

Transport Statistics Bulletin

Vehicle Speeds in Great Britain: 2004

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(ii) **Metric units are generally used.**

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Rounding of figures: In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

Conversion factors:

1 kilometre = 0.6214 mile	1 tonne = 0.9842 ton
1 tonne-km = 0.6116 ton-mile	1 gallon = 4.546 litres
1 billion = 1,000 million	1 litre = 0.220 gallons

Symbols: The following symbols have been used throughout.

..	= not available	.	= not applicable
-	= Negligible (less than half the final digit shown)	0	= Nil
*	= Sample size too small for reliable estimates.	ow	= of which
{	= subsequent data is disaggregated	}	= subsequent data is aggregated
	= break in the series	P	= provisional data
F	= forecast expenditure	e	= estimated outturn
n.e.s.	= not elsewhere specified	TSO	= The Stationary Office

VEHICLE SPEEDS IN GREAT BRITAIN

2004

DEPARTMENT FOR TRANSPORT
STATISTICS BULLETIN SB(05)23

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INTRODUCTION

National administrations in England, Scotland and Wales are responsible for setting speed limits on motorways and trunk roads. Local authorities have the power to impose or vary speed limits on principal roads and on all other local roads. In order to monitor the compliance of drivers with these speed limits the Department collects speed data from traffic counting sites around Great Britain.

The Department monitors traffic speeds and traffic levels at about 190 sites throughout Great Britain using automatic traffic counters. These are generally situated away from junctions, hills or sharp bends, at locations where traffic is likely to be free flowing and not near speed cameras. Thus, in principle, they provide information on the speeds at which drivers choose to travel when their behaviour is not constrained by congestion or other road conditions. These statistics do not indicate average traffic speeds across the road network. Any sites affected by long term road works are excluded. Of course incidents or congested conditions may arise at any site, and when this happens it will reduce speeds below those in free flowing conditions. This is not believed to have a significant effect on the figures published in this bulletin.

In this bulletin the term 'built-up' is used to describe roads to which a 30 mph or 40 mph limit applies; the term 'non-built-up' describes other roads.

The total number of vehicle records which were processed to produce 2004 statistics was about 825 million.

A description of the survey including estimates of the accuracy of the measurement of speed is given at Annex A.

SUMMARY OF THE KEY POINTS FROM THE ANALYSIS OF 2004 SPEED SURVEY

All the results in this bulletin relate, broadly, to the speeds at which drivers, on roads in Great Britain, travel when not constrained by congestion or other road conditions.

NON-BUILT-UP ROADS - 2004 ESTIMATES (Chart 1 and Section 1: Tables 1 - 3)

- The average recorded vehicle speeds hardly changed from those observed in previous years. The average speed of cars on motorways (71 mph) has remained about the same since 1998. The proportion of cars exceeding the speed limit fell slightly in 2004 to 56 per cent compared with 57 per cent in 2003.
- More than half of all cars observed at the survey sites on motorways exceeded the speed limit and 19 per cent were travelling at more than 80 mph. 28 per cent of motorcycles travelled at more than 80 mph, the same as in 2003.
- Nearly half of all cars on dual carriageways exceeded the speed limit; 14 per cent were travelling faster than 80 mph. 21 per cent of motorcycles travelled at more than 80 mph, compared with 23 per cent in 2003.
- On non-built-up single carriageway roads, 10 per cent of cars exceeded the 60 mph limit, 2 per cent travelling at 70 mph or over.
- There was a very high incidence of speeding by heavy goods vehicles (HGVs) on non-built-up dual and single carriageway roads. On dual carriageways, 86 per cent of articulated HGVs surveyed exceeded their 50 mph limit, almost the same proportion as in 2003 (87 per cent). On single carriageways, 78 per cent of articulated HGVs exceeded their 40 mph limit, up from 74 per cent in 2003; 28 per cent were travelling faster than 50 mph compared with 23 per cent in 2003.

BUILT-UP ROADS - 2004 ESTIMATES (Chart 2 and Section 2: Tables 5 - 8)

- On 40 mph roads, 27 per cent of cars exceeded the speed limit the same as in 2003 and 2002; 10 per cent travelled faster than 45 mph, also the same percentage as in 2003 and 2002. 36 per cent of motorcycles exceeded the speed limit, the same as in 2003; 19 per cent of motorcycles travelled faster than 45mph again the same as in 2003.
- The percentage of cars exceeding the speed limit at 30 mph sites was 53 per cent compared with 58 per cent in 2003. The proportion of motorcycles exceeding the speed limit decreased from 54 per cent in 2003 to 48 per cent in 2004. These trends are also reflected in the proportion of vehicles travelling at more than 35 mph: for motorcycles the proportion decreased from 29 per cent in 2003 to 24 per cent in 2004. For cars, the proportion decreased from 25 per cent in 2003 to 22 per cent in 2004.
- On built-up 30 mph roads, 49 per cent of rigid HGVs exceeded the speed limit compared with 53 per cent in 2003, 18 per cent by more than 5 mph (slightly less than the 21 per cent observed in 2003)

