NATIONAL SPEED MANAGEMENT REVIEW

Statement of Community Involvement (SoCI)

Appendices A - I

Transport Scotland

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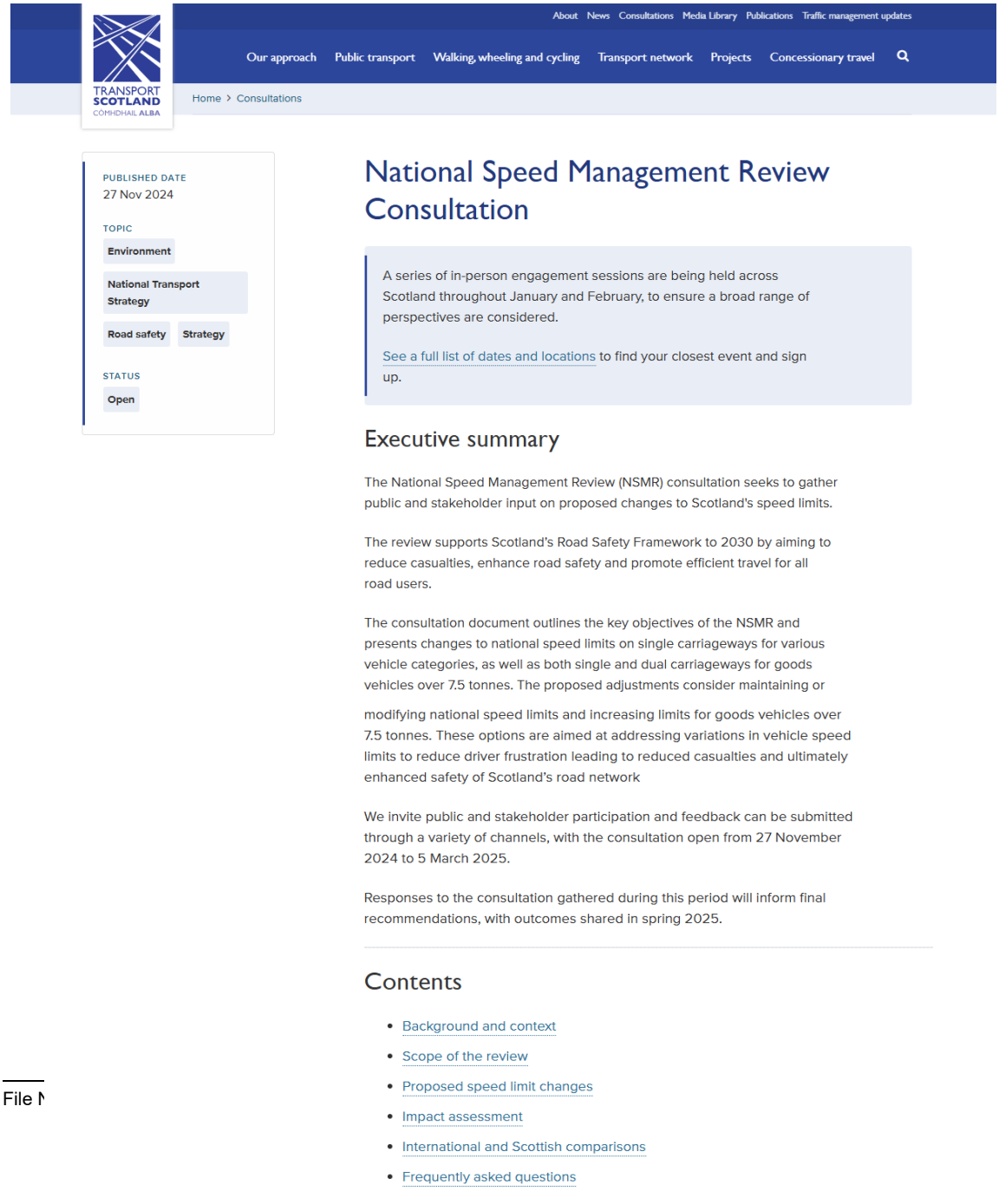
Appendix A. Consultation materials

A.1. Consultation website

An Executive Summary of the National Speed Management Review Consultation was included in the Consultation website hosted by Transport Scotland.

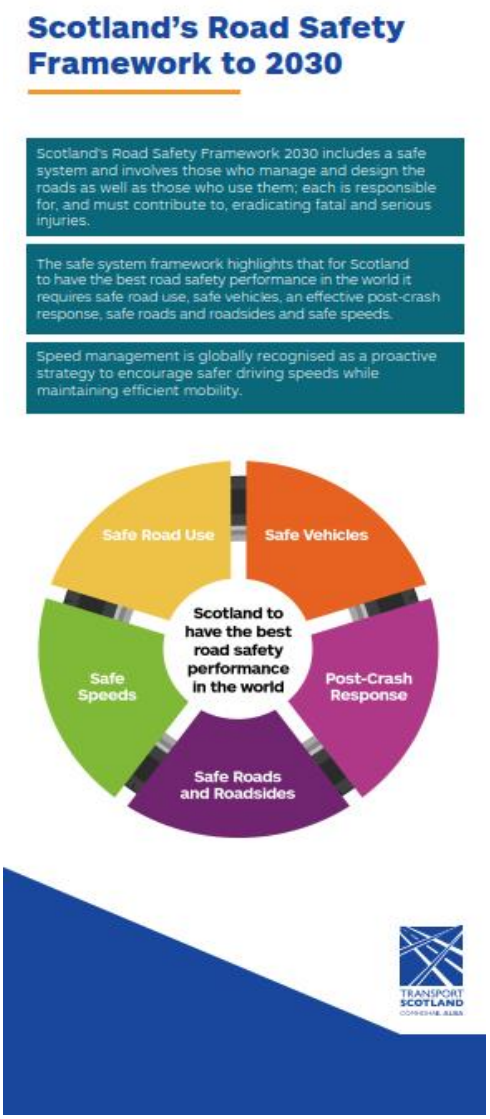
Figure 1: Consultation website



A.2. Information banners

A set of eight information banners were produced to support the consultation. The banners were titled ‘Welcome’; ‘Scotland’s Road Safety Framework to 2030’; ‘Road Safety in Scotland’; ‘Road Safety in Scotland’; ‘National Speed Management Review’; ‘Proposed Changes Being Considered’; ‘Impacts of the Proposals’; and ‘Next Steps’.

Figure 2 Information banners



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.

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

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

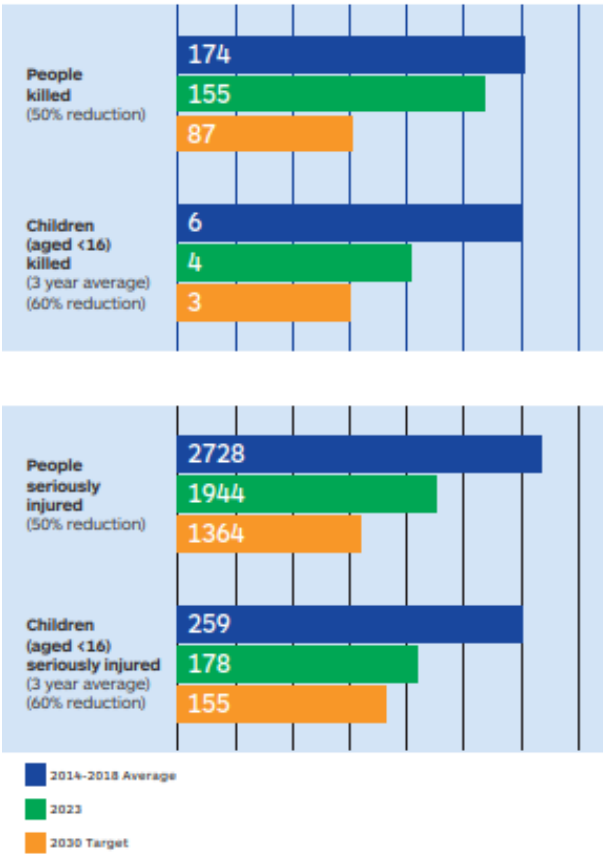
1% Slight casualties rose by 1% **(from 3,730 to 3,689).**

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.

Road Safety in Scotland

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



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.

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)
Cars and Motorcycles (Including car derived vans up to 2 tonnes maximum laden weight)	Single Carriageway: 60	Single Carriageway: 50
Goods Vehicles (Exceeding 7.5 tonnes maximum laden weight)	40	50
Goods Vehicles (Exceeding 7.5 tonnes maximum laden weight)	Dual Carriageway: 50	Dual Carriageway: 60

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.

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.

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

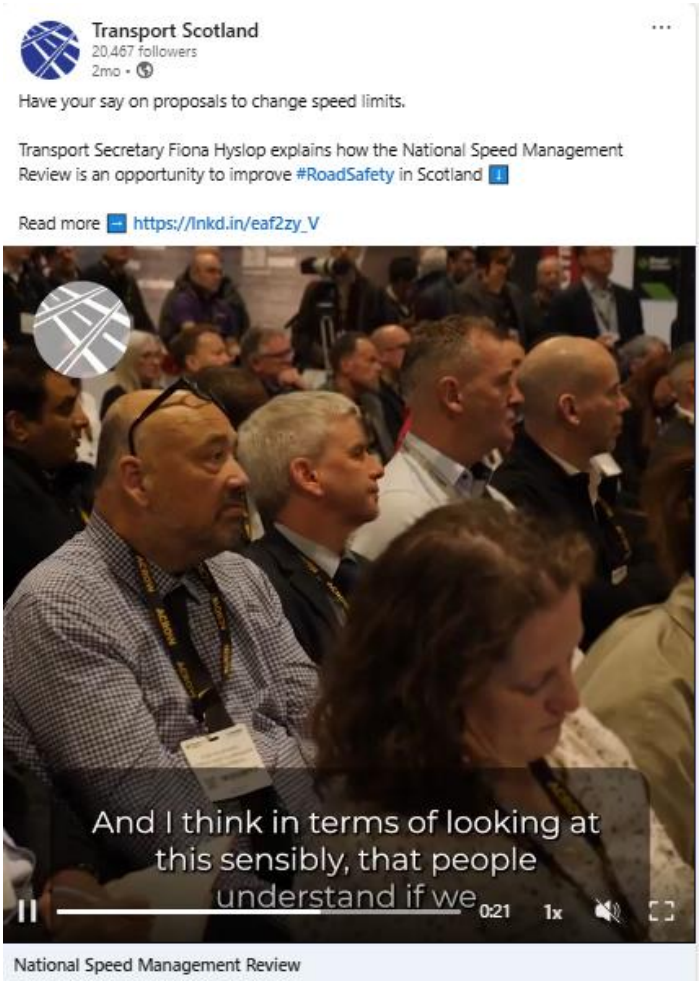
If you need support in answering this consultation or have a query about the consultation process, please email: **roadsafety@transport.gov.scot**

Appendix B. Consultation promotion

B.1 Social media promotion

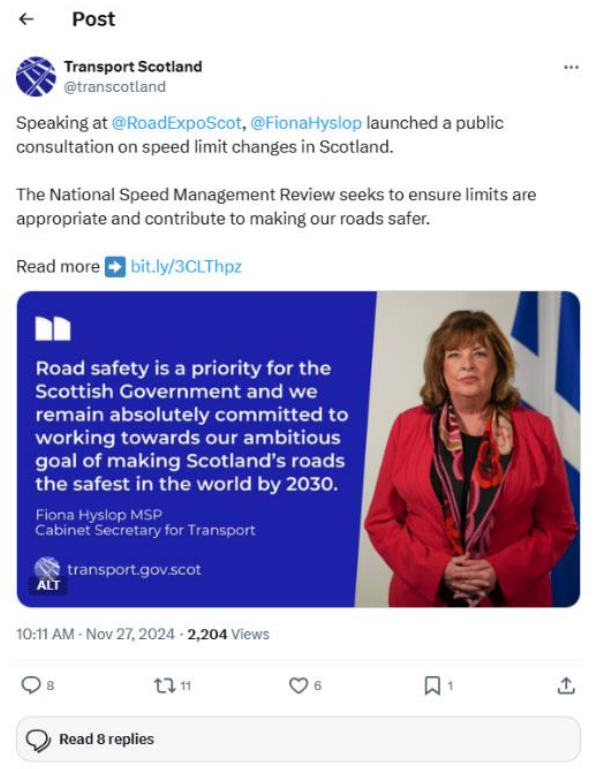
Transport Scotland issued a social media post on Facebook to help promote the consultation.

Figure 1: Facebook post promoting consultation



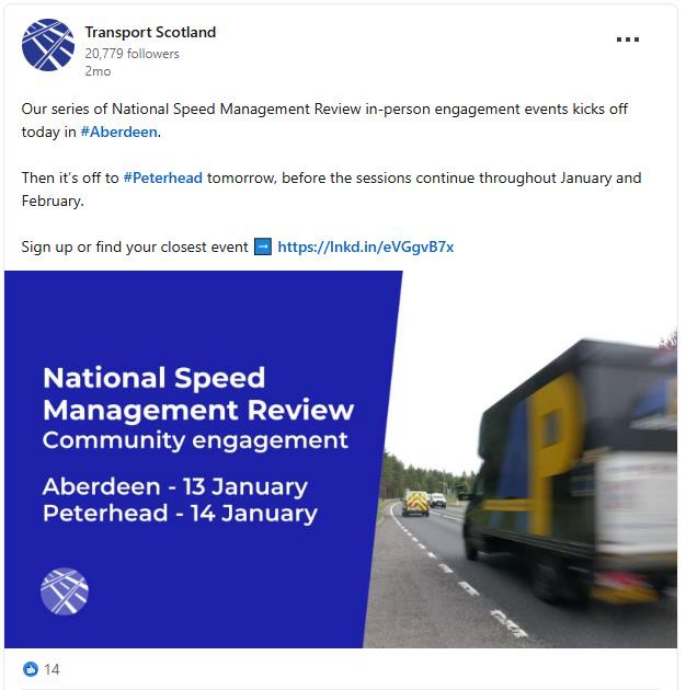
Transport Scotland issued a social media post on X (formerly Twitter) to support the launch of the consultation.

Figure 2: X post on launch of consultation



Transport Scotland issued a social media post on Instagram to help promote the consultation.

Figure 3: Instagram post promoting consultation



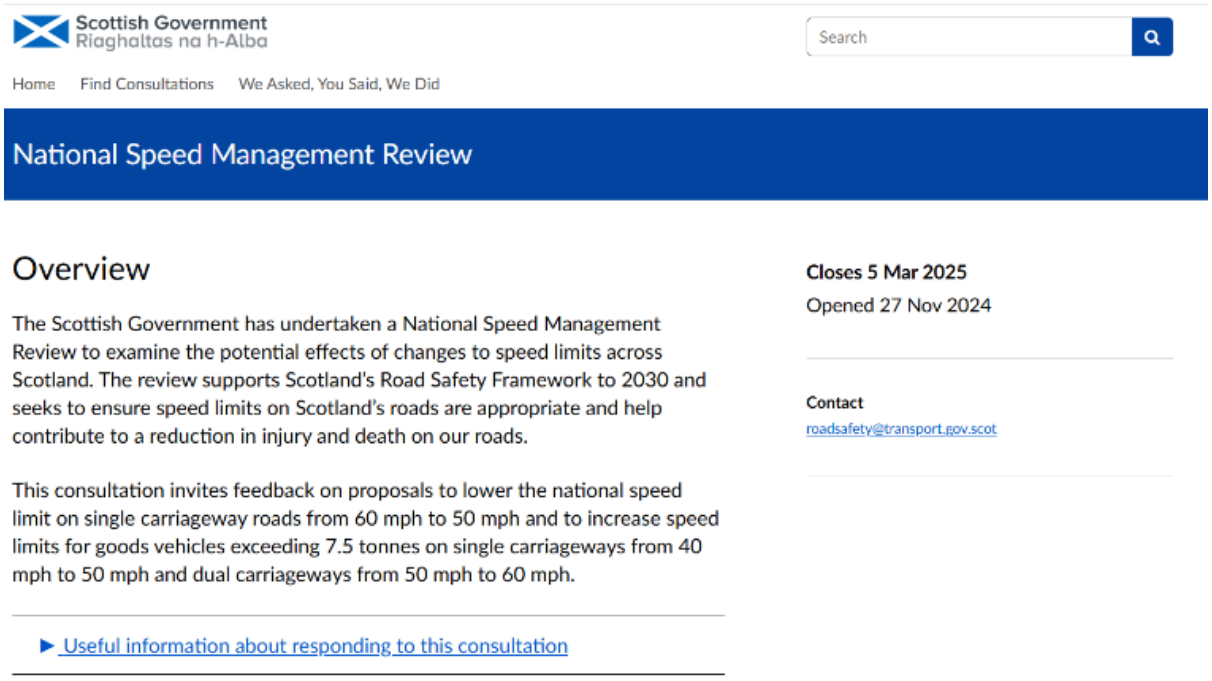
Transport Scotland issued a social media post on LinkedIn to promote the in-person consultation events.

Figure 4: LinkedIn post on the in-person events.

B.2 Scottish Government website

An overview of the National Speed Management Review was included on the Scottish Government Website of Consultation.

Figure 5: Scottish Government Website of Consultation



Appendix C. Stakeholder emails

C.1 Launch of consultation email – 27 November 2024

Transport Scotland sent an email to stakeholders announcing the launch of the Consultation and inviting feedback.

Good morning all,

Today, Transport Scotland launched a consultation on the National Speed Management Review. This review seeks to ensure speed limits on Scotland's roads are appropriate and help contribute to a reduction in injury and death on our roads. The review examined a range of approaches, including HGV-specific speed limits, drawing insights from both national and international case studies. This includes the impact of the 50 mph speed limit trial for HGVs on the A9 single carriageway sections between Perth and Inverness. Since this trial there has been improved driver behaviour on this section of the route, a greater compliance with speed limits and a reduction in deaths and serious injuries.

The consultation invites feedback on proposals to lower the national speed limit on single carriageway roads from 60 mph to 50 mph and to increase speed limits for goods vehicles over 7.5 tonnes on single-carriageways from 40 mph to 50 mph and dual carriageways from 50 mph to 60 mph. The consultation will remain open until Wednesday 5 March 2025.

You can access the consultation via; National Speed Management Review Consultation | Transport Scotland and view the full report and supporting appendices; National Speed Management Review 2024 | Transport Scotland

Thanks,

C.2 Announcement of in-person events email – 19 December 2024

Transport Scotland emailed Community Councils announcing plans to host an in-person consultation event in their area.

Dear Community Council,

I am writing to advise you of plans to host an event in your area on proposed changes to speed limits flowing from the National Speed Management Review.

Scotland's Road Safety Framework to 2030 sets out a vision for Scotland to have the best road safety performance in the world by 2030 and an ambitious long term goal where no one is seriously injured or killed on our roads by 2050.

A National Speed Management Review has been undertaken to ensure speed limits on Scotland's roads are appropriate and act to reduce death and injury on the road network. The review has looked to ensure that any change maintains journey times and improves journey time reliability.

The proposed changes flowing from the review are to reduce the national speed limit for motor vehicles on single carriageway roads from 60 mph to 50 mph and increase HGV speed limits from 40 mph to 50 mph on single carriageways and 50 mph to 60 mph on dual carriageways. These proposals are based on evidence suggesting that such changes could significantly reduce casualties, while also improving traffic flow and air quality.

We understand that public feedback is vital to shaping these proposals. A consultation process is currently underway to gather input from individuals and organisations. In addition, a series of in-person and virtual engagement sessions will be held to ensure a wide range of views is considered. For further information and to respond to the consultation please visit: https://www.transport.gov.scot/consultation/national-speed-management-review-consultation/

Further details about the events, including specific locations and dates, will be shared in the coming weeks. It would be appreciated if you could share this correspondence with resident associations, local action groups or volunteer groups that might be interested.

We value your engagement and look forward to your input.

Best regards,

Road Safety Policy Team
Transport Scotland

C.3 In-person events details email – 10 January 2025

Transport Scotland emailed Community Councils with details of in-person consultation events and how to sign up to attend.

Road Safety Policy
Roads Directorate

George House, 36 North Hanover St, Glasgow, G1 2AD
Roadsafety@transport.gov.scot

Date:
10 January 2025

Dear Community Council,

A series of in-person engagement events has been announced as part of the National Speed Management Review consultation on proposed changes to speed limits in Scotland.

The National Speed Management Review seeks to ensure speed limits in Scotland are appropriate and contribute to reducing injury and death on our roads. The consultation invites feedback on proposals to lower the national speed limit on single carriageway roads from 60 mph to 50 mph and to increase speed limits for goods vehicles over 7.5 tonnes on single carriageways to from 40 mph to 50 mph, and on dual carriageways from 50 mph to 60 mph.

The online consultation has been open since the 27 November 2024 and has already received over 8,700 responses.

The in-person events will take place across Scotland in January and February. These provide an opportunity to find out further information and ask questions about the proposed changes. Details of the events can be found at the end of this email.

To attend any of these events, we kindly ask you to sign up for a free ticket for your chosen consultation event on WSP's Eventbrite page to help us evaluate attendance.
Please visit: https://wspscotland.eventbrite.com.

For more information on the consultation and to respond online please visit our project webpage: https://www.transport.gov.scot/consultation/national-speed-management-review-consultation/ and the virtual exhibition room: pinpointcloud.co.uk/nationalspeedmanagementreview.
The final date to respond to this consultation is 5 March 2025.

We look forward to seeing you at the events.

Best regards,

Road Safety Policy Team
Transport Scotland

www.transport.gov.scot

Scottish Government
Riaghaltas na h-Alba

C.4 Online events email – 13 February 2025

An email was sent to stakeholders with details of two online engagement events and inviting them to attend.

Sent on: Thursday, February 13, 2025 5:11:21 PM
To:
Subject: National Speed Management Review - Online Engagement

Good afternoon,

Two online engagement events have been scheduled to provide information about the National Speed Management Review and proposed changes to speed limits in Scotland.

The National Speed Management Review seeks to ensure speed limits in Scotland are appropriate and contribute to reducing injury and death on our roads. It invites feedback on proposals to reduce the national speed limit on single carriageway roads from 60 mph to 50 mph for motor vehicles and to increase speed limits for goods vehicles over 7.5 tonnes on single carriageways from 40 mph to 50 mph, and on dual carriageways from 50 mph to 60 mph.

To support this consultation a series of in-person events have been scheduled. In addition to this, two online events will take place on:

- Monday 24 February, 1330 hrs - 1430 hrs
- Thursday 27 February, 1800 hrs – 1900 hrs

The online events will include a pre-recorded video presentation and afterwards there will be a question and answer session with the team involved in the review. We ask if you can pre-submit your questions via email to roadsafety@transport.gov.scot, however the team will also try to address questions asked in the chat.

To attend any of the online events, please sign up by visiting the Eventbrite page. The link to join the online event will be shared with registered attendees prior to the event. If you do not wish to register your attendance using Eventbrite, please contact roadsafety@transport.gov.scot and let us know which online event you would like to attend. A link will then be shared with you prior to the event.

For those that are unable to attend an in-person or online event, all materials are available to view via the virtual exhibition room. To find out more about the National Speed Management Review, including details of all consultation events, please visit the consultation webpage. The final date to respond to this consultation is **5 March 2025**.

If you have any questions, please contact roadsafety@transport.gov.scot. I would be grateful if you could share this information within your local community.

Best regards,

Appendix D. Cabinet Secretary letter

Cabinet Secretary letter to MSPs – 27 November 2024

A letter was sent from the Cabinet Secretary to MSPs informing them that the Consultation had launched and encouraging them to participate.

I would like to take this opportunity to encourage you to participate in the consultation and share views on the proposed changes at:
https://www.transport.gov.scot/consultation/national-speed-management-review-consultation/

Yours sincerely,

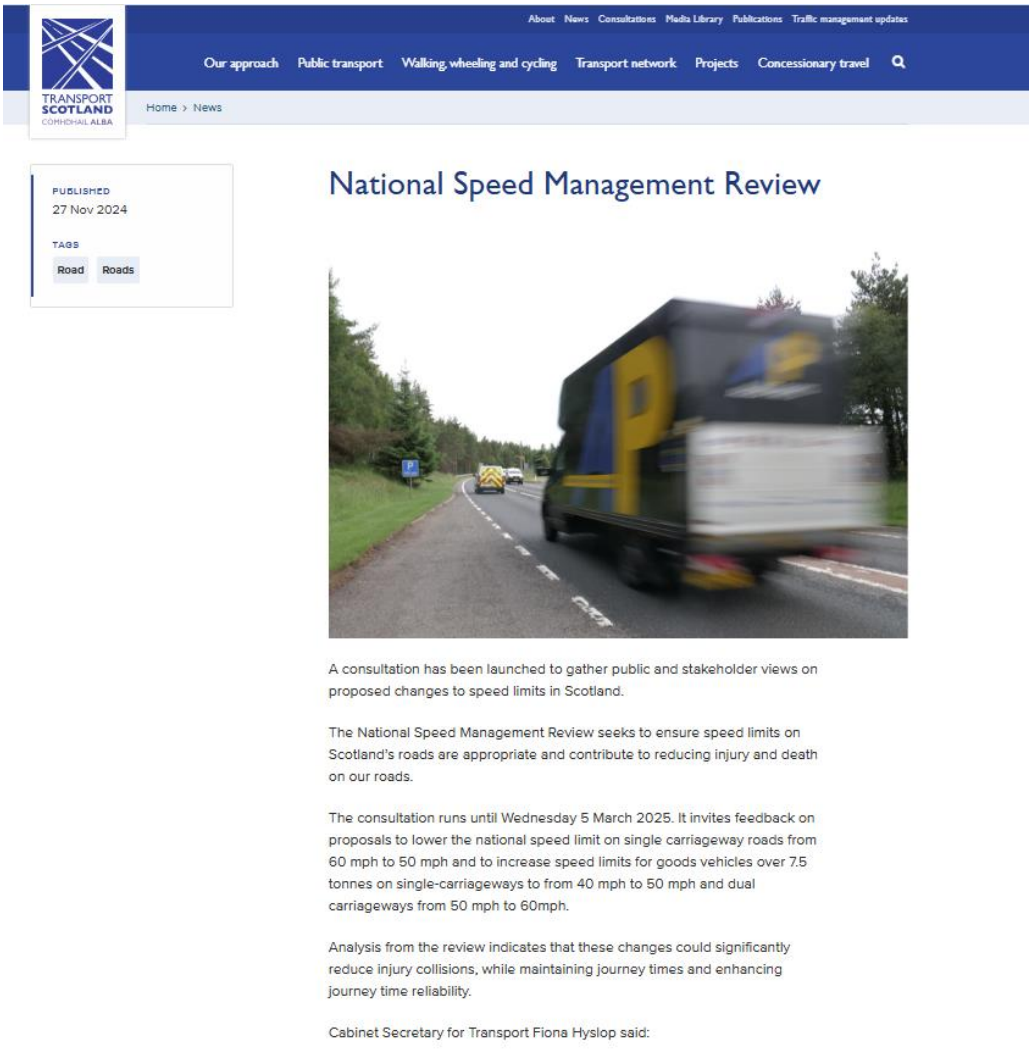
FIONA HYSLOP
Cabinet Secretary for Transport

Appendix E. Press release

E.1 Press release 1 – 27 November 2024

Transport Scotland issued a press release to their website announcing the launch of the Consultation.

Figure 11: Press release for launch of consultation



"Road safety is a priority for the Scottish Government and we remain absolutely committed to working towards our ambitious goal of making Scotland's roads the safest in the world by 2030.

"This consultation on proposed changes to speed limits is part of our record £36 million investment in road safety this financial year. Evidence from the National Speed Management Review indicates that revising speed limits could lead to a significant reduction in the number of injury collisions on our roads while maintaining journey times and enhancing journey time reliability.

"We want to hear from the public and stakeholders on these proposals. The consultation is available online and a series of engagement sessions will be held early in 2025 to ensure a wide range of voices are heard.

"We must never lose sight of the fact that one death on our roads is one too many. These proposed changes represent a vital step towards achieving national casualty reduction targets, and I urge everyone to take part in the consultation and help shape the future of road safety in Scotland."

Martin Reid, Policy Director for Scotland, Wales and Northern Ireland for the Road Haulage Association, said:

"The Scottish Government should be commended for consulting on the change to HGV speed limits. The 50mph trial on the A9 has resulted in a reduction in risky overtaking with a resultant improvement in safety, backed up by a decade of data from roads in England and Wales.

"The extension of a 50mph limit across all Scottish single-carriageway A-roads should be expected to yield similar results.

"We also know that lorries use less fuel and create fewer emissions when they can drive at 50mph, and shorter journeys create savings which can be passed on to customers.

