



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.

Introduction

The UK Faculty of Public Health is a registered charity and membership organisation for over 5,000 public health professionals across the UK and around the world. Its role is to improve the health and wellbeing of local communities and national populations. The Faculty of Public Health vision includes as a priority: 'Promote policies and programmes that improve the health and wellbeing of people and communities and tackle health inequalities.' Transport policies have wide impacts on health and health inequalities. The FPH has a Transport Special Interest Group that has produced policy briefs that set out actions needed to ensure that transport policies and practice promote positive health and reduced health inequalities in the UK.

- [FPH Vision](#)
- [Transport Special Interest Group](#)



Section 1 – Current Speed Limit Experiences

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

Speed limits	30mph – built up areas	Single Carriageway	Dual Carriageway	Motorway
Vehicle type				
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 28 th 2014	30	40**	50	60

1. 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
2. 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



3. 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
4. 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.

5. 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	Yes
50% reduction in people seriously injured	Yes
60% reduction in children (aged <16) killed	Yes
60% reduction in children (aged <16) seriously injured	Yes

6. 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.

The Faculty of Public Health strongly supports a reduction in the national speed limit.

There is consistent evidence that reducing traffic speed will reduce collisions and the severity of collisions. Lower speeds are also likely to have positive impacts on local communities, reduce severance and support active travel.

Speed management may also contribute to the ambition to reduce car km by 20% by 2030, climate mitigation and adaptation and the environment strategy.

It will be important for the change to be well communicated, particularly to groups of people that may be missed such as younger drivers, older drivers, tourists, travelling groups and relevant businesses such as courier companies.

The reduced speed limit must be well enforced. There is good evidence that speed cameras and increased traffic policing are both effective in reducing violations and collisions.

The Scottish Government has adopted the globally endorsed Safe System approach. This is based on a foundational understanding of the underlying causes of traffic fatalities and serious injuries, particularly human fallibility and



vulnerability, and a government's responsibility to protect citizens. The approach is based on the principle that errors are inevitable, but traffic fatalities and serious injuries should not be. Road systems should be designed so that human error does not have a serious or fatal outcome. Speed is recognised as a central area of concern and reducing speed limits is widely acknowledged as a key instrument in reducing both casualty numbers and injury severity.

References

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Tarko AP, Pineda-Mendez R and Guo Q. Predicting the Impact of Changing Speed Limits on Traffic Safety and Mobility on Indiana Freeways. Joint Transportation Research Program: 2019.

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.

Other interventions are required alongside a reduction in speed limits to reduce the unacceptable number of collisions, injuries and fatalities on Scotland's roads. This includes measures to reduce overall traffic volume and support the target of a 20% car km reduction by 2030. There is strong evidence that reducing overall traffic will have multiple benefits for health, health inequalities and sustainability.

Reference

Douglas M. Scottish Government target for 20% reduction in car kilometres by 2030: implications for health and health inequalities. Public Health Scotland: 2022.

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.

Higher speed HGVs are likely to discourage walking and cycling on or adjacent to those routes, with an adverse impact on physical activity.

Shorter HGV journey times could encourage more distribution of goods by road rather than rail. This could have negative overall effects on energy use, carbon emissions and safety.

HGVs travelling at higher speed could make travel across neighbourhoods more difficult and lead to a sense of severance in affected communities, especially if there is an increase in the number of HGVs.

Green spaces adjacent to affected routes would be less attractive because of the higher speed and noise of HGV traffic.

There could be increased road maintenance costs from wear caused by higher HGV speeds.



Higher HGV speeds are likely to lead to more severe injuries in collisions, increasing the burden on the NHS and emergency services responding to these collisions.

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.

The Faculty of Public Health is strongly opposed to the proposed increase in speed limit for goods vehicles over 7.5 tonnes on single and dual carriageways.

Increasing HGV speeds is contrary to the Safe Systems approach endorsed and adopted by Scottish Government.

Research evidence consistently shows that higher speed limits, and higher speeds, are associated with more collisions and more serious injuries. This includes speed limits for heavy goods vehicles.

By mile travelled, HGVs cause more fatalities to other road users than cars, although fewer than vans.

The stated rationale for the increase, that differential speed limits increase risk of collision due to driver frustration and risk overtaking, is not supported by evidence.

The A9 pilot of a 50mph speed limit for HGVs was accompanied by the introduction of average speed cameras so it is not possible to attribute the reduction in the overall rate of collisions to the change in speed limit. However, for collisions involving HGVs there was an increase in the fatality rate, which was not seen in collisions not involving HGVs.

The evaluation of increasing HGV speed limits in England and Wales found a 29.4% increase in fatal collisions, although this was not statistically significant.

Several US studies have shown that having lower speed limits for HGVs than other vehicles is associated with fewer collisions and fatalities or have shown no difference between uniform and differential speed limits between HGVs and other vehicles.

References

AECOM/Atkins. A9 HGV 50mph Speed Limit Pilot - Evaluation: Final Report. Transport Scotland; 2018.



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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