Chart 1. Percentage exceeding speed limits on non-built-up roads: 2004

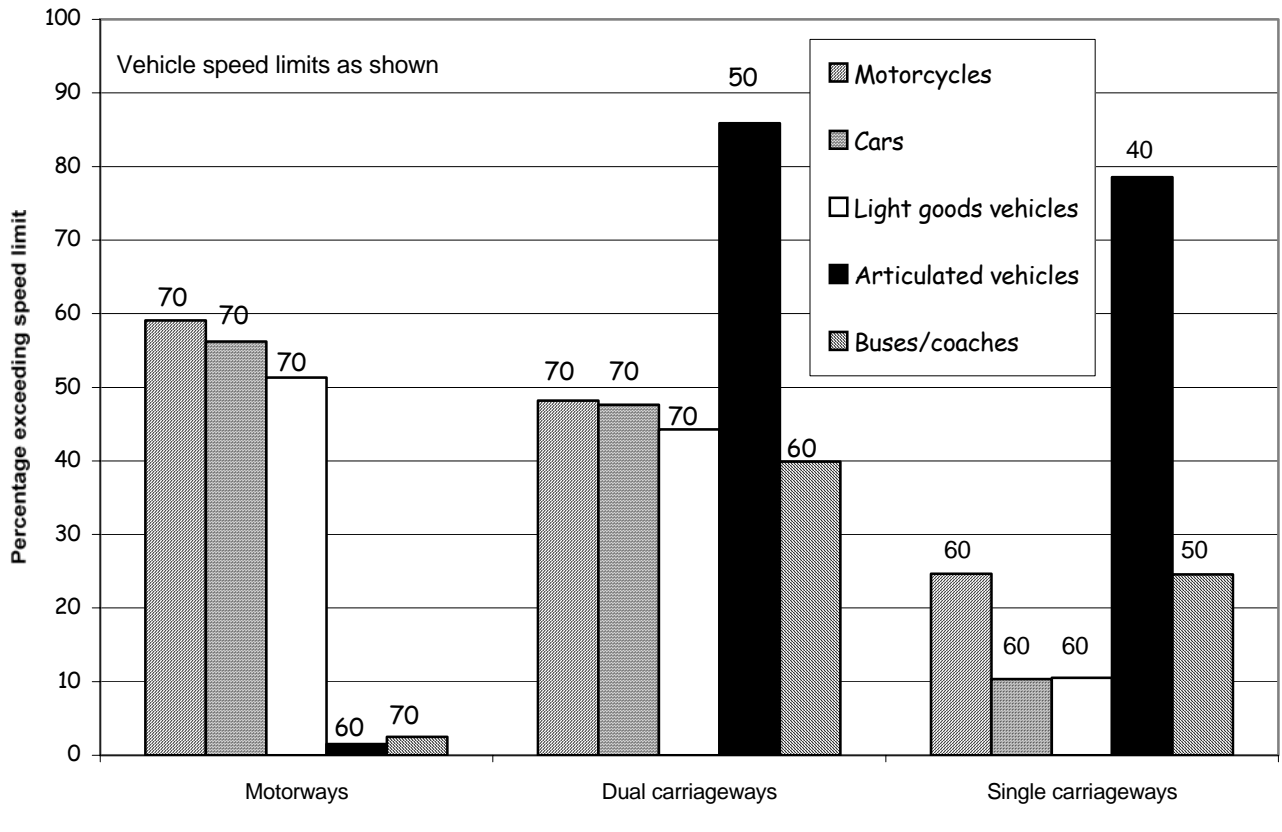
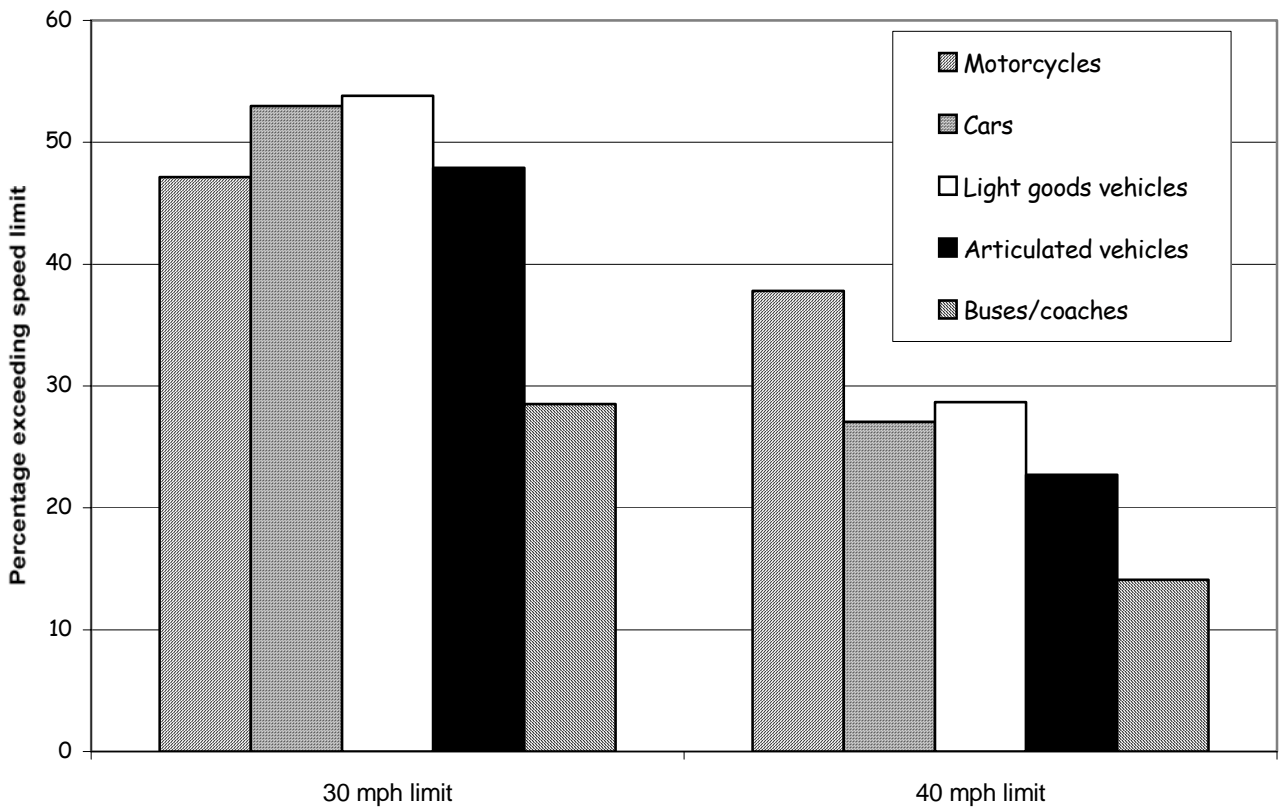


