

NATIONAL SPEED MANAGEMENT REVIEW

Statement of Community Involvement

Transport Scotland



1. Contents

2. Executive Summary	4
2.1. Background	4
2.2. Public engagement	4
2.3. Feedback channels	5
2.4. Key findings	5
3. Introduction	9
3.1. About this report	9
3.2. Background and context	10
3.3. About the proposals	11
4. Consultation	12
4.1. Consultation period	12
4.2. Approach to consultation	12
4.3. Consultation objectives	14
4.4. Consultation principles	14
5. Consultation materials	17
5.1. Consultation materials	17
5.2. Consultation webpage	17
5.3. Virtual exhibition room	17
5.4. Information banners	18
5.5. Video presentation	19
1. 6. Consultation promotion	20

6.1.	Consultation promotion	20
6.2.	Social media	20
6.3.	Stakeholder emails	20
6.4.	Letter to MSPs	21
6.5.	Press release	21
6.6.	Eventbrite	21
6.7.	Scottish Government website	22
7.	Responding to the consultation	23
7.1.	Responding to the consultation	23
7.2.	Online questionnaire	23
7.3.	Other ways to respond	23
7.4.	Public engagement events	24
8.	Analysis	28
8.1.	Methodology	28
9.	Scheme feedback	30
10.	More information	31

2. Executive Summary

2.1. Background

Transport Scotland commissioned WSP UK and Ireland Limited (WSP) to support the delivery of the public consultation for the National Speed Management Review (NSMR).

The purpose of the consultation was to gather views from stakeholders and the public on the proposed changes to speed limits contained within the review. The consultation launched on 27 November 2024 and closed on 5 March 2025 and a total of 19,584 responses were received. The feedback has been analysed, and the key findings are included in this Executive Summary, with the full findings provided within the main body of this Statement of Community Involvement (SoCI) report. This SoCI will be provided to Transport Scotland to inform their decision making.

This SoCI provides an understanding of the rationale behind the consultation, its background, and the community engagement process. It includes information on the context of the consultation, details of the proposal, the engagement process and materials used, consultation methodology and a summary of the feedback received.

2.2. Public engagement

On 27 November 2024, Fiona Hyslop, Cabinet Secretary for Transport launched the NSMR consultation at the Road Expo Scotland Conference. Transport Scotland also promoted the consultation through geographically targeted social media activity, issuing local and national press releases, and writing to elected members, local community councils and stakeholders.

To provide sufficient information about the proposals and create a direct and accessible line of contact for questions to be asked by the public and stakeholders, Transport Scotland held 26 in-person events in locations around Scotland, and two online events. The in-person engagement event locations were selected to ensure broad geographic representation across Scotland, balancing accessibility and engagement with logistical considerations. The online

engagement events were scheduled to ensure those who could not attend the in-person events still had the opportunity to hear more about the proposals to inform their response to the consultation.

2.3. Feedback channels

In order to enable consultees to take part, Transport Scotland provided an NSMR consultation questionnaire that was available across a variety of forms to allow stakeholders to provide a response to the consultation via a method that suited them:

- an online NSMR Consultation questionnaire which was accessible via Citizen Space: [National Speed Management Review - Scottish Government consultations - Citizen Space](#).
- paper copies of the NSMR Consultation questionnaire which were available at each in-person event.
- downloadable copy of the online NSMR Consultation questionnaire available on Citizen Space; and emailing or posting this directly to Transport Scotland.
- sending a response in free form such as a letter or email.

2.4. Key findings

Findings from an analysis of the NSMR Consultation responses are included in Appendix H. Key findings relate to the reduction in single carriageway national speed limits, raising the speed limit for goods vehicles over 7.5 tonnes on single carriageways and dual carriageways, enforcement of a reduced national speed limit and behaviour change.