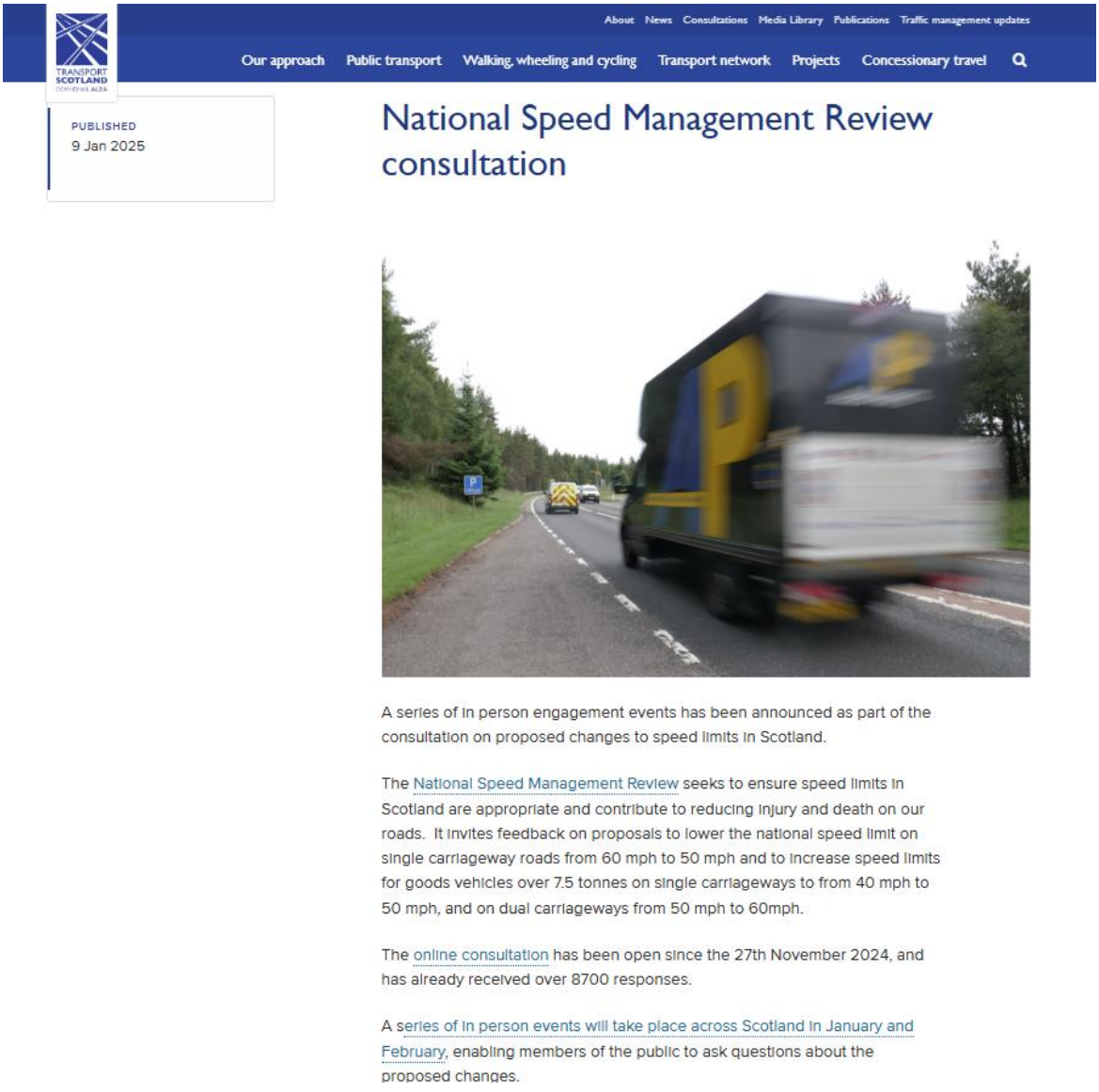
"Having HGVs driving at up to 50mph would be a positive step, and we welcome the Scottish Government's commitment to this consultation."

- Find out more and take part in the consultation

E.2 Press release 2 – 9 January 2025

Transport Scotland issued a press release to their website announcing the series of in-person engagement events.

Figure 2: Press Release to announce in-person events



About News Consultations Media Library Publications Traffic management updates

Our approach Public transport Walking, wheeling and cycling Transport network Projects Concessionary travel

PUBLISHED
9 Jan 2025

National Speed Management Review consultation

A series of in person engagement events has been announced as part of the consultation on proposed changes to speed limits in Scotland.

The National Speed Management Review seeks to ensure speed limits in Scotland are appropriate and contribute to reducing injury and death on our roads. It invites feedback on proposals to lower the national speed limit on single carriageway roads from 60 mph to 50 mph and to increase speed limits for goods vehicles over 7.5 tonnes on single carriageways to from 40 mph to 50 mph, and on dual carriageways from 50 mph to 60mph.

The online consultation has been open since the 27th November 2024, and has already received over 8700 responses.

A series of in person events will take place across Scotland in January and February, enabling members of the public to ask questions about the proposed changes.

Transport Secretary Fiona Hyslop said:

"Road safety is a priority for the Scottish Government and we remain absolutely committed to working towards our ambitious goal of making Scotland's roads the safest in the world by 2030.

"We have already had a huge response to the online consultation, and these events will enable people to learn more about the proposed changes. It's also really important that we hear views from the public and stakeholders.

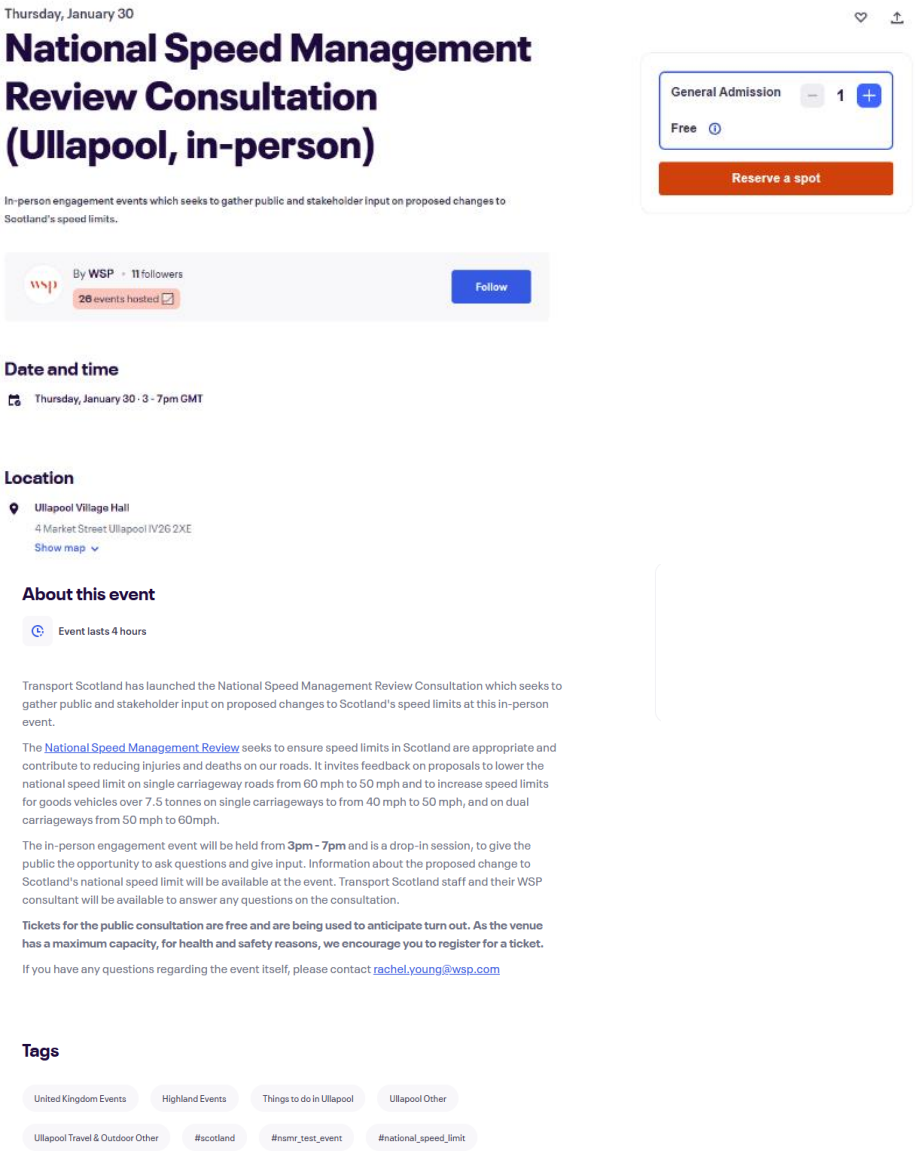
"Evidence from the National Speed Management Review indicates that revising speed limits could lead to a significant reduction in the number of injury collisions on our roads while maintaining journey times and enhancing journey time reliability.

"I'd like to thank everyone who has taken the time to engage with the consultation so far, and hope people will take the opportunity to attend these sessions."

Appendix F. Eventbrite

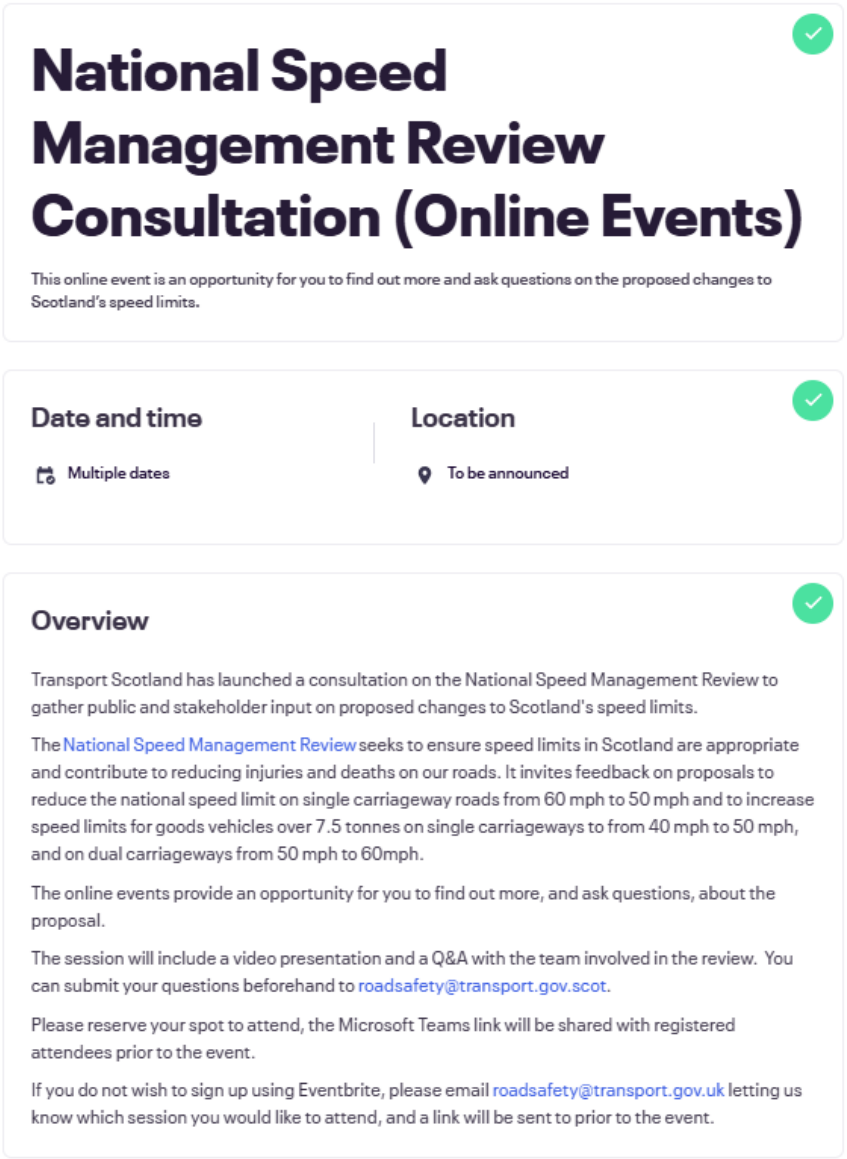
F.1. Example of the Eventbrite invite to the in-person events

Eventbrite was used to invite people to sign up to attend in-person engagement events.



F.2 Example of the Eventbrite invite for the online event

Eventbrite was used to invite people to sign up to participate online engagement events.



National Speed Management Review Consultation (Online Events)

This online event is an opportunity for you to find out more and ask questions on the proposed changes to Scotland's speed limits.

Date and time

Multiple dates

Location

To be announced

Overview

Transport Scotland has launched a consultation on the National Speed Management Review to gather public and stakeholder input on proposed changes to Scotland's speed limits.

The National Speed Management Review seeks to ensure speed limits in Scotland are appropriate and contribute to reducing injuries and deaths on our roads. It invites feedback on proposals to reduce the national speed limit on single carriageway roads from 60 mph to 50 mph and to increase speed limits for goods vehicles over 7.5 tonnes on single carriageways to from 40 mph to 50 mph, and on dual carriageways from 50 mph to 60mph.

The online events provide an opportunity for you to find out more, and ask questions, about the proposal.

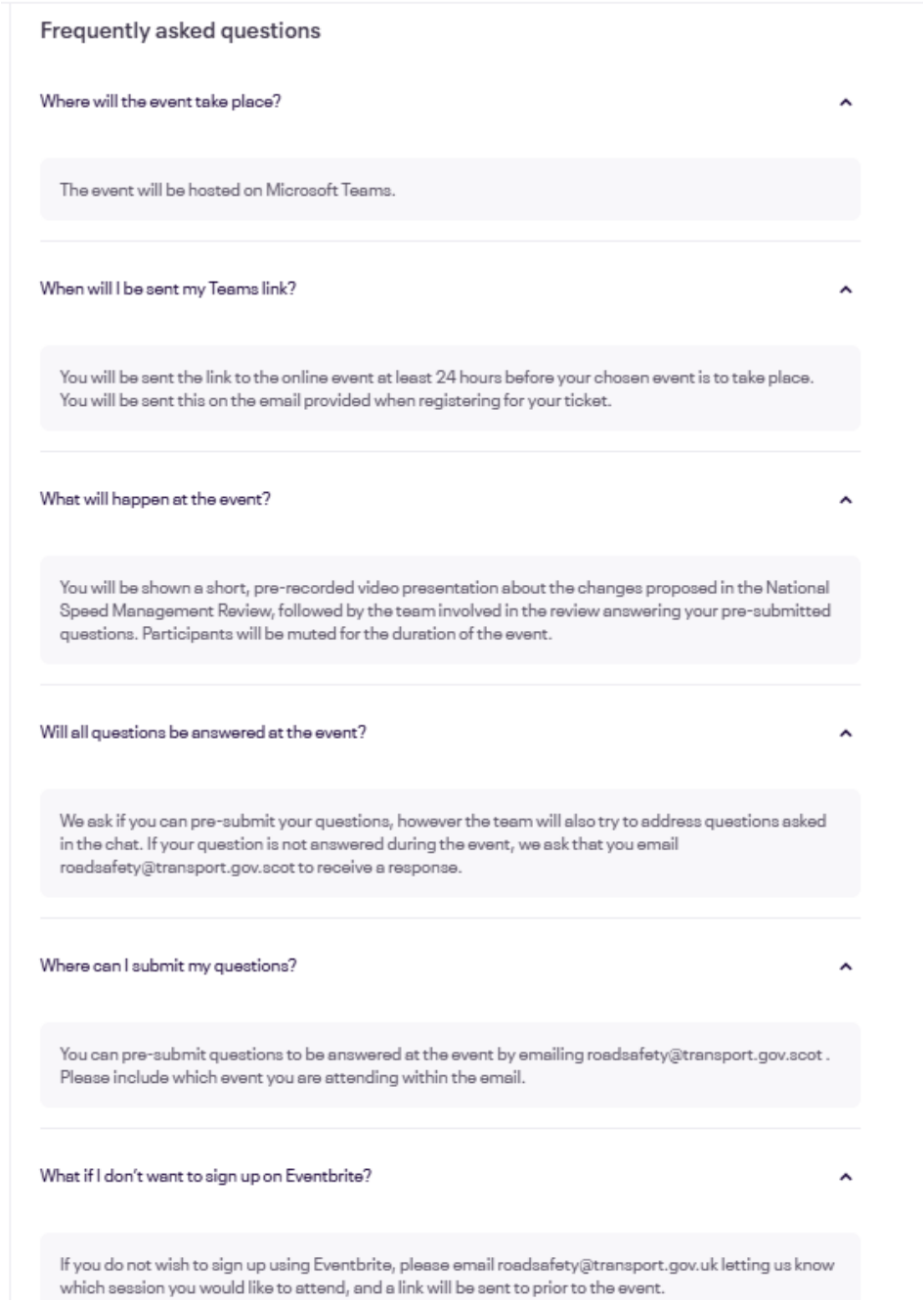
The session will include a video presentation and a Q&A with the team involved in the review. You can submit your questions beforehand to roadsafety@transport.gov.scot.

Please reserve your spot to attend, the Microsoft Teams link will be shared with registered attendees prior to the event.

If you do not wish to sign up using Eventbrite, please email roadsafety@transport.gov.uk letting us know which session you would like to attend, and a link will be sent to prior to the event.

F.3 Eventbrite FAQs for the online events

A list of Frequently Asked Questions about the online events were displayed on the Eventbrite webpage to address participants' queries.



Frequently asked questions

Where will the event take place?

The event will be hosted on Microsoft Teams.

When will I be sent my Teams link?

You will be sent the link to the online event at least 24 hours before your chosen event is to take place. You will be sent this on the email provided when registering for your ticket.

What will happen at the event?

You will be shown a short, pre-recorded video presentation about the changes proposed in the National Speed Management Review, followed by the team involved in the review answering your pre-submitted questions. Participants will be muted for the duration of the event.

Will all questions be answered at the event?

We ask if you can pre-submit your questions, however the team will also try to address questions asked in the chat. If your question is not answered during the event, we ask that you email roadsafety@transport.gov.scot to receive a response.

Where can I submit my questions?

You can pre-submit questions to be answered at the event by emailing roadsafety@transport.gov.scot . Please include which event you are attending within the email.

What if I don't want to sign up on Eventbrite?

If you do not wish to sign up using Eventbrite, please email roadsafety@transport.gov.uk letting us know which session you would like to attend, and a link will be sent to prior to the event.

Appendix G. Consultation questionnaire

National Speed Management Review – Public Consultation

Consultation Questions

Thank you for participating in the National Speed Management Review consultation. This questionnaire is designed to gather your views on proposed changes to the national speed limit on single carriageway roads in Scotland and to the speed limits applying to HGVs on single and dual carriageway roads in Scotland.

These are the options proposed:

Do-Minimum: No change to existing speed limits

Option 1: Reduce national speed limit on single-carriageway roads to 50mph and increase Heavy Goods Vehicle (HGV) (more than 7.5 tonne maximum laden weight) speed limit on single-carriageways to 50mph.

Section 1 – Current Speed Limit Experiences

Table 1 lists the current speed limits per type of road and vehicle type

Speed limits Vehicle type	30mph – built up areas	Single Carriageway	Dual Carriageway	Motorway
Cars and Motorcycles – including car derived vans up to 2 tonnes maximum laden weight	30	60	70	70
Cars Towing – including car derived vans and motorcycles	30	50	60	60
Goods Vehicles - Not exceeding 7.5 tonnes maximum laden weight. *60mph if articulated or towing a trailer	30	50	60	70*
Goods Vehicles- Exceeding 7.5 tonnes maximum laden weight. **A 50mph speed limit applies on the A9 from Perth to Inverness from October 28th 2014.	30	40**	50	60

1. **How often do you use a single carriageway road with a national speed limit of 60 mph?**

☐Most of the time

☐Some of the time

☐Rarely

☐Never

☐Unsure

2. **Do you consider the current national speed limits for cars and motorbikes on single carriageway roads to be…**

☐Too low

☐About right

☐Too high

☐Unsure

3. **Do you consider the current national speed limits for cars and motorbikes on dual carriageway roads to be…**

☐Too low

☐About right

☐Too high

☐Unsure

4. **Do you consider the current national speed limits for goods vehicles over 7.5 tonnes on single carriageway roads to be…**

☐Too low

☐About right

☐Too high

☐Unsure

5. **Do you consider the current national speed limits for goods vehicles over 7.5 tonnes on dual carriageway roads to be…**

☐Too low

☐About right

☐Too high

☐Unsure

Section 2– Safety Considerations

Decrease of speed – perception

Scotland's Road Safety Framework to 2030 sets out a vision for Scotland to have the best road safety performance by 2030 and a long-term goal to have zero fatalities and serious injuries on Scotland's roads by 2050.

6. **Do you think reducing the current national speed limit on single carriageway roads would support national casualty reduction targets?**

	Yes/No/Unsure
50% reduction in people killed	
50% reduction in people seriously injured	
60% reduction in children (aged <16) killed	
60% reduction in children (aged <16) seriously injured	

7. **These are some impacts a reduction in the national speed limit on single carriageway roads could have for cars and motorcycles. Do you think a reduction in the speed limit could improve these or make them worse? (tick as many as apply)**

	Improves a lot	Improves slightly	Unsure	No change	Worsens slightly	Makes a lot worse
Impact on fatal collisions						
Impact on serious collisions						
Impact on pedestrian safety						
Impact on cyclist safety						
Impact on horse riding safety						
Impact on motorcycle safety						
Impact on quality of life						
Impact on air pollution						
Impact on noise						
Impact on climate change						
Impact on journey time						
Impact on driver frustration						

8. **Are there any other impacts that a reduction in the national speed limit from 60mph to 50mph for cars and motorcycles on single carriageway roads that have been missed?**

If so, please detail below.

9. **Are there any impacts that a reduction in the national speed limit from 60mph to 50mph for cars and motorcycles on single carriageway roads that you consider to be incorrect? Please provide as much detail and evidence as you can to support this.**

HGV questions

10. **These are some of the impacts an increase in the speed limit for goods vehicles exceeding 7.5 tonnes on single carriageway roads could have. Do you think increasing the speed limits could improve these or make them worse? (tick as many as apply)**

	Improves a lot	Improves slightly	Unsure	No Change	Worsens slightly	Makes a lot worse
Impact on fatal collisions						
Impact on serious collisions						
Impact on pedestrian safety						
Impact on cyclist safety						
Impact on horse riding safety						
Impact on motorcycle safety						
Impact on quality of life						
Impact on air pollution						
Impact on noise						

Impact on climate change						
Impact on journey time						
Impact on driver frustration						

11. These are some impacts an increase in the speed limit for goods vehicles exceeding 7.5 tonnes on dual carriageway roads could have. Do you think increasing the speed limits could improve these or make them worse? (tick as many as apply)

	Improves a lot	Improves slightly	Unsure	No Change	Worsens slightly	Makes a lot worse
Impact on fatal collisions						
Impact on serious collisions						
Impact on pedestrian safety						
Impact on cyclist safety						
Impact on horse riding safety						
Impact on motorcycle safety						
Impact on quality of life						
Impact on air pollution						
Impact on noise						
Impact on climate change						
Impact on journey time						
Impact on driver frustration						

12. **Are there any impacts that an increase in the national speed limit for goods vehicles exceeding 7.5 tonnes on single and dual carriageways that have been missed? If so, please detail below.**
13. **Are there any impacts that an increase in the speed limit for goods vehicles exceeding 7.5 tonnes on single and dual carriageways that you consider to be incorrect? Please provide as much detail and evidence as you can to support this.**

Section 3 - Speed Enforcement and Speed Limit Compliance

14. **Do you think motorists generally comply with the current national speed limit on single carriageway roads?**

☐Always

☐Most of the time

☐Rarely

☐Unsure

15. **If the national speed limit on single carriageways was reduced, do you think current speed enforcement measures should remain in place to support road safety?**

☐Yes

☐No

☐Unsure

16. **What additional measures could the Scottish Government take to encourage compliance with a lower national speed limit on single carriageways? Please detail below.**

Section 4 – Behavioural Impact

17. Would a reduced speed limit on single carriageway roads encourage you to use active travel options (walking, wheeling, cycling)?

☐Very likely

☐Likely

☐Unsure

☐Neither likely or unlikely

☐Unlikely

☐Very unlikely

18. Would a reduced national speed limit on single carriageway roads make you use public transport more or less often?

☐Less often

☐The same

☐More often

☐Unsure

☐I don't use public transport

19. If the national speed limit on single carriageway roads was reduced would this impact your driving frequency?

☐I would drive less

☐No change

☐I would drive more

☐Unsure

☐I don't drive

About You

Please indicate how you wish your response to be handled and, in particular, whether you are content for your response to published. If you ask for your response not to be published, we will still take account of your views in our analysis but we will not publish your response, quote anything that you have said or list your name. We will regard your response as confidential, and we will treat it accordingly.

20. What is your name?

21. What is your email address?

If you would like to be contacted again in future about this consultation please enter your email address here. You will also need to give permission to be contacted in the question above.

Your email address will never be published.

(required)

22. Are you completing this on behalf of yourself or an organisation? (required)

☐ Individual

☐ Organisation

23. What is your organisation?

If responding on behalf of an organisation, please enter the organisation's name here.

If you are responding as an individual, you can leave this blank.

24. Further information about your organisation's response.

Organisations may use this space to provide additional context for their response. This could be information about, for example:

- any research your organisation undertook to inform the response

- any engagement with your members or audience undertaken to inform the response

This is optional.

25. Which age category best describes you?

☐ 18 or under

☐ 19 to 21

☐22 to 34

☐ 35 to 44

☐ 45 to 54

☐ 55 to 59

☐ 60 or over

26. Do you consider yourself to live in an urban or rural location?

☐ Urban

☐ Rural

27. What mode do you most frequently use to travel on single-carriageway and dual-carriageway roads with a National Speed Limit?

☐ Car driver

☐ Car passenger

☐ Motorcycle

☐ Light Goods Vehicle

☐ Heavy Goods Vehicle

☐ Bicycle

☐ Walk/wheel

☐ Bus passenger

28. If you are a driver, what is your most frequent reason for driving on single carriageway and dual carriageway roads with National Speed Limits?

☐ For business

☐ For commuting to work/education

☐ For personal/leisure

☐ All of the above

☐ I don't drive

29. Which social media platform would you most likely use to receive road safety information?

☐ Facebook

☐ X (formally Twitter)

☐ Instagram

☐ TikTok

☐ None

☐ Other

30. The Scottish Government would like your permission to publish your consultation response. Please indicate your publishing preference. (Required)

☐ Publish response with name

☐ Publish response only (without name)

☐ Do not publish response

Information for organisations only:

The option *'Publish response only (without name)*' refers only to your name, not your organisation's name. If this option is selected, the organisation name will still be published.

If you choose the option *'Do not publish response'*, your organisation name may still be listed as having responded to the consultation in, for example, the analysis report.

31. Do you consent to Scottish Government contacting you again in relation to this consultation exercise? (Required)

☐ Yes

☐ No

I confirm that I have read the privacy policy (see below) and consent to the data I provide being used as set out in the policy. (Required)

☐ I consent.

Privacy Policy

This privacy notice tells you what to expect us to do with your personal information when you contact us, including by phone, email, and post and when you visit our website or subscribe to our newsletter.

When we process your personal information, we promise to:

- make sure you know why we need it
- only ask for what we need, and not collect too much or irrelevant information
- make sure it is accurate and up to date
- let you know if we share it with other organisations, unless we have a legal obligation to pass it on without telling you
- protect it and make sure nobody has access to it who shouldn't
- make sure we don't keep it longer than is necessary

The first part of the notice is information we need to tell everybody.

Controller's contact details

The Scottish Government falls under the legal entity of the Scottish ministers in relation to processing of your personal information. We are the controller for the personal information we process, unless otherwise stated.

Our Central Enquiry Unit will pass on your enquiry to the appropriate area.

Telephone

Opening hours: Monday to Friday - 8:30am to 5pm.
From the UK: 0300 244 4000 (0300 numbers are geographically neutral)
International callers: +44 131 244 4000
Text relay service: 18001+ 0300 244 4000 (service for the hard of hearing)

If you are a British Sign Language (BSL) user, you can contact us via our national BSL video relay service Contact Scotland-BSL.

Email

ceu@gov.scot

Post

Scottish Government
St. Andrew's House
Regent Road
Edinburgh
EH1 3DG

Data Protection Officer's contact details

You can contact our Data Protection Officer at DataProtectionOfficer@gov.scot or via our postal address. Please mark the envelope 'Data Protection Officer'

Your data protection rights

Data protection law gives you certain rights that you may exercise in respect of your own personal information.

- you have a right to request a copy of personal information we hold about you, by making a subject access request. This right always applies. There are some exemptions, which means you may not always receive all the information we process. We have published further information on this
- you have the right to ask us to update our records if you believe that the data we hold is inaccurate or incomplete. This right always applies
- you have the right to ask us to erase your personal information. There may however be some circumstances in which we cannot comply. Such as, if we have a legal duty to keep data, or we process it in a particular way
- you have the right to ask that we stop or restrict the processing of your information in certain circumstances
- you have the right to object to processing if we are able to process your information because the process forms part of our public tasks
- you have the right to ask that we transfer the information you gave us from one organisation to another, or give it to you. This right only applies to information you have

given us and we are processing information based on your consent or under, or in talks about entering into a contract and the processing is automated

You are not required to pay any charge for exercising your rights. We have one month to respond to you. Please contact us at dpa@gov.scot if you wish to make a request, or contact our Central Enquires Unit on 0300 244 4000.

Your right to complain

If you have concerns about our compliance with data protection laws ,please contact our Data Protection Officer in the first instance at DataProtectionOfficer@gov.scot. They will look into the concerns you have raised and provides the response.