Chart 2. Percentage exceeding speed limits on built-up roads: 2004



SECTION 1: VEHICLE SPEEDS ON NON-BUILT-UP ROADS (i.e. roads with a speed limit higher than 40mph)

Vehicle speeds by road type and vehicle type (Table 1)

Motorways

- 1.1. At the 27 motorway sites surveyed in 2004, 56 per cent of cars exceeded the 70 mph limit and 19 per cent were travelling at over 80 mph. The sites included in the survey are typically ones where the traffic is likely to be free flowing (see the Introduction, page 2, for a fuller explanation.) The speed distribution for light goods vehicles (LGVs) indicates slightly lower speeds than for cars: 51 per cent of LGVs exceeded 70 mph and 17 per cent exceeded 80 mph. Comparisons with earlier years are given on page 10.
- 1.2. The percentage of motorcycles exceeding the motorway speed limit was higher than for cars; 59 percent were travelling faster than 70 mph, and 28 per cent exceeded the limit by more than 10 mph.

Dual carriageways

- 1.3. The speed distributions at the seven sites on dual carriageways were similar to those on motorways; for all vehicle types average speeds were about the same. Since HGVs, buses and coaches have lower speed limits on non-motorway dual carriageways, many more were exceeding the relevant speed limit. For example, 86 per cent of articulated HGVs were travelling at more than their 50 mph limit and 2 per cent were going faster than 60 mph. The speed limit for buses and coaches on dual carriageways is 60 mph; 42 per cent of those monitored in the survey were exceeding this limit.
- 1.4. The proportion of cars exceeding the 70 mph limit on dual carriageways was 48 per cent, and 14 per cent exceeded 80 mph. 44 per cent of light goods vehicles exceeded the 70 mph limit.