Reduction in the national speed limit

- Most respondents (77%) felt that the current national speed limit of 60mph on single carriageway roads was about right.
 - Of those who responded as organisations, 71% thought the current national speed limit was about right.
- Nine out of 10 respondents did not think that a reduction in the national speed limit on single carriageway roads would address national casualty reduction targets.
 - Of those who responded as organisations, two out of three did not think that a reduction in the national speed limit on single carriageways would address national casualty reduction targets.
- When asked about the potential impacts of a reduction in the national speed limit on single carriageway roads, respondents said that most impacts would not change. Where they did think there would be a change in impact:
 - 89% of respondents thought that a reduction in the national speed limit on single carriageway roads would make driver frustration a lot worse (79%) or slightly worse (10%). Of those who responded as organisations, 71% thought the change would make driver frustration a lot worse or slightly worse.
 - 89% of respondents thought that a reduction in the national speed limit on single carriageway roads would make journey times a lot worse (79%) or slightly worse (10%). Of those who responded as organisations, 79% thought the change would make journey times a lot worse or slightly worse.

Raising the speed limit for goods vehicles over 7.5 tonnes

- Most respondents felt the current speed limit on single carriageway roads for Heavy Goods Vehicles (HGVs) was about right (60%), 39% thought it was too low.
 - Of those who responded as organisations, they felt the speed limit for HGVs on dual carriageways was too low (57%) or about right (37%).
- Respondents thought the current speed limit for HGVs on dual carriageways roads was either about right (47%) or too low (47%).
 - Of those who responded as organisations, they felt the speed limit for HGVs on dual carriageways was too low (49%) or about right (45%).

- When asked about the potential impacts of an increase in the HGV speed limit on single carriageway roads, respondents said that most impacts would not change. Where they did think there would be a change in impact:
 - 56% of respondents thought that an increase in the HGV limit would improve driver frustration a lot (29%) or improve driver frustration slightly (27%)
 - 57% of respondents thought that an increase in the HGV limit would improve journey time a lot (22%) or improve journey time slightly (35%).
- When asked about the potential impacts of an increase in the HGV speed limit on dual carriageway roads, respondents said that most impacts would not change. Where they did think there would be a change in impact:
 - 57% of respondents thought that an increase in the HGV limit would improve driver frustration a lot (30%) or improve driver frustration slightly (27%)
 - 59% of respondents thought that an increase in the HGV limit would improve journey time a lot (24%) or improve journey time slightly (35%).

Enforcement of a reduced national speed limit

- When asked if current enforcement measures should remain in place if the national speed limit was reduced on single carriageway roads, 51% of respondents answered no, 34% of respondents answered yes and 15% were unsure.
 - Of those who responded as organisations, 50% answered yes.
- When asked what additional measures the Scottish Government could implement to support a reduction in the national speed limit on single carriageway roads, respondents mentioned increased police presence and more speed cameras. Respondents also suggested tougher penalties for speeding or dangerous driving and emphasised driver education as key. These suggestions were often framed as alternative actions to be taken instead of reducing the national speed limit.

Behaviour change

- Most respondents were very unlikely (79%) to use active travel options if the national speed limit on single carriageway roads was reduced.
- When asked if a reduction in the national speed limit on single carriageway roads would encourage them to use public transport more, most respondents answered that they do

not use public transport (56%). For the remaining 44% that did use it, they would use public transport the same amount (59%) or less often (33%). These answers reflected themes arising from open text data around the lack of availability of public transport in rural areas, and the sense that a reduction in the national speed limit on single carriageway roads would have a disproportionate impact on those living in rural areas.

- Most respondents (85%) stated that a reduction in the national speed limit on single carriageway roads would not change their driving frequency.

3. Introduction

3.1. About this report

- 3.1.1. This Statement of Community Involved (SoCI) provides a record of the activities that have taken place as part of the National Speed Management Review (NSMR) public consultation exercise.
- 3.1.2. Based on the Transport Scotland Engagement strategy, this consultation and engagement activity focused on maximising stakeholder interaction from the beginning to:
- establish trust and credibility in the engagement process which will support future stages and development of the review;
 - demonstrate meaningful engagement and transparency and;
 - increase awareness of the NSMR in Scotland.
- 3.1.3. This report includes:
- background and context
 - consultation objectives and approach
 - details of the materials used to promote the consultation
 - feedback mechanisms used
 - details of public engagement events
 - methodology used to analyse feedback
 - analysis of feedback.