If you are not satisfied with the DPO's response you have the right to lodge a complaint with the Information Commissioner's Office (ICO). The ICO are the supervisory authority responsible for data protection in the UK. You can contact the Information Commissioner at:

The Information Commissioner
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF

Tel: 08456 30 60 60

More information is available at make a complaint on the Information Commissioner's site.

How we get information

Most of the personal information we process is provided to us directly by you for one of the following reasons:

- you have a question or a concern about something
- you have made an information request to us
- you subscribe to our newsletter

We also receive personal information indirectly, in the following scenarios:

- we have contacted an organisation about an issue you have raised and it gives us your personal information in its response

Lawful basis for processing

We process your personal information because:

- you have given us clear consent for us to process your personal data for a specific purpose
- processing is necessary for a contract we have with you, or because you have asked us to take specific steps before entering into a contract
- processing is necessary for compliance with a legal obligation that applies to us
- processing is necessary to protect your (or some else's) life
- processing is necessary for us to perform a task in the public interest or for our official functions, and the task or function has a clear basis in law
- Changes to this privacy notice

We keep our privacy notice under regular review to make sure it is up to date and accurate. If this privacy notice changes in any way, we will update this page. Regularly reviewing this page ensures that you are always aware of what information we collect, how we use it and under what circumstances we share it with other parties.

Contacting the Scottish Government

You may have written to us, or contacted us by phone, because you have a question or concern about something. This part of the privacy notice sets out how we use your personal data, and your rights when communicating with us.

What we do with information we collect from you when you contact us

When you write to us or call us, your enquiry will usually be first handled by our Central Enquiry Unit or Public Engagement Unit. They will then send it to a specific team so that your question can be answered. We will only use your personal information for the purpose of handling, investigating and resolving your issue. We will use the contact details you provided to respond to your correspondence. If you have raised any issues about a third party, we may use the contact details you have provided for them to investigate your issue.

What personal information we collect

We need enough information from you to answer your enquiry. If you call the helpline, we will make an audio recording of. If you contact us via email or post, we'll need a return address for response.

Who we share your information with

Your enquiry will often need specialist advice and will be passed to the relevant team for consideration and input.

In some circumstances we will share your information with other organisations. When we do that we'll satisfy ourselves that we have a lawful basis on which to share the information and document our decision making and satisfy ourselves we have a lawful basis on which to share the information.

Calling our helpline

Our Central Enquiry Unit record all incoming calls as an audio record. The information collected is the date, time, duration, the telephone number if not withheld and the name of the agent who handled the call. That is captured by the software used to record the calls. The calls

are recorded to monitor the behaviour of the callers and to provide training for staff. The information is kept for three months.

Visiting our website

We collect information about you when you visit our website, and when you interact with our pages. We also collect information when you provide feedback or subscribe to our newsletter.

- What we do with information we collect from you when you visit our website

We use this information to:

- improve the site by monitoring how you use it
- respond to any feedback you send us, if you've asked us to
- send out email alerts to those who have subscribed to our e-newsletter
- record and/or publish your response to a survey or consultation
- publish your comment on a blog or discussion site
- What personal information we collect

Analytics

We use a third party service, Google Analytics, to collect information on how you use the site, using cookies and page tagging techniques.

The information we - and Google - collect doesn't identify anyone, and is kept for a maximum of 38 months. If we do want to collect personally identifiable information through the site, we will be upfront about it.

When staff use our site

We use IP addresses to identify Scottish Government staff accessing the site from Scottish Government networks.

We record these users as 'internal' on this site. This helps us produce more accurate data about how members of the public use our content.

All visitors are anonymous. We cannot identify individuals.

Cookies

You can read more about how we use cookies, and how to change your cookies preferences, on our Cookies page.

Subscribing to our e-newsletter

We collect your email address and subscription preferences when you sign up to our e-newsletter. You can also provide your name but this is optional. We track how our emails are used - for example whether you open them and which links you click on. The lawful basis we rely on to process personal data when you subscribe to our newsletter is consent. This means you have the right to withdraw your consent, or to object to the processing of your personal data for this purpose at any time. You can unsubscribe from receiving the newsletter at any time by selecting the 'unsubscribe' link that appears in every email. Once you have unsubscribed, your details will be deleted immediately from the system.

Feedback

If you contact us asking a question or giving feedback, we collect your email address and any other personal data contained in your message. If you contact us asking for information, we may need to contact other government bodies to find that information.

Consultations

We collect names and email addresses with every response we receive through our consultation platform.

Email addresses are used to send an acknowledgement of response following submission. They may also be used to contact you in the future in relation to the consultation exercise if you give consent to be contacted.

Where permission is given, we publish responses. We include personal data where permission has been given to do so. We never publish email or postal addresses.

Sometimes you may be accessing or linking to topic specific pages from our website – in such cases please refer to the privacy notice for that site.

Blogs and discussion sites

We collect names or usernames, and email addresses with each comment. This data is kept as long as the blog post or dialogue remains published.

Who we share your information with

We use Mailchimp to process our email newsletter subscriptions. Mailchimp's privacy notice outlines how they collect, use, share and process personal information.

Links to other websites

When we link to other websites, we encourage you to read the privacy policy statements contained on those sites.

Data protection policy document

See Information assurance and data protection: data protection policy.

How To Participate In Consultation

About this consultation

The Scottish Government uses consultations to gather your opinions on important issues. This process allows us to hear your thoughts before making decisions. In this consultation, we explain the issues we are considering and ask for your feedback on our proposals. Responses will be analysed and used as part of the policy making process, along with a range of other available information and evidence.

Responding to this consultation

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

How to respond

To encourage wider participation the Scottish Government has created a number of ways for you to engage with this consultation. You can respond online, by email or by post.

The consultation will also be available in alternative formats on request.

Online

Use the response survey on the Scottish Government's consultation hub, Citizen Space.

You can save and return to your response at any time while the consultation is open. Please ensure that your response is submitted before the consultation closes.

You will automatically be emailed a copy of your response after you submit it. If you choose this method, you will be directed to complete the Respondent Information Form, which lets us know how you wish your response to be handled and whether you are happy for it to be made public.

Email

Send us your response in an email to Roadsafety@tranport.gov.scot

Post

Send your response to:

Road Safety Policy

Transport Scotland

2F North

Victoria Quay

Edinburgh

EH6 6QQ

[end of consultation form]

Appendix H. Scheme feedback

H.1 Introduction

H.1.1 A total of 19,584 responses were received in response to the consultation. This included 19,484 responses via the online questionnaire on Citizen Space, 55 hardcopy forms (returned at consultation events, by post, or email), and 45 unstructured email responses. 139 organisations responded to the consultation.

H.1.2 Two emails were received as additional comments from respondents who had already completed questionnaires. One organisation submitted an email response in addition to a survey form. One email response from an organisation included answers to closed questions in addition to unstructured feedback, so these answers were included in the closed question survey data.

H.1.3 This section provides an overview of all feedback received. Most respondents opted to take part via the online questionnaire. Data is presented in the same order as the questions were presented in the questionnaire for ease of interpretation.

H.1.4 For closed questions, percentages are shown rounded to the nearest whole number. All charts have data labels, and the corresponding narrative states the number of respondents that selected each question option where relevant.

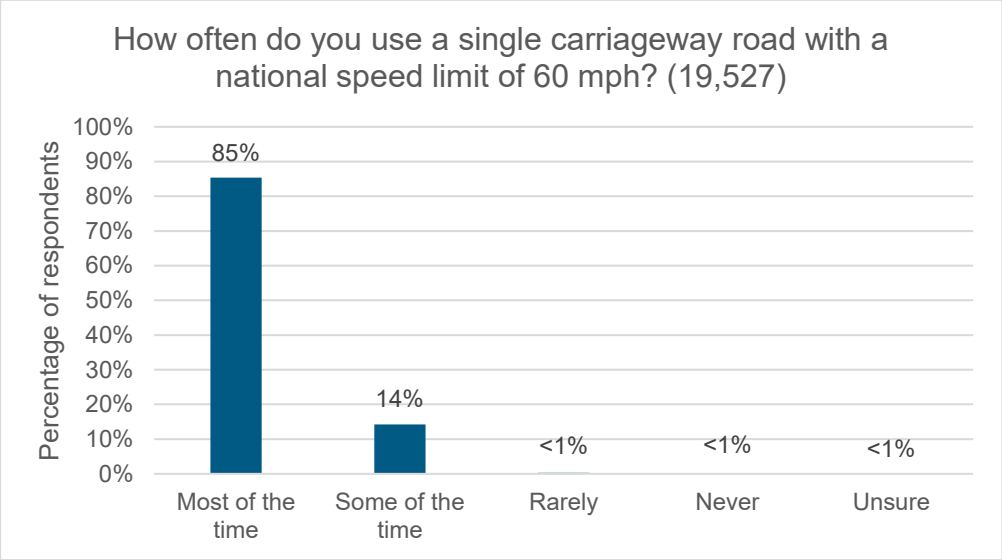
H.1.5 Thematic feedback from unstructured email responses is presented following the questionnaire data.

H.2 Current speed limit experiences

H.2.1 The first five questions in the survey sought to understand respondents' opinions on current speed limits.

H.2.2 Question 1 asked respondents how frequently they use single carriageways with a national speed limit of 60mph. 19,527 respondents provided a valid response to this question. The results are shown in Figure 1.

Figure 1: How often do you use a single carriageway road with a national speed limit of 60 mph?

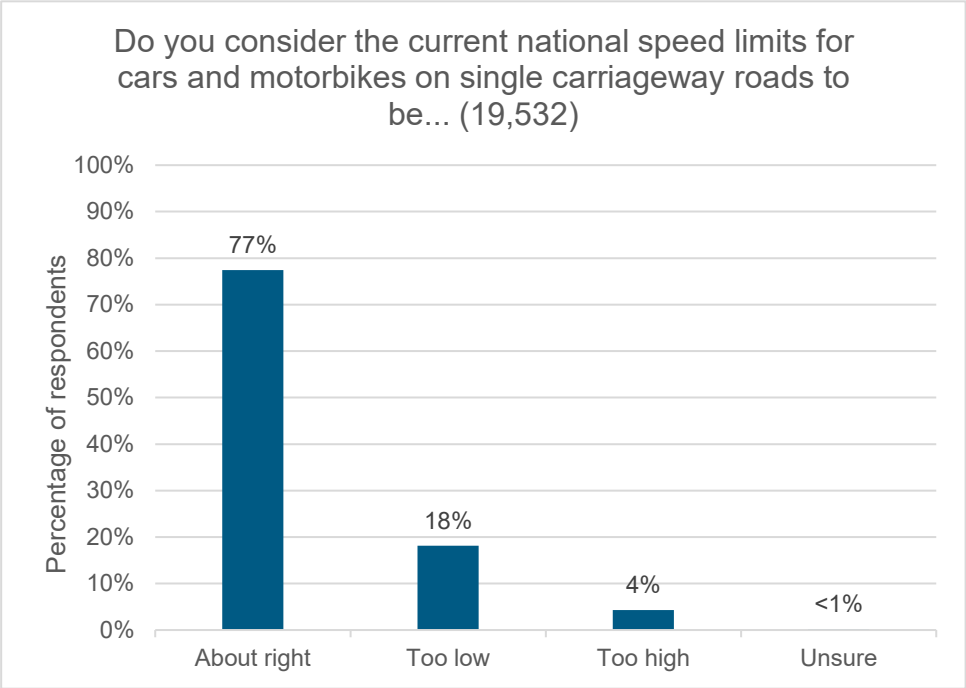


H.2.3 As shown in Figure 1, 85% of respondents (16,669) use a single carriageway road with a national speed limit of 60mph most of the time. 14% of respondents (2,785) use this type of road some of the time. Less than 1% of respondents use this type of road rarely (58), never (10) or were unsure (5).

H.2.4 Question 2 asked how respondents felt about the current national speed limit on single carriageway roads for cars and motorcycles.

H.2.5 19,532 respondents provided a valid response to this question. The results are shown in Figure 2.

Figure 2: Do you consider the current national speed limits for cars and motorbikes on single carriageway roads to be…



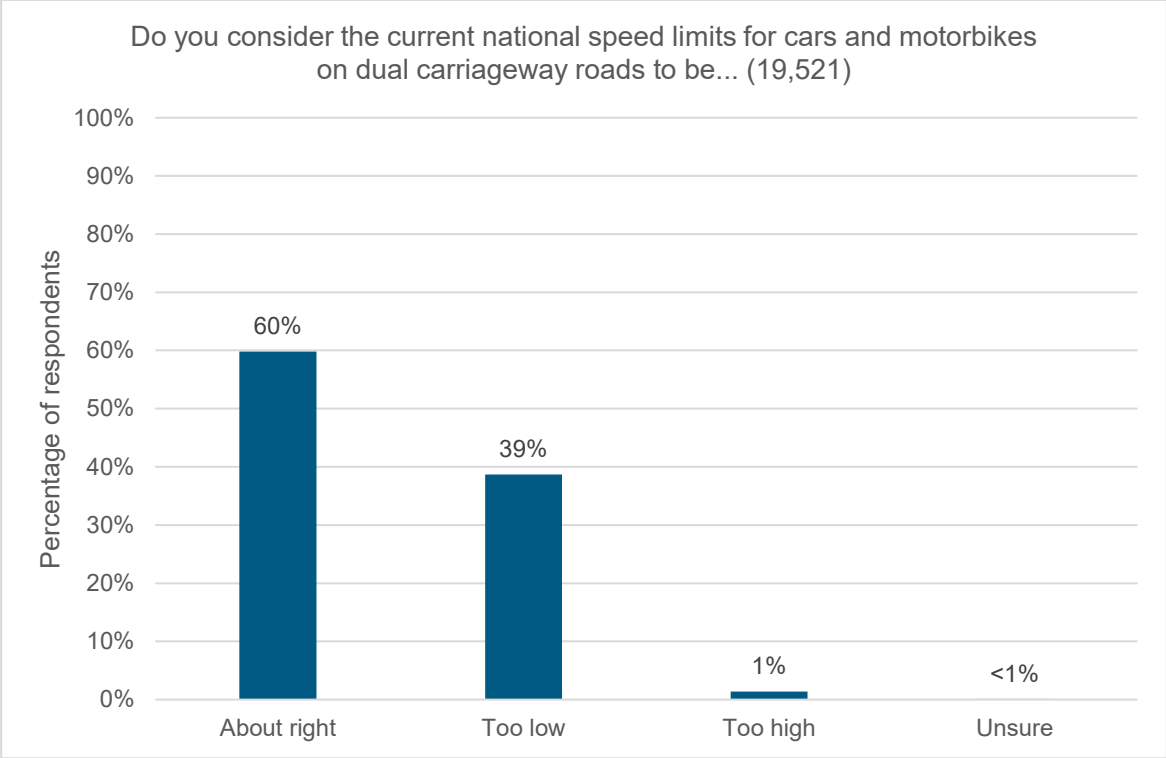
H.2.6 As shown in Figure 2, 77% of respondents (15,126) felt the current national speed limit for cars and motorcycles is about right. 18% of respondents (3,539) thought that the current national speed limit was too low, whilst 4% of respondents (836) felt it was too high. Less than 1% of respondents (31) were unsure.

H.2.7 Of those who provided responses to this question (19,532), 139 responded as organisations. Of these organisations 71% (98) said the current national speed limit for cars and motorcycles is about right. 14% of respondents (20) thought that the current national speed limit was too low, whilst 14% of respondents (20) felt it was too high. 1% of respondents (1) were unsure.

H.2.8 Question 3 asked how respondents felt about the current national speed limit on dual carriageway roads for cars and motorcycles.

H.2.9 19,521 respondents provided a valid response to this question. The results are shown in Figure 3.

Figure 3: Do you consider the current national speed limits for cars and motorbikes on dual carriageway roads to be…



H.2.10 As shown in Figure 3, 60% of respondents (11,676) thought the national speed limit for cars and motorcycles on dual carriageways was about right. 39% of respondents (7,552) felt the current limit was too low, whilst 1% of respondents (274) thought it was too high. Less than 1% of respondents (19) were unsure.

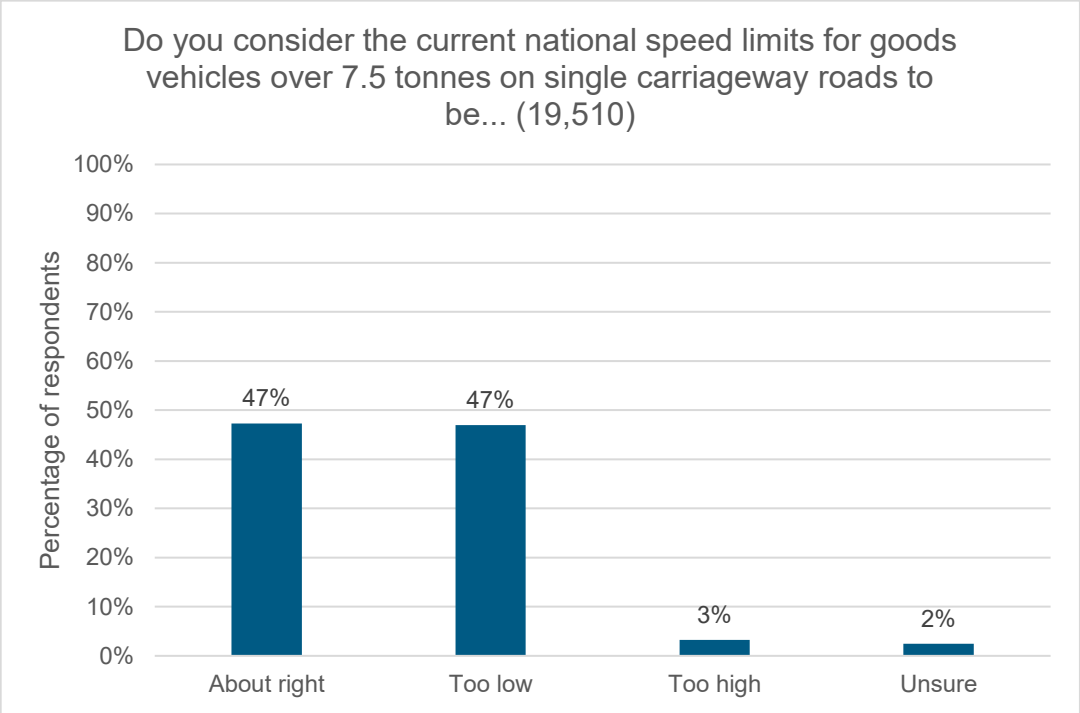
H.2.11 Of those who provided responses to this question (19,531), 131 responded as organisations. Of these organisations, 69% of respondents (90) thought the national speed limit for cars and motorcycles on dual carriageways was about right. 24% of

respondents (32) felt the current limit was too low, whilst 6% of respondents (8) thought it was too high. 1% of respondents (1) were unsure.

H.2.12 Question 4 asked how respondents felt about the current speed limit on single carriageway roads for goods vehicles over 7.5 tonnes.

H.2.13 19,510 respondents provided a valid response to this question. The results are shown in Figure 4.

Figure 4: Do you consider the current speed limit for goods vehicles over 7.5 tonnes on single carriageway roads to be…



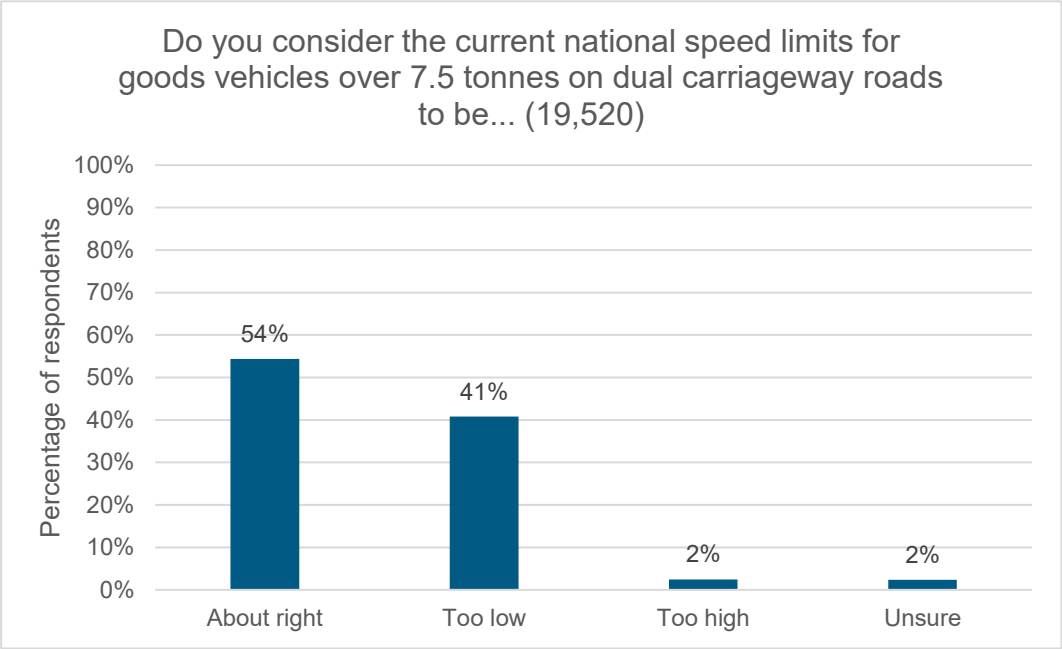
H.2.14 As shown in Figure 4, 47% of respondents (9,226) thought the speed limit for Heavy Goods Vehicles (HGVs) on single carriageways was about right. 47% of respondents (9,161) said the current HGV limit was too low. 3% of respondents (637) thought the current limit was too high, whilst 2% of respondents (486) were unsure.

H.2.15 Of those who provided responses to this question (19,510), 131 responded as organisations. Of these organisations, 37% (48) thought the speed limit for Heavy Goods Vehicles (HGVs) on single carriageways was about right. 57% of

respondents (75) felt the current limit was too low, whilst 4% of respondents (5) thought it was too high. 2% of respondents (3) were unsure.

H.2.16 Question 5 asked how respondents felt about the current speed limit on dual carriageway roads for goods vehicles over 7.5 tonnes. 19,520 respondents provided a valid response to this question. The results are shown in Figure 5.

Figure 5: **Do you consider the current speed limit for goods vehicles over 7.5 tonnes on dual carriageway roads to be…**



H.2.17 As shown in Figure 5, 54% of respondents (10,617) thought the speed limit for Heavy Goods Vehicles (HGVs) on dual carriageways was about right. 41% of respondents said the current HGV limit was too low (7,959) and 2% of respondents (476) thought the current limit was too high. 2% of respondents (486) were unsure.

H.2.18 Of those who provided responses to this question (19,510), 131 responded as organisations. Of these organisations 45% of respondents (59) thought the speed limit for Heavy Goods Vehicles (HGVs) on dual carriageways was about right. 49% of respondents (65) said the current HGV limit was too low and 5% of respondents (7) thought the current limit was too high. 1% of respondents (1) were unsure.

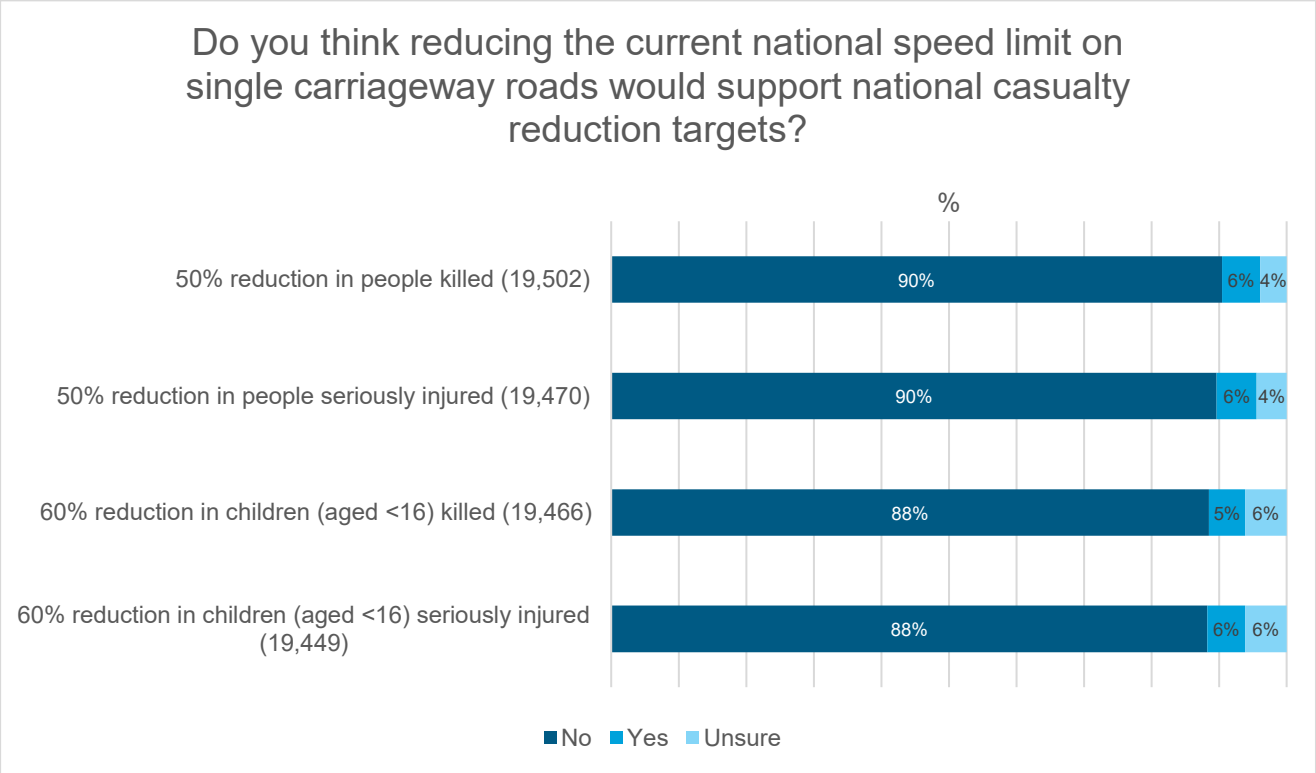
H.3 Safety considerations

Reduction in the national speed limit

H.3.1 Question 6 asked respondents if they thought a reduction in the current national speed limit on single carriageway roads would support national casualty reduction targets.

H.3.2 As these questions weren't mandatory, the base size of respondents to each element varies. The results are shown in Figure 6.

Figure 6: Do you think reducing the current national speed limit on single carriageway roads would support national casualty reduction targets?



H.3.3 Across all of the target reduction targets around 9 out of ten respondents selected ‘no’ that they did not think the reduction would support them.

- For the target of a 50% reduction in people killed: 90% of respondents (17,635) selected “no”, 6% of respondents (1,103) “yes” and 4% of respondents (764) “unsure”. Of those who responded to this question (19,502), 133 responded as organisations. Of these organisations, 68% of respondents (90) selected “no”, 23% of respondents (30) “yes” and 10% of respondents (13) “unsure”.

- For the target of a 50% reduction in people seriously injured: 90% of respondents (17,454) selected “no”, 6% of respondents (1,155) “yes” and 4% of respondents (861) “unsure”. Of those who responded to this question (19,470), 134 responded as organisations. Of these organisations, 66% of respondents (89) selected “no”, 25% of respondents (33) “yes” and 9% of respondents (12) “unsure”.