Single carriageways

- 1.5. Average speeds were lower at the 26 sites and the proportion of vehicles exceeding the speed limit is generally lower on these roads than on dual carriageways. About 10 per cent of the cars surveyed at these sites exceeded the 60 mph national speed limit for single carriageway roads. However 25 per cent of motorcycles exceeded 60 mph and a high proportion of HGVs, in particular the largest goods vehicles, were exceeding their speed limit of 40 mph. For example, 78 per cent of articulated HGVs were exceeding their 40 mph limit and 28 per cent travelling at more than 50 mph.

Table 1 Vehicle speeds on non-built-up roads by road type and vehicle type: Great Britain: 2004

	miles per hour/per cent/number of vehicles									
							Heavy goods vehicles ⁵			
							Rigid		Articulated	
	Motor-cycles	Cars	Cars towing	Light goods ⁴	Buses/coaches	2 axle ⁶	3 axle	4 axle	4 axles	5+ axles
Under 50 mph	4	3	16	4	5	7	12	13	8	8
50-60 mph	16	12	52	15	44	47	82	86	90	91
60-65 mph	9	12	18	13	42	15	6	1	1	1
65-70 mph	12	17	9	17	6	14	0	0	1	0
70-75 mph	16	20	4	19	2	9	0	0	0	0
75-80 mph	15	17	1	15	0	5	0	0	0	0
80-90 mph	20	16	0	14	0	3	0	0	0	0
90 mph and over	8	3	0	3	0	1	0	0	0	0
Speed limit	70	70	60	70	70	n/a	60	60	60	60
% more than 10 mph over the limit	28	19	5	17	0	n/a	0	0	0	0
Average speed	72	71	57	70	59	61	54	53	54	54
Number observed ('000s)	2,341	424,465	3,335	51,278	2,145	25,750	2,415	1,596	8,470	39,573
(b) Dual carriageways²										
Under 30 mph	0	0	1	0	0	0	0	0	1	0
30-40 mph	2	0	1	0	1	1	2	1	1	0
40-50 mph	11	3	18	4	10	10	21	21	18	12
50-60 mph	18	15	51	19	49	49	71	77	77	86
60-65 mph	9	15	17	15	33	15	3	1	2	1
65-70 mph	12	19	8	18	4	11	1	0	1	0
70-80 mph	27	34	4	31	2	11	2	0	0	0
80 mph and over	21	14	0	13	1	3	1	0	0	0
Speed limit	70	70	60	70	60	n/a	50	50	50	50
% more than 10 mph over the limit	21	14	5	13	3	n/a	6	1	3	1
Average speed	68	69	56	68	58	59	53	52	53	53
Number observed ('000s)	367	45,581	403	4,685	194	2,170	259	208	547	2,475
(c) Single carriageways³										
Under 20 mph	1	0	2	0	1	1	1	1	1	0
20-30 mph	6	2	5	3	3	3	6	9	6	2
30-40 mph	13	15	18	16	23	19	24	28	20	18
40-50 mph	28	42	51	41	49	47	51	45	51	50
50-60 mph	27	31	22	29	22	25	18	17	21	29
60-65 mph	9	6	2	6	2	3	0	0	0	1
65-70 mph	6	2	0	3	0	1	0	0	0	0
70 mph and over	10	2	0	2	0	1	0	0	0	0
Speed limit	60	60	50	60	50	n/a	40	40	40	40
% more than 10 mph over the limit	10	2	2	2	3	n/a	18	17	22	30
Average speed	51	48	44	48	45	46	43	42	44	46
Number observed ('000s)	469	47,953	599	5,017	316	2,176	325	213	450	2,201

1 Average vehicle speeds from 27 motorway sites.

2 Average vehicle speeds from 7 dual carriageway sites

3 Average traffic speeds from 26 single carriageway sites

4 Goods vehicles under 3.5 tonnes gross weight

5 Goods vehicles over 3.5 tonnes gross weight

6 Speed limit depends on loading which cannot be determined

Percentage of cars exceeding the speed limit, by time of day (Table 2)

- 1.6. On motorways and single carriageway roads, the percentage exceeding the speed limit was highest at night and lowest during the peak periods. However on dual carriageways average speeds were highest between 6am and 7am.

Weekday and weekend comparisons (Table 3)

- 1.7. There is evidence that speeds increase slightly at the weekend when traffic flows are lower and the proportion of heavy vehicles is much smaller. The proportion of vehicles exceeding the speed limit also generally shows an increase at weekends. For cars and LGVs this was most marked on motorways.