3.2. Background and context

- 3.2.1. Scotland's Road Safety Framework to 2030 ("the Framework" aims for Scotland to have the best road safety performance in the world by 2030 alongside a long-term goal of no one being killed or seriously injured in road collisions by 2050. The Framework is underpinned by the Safe System Approach, upon which the NSMR's principles are based. An overview of the Safe System Approach is shown in Figure 1 and the full report on [Scotland's Road Safety Framework to 2030 is available to read online](#).

Figure 1: Safe System used to inform Scotland's Road Safety Framework 2030



- 3.2.2. The review has examined changes to speed limits on Scotland's roads. It aims to ensure speed limits are appropriate and contribute to reducing the number of those being killed and injured on Scotland's roads.
- 3.2.3. The review assessed a range of options that could enhance safety on Scotland's roads. This included extensive research, including an analysis of international

practices through a literature review, and engagement with national and international partners to understand best practices in managing speed.

- 3.2.4. Initiatives were identified to enhance road safety and several of these related to a review of speed limits for different road types and vehicle classifications. As part of the review, options were considered to reduce speed limits on motorways and dual carriageways, however, impact assessment work found that these changes could lead to a significant increase in journey times of approximately 15% and could have a significant impact on the economy including for business and tourism. Therefore, these options were discounted.
- 3.2.5. The options brought forward to consultation focused on reviewing national speed limits for single carriageways and speed limits for heavy goods vehicles over 7.5 tonnes on single carriageways and dual carriageways.
- 3.2.6. The NSMR Consultation launched on 27 November 2024 to gather views on proposed changes to national speed limits in Scotland.

3.3. About the proposals

- 3.3.1. The proposals consulted on were to:
- reduce the national speed limit on single carriageway roads from 60mph to 50mph for motor vehicles.
 - increase the speed limit for goods vehicles over 7.5 tonnes from 40mph to 50mph on single carriageway roads and from 50mph to 60mph on dual carriageway roads.
- 3.3.2. The proposed changes have been evaluated in conjunction with extensive research. This concluded that the impacts of these changes could reduce the number and severity of injury collisions, whilst broadly maintaining journey times, improving journey time reliability and reducing driver frustration.

4. Consultation

4.1. Consultation period

- 4.1.1. The public consultation launched on 27 November 2024 and closed on 5 March 2025. The consultation was open for 14 weeks to give sufficient time for respondents to understand the proposal and submit their feedback. This also provided time for 26 in-person engagement events to be held across Scotland, alongside two online engagement events.

4.2. Approach to consultation

- 4.2.1. This consultation was conducted to inform stakeholders, communities and the public on the rationale behind the proposed changes to speed limits in Scotland, and to gather consultee views.
- 4.2.2. The approach to consultation was set out in a Communication and Engagement Plan prepared by Transport Scotland outlining the project background, details of the proposal, impact assessment and questionnaire design as well as a Consultation Plan detailing consultation publicity and what opportunities would be provided for stakeholders and the public to get involved. This consultation involved informing stakeholders, communities and the public of the rationale behind the proposed changes to speed limits in Scotland, and to gather consultees views on the proposed changes.
- 4.2.3. Transport Scotland ensured the consultation approach included making the consultation information accessible across Scotland, ensuring that communication with community councils, advertising about the consultation and in-person events were not just on the 'mainland' and that Scotland's islands were included in the consultation and engagement activities.

- 4.2.4. Some members of communities are seldom heard from during consultations because of disability, cultural difference, language, rural locations or limited time which can lead them to be excluded from consultation activity. The approach to consultation considered how best to remove any barriers that may prevent people from participating in the consultation, see Table 1.

Table 1. Barriers to participating in public consultation and mitigation action.

