

Transport Scotland Issues New 20mph Guidance

A 20's Plenty for Us Press Release Jan 2015 www.20splentyforus.org.uk/PReI/Scotland20mphGuidance.pdf

Transport Scotland has issued new guidance which replaces that in its outdated 2001 circular. The new guidance embraces 20mph limits “near schools, in residential areas and in other areas of our towns and cities where there is a significant volume of pedestrian or cyclist activity”.

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Previous Scottish guidance to local traffic authorities on implementing 20mph limits dated from 2001 and so failed to take into account either developing 21st century calls for lower speeds on community roads or the significant implementations and success of wide-area 20mph limits throughout England. Whilst wide-area 20mph limits were implemented for the south side of Edinburgh very successfully, these all needed special Transport Scotland approval.

This new guidance¹ replaces all previous guidance on 20mph limits. It now recognizes and references the active travel, public health, air quality and road safety benefits from wide-area 20mph limits. Some key statements in the guidance are :-

- The Scottish Government is committed to creating a healthier, greener and safer Scotland and believes that the introduction of 20 miles per hour (mph) restrictions can help to contribute to all these objectives. By reducing speed on our roads we can create streets where the space is shared more equally between different road users and create a safer environment, encouraging people to make active travel choices.
- The Scottish Government is committed to encourage initiatives that cut speed, particularly near schools, in residential areas and in other areas of our towns and cities where there is a significant volume of pedestrian or cyclist activity. The Scottish Government believe it is right that local authorities should have the power to set appropriate speed limits on local roads in order to meet local circumstances.
- The Scottish Government is also keen to see a transformation of our towns and cities to ensure people are prioritised over motor vehicles and increasingly choose to walk or cycle when they make short journeys.

Besides providing guidance that is far more supportive of wide-area limits it specifically states that advisory limits should no longer be implemented and instead mandatory limits should be used.

Rod King MBE, Founder and Campaign Director for 20's Plenty for Us commented :-

“We have long been lobbying for Transport Scotland to update its guidance on 20mph limits². This new guidance addresses that and gives local Scottish Traffic Authorities the ability to deploy wide-area 20mph limits more widely, more cost effectively and more successfully. We welcome this important update and encourage Scottish local authorities to progress with wide-area 20mph limits for their communities.”

¹ <http://tinyurl.com/Scotland20mph>

² <http://www.20splentyforus.org.uk/BriefingSheets/20mphGuidanceAnomaliesInScotland.pdf>

20's Plenty For Us campaigns for a 20mph default speed limit on urban and village streets.

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