Table 2 Percentage of cars exceeding the speed limit: by time of day: Great Britain 2004

Time of day	<i>per cent</i>		
	Motorways	Dual carriageway	Single carriageway
0000-0400	64	39	24
0400-0600	66	45	23
0600-0700	59	51	18
0700-0800	45	49	12
0800-0900	50	49	9
0900-1000	58	46	8
1000-1100	57	43	7
1100-1600	56	45	7
1600-1700	47	46	7
1700-1800	45	47	8
1800-1900	53	49	11
1900-2200	64	48	15
2200-2400	63	40	18
0000-2400	56	48	10

Table 3 Weekday and weekend comparisons: Great Britain: 2004

Vehicle type	Road type	<i>miles per hour/per cent</i>			
		Weekday		Weekend	
		% exceeding limit	Average speed	% exceeding limit	Average speed
Cars	Motorway	54	70	63	73
	Dual carriageway	48	69	48	69
	Single carriageway	10	48	12	49
LGVs	Motorway	49	69	61	73
	Dual carriageway	43	68	50	70
	Single carriageway	10	48	14	50
Buses/coaches	Motorway	3	58	1	60
	Dual carriageway	37	57	52	59
	Single carriageway	24	45	30	46
Rigid 3/4 axle	Motorway	3	53	15	55
	Dual carriageway	77	53	80	54
	Single carriageway	66	43	69	43
Articulated	Motorway	1	54	2	54
	Dual carriageway	86	53	82	53
	Single carriageway	78	45	83	47

Comparisons with earlier speed surveys (Table 4)

- 1.8. Table 4 summarises key results for 2004 and earlier years. The average speed of cars on motorways and the percentage exceeding the limit remained about the same from 2000 through to 2002; however both increased slightly in 2003. Motorcycle speeds on motorways also increased slightly in 2003; the percentage travelling faster than 80 mph rose from 27 per cent in 2002 to 28 per cent in 2003. Both these figures remained the same in 2004.

- 1.9. The average speed of vehicles travelling on dual carriageways remained about the same as in 2003; car speeds remained about the same but motorcycle speeds have fallen slightly. However there were changes in the distribution of speeds. The proportion of cars exceeding the speed limit decreased from 50 per cent in 2003 to 48 per cent in 2004.

- 1.10. On single carriageway roads, the average car speed remained the same as in 2003 at 48 mph. The average speed of motorcycles increased slightly to 51 mph in 2004 from 50 mph in 2003. The average speed of articulated goods vehicles increased slightly to 46 mph. The proportion of artic's exceeding the speed limit increased from 74 per cent in 2003 to 79 per cent in 2004.

Table 4 Vehicle speeds on non-built-up roads: Great Britain: 1999 - 2004

		number/ miles per hour/per cent					
		1999	2000	2001	2002	2003	2004
Motorways	Sites	26	26	26	27	27	27
	Observations (thousands)	80,129	54,686	104,119	534,820	465,941	561,368
	Average car speed	70	70	70	70	71	71
	% exceeding limit	56	55	54	54	57	56
	% exceeding limit by more than 10 mph	19	17	18	18	20	19
	Average motorcycle speed	70	70	70	71	72	72
	% exceeding limit	53	54	54	57	59	59
	% exceeding limit by more than 10 mph	18	18	18	27	28	28
	Average artic ² speed	55	55	54	54	54	54
	Percent exceeding limit	6	6	5	2	2	2
	% exceeding limit by more than 10 mph	0	0	0	0	0	0
	Average bus/coach speed	61	60	60	60	59	59
	Percent exceeding limit	4	4	4	6	4	2
	% exceeding limit by more than 10 mph	1	1	1	2	0	0
Dual carriageways	Sites	4	4	4	7	7	7
	Observations (thousands)	8,916	6,933	9,167	38,913	48,055	56,889
	Average car speed	70	70	70	69	69	69
	Percent exceeding limit	53	52	51	46	50	48
	% exceeding limit by more than 10 mph	14	13	13	14	15	14
	Average motorcycle speed	N/A ¹	67	68	70	69	68
	Percent exceeding limit	N/A ¹	38	35	53	50	48
	% exceeding limit by more than 10 mph	N/A ¹	15	13	26	23	21
	Average artic ² speed	54	54	54	53	53	53
	Percent exceeding limit	90	90	88	88	87	86
	% exceeding limit by more than 10 mph	5	4	4	3	2	2
	Average bus/coach speed	59	59	59	57	58	58
	Percent exceeding limit	50	49	49	39	39	40
	% exceeding limit by more than 10 mph	2	2	1	2	3	3
Single carriageways	Sites	24	24	24	28	28	28
	Observations (thousands)	12,847	8,304	14,043	46,133	54,084	59,719
	Average car speed	47	45	45	47	48	48
	Percent exceeding limit	10	9	9	8	9	10
	% exceeding limit by more than 10 mph	2	2	2	1	2	2
	Average motorcycle speed	N/A	54	55	48	50	51
	Percent exceeding limit	N/A	27	28	23	22	25
	% exceeding limit by more than 10 mph	N/A	15	14	11	9	10
	Average artic ² speed	45	45	44	43	45	46
	Percent exceeding limit	76	76	76	68	74	79
	% exceeding limit by more than 10 mph	29	27	28	15	23	28
	Average bus/coach speed	43	41	41	43	45	45
	Percent exceeding limit	23	22	23	16	23	25
	% exceeding limit by more than 10 mph	2	2	2	2	3	3

