

The Highland Council

Agenda Item	12
Report No	ECI/08/25

Committee: Economy and Infrastructure

Date: 13 February 2025

Report Title: National Speed Limit Review Consultation

Report By: Assistant Chief Executive - Place

1 Purpose/Executive Summary

1.1 The purpose of this report is to inform members that Transport Scotland have launched a National Speed Limit Review Consultation which is open until 5 March 2025.

1.2 Highland Council has been invited to submit a response to this consultation.

2 Recommendations

2.1 Members are asked to:-

- i. **Note and agree** Highland Council's response to the National Speed Limit Review as set out in Appendix 1;
- ii. **Note** the deadline for consultation response submission is 5 March 2025; and
- iii. **Agree** that should there be any amendments to the consultation response as set out in Appendix 1, due to timescales, sign off of the final Highland Council response is delegated to the Assistant Chief Executive – Place.

3 Implications

3.1 **Resource** – There are no resource implications to replying to this consultation at this time. Should the Scottish Government make any changes to the national speed limit there could be implications from this point.

3.2 **Legal** – If these changes are implemented on a national level there will be no requirement for local Traffic Regulation Orders.

3.3 **Risk** – Potential implications for rural journey times, public reaction and risk of non-compliance, higher operational costs and potential delays for freight and logistics particularly time sensitive industries, potential productivity loss of workers travelling as part of their employment.

3.4 **Health and Safety (risks arising from changes to plant, equipment, process, or people)** – None arising from this report.

3.5 **Gaelic** – None arising from this report.

4 **Impacts**

4.1 In Highland, all policies, strategies or service changes are subject to an integrated screening for impact for Equalities, Poverty and Human Rights, Children’s Rights and Wellbeing, Climate Change, Islands and Mainland Rural Communities, and Data Protection. Where identified as required, a full impact assessment will be undertaken.

4.2 Considering impacts is a core part of the decision-making process and needs to inform the decision-making process. When taking any decision, Members must give due regard to the findings of any assessment.

4.3 This is a national consultation response and therefore an impact assessment is not required.

5 **Background**

5.1 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.

5.2 Nationally the number of fatal casualties in 2024 are tracking 21% above the same period in 2023. The reasons behind the national rise in fatalities in 2024 are varied, with speeding and driver frustration being a persistent factor in a number of injury collisions on Scotland’s roads.

5.3 Highland Council Area: Combined Trunk Road and Local Authority Road Casualties for the period 1 January 2019 to 20 December 2024:-

	2019	2020	2021	2022	2023	2024	Total
Fatal	21	18	14	32	15	17	117
Serious	128	106	115	120	188	174	831
Slight	340	173	167	158	195	188	1,221
Total	490	297	296	310	398	378	2,170

5.4 Highland Council Area: Local Authority Roads only Casualties for the period 1 January 2019 to 20 December 2024:-

	2019	2020	2021	2022	2023	2024	Total
Fatal	9	10	5	11	7	3	45
Serious	57	64	48	63	83	82	397
Slight	162	81	84	63	80	81	551
Total	228	155	137	137	170	166	993

It is worth noting that the number of fatal casualties for the Local Authority roads in 2024 was encouragingly less than half of the number that occurred in 2024 which is bucking the national trend. Hopefully, this is the beginning of a sustained reduction.

6 National Speed Limit Review

- 6.1 The Scottish Government has undertaken a National Speed Management Review to examine the potential effects of changes to speed limits across Scotland. The review supports Scotland's Road Safety Framework to 2030 and seeks to ensure speed limits on Scotland's roads are appropriate and help contribute to a reduction in injury and death on our roads.
- 6.2 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 50mph 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.

7 Consultation

- 7.1 The consultation on the National Speed Limit Review was launched on 27 November 2024 and closes on 5 March 2025.
- 7.2 This consultation is designed to gather 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.

The consultation invites feedback on proposals to:-

- **Do-Minimum:** No change to existing speed limits; or
- **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.