Barrier to taking part	Mitigation action
Not hearing about the consultation	The consultation was publicised by using a number of channels including an announcement from the Cabinet Secretary for Transport, local press releases throughout the consultation period, communication with the local community council and emails to stakeholders including MSPs.
Difficulty with written English	Transport Scotland pre-recorded a presentation of the consultation material and this was made available on the website. The consultation materials in large print and in different languages were available on request.
Not understanding technical language	The consultation material was written in plain English, making the language as clear and jargon free as possible.
Rurally based, not close to any in-person consultation events	The 26 in-person event locations (see section 7.4) were carefully selected to ensure broad geographic representation across Scotland, balancing accessibility and engagement with logistical considerations. The online engagement events were scheduled to ensure those who could not attend the in-person events still had the opportunity to participate, and the

	virtual exhibition room was developed to replicate information available at in-person events.
Working during the day so not available to attend in-person events	In-person events were held from 3pm – 7pm to allow for people to access during the day and after traditional working hours.

- 4.2.5. The results of this consultation will be used by Transport Scotland alongside all other relevant evidence to inform the approach to managing national speed limits in Scotland.

4.3. Consultation objectives

- 4.3.1. The consultation objectives prepared by Transport Scotland were:

- Enable inclusive and meaningful participation: provide opportunities for stakeholders and communities to engage with proposed options, ensuring their perspectives are considered throughout the review process.
- Integrate feedback into decision-making: gather, analyse, and incorporate feedback to guide policy development.
- Maintain communication and transparency: keep participants and the wider public informed on the review's progress, outcomes and the influence of their contributions.

4.4. Consultation principles

- 4.4.1. The approach to effectively engage the public about the proposed changes were governed by core consultation principles.

- 4.4.2. The Gunning Principles are the founding legal principles applicable to public consultation in the UK. This section outlines how the engagement and consultation activities for the National Speed Management Review abides by these principles.

“Consultation must take place when the proposal is still at a formative stage”

- 4.4.3. Ensuring that consultation occurs when the proposal is still in the formative stages is crucial for meaningful public engagement and feedback. Following the consultation, the feedback was analysed and a summary of the analysis including recommendations, together with all other relevant evidence, will be used by Transport Scotland to inform final decision making.
- 4.4.4. In-person and online engagement events were scheduled over a six-week period across Scotland to facilitate an open line of communication for communities to ask questions and give feedback on the proposed changes. During this period, 28 events were scheduled in total (26 in-person, two online). The in-person event locations (see section 7.4) were carefully selected to ensure broad geographic representation across Scotland, balancing accessibility and engagement with logistical considerations. The online engagement events were scheduled to ensure those who could not attend the in-person events still had the opportunity to participate.

“Sufficient reasons must be put forward for the proposal to allow for intelligent consideration and response”

- 4.4.5. Throughout the consultation period, the provision of detailed and clear information allowed participants to engage thoughtfully and provide valuable feedback on the proposal within the 14-week consultation period.
- 4.4.6. The 2030 Road Safety Framework was available to read online and the rationale behind the proposal was provided for respondents on a variety of platforms and at all engagement events.

- 4.4.7. During this period, the use of both online and in-person consultation events allowed for stakeholders and the public to receive information on the reasoning behind the proposal, ask questions and provide feedback.

“Adequate time must be given for consideration and response”

- 4.4.8. The consultation took place over a 14-week period from 27 November 2024 to 5 March 2025 allowing for adequate time for the public and stakeholders to understand the proposal and provide feedback.
- 4.4.9. Appropriate and varied measures to consult people were employed. Information was provided through various channels to ensure participants could fully understand and respond to the proposal within the timeframe of the consultation period. The measures included:
- Materials written in plain English: The consultation materials such as the online questionnaire, event advertising and banners were informative and focused on the key features of the consultation such as the aims of the proposal, potential impacts to individuals, communities, the economy and environment (see section 5).
 - Accessible information: Materials on the proposal were provided in a variety of media formats to ensure accessibility of information for a wide range of users (see section 5 and section 6).
 - Adequate time to respond: Stakeholders and the public were given a 14-week period to respond to the consultation. Within this period, 26 public in-person events and two online events were held.
 - Varied measures to feedback: During this period respondents were invited to share feedback on the proposal through a questionnaire available in online and in paper format. An online questionnaire was hosted on Citizen Space and paper versions of the questionnaire were available at the in-person meetings.