¹Not collected

²artic = articulated heavy goods vehicles

SECTION 2: VEHICLE SPEEDS ON BUILT-UP ROADS

Vehicle speeds by speed limit and vehicle type (Table 5)

2. 30 mph roads

- 2.1. Travelling above the speed limit on 30 mph roads was common among drivers of all types of vehicle at the 26 sites surveyed. The sites included in the survey are typically ones where the traffic is likely to be free flowing; (see the Introduction, page 2, for a fuller explanation.). This was particularly the case for drivers of cars and LGVs, 53 per cent in both cases exceeded the speed limit. However, this does show a reduction on last years figures of 58 and 61 per cent respectively.
- 2.2. 48 per cent of the motorcycles surveyed were exceeding the speed limit and 24 per cent were travelling over 35 mph.
- 2.3. Of heavy goods vehicles, 18 per cent of 2 axle rigid goods vehicles and 14 per cent of the rigid 3 and 4 axle goods vehicles exceeded the speed limit by more than 5 mph. 15 per cent of articulated goods vehicles travelled at over 35 mph.
- 2.4. The speed distribution for buses and coaches indicates lower average speeds than for other vehicles. Nevertheless, 28 per cent of buses and coaches exceeded the speed limit, and 8 per cent did so by more than 5 mph.

40 mph roads

- 2.5. Average speeds on 40 mph limit roads were about 6 mph higher than on 30 mph roads for most vehicle types and a lower percentage of drivers exceeded the speed limit. Motorcyclists showed the greatest propensity to exceed the speed limit at the 10 sites surveyed, with 37 per cent travelling in excess of 40 mph and 19 per cent above 45 mph. More than a quarter of the cars surveyed exceeded the speed limit, with 10 per cent travelling at over 45 mph.
- 2.6. 22 per cent of 2 axle HGVs were travelling over the speed limit; 22 per cent of 3 and 4 axle rigid HGVs exceeded the speed limit, 5 per cent travelled at over 45 mph. 24 per cent of articulated HGVs exceeded the speed limit, 5 per cent by more than 5 mph.

Average car speeds by time of day (Table 6)

- 2.7. Although the automatic traffic detectors are generally located at places where the traffic is likely to be free flowing, some sites may have been affected by congestion during part of the day. In general, car speeds and the percentage exceeding the speed limit were slightly lower during the morning peak period when the traffic flow was heaviest, and highest in early morning or late evening when traffic was lightest. On 30 mph roads average car speeds varied at different times of the day between 30 mph and 34 mph and on 40 mph roads between 34 mph and 40 mph. At both speed limits the lowest average speeds occurred between 0800-0900.

Table 5: Vehicle speeds on built-up roads by speed limit and vehicle type: 2004

(a) 30 mph speed limit roads¹ miles per hour/*per cent*/ number of vehicles

	Motorcycles	Cars	Cars towing	Light goods ⁴	Buses/coaches	Heavy goods vehicles ⁵				
						Rigid			Articulated	
						2 axle	3 axle	4 axle	4 axles	5+ axles
Under 20 mph	13	6	8	8	9	9	7	4	8	3
20 - 30 mph	40	41	46	39	63	44	46	42	45	43
30 - 35 mph	24	31	33	31	21	29	35	39	32	39
35 - 40 mph	13	16	11	16	6	14	10	13	12	13
40 - 45 mph	6	5	2	5	1	4	1	2	2	2
45-50 mph	3	1	0	1	0	1	0	0	0	0
50 mph and over	2	0	0	0	0	0	0	0	0	0
% over 35 mph	24	22	14	23	8	18	12	16	15	16
Average speed	30	31	29	30	27	29	29	30	29	31
Number observed (thousands)	908	67,413	174	5,691	514	1,837	135	121	101	203

