



Department for Transport

Speed Compliance Statistics, Great Britain: 2016

About this release

This statistical release presents estimates of compliance with speed limits in free flowing conditions on roads in Great Britain.

These are based on speed data collected from a sample of DfT's Automatic Traffic Counters (ATCs), chosen to exclude locations where external factors might restrict driver behaviour (e.g. junctions, hills, sharp bends and speed enforcement cameras).

The statistics provide insights into speeds at which drivers choose to travel when free to do so, but are not estimates of average speeds across the whole network, which are available separately (see p. 17).

The release also presents information from a range of other sources relating to the reasons people speed, speed convictions and the accidents caused by speeding.

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Since 2011, the percentages of vehicles exceeding the speed limit in free flow conditions have declined slightly for most vehicle and road types.

On motorways, 46% of cars exceeded the speed limit in 2016, falling to 11% exceeding the limit by more than ten miles per hour.

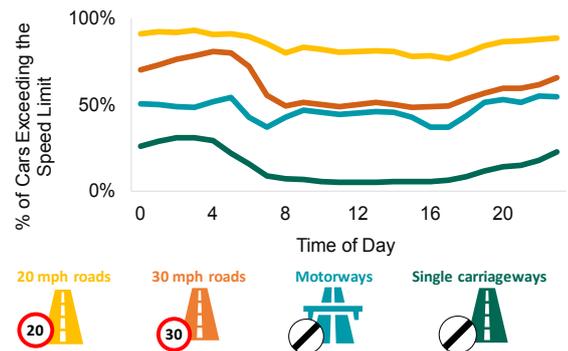
Single carriageway roads where the national speed limit applies (60 mph for cars) had the highest levels of speed limit compliance, with only 8% of cars exceeding the speed limit, and 1% exceeding by more than 10 mph.

On 30mph roads, 53% of cars exceeded the speed limit, with 6% exceeding 40mph.

On 20mph roads with free-flow conditions (i.e. excluding roads with traffic calming measures - which may not be typical of most 20 mph roads), 81% of cars exceeded the speed limit, with 15% exceeding 30mph.

Across the 24-hour day, the percentage exceeding the speed limit is lower during the daytime and higher at night for most vehicle and road type combinations.

Cars exceeding the speed limit by time of day, Great Britain, 2016 (Table [SPE0113](#))



The average speed of vehicles on the road in free flowing conditions has remained stable and broadly unchanged since 2011. On 30mph roads the average is close to the limit for all vehicle types (28-31mph), while on 20mph roads it is slightly above the limit (21-25mph). On motorways and single carriageway national speed limit roads average vehicle speeds are below the speed limits.

Summary Statistics

There has been a gradual increase in compliance with speed limits between 2011 and 2016. Figure 1 below shows these trends for three key vehicle types, but similar patterns also occur for other vehicle types analysed (buses and rigid HGVs). Trends have been fairly consistent, year-on-year, since 2011.

Figure 1: Percentage of vehicles exceeding the speed limit by road type in Great Britain, 2011 and 2016 (Table [SPE0112](#))

Road Type	Cars			LCVs			Articulated HGVs		
	2011	2016		2011	2016		2011	2016	
Motorways	49%	46%	▼	50%	47%	▼	1%	1%	—
National speed limit single carriageways	8%	8%	—		80%	24% ¹	
30 mph roads	55%	53%	▼	59%	56%	▼	48%	43%	▼
20 mph roads	..	81%		..	80%		..	71%	

¹ The legal speed limit for HGVs on national speed limit single carriageways changed in England and Wales in April 2015.

Points to consider when interpreting these statistics

When interpreting the speed limit compliance statistics shown on the following pages, it is worth considering the following points:

- ▶ Speeds and compliance with limits have been measured at sites where the road conditions are free flowing and there are no junctions, hills, sharp bends, speed enforcement cameras or other traffic calming measures. Therefore, the speed limit compliance and average speed figures published here will reflect how drivers behave when travelling freely, rather than being representative of speeds across the whole road network.
- ▶ In line with the above, it is worth noting that 20mph sites in this analysis are without traffic calming measures, even though such measures are in reality common in 20mph areas or zones, so speeds across 20 mph roads as a whole may be lower than these statistics suggest.
- ▶ Buses and HGVs are legally required to fit speed limiters (restricting them to speeds of 62mph and 56mph respectively). This will be a factor in their compliance on roads with higher speed limits.
- ▶ Since last year, we have reviewed the sites used for these statistics. This release contains a greater number of sites, aiming to provide a more complete and robust set of statistics. The entire series back to 2011 has been recalculated with these sites and, hence, figures presented here will not be directly comparable with those published in previous years.

Key Definitions

Exceeding the speed limit

Vehicles travelling at a speed higher than their applicable speed limit are defined as “exceeding the speed limit”.

Free flow speed

Free flow speeds are observed in locations where external factors which might restrict driver behaviour (e.g. junctions, hills, sharp bends and speed enforcement cameras) are not present.