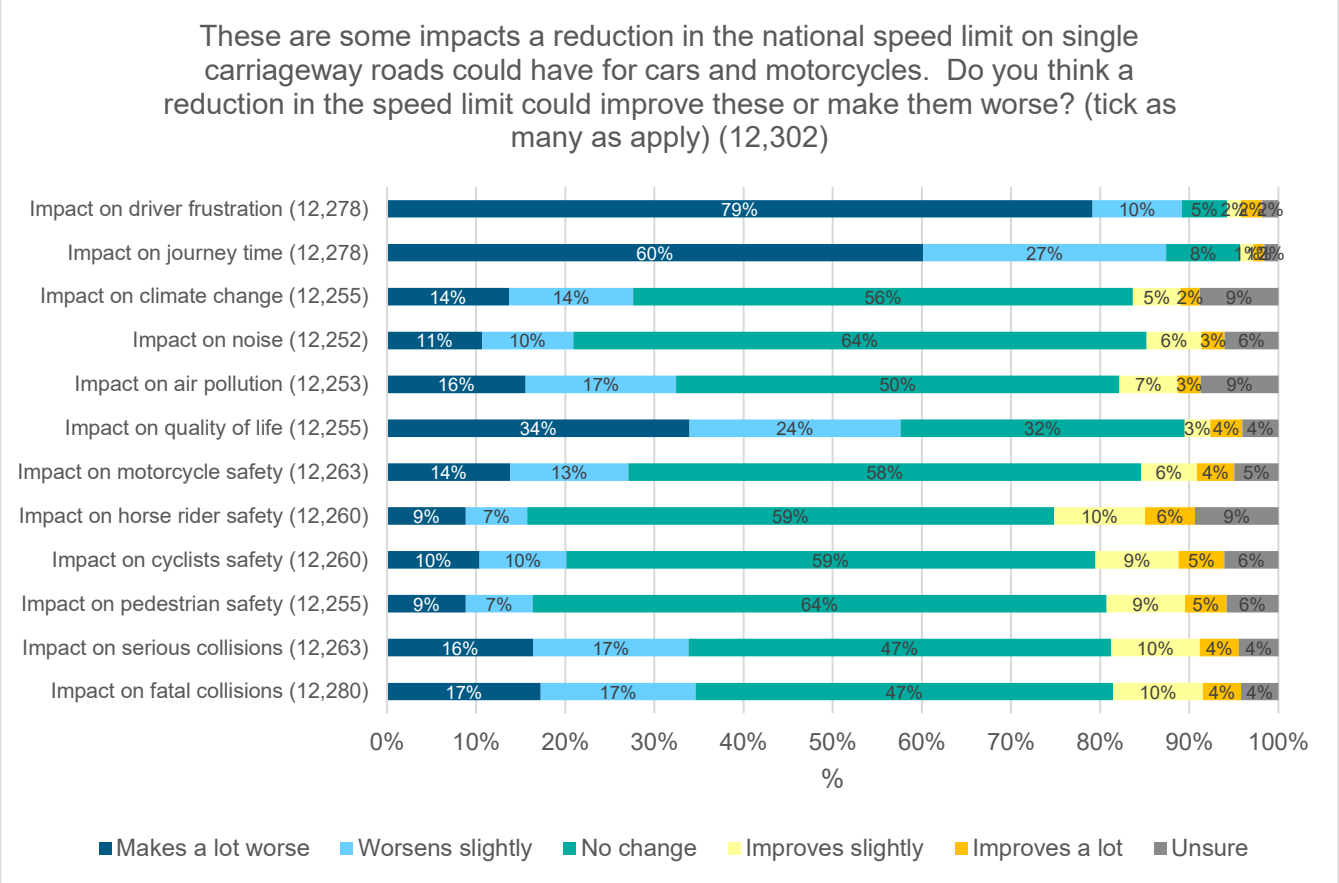
- For the target of a 60% reduction in children (aged <16) killed: 88% of respondents (17,222) selected “no”, 5% of respondents (1,049) “yes” and 6% of respondents (1,195) “unsure”. Of those who responded to this question (19,466), 134 responded as organisations. Of these organisations, 70% of respondents (94) selected “no”, 20% of respondents (27) “yes” and 10% of respondents (13) “unsure”.

- For the target of a 60% reduction in children (aged <16) seriously injured: 88% of respondents (17,170) selected “no”, 5% of respondents (1,081) “yes” and 6% of respondents (1,198) “unsure”. Of those who responded to this question (19,449), 133 responded as organisations. Of these organisations, 70% of respondents (93) selected “no”, 20% of respondents (27) “yes” and 10% of respondents (13) “unsure”.

H.3.4 Question 7 introduced 12 impacts that could be affected by a reduction in the national speed limit on single carriageway roads. Respondents were asked how they thought these impacts might change if the national speed limit was reduced.

H.3.5 Respondents were invited to tick as many impacts that applied to them, so the base size shown for each varies – these are shown in brackets after each impact. The results are shown in Figure 7.

Figure 7: These are some impacts a reduction in the national speed limit on single carriageway roads could have for cars and motorcycles. Do you think a reduction in the speed limit could improve these or make them worse? (tick as many as apply)



H.3.6 12,302 respondents provided an answer for at least one of the stated impacts in this question.[1] Not every respondent provided a response for each impact, so percentages are calculated based on the number of responses received for each impact.

H.3.7 The breakdown of responses per impact, including the base size of respondents who answered the question in brackets, is:

Impact on driver frustration (12,278)

79% of respondents (9,716)	"makes a lot worse"
10% of respondents (1,231)	"worsens slightly"
5% of respondents (624)	"no change"
2% of respondents (192)	"improves slightly"
2% of respondents (292)	"improves a lot"
2% of respondents (223)	"unsure"

Impact on journey time (12,278)

60% of respondents (7,385)	"makes a lot worse"
27% of respondents (3,347)	"worsens slightly"
8% of respondents (1,022)	"no change"
1% of respondents (178)	"improves slightly"
1% of respondents (155)	"improves a lot"
2% of respondents (191)	"unsure"

[1] Following the consultation launch on 27 November 2024, consultees provided feedback on the design of this question. In response to this feedback, the questionnaire wording was updated on 9 December 2024 at 14:40 to include a "no change" option to ensure respondents were able to express their view if they felt that the change would make no difference. Figure 7 shows responses received after the change to this question. Responses received prior to this change can be viewed in Appendix I.

Impact on climate change (12,255)

14% of respondents (1,675)	“makes a lot worse”
14% of respondents (1,710)	“worsens slightly”
56% of respondents (6,868)	“no change”
5% of respondents (656)	“improves slightly”
2% of respondents (264)	“improves a lot”
9% of respondents (1,082)	“unsure”

Impact on noise (12,252)

11% of respondents (1,305)	“makes a lot worse”
10% of respondents (1,254)	“worsens slightly”
64% of respondents (7,880)	“no change”
6 of respondents (759)	“improves slightly”
3% of respondents (317)	“improves a lot”
6% of respondents (737)	“unsure”

Impact on air pollution (12,253)

16% of respondents (1,906)	“makes a lot worse”
17% of respondents (2,068)	“worsens slightly”
50% of respondents (6,092)	“no change”
7% of respondents (803)	“improves slightly”
3% of respondents (318)	“improves a lot”
9% of respondents (1,066)	“unsure”

Impact on quality of life (12,255)

34% of respondents (4,160)	“makes a lot worse”
24% of respondents (2,900)	“worsens slightly”
32% of respondents (3,907)	“no change”
3% of respondents (351)	“improves slightly”
4% of respondents (441)	“improves a lot”
4% of respondents (496)	“unsure”.

Impact on motorcycle safety (12,263)

14% of respondents (1,694)	“makes a lot worse”
13% of respondents (1,625)	“worsens slightly”
58% of respondents (7,056)	“no change”
6% of respondents (765)	“improves slightly”
4% of respondents (518)	“improves a lot”
5% of respondents (605)	“unsure”

Impact on horse rider safety (12,260)

9% of respondents (1,084)	“makes a lot worse”
7% of respondents (843)	“worsens slightly”
64% of respondents (7,246)	“no change”
9% of respondents (1,253)	“improves slightly”
5% of respondents (688)	“improves a lot”
6% of respondents (1,146)	“unsure”.

Impact on cyclist safety (12,260)

10% of respondents (1,272)	“makes a lot worse”
10% of respondents (1,192)	“worsens slightly”,
59% of respondents (7,278)	“no change”
9% of respondents (1,146)	“improves slightly”
5% of respondents (629)	“improves a lot”
6% of respondents (743)	“unsure”.

Impact on pedestrian safety (12,255)

9% of respondents (1,084)	“makes a lot worse”
7% of respondents (917)	“worsens slightly”
64% of respondents (7,893)	“no change”
9% of respondents (1,077)	“improves slightly”
5% of respondents (571)	“improves a lot”
6% of respondents (713)	“unsure”

Impact on serious collisions (12,263)

16% of respondents (2,010)	“makes a lot worse”
17% of respondents (2,137)	“worsens slightly”,
47% of respondents (5,813)	“no change”
10% of respondents (1,219)	“improves slightly”
4% of respondents (541)	“improves a lot”
4% of respondents (543)	“unsure”.

Impact on fatal collisions (12,280)

17% of respondents (2,117)	“makes a lot worse”
17% of respondents (2,132)	“worsens slightly”
47% of respondents (5,754)	“no change”
10% of respondents (1,237)	“improves slightly”
4% of respondents (525)	“improves a lot”
4% of respondents (515)	“unsure”

H.3.8 Of the 12,302 respondents who provided an answer for at least one of the stated impacts in this question, 105 were organisations.

H.3.9 Of these organisational responses, the breakdown of responses per impact, including the base size of those who answered the question in brackets, is:

Impact on driver frustration (104)

63% of respondents (66) "makes a lot worse"
8% of respondents (8) "worsens slightly"
7% of respondents (7) "no change"
4% of respondents (4) "improves slightly"
5% of respondents (5) "improves a lot"
13% of respondents (14) "unsure"

Impact on journey time (104)

50% of respondents (52) "makes a lot worse"
29% of respondents (30) "worsens slightly"
7% of respondents (7) "no change"
6% of respondents (6) "improves slightly"
2% of respondents (2) "improves a lot"
7% of respondents (7) "unsure"

Impact on climate change (103)

12% of respondents (12) "makes a lot worse"
10% of respondents (10) "worsens slightly"
41% of respondents (42) "no change"
19% of respondents (20) "improves slightly"
10% of respondents (10) "improves a lot"
9% of respondents (9) "unsure"

Impact on noise (103)

9% of respondents (9)	“makes a lot worse”
6% of respondents (6)	“worsens slightly”
49% of respondents (50)	“no change”
22% of respondents (23)	“improves slightly”
10% of respondents (10)	“improves a lot”
5% of respondents (5)	“unsure”

Impact on air pollution (104)

12% of respondents (12)	“makes a lot worse”
13% of respondents (13)	“worsens slightly”
40% of respondents (42)	“no change”
20% of respondents (21)	“improves slightly”
8% of respondents (8)	“improves a lot”
8% of respondents (8)	“unsure”

Impact on quality of life (103)

26% of respondents (27)	“makes a lot worse”
18% of respondents (19)	“worsens slightly”
25% of respondents (26)	“no change”
13% of respondents (13)	“improves slightly”
12% of respondents (12)	“improves a lot”
6% of respondents (6)	“unsure”.

Impact on motorcycle safety (104)

13% of respondents (14)	“makes a lot worse”
12% of respondents (12)	“worsens slightly”
38% of respondents (40)	“no change”
13% of respondents (14)	“improves slightly”
17% of respondents (18)	“improves a lot”
6% of respondents (6)	“unsure”

Impact on horse rider safety (105)

7% of respondents (7)	“makes a lot worse”
6% of respondents (6)	“worsens slightly”
47% of respondents (49)	“no change”
16% of respondents (17)	“improves slightly”
17% of respondents (18)	“improves a lot”
8% of respondents (8)	“unsure”.

Impact on cyclist safety (105)

8% of respondents (8)	“makes a lot worse”
13% of respondents (14)	“worsens slightly”,
43% of respondents (45)	“no change”
14% of respondents (15)	“improves slightly”
17% of respondents (18)	“improves a lot”
5% of respondents (5)	“unsure”.

Impact on pedestrian safety (104)

4% of respondents (4)	“makes a lot worse”
11% of respondents (11)	“worsens slightly”
50% of respondents (52)	“no change”
15% of respondents (16)	“improves slightly”
13% of respondents (13)	“improves a lot”
8% of respondents (8)	“unsure”

Impact on fatal collisions (105)

14% of respondents (15) “makes a lot worse”
15% of respondents (16) “worsens slightly”
26% of respondents (27) “no change”
24% of respondents (25) “improves slightly”
15% of respondents (16) “improves a lot”
6% of respondents (6) “unsure”

H.3.10 Question 8 was an open text box. It asked respondents to comment if they thought any impacts were missing from those outlined in the previous Question 7.

H.3.11 10,947 respondents provided a free text response to this question. Most respondents used this open text box to comment on the proposals in general, as opposed to specifically answering the stated question, therefore responses were coded according to more general themes. Many respondents used this question to comment further on the themes already outlined in Question 7.

H.3.12 Table 1 provides a breakdown of the thematic codes that were applied across the content of this question. Open text feedback can be wide ranging, ambiguous and cover multiple topics within one response. There is always a level of subjectivity in the interpretation of free text comments.

H.3.13 For easier interpretation, thematic codes are grouped within high-level themes, highlighted in light blue in Table 1. Where appropriate, supplementary context has been added to the themes.

Table 1: Are there any other impacts that a reduction in the national speed limit from 60mph to 50mph for cars and motorcycles on single carriageway roads that have been missed? If so, please detail below.

The feedback to this question is provided in order of theme frequency.

Table 1a. Road safety theme

Sub theme	Sub theme total
Lowering national speed limit would increase driver frustration Increased frustration may lead to drivers taking more risks, such as dangerous overtaking manoeuvres. Respondents worried about a reduction in opportunities to overtake slower vehicles if speed limits for cars and HGVs were aligned.	5,077
Drivers would not comply with change in speed limits Perception that drivers would not comply with a reduced national speed limit. Including comments expressing the perception that drivers (including HGV drivers) do not always comply with current speed limits.	1,118
Modern vehicles are safe travelling at higher speeds Modern vehicles (including both cars and HGVs) have improved safety features and technology, such as more efficient braking, meaning they are safe to travel at higher speeds.	692
Lowering national speed limit would reduce concentration and lead to fatigue Lower speed would cause driver fatigue from more time spent at the wheel, increasing boredom and reducing concentration.	672
Lowering national speed limit would increase collisions	298
Lowering national speed limit would have no impact on collisions	249
Increasing HGV limit would result in reduced need to overtake Decreased frustration from HGVs being able to travel faster could lead to a reduction in other vehicles overtaking.	108
Lowering national speed limit would decrease collisions **Reduction in collisions, including impact on wildlife / animals.**	107

Comments about cyclist behaviour and safety Segregated infrastructure for cyclists is the most effective means to ensure safety. Important for cyclists to ensure they are visible. Some respondents suggested enforcement measures for cyclists such as licensing.	105
More consideration should be given to different vehicle classes More consideration should be given to overall differences between vehicle types e.g. • Commercial / Light Goods Vehicles • Safety of motorcycles travelling at same speed as HGVs under proposals • Impact of farm machinery on traffic conditions on rural roads • Categorisation of buses, coaches and motorhomes	87
Increasing HGV limit would increase driver frustration Reduced ability to overtake HGVs may increase frustration of other drivers, particularly if speed limits were aligned.	81
Comments about pedestrian behaviour and safety Segregated infrastructure for pedestrians is the most effective means to ensure safety. Education on safe road usage is important for pedestrians as well as drivers. Important for pedestrians to ensure they are visible.	76
Lowering national speed limit would have positive impact on driver behaviour	66
Perception that non-motorised users are not frequent users of dual (and single) carriageways Perception that non-motorised users are not frequent users of dual carriageways and therefore impacts for cyclists, pedestrians and horse riders may not be substantially relevant to this context. Included some comments that non-motorised users are also not very frequent users of single carriageway roads, either.	60
Increasing HGV limit would increase collisions	42
Lowering national speed limit could increase wear and damage to cars	40
Increasing HGV limit would increase stopping distance Heavy vehicles travelling faster would take longer to stop and increase driver reaction time.	36
Lowering national speed limit would positively impact non-motorised users	29

Proposals would have no impact on non-motorised user safety	28
Road worthiness of vehicles Proper maintenance of vehicles is important to reduce safety risks on the road.	15
Increasing HGV limit would negatively impact safety of non-motorised users	6
HGV drivers have higher skill level Respondents noted that HGV drivers are professionals and therefore undertake more rigorous driving training. They have high knowledge about how to handle situations on the road and drive safely.	5
Increasing HGV speed limit could increase wear and damage to HGV vehicles	5
Increasing HGV limit would decrease collisions	5
Lowering national speed limit could decrease wear and damage to cars	4
Increasing HGV limit would have no impact on safety / collisions	2
Road safety	**9,013 total**

Table 1b. Traffic and transport theme

Sub theme	Sub theme total
Lowering the national speed limit would negatively impact journey times Longer journey times and increased congestion.	1557
Speed limits should be bespoke to specific road design and conditions Disagreement with a blanket approach to changing speed limits, suggesting speed limit should be based on road design and prevailing conditions. Some roads, for example those that are narrow or twisty, warrant a slower driving speed for safety reasons. However, many **thought that on straight lengths of single carriageway there was no reason to lower the current national speed limit.**	766
Suggestion to improve road infrastructure / design Improve road design, including adequate overtaking lanes and laybys, improve junctions	433
Lowering national speed limit would negatively impact journey times for businesses Longer journey times leading to reduced productivity, increased delivery times and increased costs.	324
Speed limits should be consistent across the UK To reduce confusion around different speed limits in England.	146
Public transport in rural areas is lacking as an alternative to driving Those in rural areas may not have access to suitable public transport options.	135
Lowering national speed limit would negatively impact emergency services and response vehicles Concern that a lower speed limit could impact speed at which first responders are able to reach emergency situations	116
Suggestion to improve signage on roads Improving signage and road markings, including cat's eyes, could help improve driving standards.	87
Lowering national speed limit would positively impact journey times	20

Increasing HGV limit would positively impact journey times Improving flow of traffic and decreasing delivery times if HGVs can travel more quickly.	14
Reducing national speed limit could reduce wear on roads	13
Increasing HGV limit would negatively impact journey times	12
Increasing HGV limit could cause more wear on roads Due to heavy vehicles travelling at higher speeds.	8
Suggestion for road infrastructure or rules for HGVs travelling at higher speeds Including: provision of more passing places for HGVs to pull over, not allowing HGVs to overtake on dual carriageways.	8
Lowering national speed limit would have no impact on journey times	6
Lowering national speed limit could increase wear on roads	6
Suggestion to reduce amount of freight transported by road Transporting freight by other means, such as rail, would reduce the number of HGVs on Scotland's roads.	5
Traffic and transport	**3,656 total**

Table 1c. General theme

Sub theme	Sub theme total
Criticism of the Scottish Government	719
General opposition to reducing the national speed limit	611
Scottish Government should direct resources to road maintenance instead Suggestions that Scottish Government should prioritise improving road quality instead of changing speed limits.	550
Scottish Government should dual major roads instead of changing speed limits Suggestions that Scottish Government should prioritise dualling major single carriageway roads, commonly mentioning dualling of the A9 and A96.	404
Concern about the cost of implementing the proposals Concern that implementing and enforcing the proposals would be costly; particularly the cost of changing road signage.	208
Scottish Government should direct resources elsewhere instead Suggestions that Scottish Government should direct resources to non-road related areas.	141
General support for increasing HGV limit	102
General support for reducing the national speed limit	49
Scottish Government should invest in improving public transport and dedicated active travel infrastructure instead	48
General opposition to increasing HGV limit	26
General	**2,858 total**

Table 1d. Enforcement theme

Sub theme	Sub theme total
Concern that key issue is a minority of dangerous drivers, not the speed limit itself Perception that the key safety risk is dangerous driving (e.g. current speeding, drivers using phones) and that a reduction in the national speed limit will not serve to address this problem.	850
Suggestion relating to driver education Perception that some drivers have a low skill level and more comprehensive education could be a more effective tool to reduce safety risks on the road.	569
Increased police presence would be necessary to enforce change in speed limits Including comments that current police presence and funding is inadequate.	414
Suggestion for alternative speed limit proposal	356
Suggestion for tougher penalties for speeding and dangerous driving Including fines, driving bans and suspensions, speed awareness courses, license renewal, harsher penalties/ bans for using mobile phones whilst driving, penalising slow drivers.	151
Increase enforcement (non-specific suggestion)	129
More speed cameras would be needed to enforce a lowered national speed limit	103
Reducing the national speed limit would be difficult to enforce	102
Comments relating to vehicle technology Including suggestions for speed limiters.	69
Suggestion relating to promotion of good driving practice Public information and safety campaigns (such as TV adverts) may be a more effective measure to reduce safety risks on the road. Those commenting on the proposal specifically felt that a reduction in the national speed limit would require significant promotion and awareness raising.	38

Suggestion to remove speed cameras Or not to fund implementation of new cameras.	21
Decrease enforcement (non-specific suggestion)	13
Suggestions relating to insurance or financial incentives Financial incentives such as reduced insurance costs for those who do not speed, or elect to take additional driver education, could be a helpful mechanism to help raise driving standards.	12
Enforcement	**2,832 total**

Table 1e. Socioeconomic theme

Sub theme	Sub theme total
Reducing national speed limit would have a disproportionate impact on people who need to travel long distances Concern that reducing the national speed limit would have a disproportionate impact on those in rural areas who need to travel on single carriageways more frequently. Reduction in the national speed limit could negatively impact access to work and key services, such as those that need to travel long distances to access healthcare.	979
Reducing national speed limit would negatively impact Scotland's economy General negative economic impact, cost of goods increasing.	416
Proposals would negatively impact quality of life	354
Concern about driving ability of non-locals Perception that the ability of some tourist drivers is poor which contributes to unsafe situations on the road, particularly in popular rural tourist destinations. Concern that changing the national speed limit would increase confusion for drivers unfamiliar with Scottish roads.	212
Reducing national speed limit would have negative impact on tourism Concern that reducing the national speed limit would discourage tourism in Scotland, particularly impacting rural areas and economies such as the Highlands.	144
Proposals would positively impact quality of life	18
Increasing HGV limit would positively impact Scotland's economy Increased efficiency and lower delivery times could benefit both consumers and wider economy.	5
Proposals would have no impact on quality of life	4
Socioeconomic	**2,132 total**

Table 1f. Environment theme

Sub theme	Sub theme total
Reducing national speed limit would lead to decrease in fuel efficiency / negative climate change impact	577
Reducing national speed limit would worsen air quality	160
Reducing national speed limit would have no impact on climate change	46
Reducing national speed limit would lead to increase in fuel efficiency / positive climate change impact	38
Reducing national speed limit would lead to more noise	30
Increasing HGV limit would lead to decrease in fuel efficiency / negative climate change impact	21
Other suggestions relating to climate change Alternate suggestions relating to climate change impact, such as increasing investment in electric vehicle charging points and development of hydrogen fuel for vehicles.	16
Increasing HGV limit would lead to increase in fuel efficiency / positive climate change impact	12
Reducing national speed limit would have no impact on air quality	7
Reducing national speed limit would lead to less noise	7
Proposals will have no impact on noise	6
Reducing national speed limit would improve air quality	6
Increasing HGV limit would improve air quality	1
Increasing HGV limit would lead to more noise	1
Increasing HGV limit would worsen air quality	1
Environment	**929 total**

Table 1g. Consultation theme

Sub theme	Sub theme total
Criticism of the evidence provided for the proposals	232
Criticism of the survey questions Including commentary on optionality of Questions 7, 10 and 11. Changes made to these questions from feedback received can be viewed in Appendix I.	165
Criticism of the consultation as having a predetermined outcome	61
General criticism of consultation	50
Request for further information on the proposals	45
Criticism of the consultation materials	22
Positive feedback on the consultation process	6
Criticism of the consultation events	1
Criticism of the consultation promotion	1
Consultation	**583 total**

Question 9 was an open text box. It asked respondents to comment if they thought any impacts outlined in the previous Question 7 were incorrect.

H.3.14 8,481 respondents provided a free text response to this question. Most respondents used this open text box to comment on the proposals in general, as opposed to specifically answering the stated question, therefore responses were coded according to more general themes. Many respondents used this question to comment further on the themes already outlined in Question 7.

H.3.15 Table 2 provides a breakdown of the thematic codes that were applied across the content of this question. Open text feedback can be wide ranging, ambiguous and cover multiple topics within one response. There is always a level of subjectivity in interpretation of free text comments.

H.3.16 For easier interpretation, thematic codes are grouped within high-level themes, highlighted in light blue in Table 2. Where appropriate, supplementary context has been added to the themes.

Table 2: Are there any impacts that a reduction in the national speed limit from 60mph to 50mph for cars and motorcycles on single carriageway roads that you consider to be incorrect? Please provide as much detail and evidence as you can to support this.

The feedback to this question is provided in order of theme frequency.

Table 2a. Road safety theme

Sub theme	Sub theme total
Lowering national speed limit would increase driver frustration Increased frustration may lead to drivers taking more risks, such as dangerous overtaking manoeuvres. Respondents worried about a reduction in opportunities to overtake slower vehicles if speed limits for cars and HGVs were aligned.	2,587

Drivers would not comply with change in speed limits Perception that drivers would not comply with a reduced national speed limit. Including comments expressing the perception that drivers (including HGV drivers) do not always comply with current speed limits.	650
Lowering national speed limit would have no impact on collisions	550
Modern vehicles are safe travelling at higher speeds Modern vehicles (including both cars and HGVs) have improved safety features and technology, such as more efficient braking, meaning they are safe to travel at higher speeds.	435
Lowering national speed limit would increase collisions	292
Lowering national speed limit would reduce concentration and lead to fatigue Lower speed would cause driver fatigue from more time spent at the wheel, increasing boredom and reducing concentration.	286
Perception that non-motorised users are not frequent users of dual (and single) carriageways Perception that non-motorised users are not frequent users of dual carriageways and therefore impacts for cyclists, pedestrians and horse riders may not be substantially relevant to this context. Included some comments that non-motorised users are also not very frequent users of single carriageway roads, either.	108
Comments about pedestrian behaviour and safety Segregated infrastructure for pedestrians is the most effective means to ensure safety. Education on safe road usage is important for pedestrians as well as drivers. Important for pedestrians to ensure they are visible.	72
Proposals would have no impact on non-motorised user safety	66
Comments about cyclist behaviour and safety Segregated infrastructure for cyclists is the most effective means to ensure safety.	59

Important for cyclists to ensure they are visible. Some respondents suggested enforcement measures for cyclists such as licensing.	
More consideration should be given to different vehicle classes More consideration should be given to overall differences between vehicle types e.g. • Commercial / Light Goods Vehicles • Safety of motorcycles travelling at same speed as HGVs under proposals • Impact of farm machinery on traffic conditions on rural roads • Categorisation of buses, coaches and motorhomes	54
Increasing HGV limit would result in reduced need to overtake Decreased frustration from HGVs being able to travel faster could lead to a reduction in other vehicles overtaking.	50
Increasing HGV limit would increase collisions	41
Lowering national speed limit would decrease collisions Reduction in collisions, including impact on wildlife / animals.	35
Increasing HGV limit would increase driver frustration Reduced ability to overtake HGVs may increase frustration of other drivers, particularly if speed limits were aligned.	28
Increasing HGV limit would increase stopping distance Heavy vehicles travelling faster would take longer to stop and increase driver reaction time.	13
Lowering national speed limit could increase wear and damage to cars	12
Lowering national speed limit would positively impact non-motorised users	12
Lowering national speed limit would have positive impact on driver behaviour	11

Road worthiness of vehicles Proper maintenance of vehicles is important to reduce safety risks on the road.	10
Increasing HGV limit would have no impact on safety / collisions	6
Increasing HGV limit would negatively impact safety of non-motorised users	4
Increasing HGV speed limit could increase wear and damage to HGV vehicles	2
Increasing HGV limit would decrease collisions	2
HGV drivers have higher skill level Respondents noted that HGV drivers are professionals and therefore undertake more rigorous driving training. They have high knowledge about how to handle situations on the road and drive safely.	1
Lowering national speed limit could decrease wear and damage to cars	1
Road safety	**5,387 total**

Table 2b. Enforcement theme

Sub theme	**Sub theme totals**
Concern that key issue is a minority of dangerous drivers, not the speed limit itself Perception that the key safety risk is dangerous driving (e.g. current speeding, drivers using phones) and that a reduction in the national speed limit will not serve to address this problem.	680

Suggestion relating to driver education Perception that some drivers have a low skill level and more comprehensive education could be a more effective tool to reduce safety risks on the road.	447
Increased police presence would be necessary to enforce change in speed limits Including comments that current police presence and funding is inadequate.	204
Suggestion for alternative speed limit proposal	186
Increase enforcement (non-specific suggestion)	119
Suggestion for tougher penalties for speeding and dangerous driving Including fines, driving bans and suspensions, speed awareness courses, license renewal, harsher penalties/ bans for using mobile phones whilst driving, penalising slow drivers.	99
Reducing the national speed limit would be difficult to enforce	60
More speed cameras would be needed to enforce a lowered national speed limit	56
Comments relating to vehicle technology Including suggestions for speed limiters.	39
Suggestion relating to promotion of good driving practice Public information and safety campaigns (such as TV adverts) may be a more effective measure to reduce safety risks on the road. Those commenting on the proposal specifically felt that a reduction in the national speed limit would require significant promotion and awareness raising.	24
Suggestion to remove speed cameras Or not to fund implementation of new cameras.	21
Suggestions relating to insurance or financial incentives Financial incentives such as reduced insurance costs for those who do not speed,	9

or elect to take additional driver education, could be a helpful mechanism to help raise driving standards.	
Decrease enforcement (non-specific suggestion)	4
Enforcement	**1948 total**

Table 2c. Traffic and transport theme

Sub theme	Sub theme total
Lowering the national speed limit would negatively impact journey times Longer journey times and increased congestion.	758
Speed limits should be bespoke to specific road design and conditions Disagreement with a blanket approach to changing speed limits, suggesting speed limit should be based on road design and prevailing conditions. Some roads, for example those that are narrow or twisty, warrant a slower driving speed for safety reasons. However, many thought that on straight lengths of single carriageway there was no reason to lower the current national speed limit.	520
Suggestion to improve road infrastructure / design Improve road design, including adequate overtaking lanes and laybys, improve junctions	284
Lowering national speed limit would negatively impact journey times for businesses Longer journey times leading to reduced productivity, increased delivery times and increased costs.	78