(b) 40 mph speed limit roads² miles per hour/*per cent*/ number of vehicles

	Motorcycles	Cars	Cars towing	Light goods ⁴	Buses/coaches	Heavy goods vehicles ⁵				
						Rigid			Articulated	
						2 axle	3 axle	4 axle	4 axles	5+ axles
Under 20 mph	5	3	3	4	3	5	3	2	2	2
20 - 30 mph	13	11	16	11	16	14	14	10	11	10
30 - 35 mph	18	24	26	22	30	24	23	20	19	20
35 - 40 mph	26	34	36	33	38	34	41	42	42	44
40 - 45 mph	18	17	14	18	11	15	16	21	19	20
45 - 50 mph	10	7	4	7	2	5	3	4	5	4
50 - 60 mph	7	3	1	3	0	2	1	1	2	1
60 mph and over	2	0	0	1	0	0	0	0	0	0
% over 45 mph	19	10	4	11	3	7	4	5	6	5
Average speed	38	36	35	36	35	35	35	37	36	37
Number observed (thousands)	848	59,331	270	5,411	456	2,127	285	219	321	827

1 Speed measurements taken from 26 sites.

2 Speed measurements taken from 10 sites.

3 Motorcycles includes mopeds and other types of powered two wheeled vehicles.

4 Goods vehicles up to 3.5 tonnes gross weight.

5 Goods vehicles over 3.5 tonnes gross weight.

Table 6: Average car speeds by time of day: Great Britain: 2004

<i>miles per hour/ per cent</i>				
Time of day	30 mph limit		40 mph limit	
	% exceeding limit	Average speed	% exceeding limit	Average speed
0600-0700	73	34	46	40
0700-0800	60	31	33	38
0800-0900	47	29	23	34
0900-1000	52	30	24	36
1000-1100	50	30	23	36
1100-1200	50	30	22	36
1200-1300	51	30	23	36
1300-1400	52	30	23	36
1400-1500	52	30	23	36
1500-1600	49	30	23	36
1600-1700	51	30	24	36
1700-1800	51	30	25	36
1800-1900	55	31	28	37
1900-2000	57	31	31	38
2000-2100	60	32	34	38
2100-2200	60	32	33	38
2200-2300	61	32	34	39
2300-2400	63	32	38	39
0600-2400	53	30	26	36

Table 7: Weekday and weekend comparisons: Great Britain: 2004

<i>miles per hour/ per cent</i>					
Vehicle type	Speed limit	Weekday		Weekend	
		% exceeding limit	Average speed	% exceeding limit	Average speed
Cars	30mph	52	30	57	31
	40mph	26	36	30	37
LGVs	30mph	53	30	59	31
	40mph	27	36	35	38
Motorcycle	30mph	46	29	51	31
	40mph	36	37	41	39
Rigid 2 axle	30mph	47	29	51	30
	40mph	22	35	29	37

Weekday and weekend comparisons (Table 7)

- 2.8. Average vehicle speeds were slightly higher at the weekend and a greater proportion of drivers exceeded the speed limit. This repeats the pattern shown by the results for non-built-up roads, reflecting the lower traffic volumes at the weekend.

Comparisons with earlier speed surveys (Table 8)

- 2.9. The first built-up speed survey was carried out in 1994 and the survey has been operating continuously since then. Detailed results are shown in earlier editions of this bulletin. The survey method was changed in 2002. Starting then, all the data collected at a site during the year was analysed (in previous years, only a sample was analysed) and the number of 30 mph sites was reduced by 4, from 30 to 26; the number of 40 mph sites increased from 8 to 10.
- 2.10. Table 8 summarises the key results for 2004 and for earlier years. In 2004, the proportion of cars exceeding the speed limit on 30mph roads decreased from 58 per cent in 2003 to 53 per cent in 2004, continuing the downward trend seen since 1999 when the proportion of cars exceeding the 30mph limit was 69 per cent. The proportion of motorcycles exceeding the 30 mph speed limit decreased from 54 per cent in 2003 to 47 per cent in 2004 – reverting to the level in 2002.