5. Consultation materials

5.1. Consultation materials

- 5.1.1. Consultation materials were produced to help respondents understand the proposal and submit informed feedback. The materials were promoted through various communication channels to raise awareness and encourage participation.

5.2. Consultation webpage

- 5.2.1. The consultation webpage was hosted on the Transport Scotland website within the consultation section, [National Speed Management Review Consultation](https://www.transport.gov.scot/consultation/national-speed-management-review-consultation/) at <https://www.transport.gov.scot/consultation/national-speed-management-review-consultation/> (overview shown in Appendix A.1).
- 5.2.2. The consultation webpage was used as a single repository for all information on the consultation, this included:
- dates of consultation
 - background information on the research, review and proposal
 - a link to the online questionnaire and information on how to respond by emailing and through the post
 - frequently asked questions
 - contact details
 - details of the consultation events.

5.3. Virtual exhibition room

- 5.3.1. A virtual exhibition room provided ongoing access to the materials presented at the in-person events. It offered those who could not attend the events a chance

to view the materials in their own time, remotely. The room was linked from the main webpage and included a video presentation, banners, a link to the full report of the review and a link to the online questionnaire. A screenshot of the virtual exhibition room is shown in Figure 2.

5.3.2. The virtual exhibition room had a total of 506 visitors.

Figure 2: Image of virtual exhibition room



5.4. Information banners

5.4.1. To clearly and effectively communicate the proposed changes, eight banners were produced to display information at the in-person consultation events. These banners showcased Scotland's Road Safety Framework 2030, reasoning behind the proposal, and details of the NSMR (see Appendix A.2). The banners were also made available in the virtual exhibition room to allow those who could not attend the in-person engagement events to view the materials.

5.5. Video presentation

- 5.5.1. A pre-recorded video presentation was created and shared via the virtual exhibition room to allow those who could not attend the in-person engagement events to get an overview of the proposal from the team behind the review.
- 5.5.2. This presentation was also used for the online engagement events to provide attendees with a clear and concise overview of the NSMR.

6. Consultation promotion

6.1. Consultation promotion

- 6.1.1. Multiple channels were used to raise awareness of the consultation and encourage participation among key stakeholders and the public. This included the use of emails, social media posts, press releases and a letter which was shared with specific stakeholders.

6.2. Social media

- 6.2.1. The Transport Scotland social media pages on X (previously known as Twitter), Instagram, LinkedIn and Facebook were used to promote the consultation and consultation events.
- 6.2.2. A total of 36 posts were made on Transport Scotland's social media platforms throughout the consultation (examples shown in Appendix B.1). Transport Scotland also used paid social media promotion to increase the local reach of the advertising for in-person engagement events. Facebook event pages were also made for the in-person engagement events to further promote them on the platform.

6.3. Stakeholder emails

- 6.3.1. During the consultation, four rounds of stakeholder emails were sent to inform stakeholders about the consultation.

First email	Announced the beginning of the consultation.
-------------	--

Second email	Announced the in-person engagement events.
--------------	--

Third email	Confirmed the dates of the in-person engagement events.
Fourth email	Provided information on the two online events.

The emails are shown in Appendix C.

6.4. Letter to MSPs

- 6.4.1. The Cabinet Secretary for Transport issued a letter to all MSPs to announce the commencement of the consultation and to encourage participation, see Appendix D.

6.5. Press release

- 6.5.1. A press release was issued to local and national media to announce the launch of the consultation. The press release included a link to the consultation webpage. The press release generated coverage from multiple outlets including The Times and Highways Magazine.
- 6.5.2. The second press release was issued to publicise the location and dates of the in-person engagement events. This announcement was picked up by multiple outlets including Dunfermline Press, Glasgow Times, and the Ayr Advertiser.
- 6.5.3. A copy of the press releases can be found in Appendix E.