Public transport in rural areas is lacking as an alternative to driving Those in rural areas may not have access to suitable public transport options.	68
Suggestion to improve signage on roads Improving signage and road markings, including cat's eyes, could help improve driving standards.	61
Speed limits should be consistent across the UK To reduce confusion around different speed limits in England.	49
Lowering national speed limit would negatively impact emergency services and response vehicles Concern that a lower speed limit could impact speed at which first responders are able to reach emergency situations.	27
Increasing HGV limit would positively impact journey times Improving flow of traffic and decreasing delivery times if HGVs can travel more quickly.	14
Lowering national speed limit would positively impact journey times	10
Increasing HGV limit would negatively impact journey times	7
Suggestion to reduce amount of freight transported by road Transporting freight by other means, such as rail, would reduce the number of HGVs on Scotland's roads.	7
Increasing HGV limit could cause more wear on roads Due to heavy vehicles travelling at higher speeds.	4
Lowering national speed limit would have no impact on journey times	4
Suggestion for road infrastructure or rules for HGVs travelling at higher speeds	4

Including: provision of more passing places for HGVs to pull over, not allowing HGVs to overtake on dual carriageways.	
Reducing national speed limit could reduce wear on roads	3
Traffic and transport	**1,898 total**

Table 2d. General theme

Sub theme	Sub theme total
General opposition to reducing the national speed limit	482
Criticism of the Scottish Government	434
Scottish Government should direct resources to road maintenance instead Suggestions that Scottish Government should prioritise improving road quality instead of changing speed limits.	343
Scottish Government should dual major roads instead of changing speed limits Suggestions that Scottish Government should prioritise dualling major single carriageway roads, commonly mentioning dualling of the A9 and A96.	231
Scottish Government should direct resources elsewhere instead Suggestions that Scottish Government should direct resources to non-road related areas.	91
Concern about the cost of implementing the proposals Concern that implementing and enforcing the proposals would be costly; particularly the cost of changing road signage.	80

General support for increasing HGV limit	45
General support for reducing the national speed limit	30
Scottish Government should invest in improving public transport and dedicated active travel infrastructure instead	27
General opposition to increasing HGV limit	18
General	**1,781 total**

Table 2e. Environment theme

Sub theme	Sub theme total
Reducing national speed limit would lead to decrease in fuel efficiency / negative climate change impact	557
Reducing national speed limit would have no impact on climate change	175
Reducing national speed limit would worsen air quality	156
Reducing national speed limit would lead to more noise	66
Proposals will have no impact on noise	42
Reducing national speed limit would have no impact on air quality	31
Other suggestions relating to climate change Alternate suggestions relating to climate change impact, such as increasing investment in electric vehicle charging points and development of hydrogen fuel for vehicles.	17

Increasing HGV limit would lead to decrease in fuel efficiency / negative climate change impact	14
Reducing national speed limit would improve air quality	7
Reducing national speed limit would lead to increase in fuel efficiency / positive climate change impact	6
Reducing national speed limit would lead to less noise	6
Increasing HGV limit would lead to increase in fuel efficiency / positive climate change impact	4
Increasing HGV limit would lead to more noise	4
Increasing HGV limit would have no impact on climate change	3
Increasing HGV limit would worsen air quality	2
Increasing HGV limit would improve air quality	1
Environment	**1,091**

Table 2f. Consultation theme

Sub theme	Sub theme total
Criticism of the evidence provided for the proposals	604
Criticism of the survey questions	244
Including commentary on optionality of Questions 7, 10 and 11. Changes made to these questions from feedback received can be viewed in Appendix I.	72

Request for further information on the proposals	68
General criticism of consultation	59
Criticism of the consultation materials	34
Criticism of the consultation promotion	3
Criticism of the consultation events	1
Consultation	**1,085 total**

Table 2g. Socioeconomic theme

Sub theme	Sub theme total
Reducing national speed limit would have a disproportionate impact on people who need to travel long distances Concern that reducing the national speed limit would have a disproportionate impact on those in rural areas who need to travel on single carriageways more frequently. Reduction in the national speed limit could negatively impact access to work and key services, such as those that need to travel long distances to access healthcare.	**347**
Proposals would negatively impact quality of life	**144**
Reducing NSL will negatively impact Scotland's economy	**123**
Concern about driving ability of non-locals Perception that the ability of some tourist drivers is poor which contributes to unsafe situations on the road, particularly in popular rural tourist destinations.	**104**

Concern that changing the national speed limit would increase confusion for drivers unfamiliar with Scottish roads.	
Reducing national speed limit would have negative impact on tourism Concern that reducing the national speed limit would discourage tourism in Scotland, particularly impacting rural areas and economies such as the Highlands.	**33**
Proposals would have no impact on quality of life	**11**
Increasing HGV limit would positively impact Scotland's economy Increased efficiency and lower delivery times could benefit both consumers and wider economy.	**2**
Proposals would positively impact quality of life	**1**
Socioeconomic theme	**765 total**

Impact on serious collisions (105)

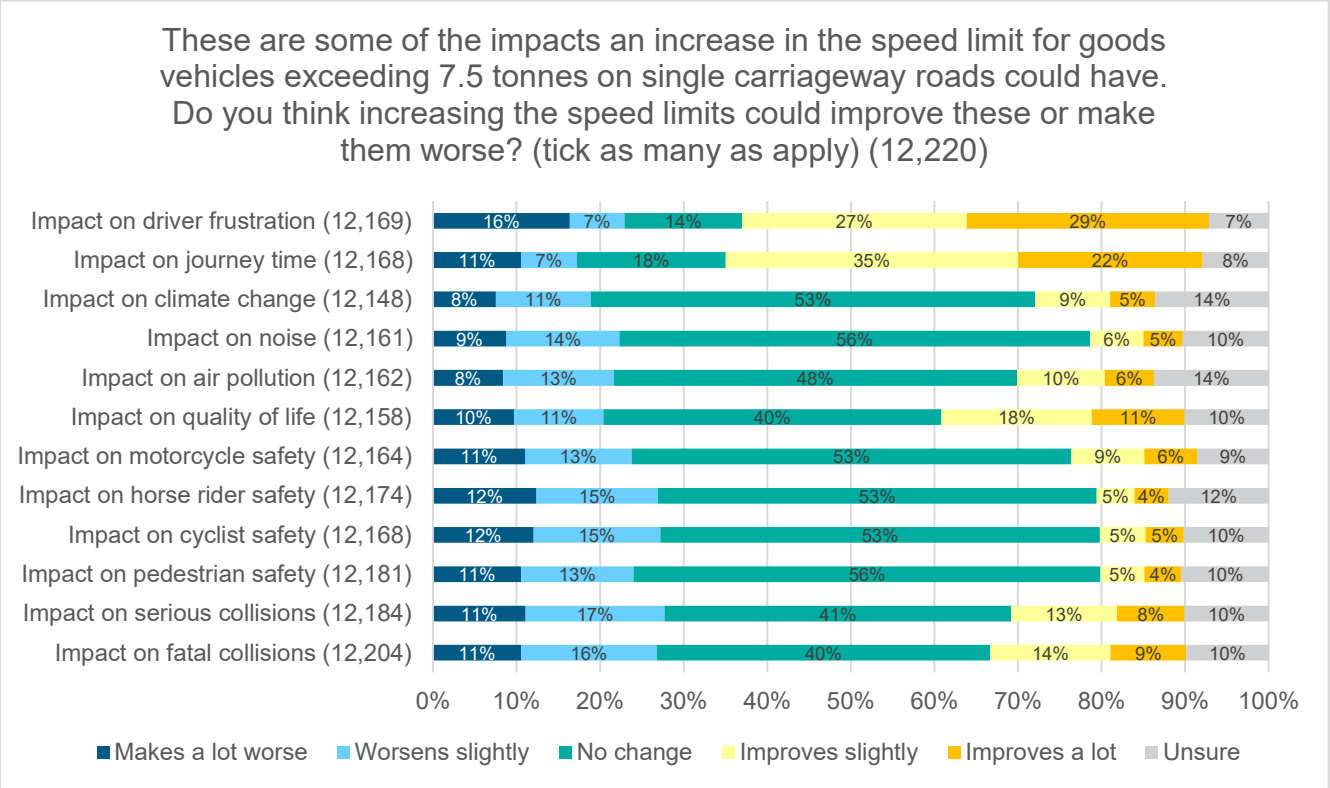
14% of respondents (15) "makes a lot worse"
13% of respondents (14) "worsens slightly",
29% of respondents (30) "no change"
23% of respondents (24) "improves slightly"
16% of respondents (17) "improves a lot"
5% of respondents (5) "unsure".

HGV questions

H.3.17 Question 10 introduced 12 impacts that could be affected by raising the HGV limit on single carriageway roads. Respondents were asked how they thought these impacts might change if the HGV limit on single carriageway roads was increased.

H.3.18 Respondents were invited to tick as many impacts as applied to them, so the base size shown for each varies - these are shown in brackets after each impact. The results are shown in Figure 8.

Figure 8: These are some of the impacts an increase in the speed limit for goods vehicles exceeding 7.5 tonnes on single carriageway roads could have. Do you think increasing the speed limits could improve these or make them worse? (tick as many as apply)



H.3.19 12,220 respondents provided an answer for at least one of the stated impacts in this question.[2] Not every respondent provided a response for each impact, so percentages are calculated based on the number of responses received for each impact.

[2] Following the consultation launch on 27 November 2024, feedback on the design of this question was received through the consultation. As a result of this feedback, the questionnaire was updated on 9 December 2024 at 14:40 to include a "no change" option to ensure respondent views were captured as accurately as possible. Figure 8 shows responses received after the change to this question. Responses received prior to this change can be viewed in Appendix I.

H.3.20 The breakdown of responses per impact, including the base size of respondents who answered the question in brackets, is:

Impact on driver frustration (12,169)

16% of respondents (1,995)	“makes a lot worse”
7% of respondents (797)	“worsens slightly”
14% of respondents (1,708)	“no change”
27% of respondents (3,273)	“improves slightly”
29% of respondents (3,527)	“improves a lot”
7% of respondents (869)	“unsure”.

Impact on journey time (12,168):

11% of respondents (1,283)	“makes a lot worse”
7% of respondents (811)	“worsens slightly”
18% of respondents (2,169)	“no change”
35% of respondents (4,253)	“improves slightly”
22% of respondents (2,689)	“improves a lot”
8% of respondents (963)	“unsure”

Impact on climate change (12,148)

8% of respondents (914)	“makes a lot worse”
11% of respondents (1,380)	“worsens slightly”
53% of respondents (6,460)	“no change”
9% of respondents (1,090)	“improves slightly”
5% of respondents (654)	“improves a lot”
14% of respondents (1,650)	“unsure”

Impact on noise (12,161)

9% of respondents (1,068)	“makes a lot worse”
14% of respondents (1,644)	“worsens slightly”
56% of respondents (6,851)	“no change”
6% of respondents (775)	“improves slightly”
5% of respondents (572)	“improves a lot”
10% of respondents (1,251)	“unsure”.

Impact on air pollution (12,162)

8% of respondents (1,023)	“makes a lot worse”
13% of respondents (1,608)	“worsens slightly”
48% of respondents (5,869)	“no change”
10% of respondents (1,277)	“improves slightly”
6% of respondents (717)	“improves a lot”
14% of respondents (1,668)	“unsure”

Impact on quality of life (12,158)

10% of respondents (1,183)	“makes a lot worse”
11% of respondents (1,297)	“worsens slightly”
40% of respondents (4,916)	“no change”
18% of respondents (2,185)	“improves slightly”
11% of respondents (1,355)	“improves a lot”
10% of respondents (1,222)	“unsure”

Impact on motorcycle safety (12,164)

11% of respondents (1,342)	“makes a lot worse”
13% of respondents (1,551)	“worsens slightly”
53% of respondents (6,402)	“no change”
9% of respondents (1,058)	“improves slightly”
6% of respondents (771)	“improves a lot”
9% of respondents (1,040)	“unsure”

Impact on horse rider safety (12,174):

12% of respondents (1,511)	“makes a lot worse”
15% of respondents (1,767)	“worsens slightly”
53% of respondents (6,392)	“no change”
5% of respondents (548)	“improves slightly”
4% of respondents (500)	“improves a lot”
12% of respondents (1,456)	“unsure”

Impact on cyclist safety (12,168)

12% of respondents (1,465)	“makes a lot worse”
15% of respondents (1,845)	“worsens slightly”
53% of respondents (6,401)	“no change”
5% of respondents (667)	“improves slightly”
5% of respondents (553)	“improves a lot”
10% of respondents (1,237)	“unsure”

Impact on pedestrian safety (12,181)

11% of respondents (1,288)	“makes a lot worse”
13% of respondents (1,637)	“worsens slightly”
56% of respondents (6,806)	“no change”
5% of respondents (640)	“improves slightly”
4% of respondents (539)	“improves a lot”
10% of respondents (1,271)	“unsure”

Impact on serious collisions (12,184)

11% of respondents (1,351) "makes a lot worse"
16% of respondents (2,028) "worsens slightly"
41% of respondents (5,053) "no change"
13% of respondents (1,538) "improves slightly"
8% of respondents (988) "improves a lot"
10% of respondents (1,226) "unsure"

Impact on fatal collisions (12,204)

11% of respondents (1,290) "makes a lot worse"
16% of respondents (1,978) "worsens slightly"
40% of respondents (4,870) "no change"
14% of respondents (1,757) "improves slightly"
9% of respondents (1,106) "improves a lot"
10% of respondents (1,203) "unsure"

H.3.21 Of the 12,220 respondents who provided an answer for at least one of the stated impacts in this question, 105 were organisations.

H.3.22 Of these organisational responses, the breakdown of responses per impact, including the base size of respondents who answered the question in brackets, is:

Impact on driver frustration (104)

13% of respondents (13) "makes a lot worse"
2% of respondents (2) "worsens slightly"
8% of respondents (8) "no change"
29% of respondents (30) "improves slightly"
37% of respondents (38) "improves a lot"
13% of respondents (13) "unsure".

Impact on journey time (104):

9% of respondents (9) "makes a lot worse"
5% of respondents (5) "worsens slightly"
8% of respondents (8) "no change"

38% of respondents (39) “improves slightly”
32% of respondents (33) “improves a lot”
10% of respondents (10) “unsure”

Impact on climate change (104)

13% of respondents (13) “makes a lot worse”
14% of respondents (15) “worsens slightly”
40% of respondents (42) “no change”
12% of respondents (12) “improves slightly”
9% of respondents (9) “improves a lot”
13% of respondents (13) “unsure”

Impact on noise (103)

14% of respondents (14) “makes a lot worse”
20% of respondents (21) “worsens slightly”
44% of respondents (45) “no change”
7% of respondents (7) “improves slightly”
8% of respondents (8) “improves a lot”
8% of respondents (8) “unsure”.

Impact on air pollution (104)

13% of respondents (13) “makes a lot worse”
16% of respondents (17) “worsens slightly”
39% of respondents (41) “no change”
11% of respondents (11) “improves slightly”
10% of respondents (10) “improves a lot”
12% of respondents (12) “unsure”

Impact on quality of life (103)

15% of respondents (15) “makes a lot worse”
12% of respondents (12) “worsens slightly”
29% of respondents (30) “no change”
14% of respondents (14) “improves slightly”
18% of respondents (19) “improves a lot”

13% of respondents (13) “unsure”

Impact on motorcycle safety (104)

19% of respondents (20) “makes a lot worse”
11% of respondents (11) “worsens slightly”
45% of respondents (47) “no change”
10% of respondents (10) “improves slightly”
9% of respondents (9) “improves a lot”
7% of respondents (7) “unsure”

Impact on horse rider safety (105):

21% of respondents (22) “makes a lot worse”
12% of respondents (13) “worsens slightly”
51% of respondents (54) “no change”
5% of respondents (5) “improves slightly”
6% of respondents (6) “improves a lot”
5% of respondents (5) “unsure”

Impact on cyclist safety (104)

21% of respondents (22) “makes a lot worse”
11% of respondents (11) “worsens slightly”
50% of respondents (52) “no change”
7% of respondents (7) “improves slightly”
6% of respondents (6) “improves a lot”
6% of respondents (6) “unsure”

Impact on pedestrian safety (105)

19% of respondents (20) “makes a lot worse”
11% of respondents (12) “worsens slightly”
50% of respondents (53) “no change”
4% of respondents (4) “improves slightly”
8% of respondents (8) “improves a lot”
8% of respondents (8) “unsure”

Impact on serious collisions (105)

19% of respondents (20) "makes a lot worse"
12% of respondents (13) "worsens slightly"
36% of respondents (38) "no change"
11% of respondents (12) "improves slightly"
12% of respondents (13) "improves a lot"
9% of respondents (9) "unsure"

Impact on fatal collisions (104)

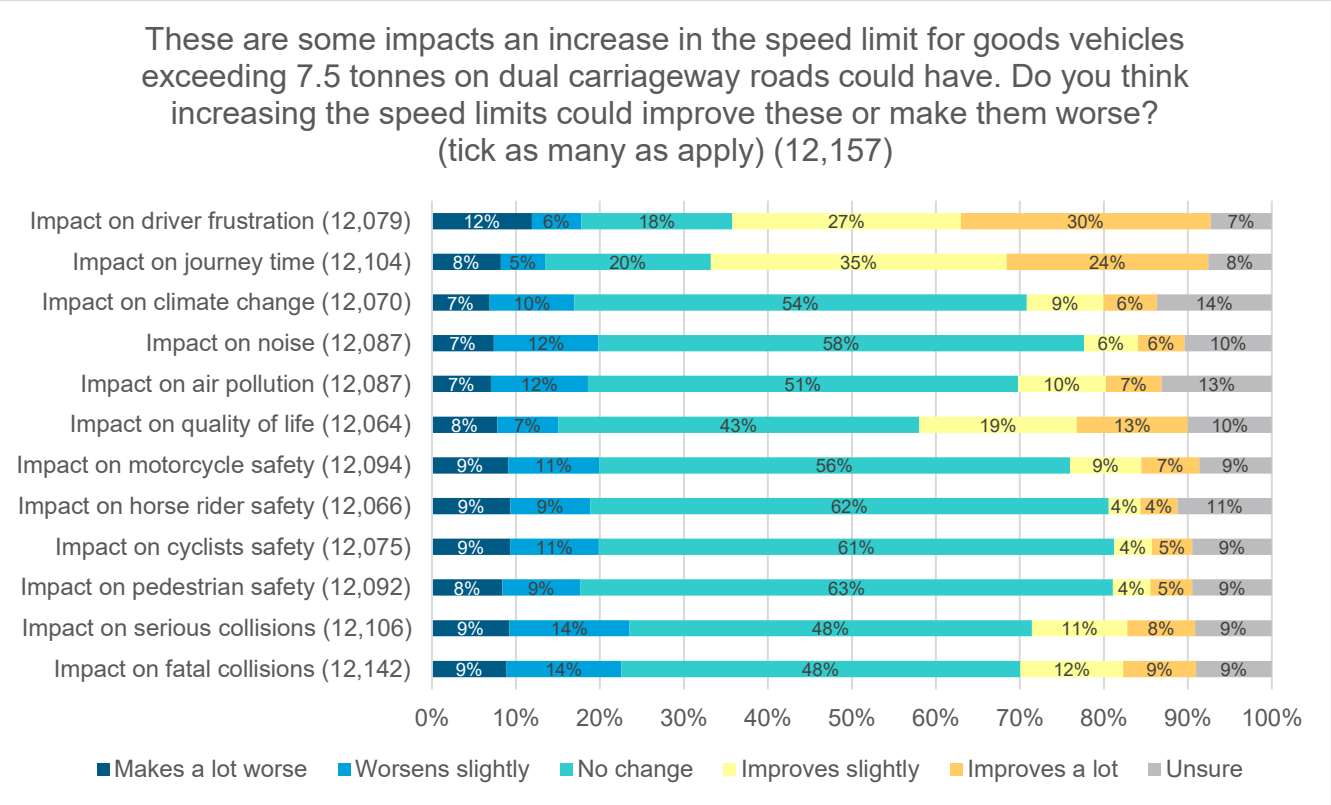
17% of respondents (18) "makes a lot worse"
13% of respondents (14) "worsens slightly"
32% of respondents (33) "no change"
13% of respondents (13) "improves slightly"
15% of respondents (16) "improves a lot"
10% of respondents (10) "unsure"

H.3.23 Question 11 introduced 12 impacts that could be affected by raising the HGV limit on dual carriageway roads. Respondents were asked how they thought these impacts might change if the HGV limit on dual carriageway roads was increased.

H.3.24 12,157 respondents provided an answer for at least one of the stated impacts in this question.[3] Not every respondent provided a response for every impact, so percentages are calculated based on number of responses received for each impact. The results are shown in Figure 9.

[3] Following the consultation launch on 27 November 2024, feedback on the design of this question was received through the consultation. As a result of this feedback, the questionnaire was updated on 9 December 2024 at 14:40 to include a "no change" option to ensure respondent views were captured as accurately as possible. Figure 9 shows responses received after the change to this question. Responses received prior to this change can be viewed in Appendix I.

Figure 9: These are some impacts an increase in the speed limit for goods vehicles exceeding 7.5 tonnes on dual carriageway roads could have. Do you think increasing the speed limits could improve these or make them worse? (tick as many as apply)



H.3.25 The breakdown of responses per impact, including the base size of respondents who answered the question in brackets, is:

Impact on driver frustration (12,079)

12% of respondents (1,439)	“makes a lot worse”
6% of respondents (711)	“worsens slightly”
18% of respondents (2,172)	“no change”
27% of respondents (3,283)	“improves slightly”
30% of respondents (3,591)	“improves a lot”
7% of respondents (883)	“unsure”

Impact on journey time (12,104)

8% of respondents (995)	“makes a lot worse”
5% of respondents (635)	“worsens slightly”
20% of respondents (2,389)	“no change”
35% of respondents (4,265)	“improves slightly”
24% of respondents (2,903)	“improves a lot”
8% of respondents (917)	“unsure”

Impact on climate change (12,070)

7% of respondents (829)	“makes a lot worse”
10% of respondents (1,221)	“worsens slightly”
54% of respondents (6,497)	“no change”
9% of respondents (1,105)	“improves slightly”
6% of respondents (767)	“improves a lot”
14% of respondents (1,651)	“unsure”

Impact on noise (12,081)

7% of respondents (889)	“makes a lot worse”
12% of respondents (1,507)	“worsens slightly”
58% of respondents (6,983)	“no change”
6% of respondents (777)	“improves slightly”
6% of respondents (672)	“improves a lot”
10% of respondents (1,253)	“unsure”

Impact on air pollution (12,087)

7% of respondents (850)	“makes a lot worse”
12% of respondents (1,396)	“worsens slightly”
51% of respondents (6,189)	“no change”
10% of respondents (1,264)	“improves slightly”
7% of respondents (802)	“improves a lot”
13% of respondents (1,586)	“unsure”

Impact on quality of life (12,064)

8% of respondents (938)	“makes a lot worse”
7% of respondents (875)	“worsens slightly”
43% of respondents (5,189)	“no change”
19% of respondents (2,260)	“improves slightly”
13% of respondents (1,596)	“improves a lot”
10% of respondents (1,206)	“unsure”

Impact on motorcycle safety (12,094)

9% of respondents (1,101)	“makes a lot worse”
11% of respondents (1,307)	“worsens slightly”
56% of respondents (6,778)	“no change”
9% of respondents (1,031)	“improves slightly”
7% of respondents (833)	“improves a lot”
9% of respondents (1,044)	“unsure”

Impact on horse rider safety (12,066)

9% of respondents (1,129)	“makes a lot worse”
9% of respondents (1,145)	“worsens slightly”
62% of respondents (7,450)	“no change”
4% of respondents (453)	“improves slightly”
4% of respondents (533)	“improves a lot”
11% of respondents (1,356)	“unsure”

Impact on cyclist safety (12,075)

9% of respondents (1,123)	“makes a lot worse”
11% of respondents (1,278)	“worsens slightly”
61% of respondents (7,409)	“no change”
4% of respondents (541)	“improves slightly”
5% of respondents (580)	“improves a lot”
9% of respondents (1,144)	“unsure”

Impact on pedestrian safety (12,092)

8% of respondents (1,015)	“makes a lot worse”
9% of respondents (1,126)	“worsens slightly”
63% of respondents (7,664)	“no change”
4% of respondents (537)	“improves slightly”
5% of respondents (606)	“improves a lot”
9% of respondents (1,144)	“unsure”

Impact on serious collisions (12,106)

9% of respondents (1,118)	“makes a lot worse”
14% of respondents (1,730)	“worsens slightly”
48% of respondents (5,799)	“no change”
11% of respondents (1,376)	“improves slightly”
8% of respondents (978)	“improves a lot”
9% of respondents (1,105)	“unsure”

Impact on fatal collisions (12,142):

9% of respondents (1,079)	“makes a lot worse”
14% of respondents (1,658)	“worsens slightly”
48% of respondents (5,770)	“no change”
12% of respondents (1,488)	“improves slightly”
9% of respondents (1,052)	“improves a lot”
9% of respondents (1,095)	“unsure”

H.3.26 Of the 12,157 respondents who provided an answer for at least one of the stated impacts in this question, 103 were organisations.

H.3.27 Of the organisational responses, the breakdown of responses per impact, including the base size of respondents who answered the question in brackets, is:

Impact on driver frustration (102)

7% of respondents (7) "makes a lot worse"
4% of respondents (4) "worsens slightly"
10% of respondents (10) "no change"
33% of respondents (34) "improves slightly"
33% of respondents (34) "improves a lot"
13% of respondents (13) "unsure"

Impact on journey time (103)

5% of respondents (5) "makes a lot worse"
6% of respondents (6) "worsens slightly"
8% of respondents (8) "no change"
42% of respondents (43) "improves slightly"
29% of respondents (30) "improves a lot"
11% of respondents (11) "unsure"

Impact on climate change (102)

15% of respondents (15) "makes a lot worse"
7% of respondents (7) "worsens slightly"
47% of respondents (48) "no change"
12% of respondents (12) "improves slightly"
6% of respondents (6) "improves a lot"
14% of respondents (14) "unsure"

Impact on noise (103)

14% of respondents (14) "makes a lot worse"
18% of respondents (19) "worsens slightly"
47% of respondents (48) "no change"
7% of respondents (7) "improves slightly"
5% of respondents (5) "improves a lot"
10% of respondents (10) "unsure"

Impact on air pollution (102)

14% of respondents (14) "makes a lot worse"
10% of respondents (10) "worsens slightly"
46% of respondents (47) "no change"
12% of respondents (12) "improves slightly"
6% of respondents (6) "improves a lot"
13% of respondents (13) "unsure"

Impact on quality of life (103)

15% of respondents (15) "makes a lot worse"
7% of respondents (7) "worsens slightly"
32% of respondents (33) "no change"
14% of respondents (14) "improves slightly"
19% of respondents (20) "improves a lot"
14% of respondents (14) "unsure"

Impact on motorcycle safety (103)

17% of respondents (17) "makes a lot worse"
12% of respondents (12) "worsens slightly"
48% of respondents (49) "no change"
11% of respondents (11) "improves slightly"
8% of respondents (8) "improves a lot"
6% of respondents (6) "unsure"

Impact on horse rider safety (101)

14% of respondents (14) "makes a lot worse"
10% of respondents (10) "worsens slightly"
61% of respondents (62) "no change"
5% of respondents (5) "improves slightly"
3% of respondents (3) "improves a lot"
7% of respondents (7) "unsure"

Impact on cyclist safety (102)

15% of respondents (15) "makes a lot worse"
11% of respondents (11) "worsens slightly"
58% of respondents (59) "no change"
7% of respondents (7) "improves slightly"
4% of respondents (4) "improves a lot"
6% of respondents (6) "unsure"

Impact on pedestrian safety (102)

16% of respondents (16) "makes a lot worse"
7% of respondents (7) "worsens slightly"
58% of respondents (59) "no change"
9% of respondents (9) "improves slightly"
5% of respondents (5) "improves a lot"
6% of respondents (6) "unsure"

Impact on serious collisions (102)

19% of respondents (19) "makes a lot worse"
11% of respondents (11) "worsens slightly"
39% of respondents (40) "no change"
9% of respondents (9) "improves slightly"
13% of respondents (13) "improves a lot"
10% of respondents (10) "unsure"

Impact on fatal collisions (103):

19% of respondents (20) "makes a lot worse"
9% of respondents (9) "worsens slightly"
40% of respondents (41) "no change"
9% of respondents (9) "improves slightly"
13% of respondents (13) "improves a lot"
11% of respondents (11) "unsure"

H.3.28 Question 12 was an open text box. It asked respondents to comment if they thought any impacts were missing from those outlined in the previous Questions 10 and 11.

H.3.29 5,156 respondents provided a free text responses to this question. Most respondents used this open text box to comment on the proposals in general, as opposed to specifically answering the stated question, therefore responses were coded according to more general themes. Many respondents used this question to comment further on the themes already outlined in Question 7.

H.3.30 Table 3 provides a breakdown of the thematic codes that were applied across the content of this question. Open text feedback can be wide ranging, ambiguous and cover multiple topics within one response. There is always a level of subjectivity in interpretation of free text comments. Subjective interpretation was mitigated as far as possible through the following steps:

- Robust, thematic code frame with guidance to assist coders
- Real-time peer review for complex responses
- Quality Assurance process with ongoing feedback and training to coders

H.3.31 For easier interpretation, thematic codes are grouped within high-level themes, highlighted in light blue in Table 3. Where appropriate, supplementary context has been added to the themes.

Table 3: Are there any impacts that an increase in the national speed limit for goods vehicles exceeding 7.5 tonnes on single and dual carriageways that have been missed? If so, please detail below.

