

# Citizen Participation and Public Petitions Committee

4th Meeting, 2022 (Session 6), Wednesday 9  
March 2022

PE1925: Bring the HGV speed limit on major  
trunk roads to 50mph in line with other parts  
of the UK

## Note by the Clerk

<b>Petitioner</b>	David Singleton
<b>Petition summary</b>	Calling on the Scottish Parliament to urge the Scottish Government to increase the 40mph speed limit for HGVs to 50mph in line with other parts of the United Kingdom.
<b>Webpage</b>	<a href="https://petitions.parliament.scot/petitions/PE1925">https://petitions.parliament.scot/petitions/PE1925</a>

## Introduction

1. This is a new petition that was lodged on 8 February 2022.
2. The petition seeks to increase the 40mph speed limit for HGVs to 50mph in line with other parts of the United Kingdom. A full summary of this petition and its aims can be found at **Annexe A**.
3. A SPICe briefing has been prepared to inform the Committee's consideration of the petition and can be found at **Annexe B**.
4. While not a formal requirement, petitioners have the option to collect signatures on their petition. On this occasion, the petitioner elected to collect this information. 238 signatures have been received.
5. The Committee seeks views from the Scottish Government on all new petitions before they are formally considered. A response has been

received from the Scottish Government and is included at **Annexe C** of this paper.

6. A submission has been provided by the petitioner. This is included at **Annexe D**.

## **Action**

7. The Committee is invited to consider what action it wishes to take on this petition.

## **Clerk to the Committee**

## Annexe A

### PE1925: Bring the HGV speed limit on major trunk roads to 50mph in line with other parts of the UK

#### Petitioner

David Singleton

#### Date Lodged:

08/02/22

#### Petition summary

Calling on the Scottish Parliament to urge the Scottish Government to increase the 40mph speed limit for HGVs to 50mph in line with other parts of the United Kingdom.

#### Previous action

Several years ago I raised this issue with Emma Harper MSP face to face including the upgrade of the A75 and A77 but received no comment.

#### Background information

The current HGV speed limit is outdated as HGV braking and stability systems have improved since it was brought in.

In my view many incidents on our trunk roads are caused by vehicles driving at the national speed limit overtaking in dangerous places, causing disruption and expense to many including the Police.

A trial increasing the speed limit of HGV's on the A9 has been running for a few years now and has proved that accidents have declined.

## Annexe B



**The Information Centre**  
An t-Ionad Fiosrachaidh

### Briefing for the Citizen Participation and Public Petitions Committee on petition PE1925: Bring the HGV speed limit on major trunk roads to 50mph in line with other parts of the UK, lodged by David Singleton

#### Background

The speed limits for Heavy Goods Vehicles (HGVs - more than 7.5 tonnes maximum laden weight) travelling in Scotland are as follows:

	<b>Built up areas</b>	<b>Single carriageway</b>	<b>Dual carriageway</b>	<b>Motorways</b>
HGV speed limit in Scotland	30mph	40mph	50mph	60mph

During April 2015, the UK Government increased the speed limit for HGVs operating in England and Wales on single carriageway roads from 40mph to 50mph and on dual carriageways from 50mph to 60mph. English and Welsh HGV speed limits in urban areas and on motorways were not increased and remain the same as in Scotland.

The UK Department for Transport commissioned consultants to assess [the impact of this increase](#), which found "...no evidence of a change in collisions due to the policy. This is true for both the statistical models of single and dual carriageways respectively."

## Scottish Government Action

On 28 October 2014, the speed limit for HGVs operating on single carriageway sections of the A9 between Perth and Inverness was increased from 40mph to 50mph on a trial basis. The [assessment of the first three years of the higher limit](#) concluded that vehicle speeds were more consistent, the average difference in speeds between HGVs and other vehicles had reduced, there were fewer slow moving HGV-led vehicle platoons and drivers were less frustrated.

[Scotland's Road Safety Framework to 2030](#), published by Transport Scotland in February 2021, includes a commitment to undertake a National Speed Management Review during 2021-22 that will "...look at what appropriate speeds mean in a Scottish context and recommend changes to national speed limits accordingly."

## Scottish Parliament Action

The Scottish Parliament has not considered an increase in national HGV speed limits since the power to alter speed limits in Scotland was devolved in 2016.

**Alan Rehfisch**  
**Senior Researcher**  
8 February 2022

SPICe research specialists are not able to discuss the content of petition briefings with petitioners or other members of the public. However, if you have any comments on any petition briefing you can email us at [spice@parliament.scot](mailto:spice@parliament.scot)

Every effort is made to ensure that the information contained in petition briefings is correct at the time of publication. Readers should be aware however that these briefings are not necessarily updated or otherwise amended to reflect subsequent changes.

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## Annexe C

# Scottish Government submission of 14 February 2022

## PE1925/A – Bring the HGV speed limit on major trunk roads to 50 mph in line with other parts of the UK

Thank you for your email of 13 January 2022 requesting the Scottish Government's views on the action called for in the above-mentioned new petition.

Our own evaluation of the potential impacts of increasing speed limits for HGVs in Scotland – published in 2018 at

<https://www.transport.gov.scot/publication/evaluation-of-the-potential-impacts-of-increasing-speed-limits-for-hgvs-in-scotland/> - shows that there are small safety benefits and marginal environmental impacts.

We also evaluated a pilot of the A9 HGV speed increase in 2018, which showed positive road safety benefits -

<https://www.transport.gov.scot/media/42374/evaluation-report-june-2018-a9-perth-to-inverness-hgv-50mph-trial.pdf>.

Road safety remains of paramount importance to the Scottish Government. We are committed to supporting the freight industry and the huge contribution hauliers make to Scotland's economic growth and prosperity. We are considering our policy on HGV speed limits as part of the National Speed Management Review which is part of a commitment made in Scotland's Road Safety Framework to 2030 published in February 2021.

The National Speed Management Review has commenced and will consider appropriate vehicle speeds for Scotland's roads. The process, which will include stakeholder and public consultation, will thereafter consider whether any changes to speed limits may be beneficial for specific locations on the trunk road network.

## Annexe D

### Petitioner submission of 25 February 2022

#### PE1925/B - Bring the HGV speed limit on major trunk roads to 50mph in line with other parts of the UK

The opinion that I get from the information that you have sent me to read is that the only reason the speed limit will not be increased is as follows.

1. HGV drivers are already travelling at speeds higher than the 40 mph limit especially on trunk roads.
2. Due to the fact HGV drivers are restricted by driving hours they are forced to travel the longer distances on Scottish trunk roads at speeds in excess of the speed limit of 40mph.
3. I believe the revenue the Scottish government receives from fines imposed on HGV drivers restricted by the 40 mph limit is why it will not be increased to 50mph.
4. I don't believe that any of the people drawing up the report drive along A75 daily from end to end in a HGV witnessing the queues and risk taking of faster vehicles.

My recommendation for the decision makers is to travel with a driver of an HGV on the 100 mile A75 trunk road in both directions on the same day.

One way at the 40 mph limit and the other way at a higher speed when and where it is safe to do so.

This would give them some idea of the problems caused by slow moving traffic!