

“ PPP ”

People for Proper Policing in North Wales

These Government statistics relate to the speeds at which drivers travel in free-flow conditions across the road network.

- The level of cars exceeding the speed limit varies considerably between road types. The highest level of cars travelling over the speed limit occurred on **motorways (54 per cent)**. This compares to 56 per cent in 2005. The lowest level was on **single carriageway roads**, with a speed limit of 60 mph, where **only 11 per cent of cars were driven over the speed limit**.
- In 2006, nearly half (**49 per cent**) of all car drivers on **30 mph built-up roads** exceeded the speed limit compared with 65 per cent in 2001 and 72 per cent ten years earlier in 1996. **On 40 mph built-up roads, 28 per cent of car drivers exceeded the speed limit, this is an increase of 4 per cent on the 2005 level.**
- The percentage of motorcyclists who exceeded the speed limit was similar to that of car drivers. However, the percentage of motorcycles travelling at more than 10 mph above the speed limit on all road types was higher. Twenty five per cent of motorcyclists travelled at 80 mph or more on motorways compared with 17 per cent of car drivers. This compared with 27 per cent and 19 per cent respectively in 2005.
- **On major non built-up single carriageway roads, 76 per cent of articulated heavy goods vehicles (HGVs) exceeded their 40 mph limit (28 per cent by more than 10 mph). The average speed recorded for articulated HGVs on these roads was 46 mph, just 2 mph less than the average speed of cars (48 mph), for which the limit on these roads is 60 mph.**
- The survey also reveals a high incidence of speeding by HGVs on 30 mph roads: 44 per cent of 2-axle HGVs exceeded the speed limit, 15 per cent by more than 5 mph. This compares with 46 per cent and 18 per cent respectively in 2005.

Notes 1. Further figures and details will be published in Road Statistics 2006: Traffic, Speeds and Congestion in July 2007.

2. Data for this survey are collated from 36 sites where a 30 or 40 mph limit applies and at 60 other sites. The sites have been selected so that speeds are not seriously constrained by road layout, traffic congestion or by the proximity of speed cameras. The speeds are recorded as vehicles pass over an automatic counter and do not represent speeds over a longer distance. They do however provide an indication of compliance with speed limits.

3. Outside built-up areas, the normal speed limits currently in force are as follows:-

	Motorway	Dual C/way	Single C/way
Cars and Motorcycles	70	70	60
Buses and Coaches	70	60	50
HGVs (>7.5 tonnes)	60	50	40

4. None of the survey sites in built-up areas were subject to a speed limit lower than 30 mph.

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The PPP commentsMOST drivers are driving according to the road conditions as they see it. Thousands of new 40 mph limits have been introduced which are being exceeded often because they are nonsensical. HGV drivers are trying to avoid massive tailbacks & the frequent overtaking events that result from driver frustration!. Most single carriage way roads still have the old sensible 60 limits which drivers AGREE with hence the 88%. The results are predictable and their important deeper meaning will be IGNORED.