The feedback to this question is provided in order of theme frequency.

Table 3a. Road safety theme

Sub theme	Sub theme total
Increasing HGV limit would result in reduced need to overtake Decreased frustration from HGVs being able to travel faster could lead to a reduction in other vehicles overtaking.	857
Increasing HGV limit would increase driver frustration Reduced ability to overtake HGVs may increase frustration of other drivers, particularly if speed limits were aligned.	391
Drivers would not comply with change in speed limits Perception that drivers would not comply with a reduced national speed limit. Including comments expressing the perception that drivers (including HGV drivers) do not always comply with current speed limits.	363
Increasing HGV limit would increase collisions	330
Increasing HGV limit would increase stopping distance Heavy vehicles travelling faster would take longer to stop and increase driver reaction time.	221
Perception that non-motorised users are not frequent users of dual (and single) carriageways Perception that non-motorised users are not frequent users of dual carriageways and therefore impacts for cyclists, pedestrians and horse riders may not be	215

substantially relevant to this context. Included some comments that non-motorised users are also not very frequent users of single carriageway roads, either.	
Lowering national speed limit would increase driver frustration Increased frustration may lead to drivers taking more risks, such as dangerous overtaking manoeuvres. Respondents worried about a reduction in opportunities to overtake slower vehicles if speed limits for cars and HGVs were aligned.	156
Modern vehicles are safe travelling at higher speeds Modern vehicles (including both cars and HGVs) have improved safety features and technology, such as more efficient braking, meaning they are safe to travel at higher speeds.	154
Increasing HGV limit would have no impact on safety / collisions	65
HGV drivers have higher skill level Respondents noted that HGV drivers are professionals and therefore undertake more rigorous driving training. They have high knowledge about how to handle situations on the road and drive safely.	62
More consideration should be given to different vehicle classes More consideration should be given to overall differences between vehicle types e.g. • Commercial / Light Goods Vehicles • Safety of motorcycles travelling at same speed as HGVs under proposals • Impact of farm machinery on traffic conditions on rural roads • Categorisation of buses, coaches and motorhomes	59
Increasing HGV limit would negatively impact safety of non-motorised users	56
Increasing HGV limit would decrease collisions	48
Increasing HGV limit would increase collisions	31

Comments about cyclist behaviour and safety Segregated infrastructure for cyclists is the most effective means to ensure safety. Important for cyclists to ensure they are visible. Some respondents suggested enforcement measures for cyclists such as licensing.	22
Proposals would have no impact on non-motorised user safety	16
Increasing HGV speed limit could increase wear and damage to HGV vehicles	15
Lowering national speed limit would have no impact on collisions	13
Comments about pedestrian behaviour and safety Segregated infrastructure for pedestrians is the most effective means to ensure safety. Education on safe road usage is important for pedestrians as well as drivers. Important for pedestrians to ensure they are visible.	13
Lowering national speed limit would reduce concentration and lead to fatigue Lower speed would cause driver fatigue from more time spent at the wheel, increasing boredom and reducing concentration.	12
Lowering national speed limit would increase collisions	10
Road worthiness of vehicles Proper maintenance of vehicles is important to reduce safety risks on the road.	9
Lowering national speed limit would have positive impact on driver behaviour	5
Lowering national speed limit would decrease collisions Reduction in collisions, including impact on wildlife / animals.	3
Lowering national speed limit could increase wear and damage to cars	1

Road safety	**3,127 total**

Table 3b. Traffic and transport theme

Sub theme	Sub theme total
Increasing HGV limit would positively impact journey times Improving flow of traffic and decreasing delivery times if HGVs can travel more quickly.	348
Speed limits should be bespoke to specific road design and conditions Disagreement with a blanket approach to changing speed limits, suggesting speed limit should be based on road design and prevailing conditions. Some roads, for example those that are narrow or twisty, warrant a slower driving speed for safety reasons. However, many thought that on straight lengths of single carriageway there was no reason to lower the current national speed limit.	174
Increasing HGV limit could cause more wear on roads Due to heavy vehicles travelling at higher speeds.	111
Speed limits should be consistent across the UK To reduce confusion around different speed limits in England.	92
Suggestion to improve road infrastructure / design Improve road design, including adequate overtaking lanes and laybys, improve junctions	76
Increasing HGV limit would negatively impact journey times	70

Lowering the national speed limit would negatively impact journey times Longer journey times and increased congestion.	33
Suggestion for road infrastructure or rules for HGVs travelling at higher speeds Including: provision of more passing places for HGVs to pull over, not allowing HGVs to overtake on dual carriageways.	29
Suggestion to reduce amount of freight transported by road Transporting freight by other means, such as rail, would reduce the number of HGVs on Scotland's roads.	29
Lowering national speed limit would negatively impact journey times for businesses Longer journey times leading to reduced productivity, increased delivery times and increased costs.	20
Suggestion to improve signage on roads Improving signage and road markings, including cat's eyes, could help improve driving standards.	11
Public transport in rural areas is lacking as an alternative to driving Those in rural areas may not have access to suitable public transport options.	6
Lowering national speed limit would negatively impact emergency services and response vehicles Concern that a lower speed limit could impact speed at which first responders are able to reach emergency situations	3
Lowering national speed limit could increase wear on roads	2
Lowering national speed limit could decrease wear on roads	1
Traffic and transport	**1,005 total**

Table 3c. General theme

Sub theme	Sub theme total
General support for increasing HGV limit	264
General opposition to increasing HGV limit	204
Criticism of the Scottish Government	65
General opposition to reducing the national speed limit	52
Scottish Government should direct resources to road maintenance instead Suggestions that Scottish Government should prioritise improving road quality instead of changing speed limits.	48
Scottish Government should dual major roads instead of changing speed limits Suggestions that Scottish Government should prioritise dualling major single carriageway roads, commonly mentioning dualling of the A9 and A96.	42
Concern about the cost of implementing the proposals Concern that implementing and enforcing the proposals would be costly; particularly the cost of changing road signage.	24
Scottish Government should direct resources elsewhere instead Suggestions that Scottish Government should direct resources to non-road related areas.	12
Scottish Government should invest in improving public transport and dedicated active travel infrastructure instead	8
General opposition to reducing the national speed limit	2

General	**721 total**

Table 3d. Enforcement theme

Sub theme	Sub theme total
Suggest alternative speed limit proposal	112
Concern that key issue is a minority of dangerous drivers, not the speed limit itself Perception that the key safety risk is dangerous driving (e.g. current speeding, drivers using phones) and that a reduction in the national speed limit will not serve to address this problem.	86
Suggestion relating to driver education Perception that some drivers have a low skill level and more comprehensive education could be a more effective tool to reduce safety risks on the road.	54
Increased police presence would be necessary to enforce change in speed limits Including comments that current police presence and funding is inadequate.	38
Comments relating to vehicle technology Including suggestions for speed limiters.	30
Increase enforcement (non-specific suggestion)	21
Suggestion for tougher penalties for speeding and dangerous driving Including fines, driving bans and suspensions, speed awareness courses, license renewal, harsher penalties/ bans for using mobile phones whilst driving, penalising slow drivers.	19

More speed cameras would be needed to enforce a lowered national speed limit	13
Reducing the national speed limit would be difficult to enforce	5
Suggestion relating to promotion of good driving practice Public information and safety campaigns (such as TV adverts) may be a more effective measure to reduce safety risks on the road. Those commenting on the proposal specifically felt that a reduction in the national speed limit would require significant promotion and awareness raising.	2
Suggestions relating to insurance or financial incentives Financial incentives such as reduced insurance costs for those who do not speed, or elect to take additional driver education, could be a helpful mechanism to help raise driving standards.	2
Decrease enforcement (non-specific suggestion)	1
Suggestion to remove speed cameras Or not to fund implementation of new cameras.	1
Enforcement	**385 total**

Table 3e. Consultation theme

Sub theme	Sub theme total
Criticism of the survey questions Including commentary on optionality of Questions 7, 10 and 11. Changes made to these questions from feedback received can be viewed in Appendix I.	143
Criticism of the evidence provided for the proposals	70
Request for further information on the proposals	30

General criticism of consultation	21
Criticism of the consultation as having a predetermined outcome	18
Criticism of the consultation materials	10
Positive feedback on the consultation process	4
Criticism of consultation events	1
Consultation	**297 total**

Table 3f. Environment theme

Sub theme	Sub theme total
Increasing HGV limit would lead to increase in fuel efficiency / positive climate change impact	66
Increasing HGV limit would lead to decrease in fuel efficiency / negative climate change impact	64
Increasing HGV limit would improve air quality	22
Increasing HGV limit would lead to more noise	22
Reducing national speed limit would lead to decrease in fuel efficiency / negative climate change impact	13
Increasing HGV limit would have no impact on climate change	11
Increasing HGV limit would worsen air quality	10

Increasing HGV limit would lead to less noise	9
Reducing national speed limit would worsen air quality	5
Other suggestions relating to climate change Alternate suggestions relating to climate change impact, such as increasing investment in electric vehicle charging points and development of hydrogen fuel for vehicles.	5
Proposals will have no impact on noise	3
Reducing national speed limit would have no impact on air quality	2
Reducing national speed limit would have no impact on climate change	2
Reducing national speed limit would lead to less noise	2
Reducing national speed limit would lead to more noise	2
Reducing national speed limit would lead to increase in fuel efficiency / positive climate change impact	1
Environment	**239 total**

Table 3g. Socioeconomic theme

Sub theme	Sub theme total
Increasing HGV limit would positively impact Scotland's economy Increased efficiency and lower delivery times could benefit both consumers and wider economy.	158
Proposals would positively impact quality of life	24

Proposals would negatively impact quality of life	20
Concern about driving ability of non-locals Perception that the ability of some tourist drivers is poor which contributes to unsafe situations on the road, particularly in popular rural tourist destinations. Concern that changing the national speed limit would increase confusion for drivers unfamiliar with Scottish roads.	18
Reducing national speed limit would have a disproportionate impact on people who need to travel long distances Concern that reducing the national speed limit would have a disproportionate impact on those in rural areas who need to travel on single carriageways more frequently. Reduction in the national speed limit could negatively impact access to work and key services, such as those that need to travel long distances to access healthcare.	17
Reducing national speed limit would negatively impact Scotland's economy General negative economic impact, cost of goods increasing.	13
Reducing national speed limit would have negative impact on tourism Concern that reducing the national speed limit would discourage tourism in Scotland, particularly impacting rural areas and economies such as the Highlands.	2
Socioeconomic	**252 total**

H.3.32 Question 13 was an open text box. It asked respondents to comment if they thought any impacts outlined in the previous Question 7 were incorrect.

H.3.33 3,645 respondents provided a free text response to this question. Most respondents used this open text box to comment on the proposals in general, as opposed to specifically answering the stated question, therefore responses were coded according to more general themes. Many respondents used this question to comment further on the themes already outlined in Question 7.

H.3.34 Table 4 provides a breakdown of the thematic codes that were applied across the content of this question. Open text feedback can be wide ranging, ambiguous and cover multiple topics within one response. There is always a level of subjectivity in interpretation of free text comments.

H.3.35 For easier interpretation, thematic codes are grouped within high-level themes, highlighted in light blue in Table 4. Where appropriate, supplementary context has been added to the themes.

Table 4: Are there any impacts that an increase in the speed limit for goods vehicles exceeding 7.5 tonnes on single and dual carriageways that you consider to be incorrect? Please provide as much detail and evidence as you can to support this

The feedback to this question is provided in order of theme frequency.

Table 4a. Road safety theme

Sub theme	Sub theme total
Increasing HGV limit would result in reduced need to overtake Decreased frustration from HGVs being able to travel faster could lead to a reduction in other vehicles overtaking.	252
Perception that non-motorised users are not frequent users of dual (and single) carriageways Perception that non-motorised users are not frequent users of dual carriageways and therefore impacts for cyclists, pedestrians and horse riders may not be substantially relevant to this context. Included some comments that non-motorised users are also not very frequent users of single carriageway roads, either.	246
Increasing HGV limit would increase collisions	203
Drivers would not comply with change in speed limits Perception that drivers would not comply with a reduced national speed limit. Including comments expressing the perception that drivers (including HGV drivers) do not always comply with current speed limits.	181
Increasing HGV limit would increase driver frustration Reduced ability to overtake HGVs may increase frustration of other drivers, particularly if speed limits were aligned.	166
Increasing HGV limit would increase stopping distance Heavy vehicles travelling faster would take longer to stop and increase driver reaction time.	88

Lowering national speed limit would increase driver frustration Increased frustration may lead to drivers taking more risks, such as dangerous overtaking manoeuvres. Respondents worried about a reduction in opportunities to overtake slower vehicles if speed limits for cars and HGVs were aligned.	80
Modern vehicles are safe travelling at higher speeds Modern vehicles (including both cars and HGVs) have improved safety features and technology, such as more efficient braking, meaning they are safe to travel at higher speeds.	79
Increasing HGV limit would have no impact on safety / collisions	65
HGV drivers have higher skill level Respondents noted that HGV drivers are professionals and therefore undertake more rigorous driving training. They have high knowledge about how to handle situations on the road and drive safely.	36
Increasing HGV limit would decrease collisions	29
More consideration should be given to different vehicle classes More consideration should be given to overall differences between vehicle types e.g. • Commercial / Light Goods Vehicles • Safety of motorcycles travelling at same speed as HGVs under proposals • Impact of farm machinery on traffic conditions on rural roads • Categorisation of buses, coaches and motorhomes	28
Increasing HGV limit would negatively impact safety of non-motorised users	23
Comments about cyclist behaviour and safety Segregated infrastructure for cyclists is the most effective means to ensure safety. Important for cyclists to ensure they are visible. Some respondents suggested enforcement measures for cyclists such as licensing.	21
Proposals would have no impact on non-motorised user safety	18
Lowering national speed limit would increase collisions	14
Comments about pedestrian behaviour and safety Segregated infrastructure for pedestrians is the most effective means to ensure safety. Education on safe road usage is important for pedestrians as well as drivers. Important for pedestrians to ensure they are visible.	13

Increasing HGV limit will increase concentration	9
Lowering national speed limit would reduce concentration and lead to fatigue Lower speed would cause driver fatigue from more time spent at the wheel, increasing boredom and reducing concentration.	9
Road worthiness of vehicles Proper maintenance of vehicles is important to reduce safety risks on the road.	9
Lowering national speed limit would have no impact on collisions	7
Increasing HGV speed limit could increase wear and damage to HGV vehicles	4
Lowering national speed limit would have positive impact on driver behaviour	4
Lowering national speed limit would positively impact non-motorised users	1
Road safety	**1,585 total**

Table 4b. General theme

Sub theme	Sub theme total
General support for increasing HGV limit	157
General opposition to increasing HGV limit	140
Criticism of the Scottish Government	61
Scottish Government should direct resources to road maintenance instead Suggestions that Scottish Government should prioritise improving road quality instead of changing speed limits.	43
General opposition to reducing the national speed limit	37

Scottish Government should dual major roads instead of changing speed limits Suggestions that Scottish Government should prioritise dualling major single carriageway roads, commonly mentioning dualling of the A9 and A96.	31
Concern about the cost of implementing the proposals Concern that implementing and enforcing the proposals would be costly; particularly the cost of changing road signage.	10
Scottish Government should direct resources elsewhere instead Suggestions that Scottish Government should direct resources to non-road related areas.	7
Scottish Government should invest in improving public transport and dedicated active travel infrastructure instead	3
General	**489 total**

Table 4c. Traffic and transport theme

Sub theme	Sub theme total
Increasing HGV limit would positively impact journey times Improving flow of traffic and decreasing delivery times if HGVs can travel more quickly.	105
Speed limits should be bespoke to specific road design and conditions Disagreement with a blanket approach to changing speed limits, suggesting speed limit should be based on road design and prevailing conditions. Some roads, for example those that are narrow or twisty, warrant a slower driving speed for safety reasons. However, many thought that on straight lengths of single carriageway there was no reason to lower the current national speed limit.	100
Suggestion to improve road infrastructure / design Improve road design, including adequate overtaking lanes and laybys, improve junctions	51
Increasing HGV limit would negatively impact journey times	39

Speed limits should be consistent across the UK To reduce confusion around different speed limits in England.	36
Increasing HGV limit could cause more wear on roads Due to heavy vehicles travelling at higher speeds.	29
Suggestion for road infrastructure or rules for HGVs travelling at higher speeds **Including: provision of more passing places for HGVs to pull over, not allowing HGVs to overtake on dual carriageways.**	20
Lowering the national speed limit would negatively impact journey times Longer journey times and increased congestion.	16
Suggestion to reduce amount of freight transported by road Transporting freight by other means, such as rail, would reduce the number of HGVs on Scotland's roads.	16
Suggestion to improve signage on roads Improving signage and road markings, including cat's eyes, could help improve driving standards.	7
Public transport in rural areas is lacking as an alternative to driving Those in rural areas may not have access to suitable public transport options.	5
Lowering national speed limit would negatively impact journey times for businesses Longer journey times leading to reduced productivity, increased delivery times and increased costs.	4
Lowering national speed limit would have no impact on journey times	2
Reducing national speed limit could reduce wear on roads	2
Lowering national speed limit could increase wear on roads	1
Traffic and transport	**433 total**

Table 4d. Consultation theme

Sub theme	Sub theme total
Criticism of the survey questions Including commentary on optionality of Questions 7, 10 and 11. Changes made to these questions from feedback received can be viewed in Appendix I.	141
Criticism of the evidence provided for the proposals	108
Request for further information on the proposals	19
General criticism of consultation	16
Criticism of the consultation as having a predetermined outcome	11
Criticism of the consultation materials	10
Consultation	**305 total**

Table 4e. Enforcement theme

Sub theme	Sub theme total
Suggest alternative speed limit proposal	75
Concern that key issue is a minority of dangerous drivers, not the speed limit itself Perception that the key safety risk is dangerous driving (e.g. current speeding, drivers using phones) and that a reduction in the national speed limit will not serve to address this problem.	67
Suggestion relating to driver education Perception that some drivers have a low skill level and more comprehensive education could be a more effective tool to reduce safety risks on the road.	43

Increased police presence would be necessary to enforce change in speed limits Including comments that current police presence and funding is inadequate.	24
Comments relating to vehicle technology **Including suggestions for speed limiters.**	20
Increase enforcement (non-specific suggestion)	13
Suggestion for tougher penalties for speeding and dangerous driving Including fines, driving bans and suspensions, speed awareness courses, license renewal, harsher penalties/ bans for using mobile phones whilst driving, penalising slow drivers.	13
More speed cameras would be needed to enforce a lowered national speed limit	9
Reducing the national speed limit would be difficult to enforce	6
Suggestion relating to promotion of good driving practice Public information and safety campaigns (such as TV adverts) may be a more effective measure to reduce safety risks on the road. Those commenting on the proposal specifically felt that a reduction in the national speed limit would require significant promotion and awareness raising.	2
Decrease enforcement (non-specific suggestion)	1
Suggestion to remove speed cameras Or not to fund implementation of new cameras.	1
Suggestions relating to insurance or financial incentives Financial incentives such as reduced insurance costs for those who do not speed, or elect to take additional driver education, could be a helpful mechanism to help raise driving standards.	1
Enforcement	**276 total**

Table 4f. Environment theme

Sub theme	Sub theme total
Increasing HGV limit would lead to decrease in fuel efficiency / negative climate change impact	37
Increasing HGV limit would have no impact on climate change	34
Increasing HGV limit would lead to increase in fuel efficiency / positive climate change impact	30
Increasing HGV limit would worsen air quality	16
Increasing HGV limit would lead to more noise	14
Reducing NSL would lead to decrease in fuel efficiency / negative climate change impact	11
Increasing HGV limit would improve air quality	9
Increasing HGV limit would lead to less noise	8
Reducing NSL would have no impact on climate change	7
Reducing NSL would worsen air quality	7
Proposals will have no impact on noise	4
Other suggestions relating to climate change Alternate suggestions relating to climate change impact, such as increasing investment in electric vehicle charging points and development of hydrogen fuel for vehicles.	4
Reducing NSL would have no impact on air quality	3
Reducing NSL would improve air quality	1
Reducing NSL would lead to increased fuel efficiency	1
Reducing NSL would lead to more noise	1
Environment	**187 total**

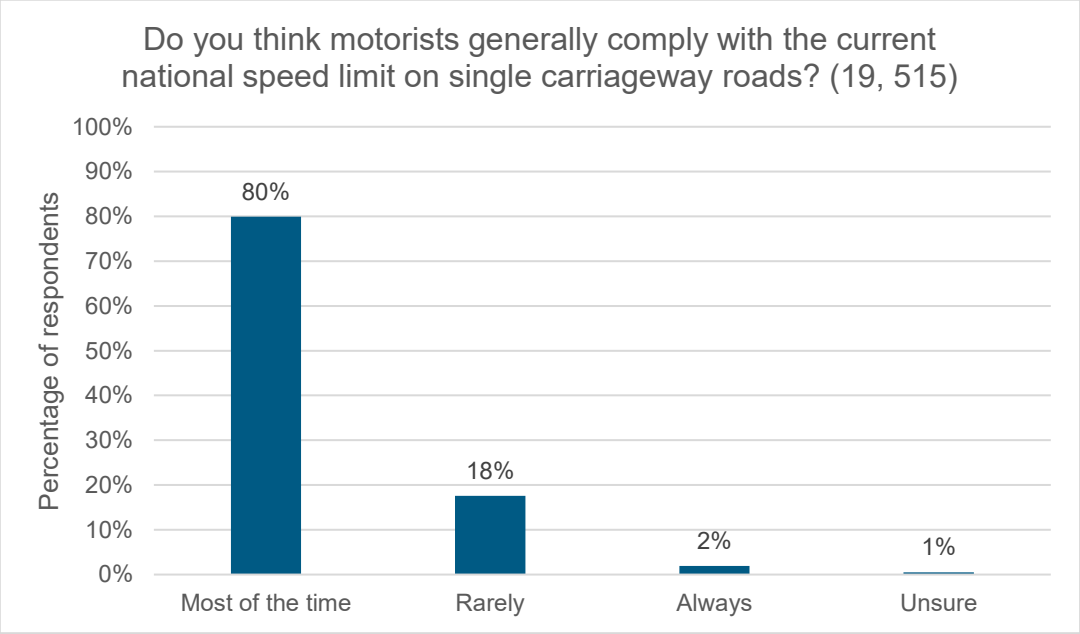
Table 4g. Socioeconomic theme

Sub theme	Sub theme total
Increasing HGV limit would positively impact Scotland's economy Increased efficiency and lower delivery times could benefit both consumers and wider economy.	33
Reducing national speed limit would have a disproportionate impact on people who need to travel long distances Concern that reducing the national speed limit would have a disproportionate impact on those in rural areas who need to travel on single carriageways more frequently. Reduction in the national speed limit could negatively impact access to work and key services, such as those that need to travel long distances to access healthcare.	13
Concern about driving ability of non-locals Perception that the ability of some tourist drivers is poor which contributes to unsafe situations on the road, particularly in popular rural tourist destinations. Concern that changing the national speed limit would increase confusion for drivers unfamiliar with Scottish roads.	8
Proposals would positively impact quality of life	7
Reducing national speed limit would negatively impact Scotland's economy General negative economic impact, cost of goods increasing.	7
Proposals would have no impact on quality of life	3
Proposals would negatively impact quality of life	3
Reducing national speed limit would have negative impact on tourism Concern that reducing the national speed limit would discourage tourism in Scotland, particularly impacting rural areas and economies such as the Highlands.	3
Socioeconomic	**77 total**

H.4 Speed Enforcement and Speed Limit Compliance

H.4.1 Question 14 asked respondents if they thought that motorists generally comply with the current national speed limit on single carriageway roads. 19,515 respondents provided a valid response to this question. The results are shown in Figure 10.

Figure 10: Do you think motorists generally comply with the current national speed limit on single carriageway roads?

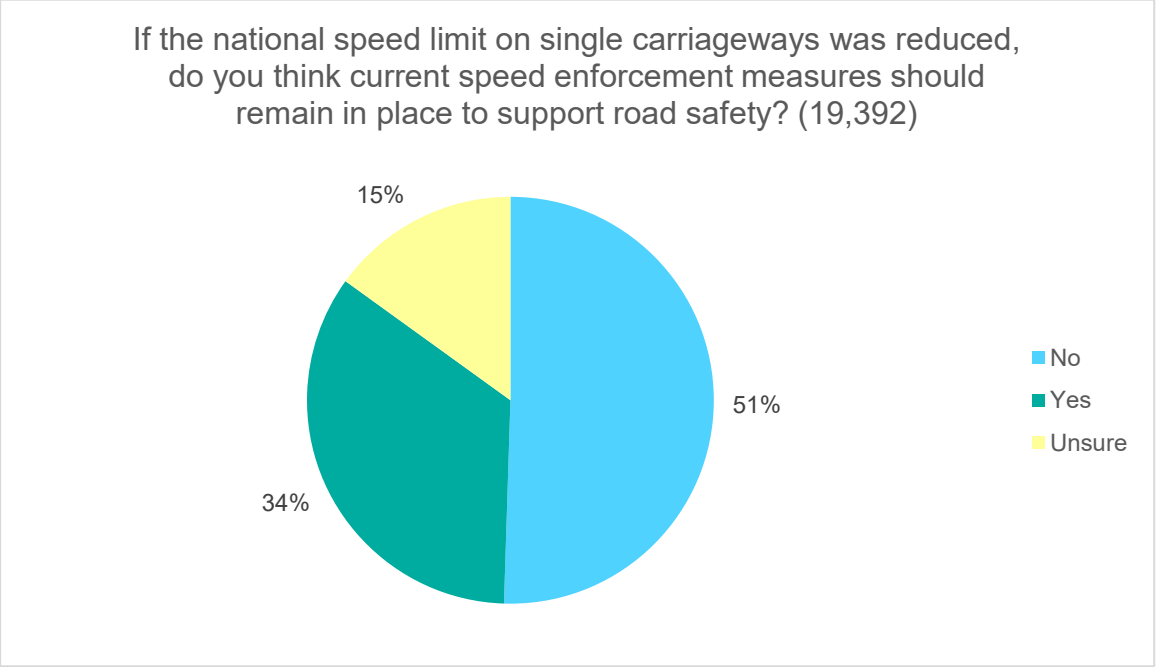


H.4.2 As shown in Figure 10, 80% of respondents (15,610) thought motorists generally comply with the current national speed limit most of the time. 18% of respondents thought motorists rarely comply with the current national speed limit (3,428) and 2% of respondents (377) thought motorists always comply. 1% of respondents (100) were unsure.

H.4.3 Of those that responded to this question (19,515), 132 responded as organisations. Of these organisations, 72% (95) thought motorists generally comply with the current national speed limit most of the time. 20% of respondents thought motorists rarely comply with the current national speed limit (27) and 5% of respondents (6) thought motorists always comply. 3% of respondents (4) were unsure.

H.4.4 Question 15 asked respondents whether current speed enforcement measures should remain in place for road safety if the national speed limit on single carriageways was reduced. 19,392 respondents provided a valid response to this question. The results are shown in Figure 11.

Figure 11: If the national speed limit on single carriageways was reduced, do you think current speed enforcement measures should remain in place to support road safety?



H.4.5 As shown in Figure 11, 51% of respondents (9,794) thought current speed enforcement measures should not remain in place if the national speed limit was reduced. 34% of respondents (6,680) thought current enforcement measures should be maintained, and 15% of respondents (2,918) were unsure.

H.4.6 Of those that responded to this question (19,392), 135 responded as organisations. Of these organisations, 41% (56) thought current speed enforcement measures should not remain in place if the national speed limit was reduced. 50% of respondents (67) thought current enforcement measures should be maintained, and 9% of respondents (12) were unsure.

H.4.7 Question 16 was an open question and asked respondents what additional measures they thought the Scottish Government could take to encourage compliance with a lower national speed limit on single carriageway roads.

H.4.8 11,633 respondents responded to this question. Most respondents commented more freely on the proposals, rather than specifically answering the stated question.

Table 5: What additional measures could the Scottish Government take to encourage compliance with a lower national speed limit on single carriageways? Please detail below.

The feedback to this question is provided in order of theme frequency.