- 7.3 Consultation responses are being sought from organisations and individuals and Members can complete these and promote to their constituents, Consultation can be found at [National Speed Management Review - Scottish Government consultations - Citizen Space](#)
- 7.4 The proposed Highland Council response to this National Speed Limit Review consultation can be found in **Appendix 1**.
- 7.5 The Highland Councils proposed position on this consultation is mixed with regards to the options provided within the consultation survey:-
- The Highland Council recommends no change to the existing national speed limit on 60mph single-carriageway roads.
 - The Highland Council supports the proposal to increase speed limits for goods vehicles exceeding 7.5 tonnes on single carriageways from 40mph to 50mph and dual carriageways from 50mph to 60mph.
- 7.6 Taking into account the geographical nature of the Highland Council Area, the key points outlined in Highland Councils response for recommending no change to the existing national speed limit on 60mph single-carriageway roads are:-
- Considering the significant length of national speed limit road network and remoteness of the Highland Council Area it is felt that a change in speed limit, particularly on our A class single carriageway roads, could have a significant impact on our rural communities. In particular in relation to Driver Behaviour and Local Businesses/Highland Economy.
 - In terms of driver behaviour, increased frustration or impatience could potentially lead to more aggressive driving or risky overtaking manoeuvres. Setting inappropriate speed limits can lead to drivers ignoring them which has consequences in terms of wider speed compliance.
 - In economic terms, in particular relating to journey times, there is concern re the impact a reduced speed limit will have on local businesses e.g., businesses in time-sensitive sectors, may face challenges with supply chain logistics and increased operational costs. The consultation states journey times would be maintained, evidence of this has been requested in the consultation response for rural areas.
 - The Council are unable to predict where the balance point is between the number of collisions initially reduced by a reduction in speed v the potential increase in collision numbers caused by increased driver frustration and poor overtaking manoeuvres.
 - Any changes in speed limit would have an impact on policing resources and should also be supported by a national media campaign.

7.7 The Council are supportive of the proposed changes to the HGV speeds limits due to :-

- improvement in driver behaviour, greater speed compliance and reduction in deaths and serious injuries following the introduction of the A9 trial of increasing the speed limit for goods vehicles exceeding 7.5 tonnes on single carriageways from 40mph to 50mph and dual carriageways from 50mph to 60mph; and
- the results shown in the 'Evaluation of the national HGV speed limit increase in England and Wales,' which evidences no increase in vehicle collisions as a result of the speed limit change and on average a 1.7mph increase in HGV speeds following the speed limit change.

Designation: Assistant Chief Executive - Place

Date: 9 January 2025

Author: Lisa MacKellaich, Road Safety Manager

Background Papers: None

Appendices: Appendix 1 – Proposed Highland Council response to National Speed Limit Review

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.	30	40**	50	60

**A 50mph speed limit applies on the A9 from Perth to Inverness from October 28 th 2014.				
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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	Unsure
50% reduction in people seriously injured	Unsure
60% reduction in children (aged <16) killed	Unsure
60% reduction in children (aged <16) seriously injured	Unsure

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.

Due to the rural nature of our Local Authority a change in speed limit, particularly on our A class single carriageway roads, will have a significant impact on our rural communities in terms of:

Driver Behaviour: Increased frustration or impatience could potentially lead to more aggressive driving or risky overtaking manoeuvres. Setting inappropriate speed limits can lead to drivers ignoring them which has consequences in terms of wider speed compliance. Drivers will often drive at speeds they feel safe regardless of the posted speed limit.

Local Businesses: Businesses that rely on timely deliveries, such as those in time-sensitive sectors, may face challenges with supply chain logistics and increased operational costs.

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.

No impacts to note at this time.

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.

No impacts to note at this time.

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.

No impacts to note at this time.

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.

Due to the nature of the Highland Area, consisting of an extensive rural road network, it would require a significant increase in resources both policing resources in terms of enforcement and safety camera enforcement of all types.

A wide scale national marketing campaign would also require to go hand in hand with any limit changes.

Consideration would require to be given to the use of Intelligent Speed Assistance (ISA) in vehicles. From July 2024 the EU have made it law that all new cars sold must have Intelligent Speed Assistance speed limiter technology. This is not currently law in the UK however the Scottish Government could work to getting these safety changes through UK legislation so there is not the requirement to rely on manufacturers good will for the implementation of these new safety features in vehicles.

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 do not 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 do not drive

ABOUT YOU

Please indicate how you wish your response to be handled and, in particular, whether you are content for your response to be 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?

The Highland Council

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)

road.safety@highland.gov.uk

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.

The Highland Council

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.

- Considering the significant road network and remoteness of the Highland Council Area it is felt that these proposals could have a significant impact on the daily lives of Highland Citizens in terms of journey time. We note from the consultation covering letter that prior to the consultation issue analysis from the review indicates that these speed limit changes maintain journey times and enhance journey time reliability. We would welcome sight of this analysis as it is particularly pertinent to the Highland Region, particular interest would be any analysis undertaken for rural areas.
- A committee paper was taken to the Council's Economy and Infrastructure Committee on 13th February 2025.

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 do not 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 should not
- make sure we do not 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 will 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 will 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 have 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 does not 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 form 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@transport.gov.scot

Post

Send your response to:

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 you can send your query to: Roadsafety@transport.gov.scot

or in writing to:

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

Next Steps

After the consultation has closed, we will analyse all the responses received and use your feedback to consider the options and how to move forward with the National Speed Management Plan. After the consultation period closes, we will publish the responses on Citizen Space, where we have been given permission to do so.

The responses to the consultation and analysis will be published in due course.