6.6. Eventbrite

- 6.6.1. Event pages on Eventbrite were created for the in-person and online engagement events to further advertise the events, and free tickets were provided to help gauge attendance/interest in the events. While attendees were encouraged to register for events before attending, this was not a pre-requisite

for entry to the events. An example of an Eventbrite event page is included in Appendix F.

6.7. Scottish Government website

- 6.7.1. The consultation was also promoted on the Scottish Government website (see Appendix B.2).

7. Responding to the consultation

7.1. Responding to the consultation

- 7.1.1. This section includes an overview of the key feedback mechanisms that were provided for respondents to respond to the consultation.

7.2. Online questionnaire

- 7.2.1. The online questionnaire was hosted on Citizen Space, a web-based questionnaire platform, with a link provided from the consultation webpage on the Transport Scotland Webpage. A copy of the online questionnaire is included in Appendix G.

7.3. Other ways to respond

- 7.3.1. Consultees were also able to submit their feedback via email and post, and the channels for doing so were provided on the consultation webpage.
- 7.3.2. Respondents were able to email their comments to roadsafety@transport.gov.scot
- 7.3.3. A postal address was also provided:

Road Safety Policy
Transport Scotland
2F North, Victoria Quay
Edinburgh
EH6 6QQ

- 7.3.4. Hard copies of the questionnaire were made available at the in-person engagement events, and attendees were free to complete and submit them to the team while at the events.
- 7.3.5. The roadsafety@transport.gov.scot email address was shared on the consultation webpage as a contact point for anyone who needed support in responding to the consultation or for any other enquiries.

7.4. Public engagement events

- 7.4.1. Public engagement events were held in-person and online across the country to provide an opportunity for stakeholders to find out more about the review and ask questions. These were scheduled to take place from 3pm – 7pm to enable those who work during the day to attend in the evening.
- 7.4.2. A total of 26 in-person events were held across Scotland including on the islands, as shown in the maps below (Figure 3).

Figure 3: Map of in-person engagement events



- 7.4.3. The public engagement events were advertised on the Transport Scotland website, promoted on social media, and through a press release and stakeholder email (as detailed in section 6).

In-person engagement events

- 7.4.4. Table 2 lists the locations and dates for each of the 26 events. All events were held from 3pm-7pm. Across all events a total of 500 people attended.

Table 2 – Dates and locations of in-person consultation events

Date and time	Location
Monday 13 January	Aberdeen Arts Centre, 33 King Street, Aberdeen, AB24 5AA
Tuesday 14 January	Rescue Hall, 25 Prince Street, Peterhead, AB42 1QE
Tuesday 14 January	Greyfriars Charteris Centre, 138-190 Pleasance, Edinburgh, EH8 9RR
Wednesday 15 January	Lochranza and Catacol Village Hall, Arran, KA27 8HL
Thursday 16 January	Lochside Community Centre, Lochside Road, Ayr, KA8 9LH
Friday 17 January	Hilltown Community Centre, 15 Alexander Street, Dundee, DD3 7DL
Monday 20 January	Duncansburgh MacIntosh Hall, The Manse, the Parade, Fort William, PH33 6BA
Tuesday 21 January	The Rockfield Centre, Taylors Brae, Oban, PA34 5DQ
Tuesday 21 January	Loreburn Hall, Dumfries, DG1 2HP
Wednesday 22 January	Vine Conference Centre, Ochil Room, 131 Garvock Hill, Dunfermline, KY11 4JU