Table 5a. Enforcement theme

Sub theme	Sub theme total
Increased police presence would be necessary to enforce change in speed limits Including comments that current police presence and funding is inadequate.	1,436
More speed cameras would be needed to enforce a lowered national speed limit	1,035
Suggestion relating to driver education Perception that some drivers have a low skill level and more comprehensive education could be a more effective tool to reduce safety risks on the road.	891
Suggest alternative speed limit proposal	499
Suggestion for tougher penalties for speeding and dangerous driving Including fines, driving bans and suspensions, speed awareness courses, license renewal, harsher penalties/ bans for using mobile phones whilst driving, penalising slow drivers.	496

Concern that key issue is a minority of dangerous drivers, not the speed limit itself Perception that the key safety risk is dangerous driving (e.g. current speeding, drivers using phones) and that a reduction in the national speed limit will not serve to address this problem.	462
Increase enforcement (non-specific suggestion)	404
Reducing the national speed limit would be difficult to enforce	296
Suggestion relating to promotion of good driving practice Public information and safety campaigns (such as TV adverts) may be a more effective measure to reduce safety risks on the road. Those commenting on the proposal specifically felt that a reduction in the national speed limit would require significant promotion and awareness raising.	232
Comments relating to vehicle technology Including suggestions for speed limiters.	169
Suggestions relating to insurance or financial incentives Financial incentives such as reduced insurance costs for those who do not speed, or elect to take additional driver education, could be a helpful mechanism to help raise driving standards.	130
Suggestion to remove speed cameras Or not to fund implementation of new cameras.	129
Decrease enforcement (non-specific suggestion)	50
Enforcement	**6,814 total**

Table 5b. General theme

Sub theme	Sub theme total
General opposition to reducing the national speed limit	2814
Criticism of the Scottish Government	998
Scottish Government should direct resources to road maintenance instead Suggestions that Scottish Government should prioritise improving road quality instead of changing speed limits.	678
Scottish Government should dual major roads instead of changing speed limits Suggestions that Scottish Government should prioritise dualling major single carriageway roads, commonly mentioning dualling of the A9 and A96.	504
Scottish Government should direct resources elsewhere instead Suggestions that Scottish Government should direct resources to non-road related areas.	281
Concern about the cost of implementing the proposals Concern that implementing and enforcing the proposals would be costly; particularly the cost of changing road signage.	197
Scottish Government should invest in improving public transport and dedicated active travel infrastructure instead	74
General support for increasing HGV limit	60
General opposition to increasing HGV limit	28
General support for reducing the national speed limit	13

General	**5,647 total**

Table 5c. Road Safety theme

Sub theme	Sub theme total
Drivers would not comply with change in speed limits Perception that drivers would not comply with a reduced national speed limit. Including comments expressing the perception that drivers (including HGV drivers) do not always comply with current speed limits.	787
Lowering national speed limit would increase driver frustration Increased frustration may lead to drivers taking more risks, such as dangerous overtaking manoeuvres. Respondents worried about a reduction in opportunities to overtake slower vehicles if speed limits for cars and HGVs were aligned.	693
Modern vehicles are safe travelling at higher speeds Modern vehicles (including both cars and HGVs) have improved safety features and technology, such as more efficient braking, meaning they are safe to travel at higher speeds.	263
Lowering national speed limit would increase collisions	89
Lowering national speed limit would have no impact on collisions	86
Comments about cyclist behaviour and safety Segregated infrastructure for cyclists is the most effective means to ensure safety. Important for cyclists to ensure they are visible. Some respondents suggested enforcement measures for cyclists such as licensing.	56

Lowering national speed limit would reduce concentration and lead to fatigue Lower speed would cause driver fatigue from more time spent at the wheel, increasing boredom and reducing concentration.	52
More consideration should be given to different vehicle classes More consideration should be given to overall differences between vehicle types e.g. • Commercial / Light Goods Vehicles • Safety of motorcycles travelling at same speed as HGVs under proposals • Impact of farm machinery on traffic conditions on rural roads • Categorisation of buses, coaches and motorhomes	29
Comments about pedestrian behaviour and safety Segregated infrastructure for pedestrians is the most effective means to ensure safety. Education on safe road usage is important for pedestrians as well as drivers. Important for pedestrians to ensure they are visible.	25
Increasing HGV limit would result in reduced need to overtake Decreased frustration from HGVs being able to travel faster could lead to a reduction in other vehicles overtaking.	23
Road worthiness of vehicles Proper maintenance of vehicles is important to reduce safety risks on the road.	18
Perception that non-motorised users are not frequent users of dual (and single) carriageways Perception that non-motorised users are not frequent users of dual carriageways and therefore impacts for cyclists, pedestrians and horse riders may not be substantially relevant to this context. Included some comments that non-motorised users are also not very frequent users of single carriageway roads, either.	17
Increasing HGV limit would increase collisions	10

Increasing HGV limit would increase driver frustration Reduced ability to overtake HGVs may increase frustration of other drivers, particularly if speed limits were aligned.	8
HGV drivers have higher skill level Respondents noted that HGV drivers are professionals and therefore undertake more rigorous driving training. They have high knowledge about how to handle situations on the road and drive safely.	3
Lowering national speed limit would decrease collisions Reduction in collisions, including impact on wildlife / animals.	3
Proposals would have no impact on non-motorised user safety	3
Increasing HGV limit would have no impact on safety / collisions	2
Increasing HGV limit would increase stopping distance Heavy vehicles travelling faster would take longer to stop and increase driver reaction time.	2
Lowering national speed limit could increase wear and damage to cars	2
Lowering national speed limit would have positive impact on driver behaviour	2
Increasing HGV limit would decrease collisions	1
Increasing HGV limit would increase concentration	1
Increasing HGV limit would negatively impact safety of non-motorised users	1
Road safety	**2,176 total**

Table 5d. Traffic and transport theme

Sub theme	Sub theme total
Speed limits should be bespoke to specific road design and conditions Disagreement with a blanket approach to changing speed limits, suggesting speed limit should be based on road design and prevailing conditions. Some roads, for example those that are narrow or twisty, warrant a slower driving speed for safety reasons. However, many thought that on straight lengths of single carriageway there was no reason to lower the current national speed limit.	542
Suggestion to improve road infrastructure / design Improve road design, including adequate overtaking lanes and laybys, improve junctions	507
Suggestion to improve signage on roads Improving signage and road markings, including cat's eyes, could help improve driving standards.	237
Lowering the national speed limit would negatively impact journey times Longer journey times and increased congestion.	146
Public transport in rural areas is lacking as an alternative to driving Those in rural areas may not have access to suitable public transport options.	100
Speed limits should be consistent across the UK To reduce confusion around different speed limits in England.	59
Suggestion for road infrastructure or rules for HGVs travelling at higher speeds Including: provision of more passing places for HGVs to pull over, not allowing HGVs to overtake on dual carriageways.	20

Lowering national speed limit would negatively impact journey times for businesses Longer journey times leading to reduced productivity, increased delivery times and increased costs.	17
Suggestion to reduce amount of freight transported by road Transporting freight by other means, such as rail, would reduce the number of HGVs on Scotland's roads.	7
Increasing HGV limit would positively impact journey times Improving flow of traffic and decreasing delivery times if HGVs can travel more quickly.	6
Lowering national speed limit would negatively impact emergency services and response vehicles Concern that a lower speed limit could impact speed at which first responders are able to reach emergency situations	6
Reducing national speed limit could reduce wear on roads	3
Lowering national speed limit would have no impact on journey times	1
Traffic and transport	**1,651 total**

Table 5e. Consultation theme

Sub theme	Sub theme total
Criticism of the consultation as having a predetermined outcome	162
Criticism of the evidence provided for the proposals	125
Criticism of the survey questions Including commentary on optionality of Questions 7, 10 and 11. Changes made to these questions from feedback received can be viewed in Appendix I.	115
General criticism of consultation	59
Request for further information on the proposals	38
Criticism of the consultation materials	11
Criticism of the consultation promotion	7
Criticism of the consultation events	1
Consultation	**518 total**

Table 5f. Socioeconomic theme

Sub theme	Sub theme total
Reducing national speed limit would have a disproportionate impact on people who need to travel long distances Concern that reducing the national speed limit would have a disproportionate impact on those in rural areas who need to travel on single carriageways more frequently. Reduction in the national speed limit could negatively impact access to work and key services, such as those that need to travel long distances to access healthcare.	187
Proposals would negatively impact quality of life	73
Concern about driving ability of non-locals Perception that the ability of some tourist drivers is poor which contributes to unsafe situations on the road, particularly in popular rural tourist destinations. Concern that changing the national speed limit would increase confusion for drivers unfamiliar with Scottish roads.	52
Reducing national speed limit would negatively impact Scotland's economy General negative economic impact, cost of goods increasing.	45
Reducing national speed limit would have negative impact on tourism Concern that reducing the national speed limit would discourage tourism in Scotland, particularly impacting rural areas and economies such as the Highlands.	12
Increasing HGV limit would positively impact Scotland's economy Increased efficiency and lower delivery times could benefit both consumers and wider economy.	1

Socioeconomic	**370 total**

Table 5g. Environment theme

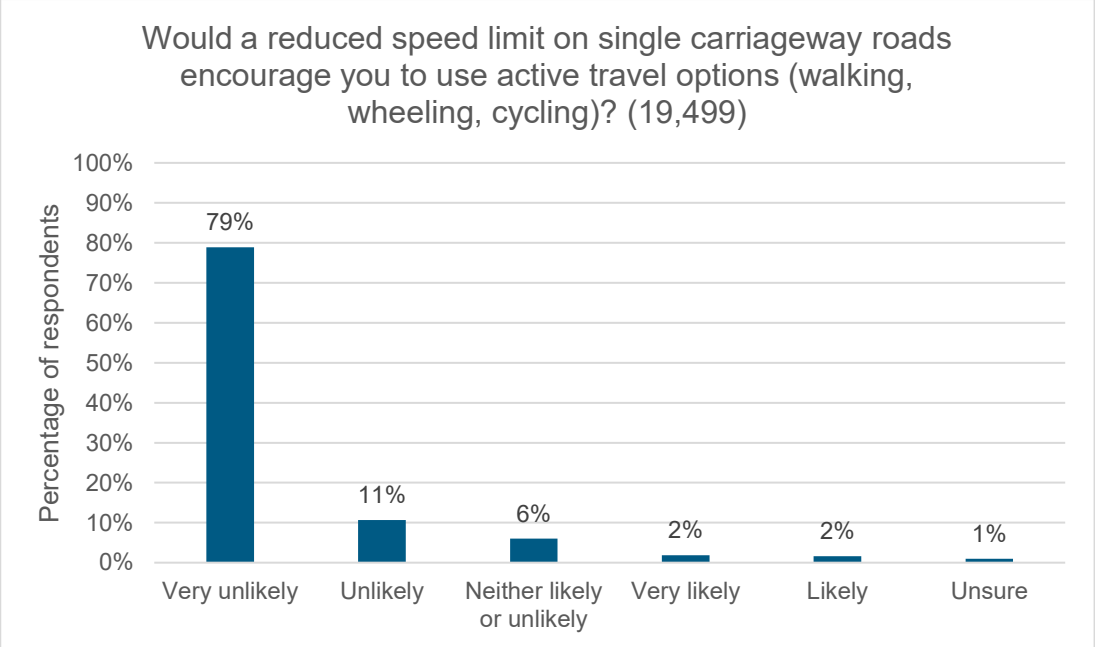
Sub theme	Sub theme total
Reducing national speed limit would lead to decrease in fuel efficiency / negative climate change impact	56
Reducing national speed limit would worsen air quality	11
Reducing national speed limit would have no impact on climate change	6
Increasing HGV limit would lead to decrease in fuel efficiency / negative climate change impact	3
Reducing national speed limit would lead to increase in fuel efficiency / positive climate change impact	3
Reducing national speed limit would have no impact on air quality	2
Reducing national speed limit would lead to more noise	2
Other suggestions relating to climate change Alternate suggestions relating to climate change impact, such as increasing investment in electric vehicle charging points and development of hydrogen fuel for vehicles.	2
Reducing national speed limit would improve air quality	1
Environment	**86 total**

H.5 Behavioural impact

H.5.1 This section of the questionnaire aimed to understand if a reduction in the national speed limit on single carriageway roads would impact people's travel behaviours.

H.5.2 Question 17 asked if a reduction in the national speed limit would encourage respondents to use active travel options. 19,499 respondents provided a valid response to this question. The results are shown in Figure 12.

Figure 12: Would a reduced speed limit on single carriageway roads encourage you to use active travel options (walking, wheeling, cycling)?

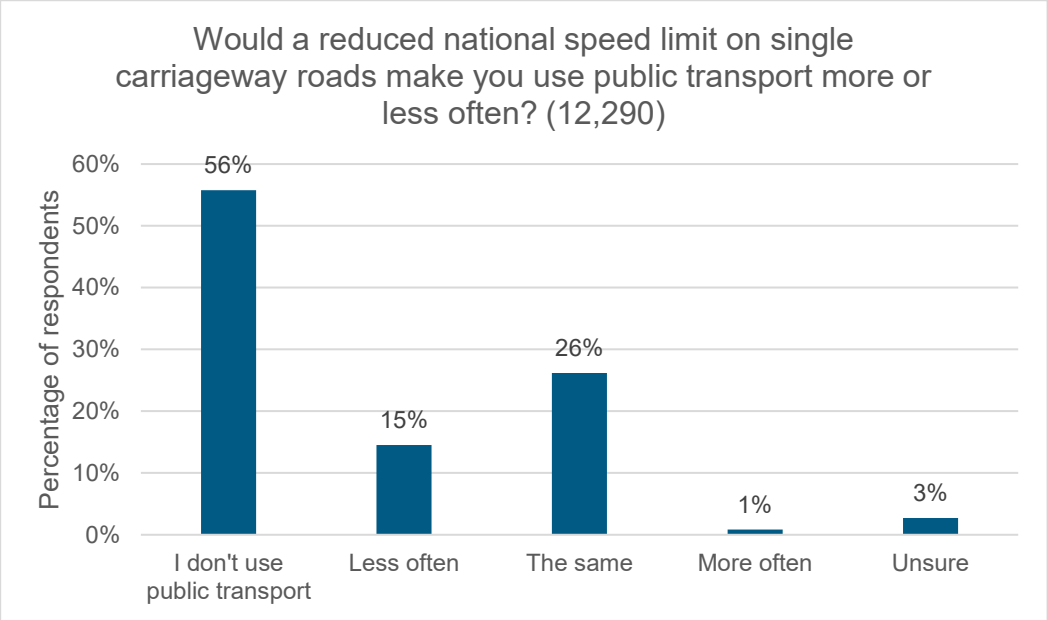


H.5.3 As shown in Figure 12, 90% of respondents were either very unlikely (79%; 15,387) or unlikely (11%; 2,075) to use active travel options if the national speed limit was reduced on single carriageways. 6% of respondents (1,172) were neither likely or unlikely to use active travel options. 2% of respondents (312) were likely, whilst 2% of respondents were very likely (360). 1% of respondents (193) were unsure.

H.5.4 Question 18 asked if a reduction in the national speed limit would affect respondents' use of public transport options.

H.5.5 12,290 respondents provided a valid response to this question[4]. The results are shown in Figure 13.

Figure 13: Would a reduced national speed limit on single carriageway roads make you use public transport more or less often?



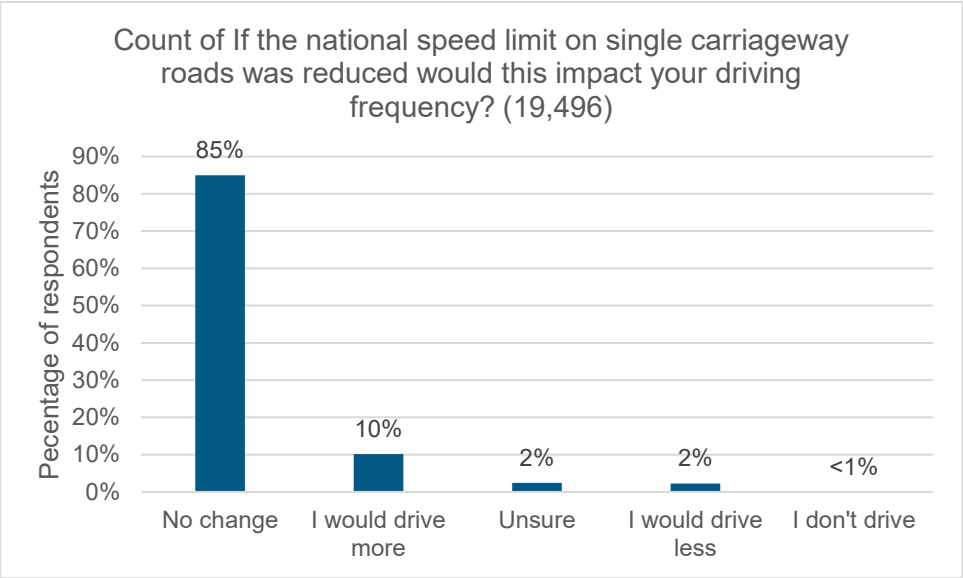
H.5.6 As shown in Figure 13, 56% of respondents (6,851) don't use public transport. 26% (3,219) of respondents would use public transport the same amount if the national speed limit on single carriageway roads was reduced. 15% of respondents (1,783) would use public transport less often and 1% (103) would use it more often. 3% of respondents (334) were unsure.

H.5.7 Of the 5,439 respondents who used public transport, 59% (3,219) would use it the same and 33% of respondents (1,783) would use it less often if the national speed limit on single carriageways was reduced, 2% of respondents (103) would use it more often, and 6% (334) were unsure.

[4] The questionnaire was updated on 9 December 2024 at 14:40 to include an "I don't use public transport" option to this question. Figure 13 shows the breakdown of responses following this change. The chart showing responses received prior to this change can be viewed in Appendix I

H.5.8 Question 19 asked if a reduction in the national speed limit would impact respondents' driving frequency. 19,499 respondents provided a valid response to this question. The results are shown in Figure 14.

Figure 14: If the national speed limit on single carriageway roads was reduced would this impact your driving frequency?



H.5.9 As shown in Figure 14, 85% of respondents (16,566) said that a reduction in the national speed limit on single carriageway roads would not change their driving frequency. 10% (1,977) of respondents would drive more if the national speed limit was reduced. 2% of respondents (476) were unsure and 2% of respondents (448) would drive less under the proposed changes. Less than 1% of respondents (29) don't drive.[5]

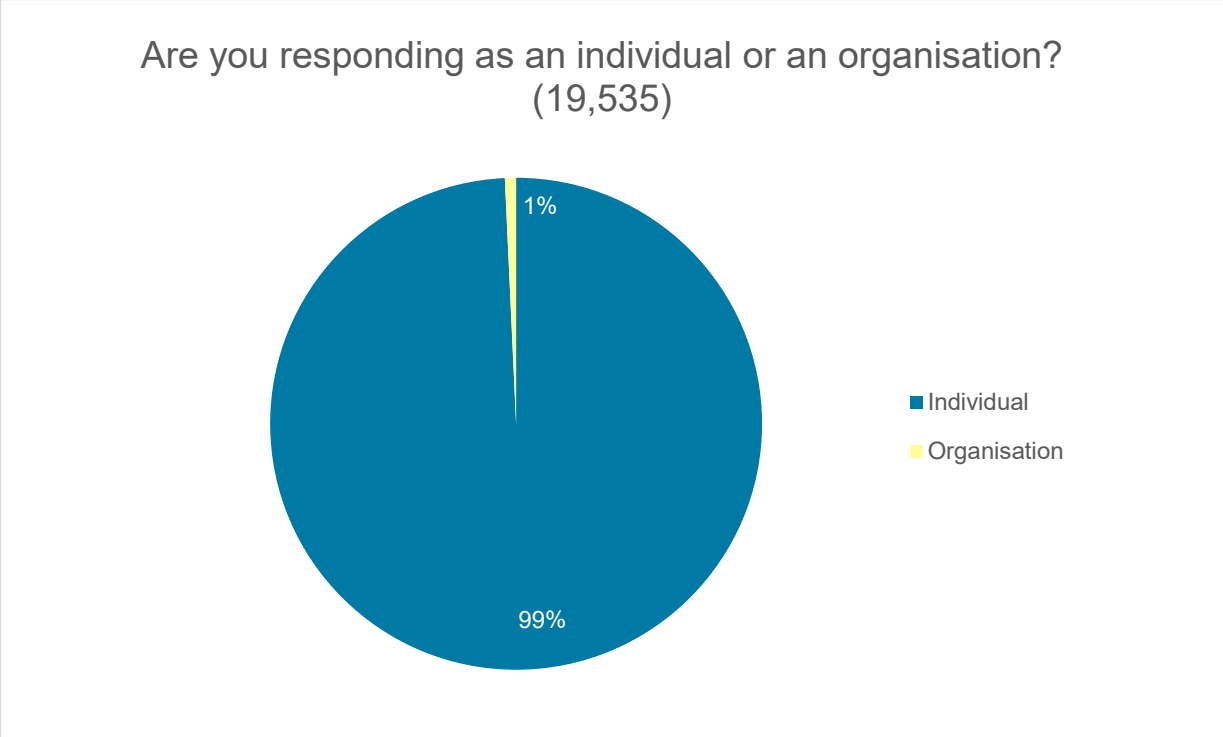
[5] The questionnaire was updated on 9 December 2024 at 14:40 to include an "I don't drive" option to this question. Less than 1% of respondents selected this option, so the data for this question has not been split as the additional option did not significantly change the data gathered. All changes made to the questionnaire are recorded in Appendix I.

About respondents

H.5.10 The final section of the questionnaire asked respondents questions about themselves.

H.5.11 Question 22 asked respondents if they were responding to the consultation as an individual or organisation. The results are shown in Figure 15.

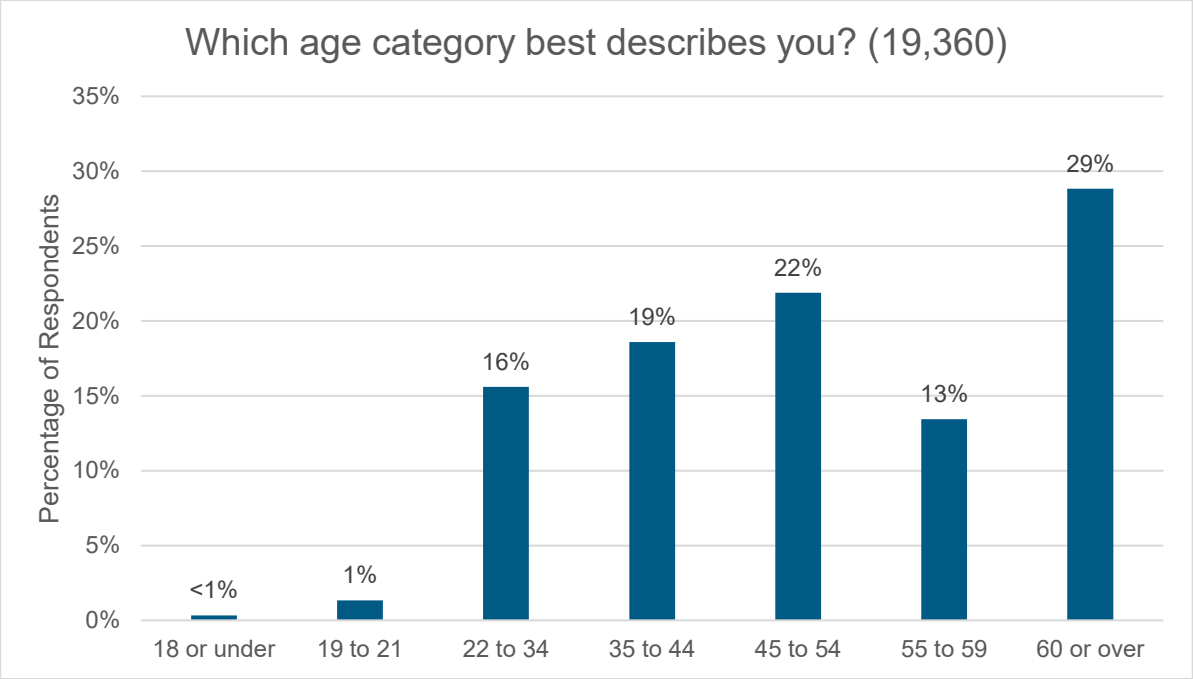
Figure 15: Are you responding as an individual or an organisation?



H.5.12 19,535 respondents provided a valid answer to this question. 99% (19,399) of respondents were individuals, and 1% of respondents (136) stated that they were responding on behalf of organisations.

H.5.13 Question 25 asked respondents which age category they were within. 19,360 respondents provided a valid response to this question. The results are shown in Figure 16.

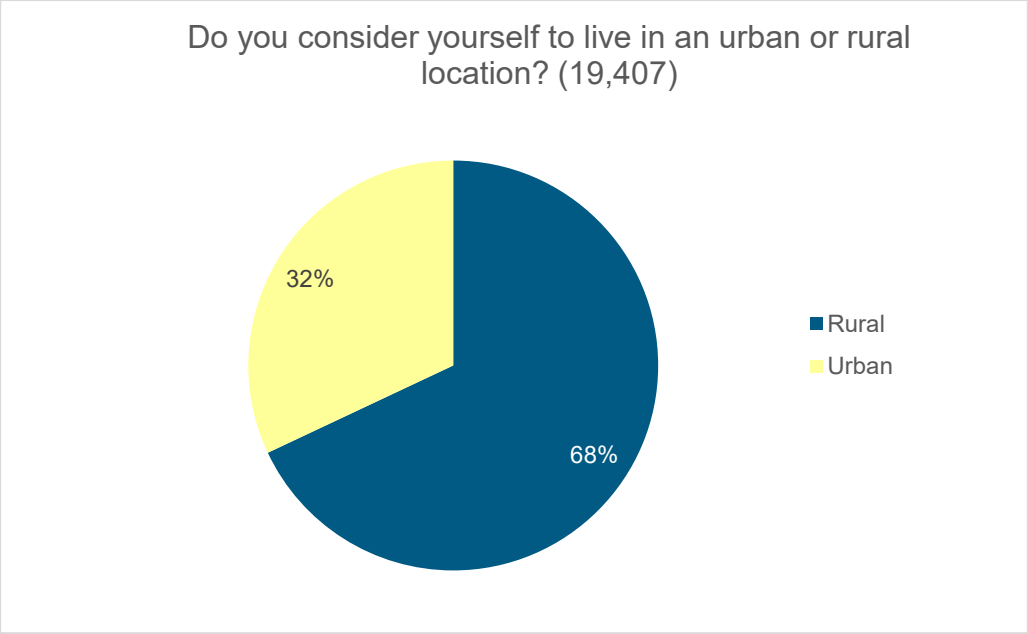
Figure 16: Which age category best describes you?



H.5.14 As shown in Figure 16, less than 1% of respondents (65) were aged 18 or under; 1% of respondents (259) were aged between 19 to 21 years old; 16% of respondents (3,018) were aged between 22 to 34 years old; 19% of respondents (3,597) were aged between 35 to 44 years old; 22% of respondents (4,237) were aged between 45 to 54 years old; 13% of respondents (2,603) were aged between 55 to 59 years old and 29% of respondents (5,581) were aged 60 years old or older.

H.5.15 Question 26 asked respondents if they consider themselves to live in an urban or rural location. 19,407 respondents provided a valid response to this question. The results are shown in Figure 17.

Figure 17: Do you consider yourself to live in an urban or rural location?

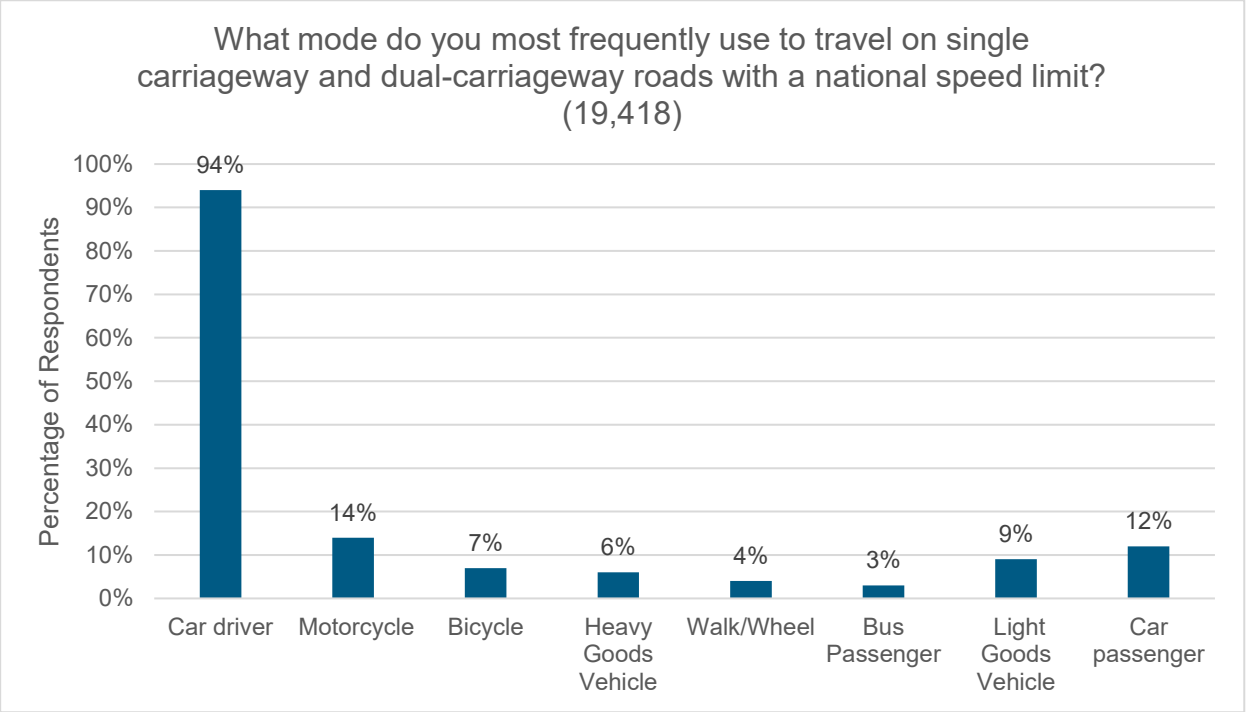


H.5.16 As shown in Figure 17, 68% of respondents (13,197) considered themselves to live in a rural area, and 32% of respondents (6,210) in an urban area.

