

Edward Mountain MSP
Convener
Net Zero, Energy and Transport Committee
The Scottish Parliament
Edinburgh
EH99 1SP

15 December 2025

NATIONAL SPEED MANAGEMENT REVIEW

Dear Convener

I am writing to provide an update to Committee on the Scottish Government's ongoing work to ensure that speed limits across Scotland, including those for goods vehicles over 7.5 tonnes, are appropriate for our roads and contribute to reducing injuries and fatalities.

Scotland's Road Safety Framework to 2030 sets out a vision for Scotland to achieve the best road safety performance in the world by 2030, with the long-term ambition that no one is seriously injured or killed on our roads by 2050. However, the number of fatal casualties increased from 143 in 2023 to 161 in 2024.

Speeding and driver frustration continue to be persistent factors in many injury collisions. In response, Transport Scotland undertook a National Speed Management Review to ensure that speed limits on Scotland's roads are appropriate and help reduce injury and death. As part of this review, a public consultation was held, receiving over 19,500 responses.

These responses have been subject to robust analysis and consideration. The consultation findings are now published and can be viewed at [Road Safety | National Speed Management Review | Transport Scotland](#)

In relation to the proposal to reduce the national speed limit on single carriageways from 60 mph to 50 mph, Ministers have decided not to take forward changes. Further work will be undertaken to continue to analyse the impact on road casualties and journey times of a speed limit change on different standards of single carriageways.

In relation to the proposal to increase Heavy Goods Vehicle (HGV) speed limits from 40 mph to 50 mph on single carriageways and from 50 mph to 60 mph on dual carriageways, Ministers have decided that work will be undertaken to progress steps to increase these speed limits for this vehicle type only. This change, which takes account of the public consultation responses, alongside evidence from the A9 HGV speed limit trial and experience from other countries, aims to reduce the speed differential between HGVs and other vehicles. This is expected to reduce driver frustration and improve journey time reliability.

I will ensure that the Committee is kept updated as this work progresses.

FIONA HYSLOP
Cabinet Secretary for Transport

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