Thursday 23 January	Pitlochry Town Hall, W Moulin Road, Pitlochry, PH16 5EA
Tuesday 28 January	The Pickaquoy Centre, Muddisdale Road, Kirkwall, KW15 1LR
Thursday 30 January	Ullapool Village Hall, Ullapool, IV26 2XE
Friday 31 January	The Trinity Centre, High Cross Avenue, Melrose, TD6 9SU
Monday 3 February	Perth Art Gallery, Lecture Hall, Perth, PH1 5LB
Tuesday 4 February	Stranraer Millenium Centre Community Trust, Stranraer, DG9 7JP
Tuesday 4 February	Elgin Town Hall, 1 Trinity Pl, Elgin, IV30 1UL
Wednesday 5 February	WASPS Inverness Creative Academy, Midmills Building, Stephens Street, Inverness, IV2 3JP
Wednesday 5 February	Shetland Museum and Archives, Lerwick, ZE1 0WP
Wednesday 5 February	University of Strathclyde, Technology and Innovation Centre (TIC), Level 3, 99 George Street, G1 1RD
Thursday 6 February	Longmore Community Hall, Banff Road, Keith, AB55 5HA
Monday 10 February	Albert Halls, Dumbarton Road, Stirling, FK8 2QL
Tuesday 11 February	Stornoway Town Hall, 20 South Beach, Stornoway, HS1 2BJ
Tuesday 18 February	Victoria Hall, Kinloch Road, Campbeltown, PA28 6EG
Wednesday 19 February	Mackays Hotel, Union Street, Wick, KW1 5ED
Thursday 20 February	Portree Community Centre, Portree, IV51 9BW

Online engagement events

- 7.4.5. Two online engagements were also held to provide an opportunity for those who could not attend the in-person engagement events to learn about the proposal and ask questions. The events were scheduled to try and encourage participation, with one event offered in the evening to enable those who work during the day to take part.
- 7.4.6. A total of 48 people attended the online events, the event format included a video presentation on the proposal, followed by a question and answer session. The online public engagement events took place on the following dates:
- Friday 24 February 2025, 1330 hrs – 1430 hrs
 - Monday 27 February 2025, 1800 hrs – 1900 hrs

8. Analysis

8.1. Methodology

- 8.1.1. Respondents were able to take part in the consultation by completing a questionnaire form, or by submitting a freeform response via email or post.
- 8.1.2. The questionnaire included both closed and open questions. Closed question data was analysed to produce a series of charts.
- 8.1.3. Responses to open questions consist of free text commentary. Free text comments can be used provide additional context to complement closed question answers or can be standalone to give consultees the opportunity to give their feedback in their own words. Open text comments can be broad ranging, ambiguous and often cover multiple issues or comments.
- 8.1.4. The free text responses required further processing, or thematic coding to make sense of the issues raised and enable the presentation of the feedback. Data coding is the process of applying thematic codes to text from open questions to categorise and group comments. To inform this process, a code frame was developed.
- 8.1.5. A code frame is a list of codes which represent the different themes and areas of comment raised by respondents. This is created by reviewing a large sample of the responses and identifying common themes and areas of comment. The code frame for this exercise was reviewed on an ongoing basis during the analysis to ensure that any new codes that emerged in the data were incorporated. The coding of responses was subject to a series of quality assurance checks to ensure consistency and accuracy throughout the process.
- 8.1.6. Any email responses were coded using the same coding process as applied to other open text feedback gathered via the questionnaire.

-
- 8.1.7. Respondents were asked to confirm if they were completing the questionnaire as an “individual” or as an “organisation”.
 - 8.1.8. Respondents were also asked for their permission to publish their consultation response.
 - 8.1.9. Responses submitted by organisations through Citizenspace and who gave their permission to publish their consultation response will be published in full.

9. Scheme feedback

- 9.1.1. 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.
- 9.1.2. Appendix H 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.
- 9.1.3. 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.
- 9.1.4. Thematic feedback from unstructured email responses is presented following the questionnaire data.
- 9.1.5. Question 22 asked respondents if their response was on behalf of an organisation. Those who answered yes and had provided a legitimate organisation name (139 organisations), were analysed separately in addition to being included in the full report. This additional breakdown of organisational responses is reported for Questions 2, 3, 4, 5, 6, 7, 8, 10, 11, 14 and 15.

10. More information

If you have any questions, or require this report in an alternative format or a translation, please email Roadsafety@transport.gov.scot or write to us at:

Road Safety Policy
Transport Scotland
2F North, Victoria Quay
Edinburgh
EH6 6QQ