H.5.17 Question 27 asked respondents what mode of transport they most frequently use on single carriageway and dual carriageway roads with a national speed limit.

H.5.18 19,418 respondents provided a valid response to this question. Respondents were permitted to select multiple options to this question. The results are shown in Figure 18.

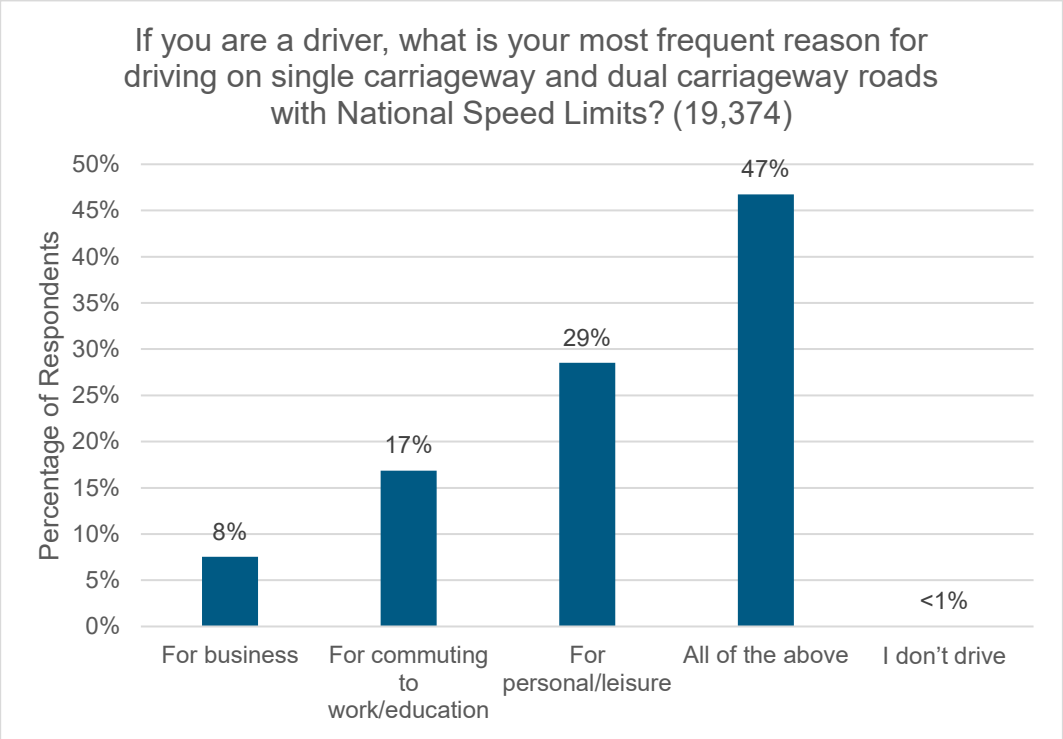
Figure 18: What mode do you most frequently use to travel on single carriageway and dual-carriageway roads with a national speed limit?



H.5.19 As shown in Figure 18, 94% of respondents (18,315) selected ‘car driver’

H.5.20 Question 28 asked respondents what their most frequent reason for driving on single and dual carriageway roads is. 19,374 respondents provided a valid response to this question. The results are shown in Figure 19.

Figure 19: If you are a driver, what is your most frequent reason for driving on single carriageway and dual carriageway roads with National Speed Limits?

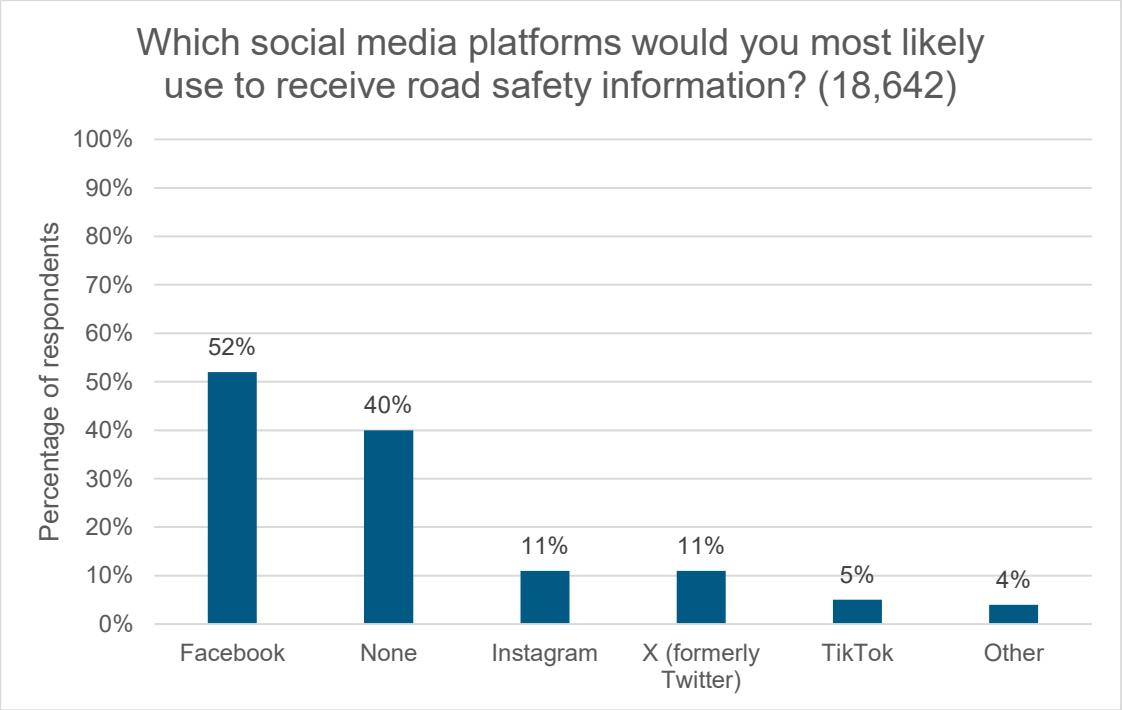


H.5.21 As shown in Figure 19, 47% of respondents (9,056) chose "all of the above". 29% of respondents (5,526) said they use single and dual carriageways most frequently for personal/leisure, 17% of respondents (3,269) selected for commuting to work/education and 8% of respondents (1,459) selected for business. Less than 1% of respondents (64) said that they don't drive.

H.5.22 5 respondents provided multiple options to this question in the hardcopy version of the questionnaire. These responses were not included in the above graph as the question was not a multiple-choice question.

H.5.23 Question 29 asked respondents what social media platforms they would most likely use to receive road safety information. Respondents were able to choose multiple options in response to this question. 18,642 respondents provided a valid response to this question. The results are shown in Figure 20.

Figure 20: Which social media platforms would you most likely use to receive road safety information?



H.5.24 As shown in Figure 20, 52% of respondents (9,677) use Facebook; 40% of respondents (7,526) use no social media platforms to receive road safety information; 11% of respondents (2,029) use Instagram; 11% of respondents (1,994) use X (formerly Twitter); 5% of respondents (912) use TikTok and 4% of respondents (720) use other platforms.

H.5.25 Those who selected the “other” option were able to specify their answer in an open text box.[6]

H.5.26 Other social media platforms mentioned by respondents included BlueSky and YouTube.

H.5.27 Many respondents also stated they get their road safety information from other non-social media sources, including news outlets, the Government and Scottish Government websites, road safety and navigation apps (AA, RAC, Waze and Google Maps), road safety organisations (IAM and RoSPA), radio and TV.

[6] Due to a processing error, the open text box related to the “other” option was not initially present in the online questionnaire form. This was added in an update on 9 December 2024 at 14:40. Details of changes to the questionnaire can be viewed in Appendix I.

H.6 Unstructured email responses

H.6.1 45 unstructured emails were received as responses to the consultation (20 from organisations and 25 from individuals).

H.6.2 Unstructured email responses were coded using the same code frame developed from the open text data received in response to the structured questionnaire. Table 6 outlines the themes that arose from these responses.

Table 6: themes from coding of unstructured email responses

The feedback to this question is provided in order of theme frequency.

Table 6a. Road safety theme

Sub theme	Sub theme total
Lowering national speed limit would increase driver frustration Increased frustration may lead to drivers taking more risks, such as dangerous overtaking manoeuvres. Respondents worried about a reduction in opportunities to overtake slower vehicles if speed limits for cars and HGVs were aligned.	20
Drivers would not comply with change in speed limits Perception that drivers would not comply with a reduced national speed limit. Including comments expressing the perception that drivers (including HGV drivers) do not always comply with current speed limits.	13
Lowering national speed limit would increase collisions	7
Increasing HGV limit would result in reduced need to overtake Decreased frustration from HGVs being able to travel faster could lead to a reduction in other vehicles overtaking.	7
Lowering national speed limit would decrease collisions Reduction in collisions, including impact on wildlife / animals.	7
Modern vehicles are safe travelling at higher speeds Modern vehicles (including both cars and HGVs) have improved safety features	6

and technology, such as more efficient braking, meaning they are safe to travel at higher speeds.	
Increasing HGV limit would increase driver frustration Reduced ability to overtake HGVs may increase frustration of other drivers, particularly if speed limits were aligned.	4
Lowering national speed limit would have no impact on collisions	4
Lowering national speed limit would reduce concentration and lead to fatigue Lower speed would cause driver fatigue from more time spent at the wheel, increasing boredom and reducing concentration.	4
Increasing HGV limit would have no impact on safety / collisions	2
Increasing HGV limit would negatively impact safety of non-motorised users	2
Lowering national speed limit would positively impact non-motorised users	2
Comments about pedestrian behaviour and safety Segregated infrastructure for pedestrians is the most effective means to ensure safety. Education on safe road usage is important for pedestrians as well as drivers. Important for pedestrians to ensure they are visible.	2
Increasing HGV limit would decrease collisions	1
Increasing HGV limit would increase concentration	1
Increasing HGV limit would increase stopping distance Heavy vehicles travelling faster would take longer to stop and increase driver reaction time.	1
Lowering NSL would increase collisions	1
Perception that non-motorised users are not frequent users of dual (and single) carriageways Perception that non-motorised users are not frequent users of dual carriageways and therefore impacts for cyclists, pedestrians and horse riders may not be substantially relevant to this context. Included some comments that non-motorised users are also not very frequent users of single carriageway roads, either.	1

Road worthiness of vehicles Proper maintenance of vehicles is important to reduce safety risks on the road.	1
Road safety	**86 total**

Table 6b. Traffic and transport theme

Sub theme	Sub theme total
Speed limits should be bespoke to specific road design and conditions Disagreement with a blanket approach to changing speed limits, suggesting speed limit should be based on road design and prevailing conditions. Some roads, for example those that are narrow or twisty, warrant a slower driving speed for safety reasons. However, many thought that on straight lengths of single carriageway there was no reason to lower the current national speed limit.	22
Lowering the national speed limit would negatively impact journey times Longer journey times and increased congestion.	11
Suggestion to improve road infrastructure / design Improve road design, including adequate overtaking lanes and laybys, improve junctions	7
Lowering national speed limit would negatively impact journey times for businesses Longer journey times leading to reduced productivity, increased delivery times and increased costs.	6
Speed limits should be consistent across the UK To reduce confusion around different speed limits in England.	6

Suggestion to improve signage on roads Improving signage and road markings, including cat's eyes, could help improve driving standards.	5
Public transport in rural areas is lacking as an alternative to driving Those in rural areas may not have access to suitable public transport options.	4
Increasing HGV limit would positively impact journey times Improving flow of traffic and decreasing delivery times if HGVs can travel more quickly.	3
Increasing HGV limit could cause more wear on roads Due to heavy vehicles travelling at higher speeds.	1
Increasing HGV limit would negatively impact journey times	1
Lowering national speed limit would negatively impact emergency services and response vehicles Concern that a lower speed limit could impact speed at which first responders are able to reach emergency situations	1
Suggestion to reduce amount of freight transported by road Transporting freight by other means, such as rail, would reduce the number of HGVs on Scotland's roads.	1
Traffic and transport	**68 total**

Table 6c. Enforcement theme

Sub theme	Sub theme total
Suggestion relating to driver education Perception that some drivers have a low skill level and more comprehensive education could be a more effective tool to reduce safety risks on the road.	14
Concern that key issue is a minority of dangerous drivers, not the speed limit itself Perception that the key safety risk is dangerous driving (e.g. current speeding, drivers using phones) and that a reduction in the national speed limit will not serve to address this problem.	10
Decrease enforcement (non-specific suggestion)	1
Suggestion relating to promotion of good driving practice Public information and safety campaigns (such as TV adverts) may be a more effective measure to reduce safety risks on the road. Those commenting on the proposal specifically felt that a reduction in the national speed limit would require significant promotion and awareness raising.	4
Increase enforcement (non-specific suggestion)	9
Increased police presence would be necessary to enforce change in speed limits Including comments that current police presence and funding is inadequate.	6
More speed cameras would be needed to enforce a lowered national speed limit	6
Reducing the national speed limit would be difficult to enforce	3

Suggestion to remove speed cameras Or not to fund implementation of new cameras.	1
Suggest alternative speed limit proposal	5
Suggestions relating to insurance or financial incentives Financial incentives such as reduced insurance costs for those who do not speed, or elect to take additional driver education, could be a helpful mechanism to help raise driving standards.	2
Suggestion for tougher penalties for speeding and dangerous driving Including fines, driving bans and suspensions, speed awareness courses, license renewal, harsher penalties/ bans for using mobile phones whilst driving, penalising slow drivers.	2
Comments relating to vehicle technology Including suggestions for speed limiters.	2
Enforcement	**65 total**

Table 6d. General theme

Sub theme	Sub theme total
General opposition to reducing the national speed limit	14
Criticism of the Scottish Government	8
General support for increasing HGV limit	8
Scottish Government should direct resources to road maintenance instead Suggestions that Scottish Government should prioritise improving road quality instead of changing speed limits.	8
General support for reducing the national speed limit	7

General opposition to increasing HGV limit	6
Concern about the cost of implementing the proposals Concern that implementing and enforcing the proposals would be costly; particularly the cost of changing road signage.	4
Scottish Government should dual major roads instead of changing speed limits Suggestions that Scottish Government should prioritise dualling major single carriageway roads, commonly mentioning dualling of the A9 and A96.	4
General	**59 total**

Table 6e. Consultation theme

Sub theme	Sub theme total
Criticism of the evidence provided for the proposals	13
Request for further information on the proposals	5
Criticism of the survey questions Including commentary on optionality of Questions 7, 10 and 11. Changes made to these questions from feedback received can be viewed in Appendix I.	4
General criticism of consultation	4
Criticism of the consultation as having a predetermined outcome	3
Criticism of the consultation materials	3
Criticism of the consultation promotion	3
Positive feedback on the consultation process	3
Criticism of the consultation events	1
Consultation	**39 total**

Table 6f. Socioeconomic theme

Sub theme	Sub theme total
Reducing national speed limit would have a disproportionate impact on people who need to travel long distances Concern that reducing the national speed limit would have a disproportionate impact on those in rural areas who need to travel on single carriageways more frequently. Reduction in the national speed limit could negatively impact access to work and key services, such as those that need to travel long distances to access healthcare.	13
Reducing national speed limit would negatively impact Scotland's economy General negative economic impact, cost of goods increasing.	6
Increasing HGV limit would positively impact Scotland's economy Increased efficiency and lower delivery times could benefit both consumers and wider economy.	5
Proposals would negatively impact quality of life	4
Reducing national speed limit would have negative impact on tourism Concern that reducing the national speed limit would discourage tourism in Scotland, particularly impacting rural areas and economies such as the Highlands.	4
Concern about driving ability of non-locals **Perception that the ability of some tourist drivers is poor which** contributes to unsafe situations on the road, particularly in popular rural tourist destinations. Concern that changing the national speed limit would increase confusion for drivers unfamiliar with Scottish roads.	3
Socioeconomic	**35 total**

Table 6g. Environment theme

Sub theme	Sub theme total
Reducing national speed limit would lead to decrease in fuel efficiency / negative climate change impact	5
Increasing HGV limit would lead to more noise	2
Increasing HGV limit would lead to decrease in fuel efficiency / negative climate change impact	1
Environment	**8 total**

Appendix I. Changes to the questionnaire

Table 1 outlines changes that were made to the Citizen Space questionnaire on 9 December 2025 at 14:40, following feedback from respondents.

Table 1: amends to questionnaire, made on 9 December 2024 at 14:40.

Question	Change
7. These are some impacts a reduction in the national speed limit on single carriageway roads could have for cars and motorcycles. Do you think a reduction in the speed limit could improve these or make them worse? (tick as many as apply)	Answer change - Add "No change" as additional middle option answer
10. These are some of the impacts an increase in speed limit for goods vehicles exceeding 7.5 tonnes on single carriageway roads could have. Do you think increasing the speed limit will improve these or make them worse? (tick as many as apply)	Answer change - Add "No change" as additional middle option answer
11. These are some impacts an increase in the speed limit for good vehicles exceeding 7.5 tonnes on dual carriageway roads could have. Do you think increasing the speed limit will improve these or make them worse? (tick as many as apply)	Answer change - Add "No change" as additional middle option answer
12. Are there any impacts an increase in the national speed limit for goods vehicles exceeding 7.5 tonnes on single and dual carriageways that have been missed? If so, please detail below	Question tweak - Add "that" after "impacts" and before "an"
13. Are there any impacts an increase in the national speed limit for goods vehicles exceeding 7.5 tonnes on single and dual carriageways that you consider to be incorrect? Please provide as much detail and evidence as you can to support this.	Question tweak - Add "that" after "impacts" and before "an"
18. Would a reduced national speed limit on single carriageway roads make you use public transport more or less often?	Answer change - Add "I don't use public transport" as additional option answer.
19. If the national speed limit on single carriageway roads was reduced would this impact your driving frequency?	Answer Change - Add "I don't drive" as additional option answer.
29. Which social media platforms would you most likely use to receive road safety information?	Answer Change - Add free text box

An additional “no change” answer option was added to Questions 7, 10 and 11 following respondent feedback that the “unsure” option did not accurately capture their views where they thought that the stated impacts would not be changed by the proposals. The graphs below show the data from respondents prior to this change. They have not been included in

the main body of the report as the two graphs are not directly comparable given the difference in answer options and resulting nuance.

Figure 1: answers to Question 7 prior to additional "no change" question option being added on 9 December 2024.

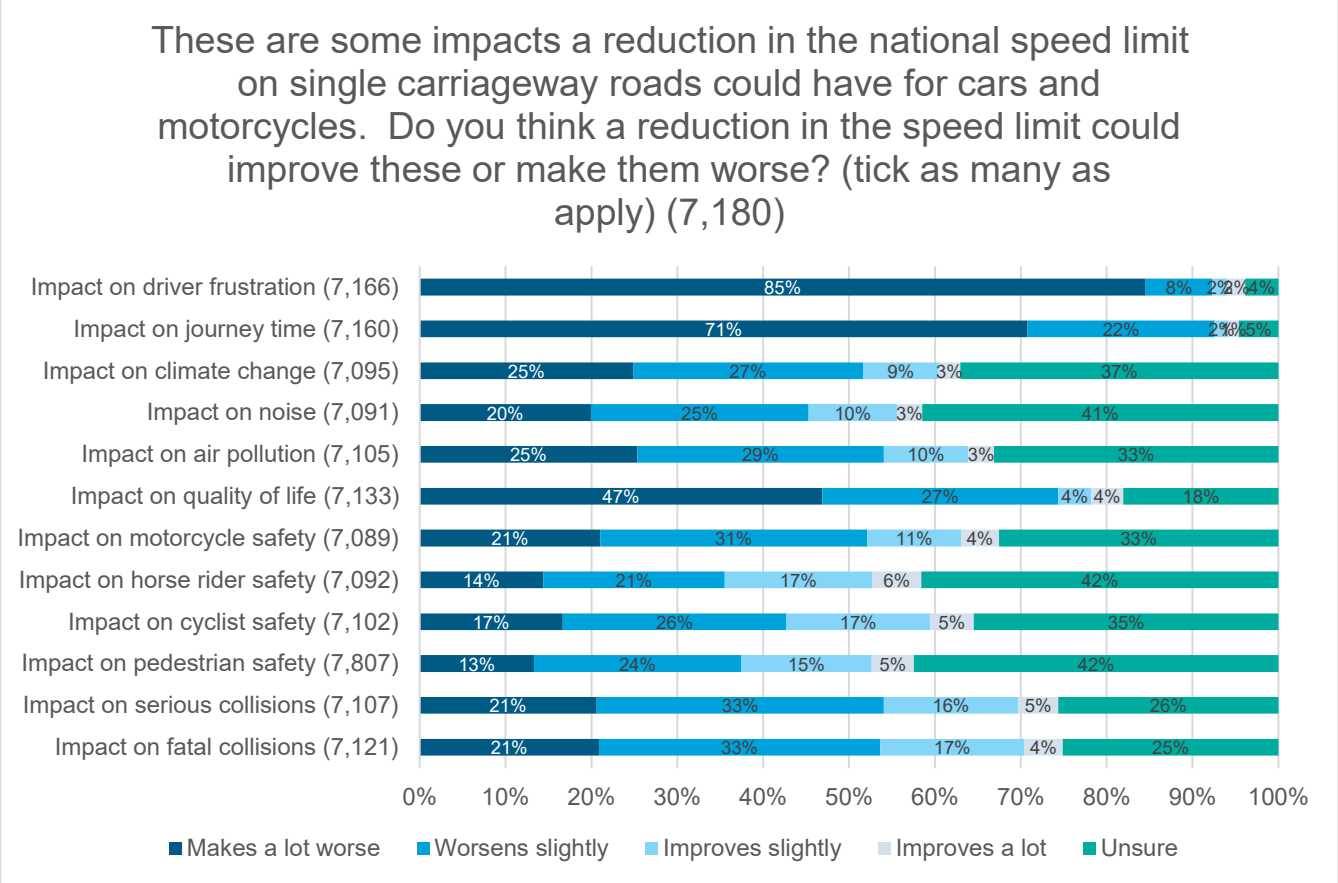


Figure 2: answers to Question 10 prior to additional "no change" question option being added on 9 December 2024.

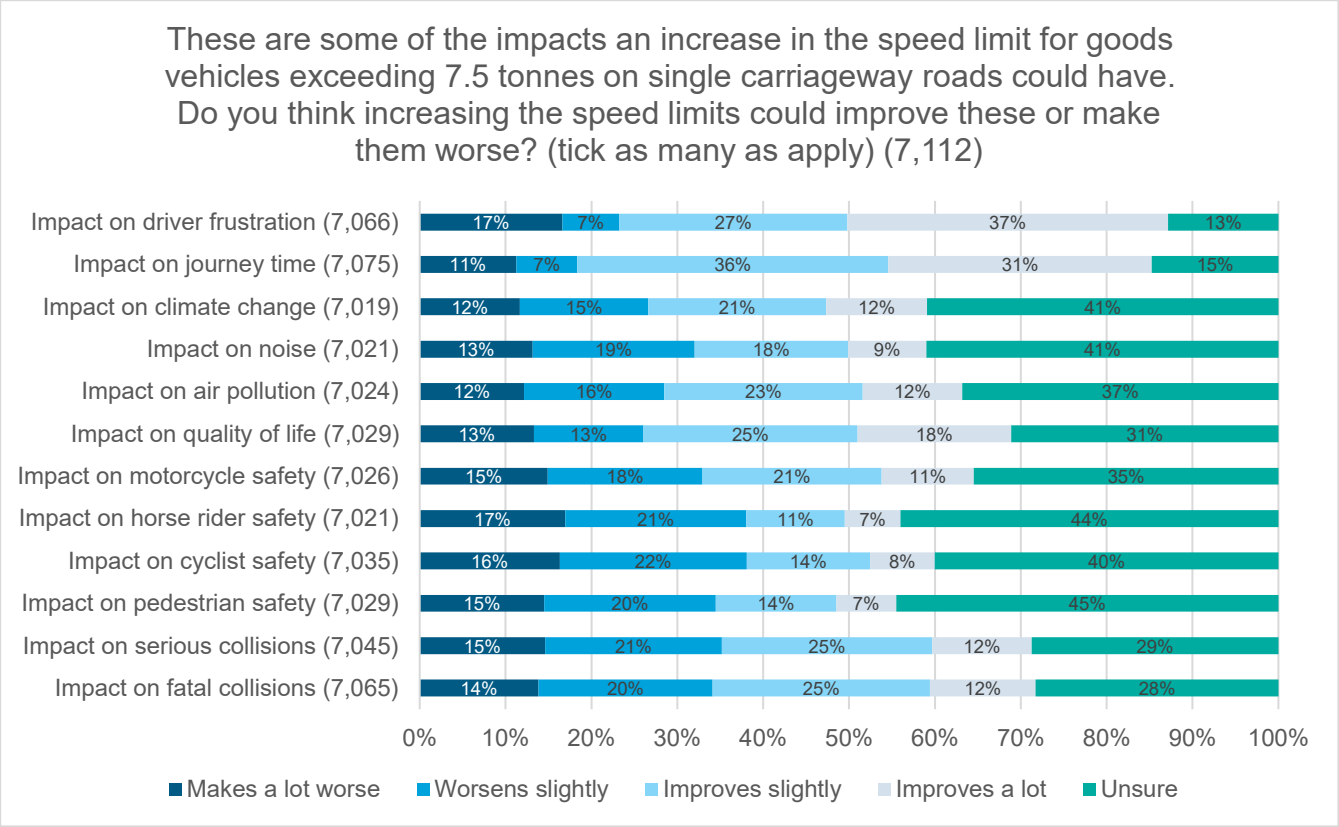
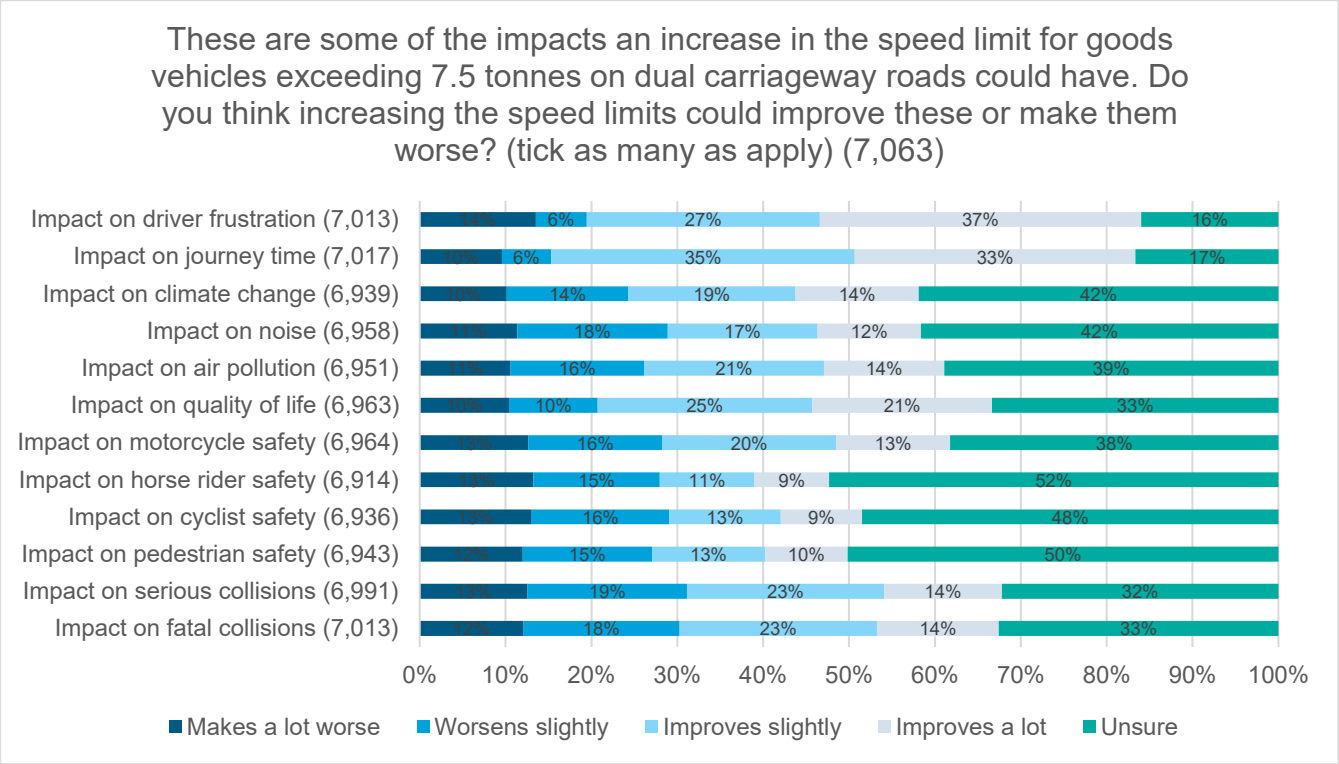


Figure 3: answers to Question 11 prior to additional "no change" question option being added on 9 December 2024.



An additional “I don’t use public transport” option was added to question 18. Figure 4 shows the data from respondents prior to this change.

Figure 4: Would a reduced national speed limit on single carriageway roads make you use public transport more or less often?