Table 8 Vehicle speeds on built-up roads: Great Britain: 1999 - 2004

		number/ miles per hour/ <i>per cent</i>					
		1999	2000	2001	2002	2003	2004
30 mph limit	Sites	30	30	30	26	26	26
	Observations (thousands)	2,218	1,877	2,191	61,619	60,082	77,097
	Average car speed	32	32	32	31	31	31
	Percent exceeding limit	69	66	65	59	58	53
	Percent exceeding limit by 5 mph	31	32	32	25	25	22
	Average motorcycle speed	32	32	33	29	31	30
	Percent exceeding limit	63	60	59	47	54	47
	Percent exceeding limit by 5 mph	38	35	35	24	29	24
	Rigid 2-axle HGV speed	31	30	31	31	30	29
	Percent exceeding limit	57	54	55	55	53	48
	Percent exceeding limit by 5 mph	20	19	20	23	21	18
	Average bus/coach speed	28	28	28	28	28	27
	Percent exceeding limit	41	38	37	31	32	29
	Percent exceeding limit by 5 mph	11	12	11	9	9	8
	40 mph limit	Sites	8	8	8	10	10
Observations (thousands)		921	811	989	44,692	48,775	70,094
Average car speed		36	37	36	37	36	36
Percent exceeding limit		26	25	25	27	27	27
Percent exceeding limit by 5 mph		8	7	8	10	10	10
Average motorcycle speed		36	37	37	39	38	38
Percent exceeding limit		35	36	36	41	36	38
Percent exceeding limit by 5 mph		22	21	21	22	19	19
Rigid 2-axle HGV speed		34	35	34	35	35	35
Percent exceeding limit		16	15	15	21	21	22
Percent exceeding limit by 5 mph		4	3	4	7	7	7
Average bus/coach speed		31	32	31	34	34	35
Percent exceeding limit		7	6	6	14	14	14
Percent exceeding limit by 5 mph		1	1	1	3	3	3

ANNEX A: SPEED DATA FROM AUTOMATIC TRAFFIC COUNTERS

This bulletin is based on information about vehicle speeds collected during 2004 from sites on both built-up and non-built-up roads. The non-built-up results in the bulletin are from 27 motorway sites, 7 dual carriageway sites and 26 single carriageway sites. For built-up roads, data were collected from 26 sites with a 30 mph speed limit and 10 sites with a 40 mph limit. The number of vehicle speeds measured daily at the sites varies widely from a few hundred at the least busy site to many thousands at the motorway sites.

The counting equipment uses the output from inductive loops and axle sensors to measure vehicle length, the number and spacing of axles and vehicle speed. The equipment is capable of classifying 21 different vehicle types. However, it cannot distinguish between vehicles with the same electronic 'footprint' such as cars and car-based vans (which have an identical chassis to that of a car). Data for every vehicle detected during the previous day is downloaded from each site during the early morning. Data for periods where it was known that the site was malfunctioning was discarded.

Motorcycle speeds have always been collected in the survey of **built-up** sites. Information on motorcycle speeds at **non-built-up** sites has been included since 2000.

The accuracy of the measurement of speed given in the table below (kph=kilometres per hour):

Speeds between 40 and 80 kph (24.9 mph and 49.7 mph)	± 1 kph (± 0.6 mph)
Speeds between 81 and 160 kph (50.3 mph and 99.4 mph)	± 2.0 kph (± 1.2 mph)
Speeds above 161 kph (100.0 mph)	± 7.5 kph (± 4.7 mph)

Therefore, where a large number of vehicles are travelling at the speed limit, some will be incorrectly recorded at speeds exceeding the speed limit. In table 1 the percentage of vehicles exceeding the speed limit by more than 10 mph is given and in table 5 the percentage exceeding the speed limit by more than 5 mph is shown.

Annex B: UK maximum speed limits on non built-up roads

Vehicle type		miles per hour		
		Motorway	Dual carriageway	Single carriageway
Cars/motorcycles ¹		70	70	60
Cars towing	1 trailer	60	60	50
	2 or more trailers	40	20	20
Buses/coaches	< 12 metres	70	60	50
	> 12 metres	60	60	50
Goods vehicle	<7.5 tonnes ²	70	60	50
	artic < 7.5 tonnes	60	60	50
	>7.5 tonnes ³	60	50	40
Goods vehicle towing 2 or more trailers		40	20	20

¹ Includes car-derived vans

² Maximum laden weight; not an artic, trailer puller

³ Maximum laden weight of cab and trailer

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Transport Statistics Users Group

The Transport Statistics Users Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and the Chartered Institute of Transport (now known as The Institute of Logistics and Transport). From its inception it has had strong links with the Department for Transport. The aims of the Group are:

- to identify problems in the collection, provision, use and understanding of transport statistics, and to discuss solutions with the responsible authorities;
- to provide a forum for the exchange of views and information between users and providers of transport statistics;
- to encourage the proper use of statistics through publicity and education.

The Group holds regular seminars on topical subjects connected with the provision and/or use of transport statistics. Recent seminars have included:

- Road Safety Statistics
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- Key performance Indicators for Local Transport Plans
- Transport Statistics for a devolved Scotland
- Airport Accessibility Statistics
- Congestion charging in London

A newsletter is sent to all members about four times a year. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further details please contact:

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The TSUG has contributed to the production of the *Transport Yearbook 2004*. This contains information on sources from governmental and non-governmental organisations, including some European sources. One copy is supplied free to TSUG members. Non-members can purchase a copy from Local Transport Today for £40.

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