023	77	682	759
Total	307	2,349	2,656

- The number of fatal casualties in 2024 has significantly increased compared to 2023.

National Speed Management Review

- One of the key initiatives under the Road Safety Framework to 2030 is the National Speed Management Review.

- The review aims to ensure speed limits on Scotland's roads are appropriate and contribute to reducing the number of those killed and injured on Scotland's roads.

National Speed Management Review

- Higher traffic speeds increase both the likelihood and severity of collisions.

- Lowering speeds could significantly reduce casualties. Research found that for **every 1 km/h** reduction in vehicle speed there is a:

8% reduction in fatalities

6% reduction in overall casualties

- Reduced speeds can also maintain journey times and improve journey time reliability

Proposed Changes on Single Carriageways

	Existing Speed Limit (mph)	Proposed Speed Limit (mph)*
Cars and Motorcycles (Including car derived vans up to 2 tonnes maximum laden weight)	60mph	**50mph**
Goods Vehicles (Exceeding 7.5 tonnes maximum laden weight)	40mph	**50mph**

*No speed limit changes are proposed for Cars Towing Caravans, Buses and Coaches and Goods Vehicle not exceeding 7.5 tonnes

Proposed Changes on Dual Carriageways

	Existing Speed Limit (mph)	Proposed Speed Limit (mph)*
 Goods Vehicles (Exceeding 7.5 tonnes maximum laden weight)	50mph	**60mph**

*No speed limit changes are proposed for Cars, Cars Towing Caravans, Buses and Coaches and Goods Vehicle not exceeding 7.5 tonnes

Impact Assessment of the Proposals

- Reducing injury collision flows from reducing driver frustration and reducing vehicle speeds.

- Impact after Year 1

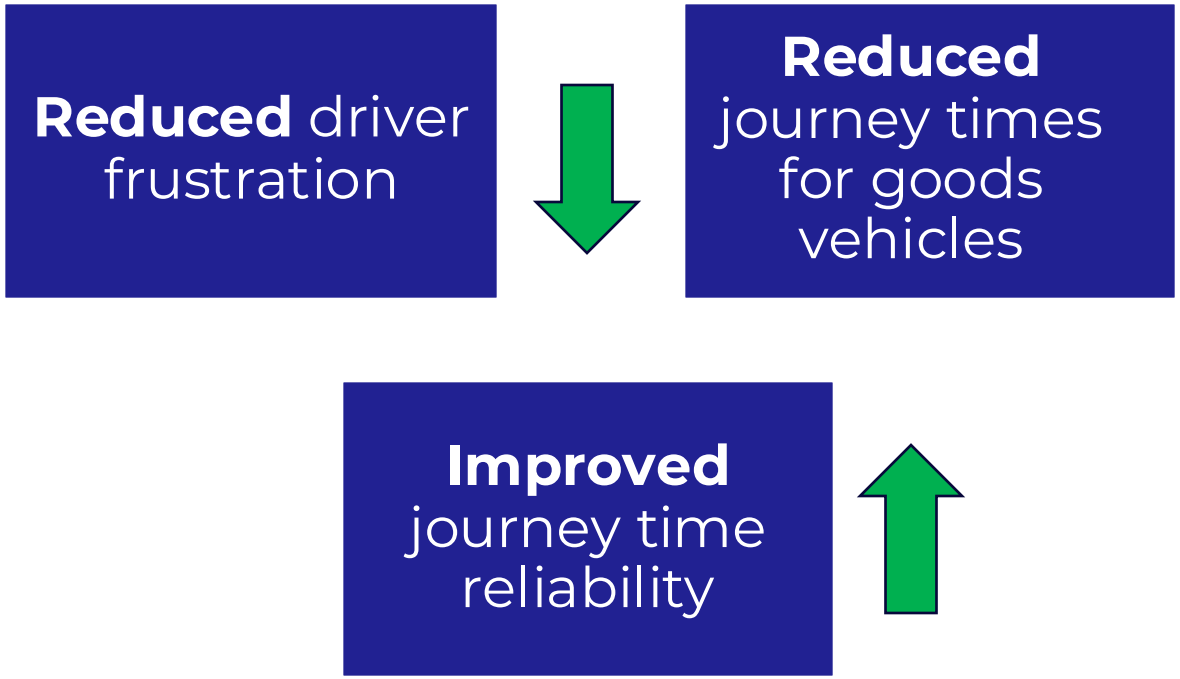
23% reduction in fatalities

18% reduction in serious injuries

- Impacts on the economy and environment would be minor.

Impact Assessment of the Proposals

- Reducing the speed difference between goods vehicles (exceeding 7.5t) and other roads users is anticipated to have several significant impacts, including:



Consultation and Next Steps

- 14-week consultation
- Robust engagement.
- Local & online events
- 19,000+ responses

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