Speed Limits

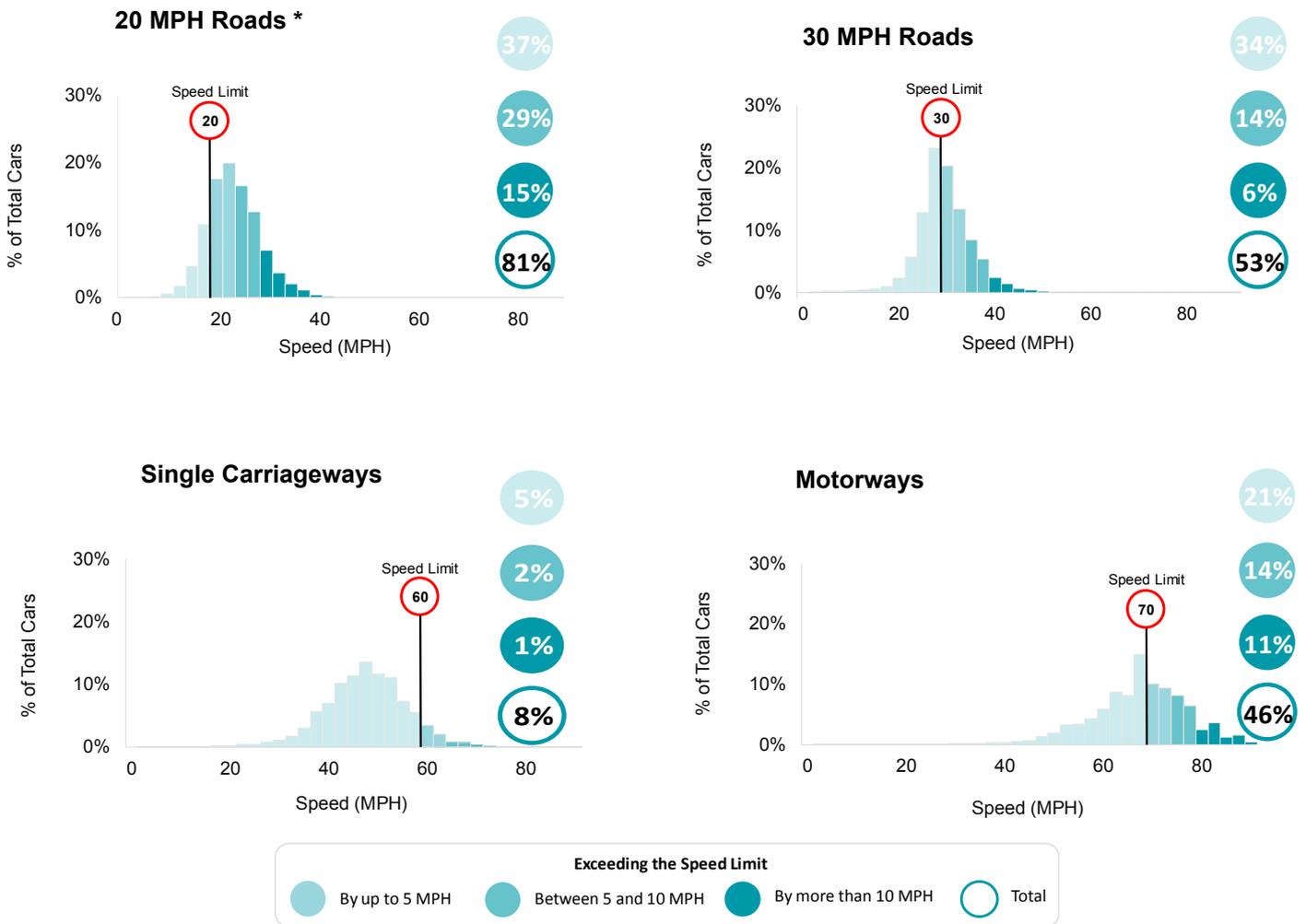
All vehicles have the same speed limit on 20mph and 30mph roads. On other road types, speed limits differ by vehicle type (see Figure 24 in Background Information section).

For some combinations of vehicle and road type, the Automatic Traffic Counters used to collect the data do not have the information required to determine which speed limit applies.

For these types, which are listed in this release, it has not been possible to show the speed limit compliance statistics.

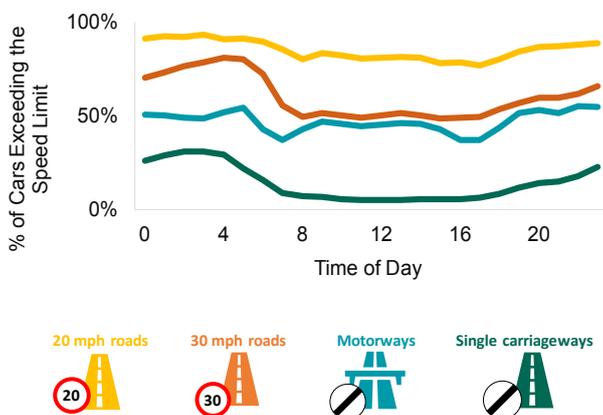


Figure 2: Distribution of car speeds by road type in Great Britain, 2016 (Table [SPE0111](#))



How does compliance with the speed limit vary with the time of day?

Figure 3: Cars exceeding the speed limit by time of day in Great Britain, 2016 (Table [SPE0113](#))



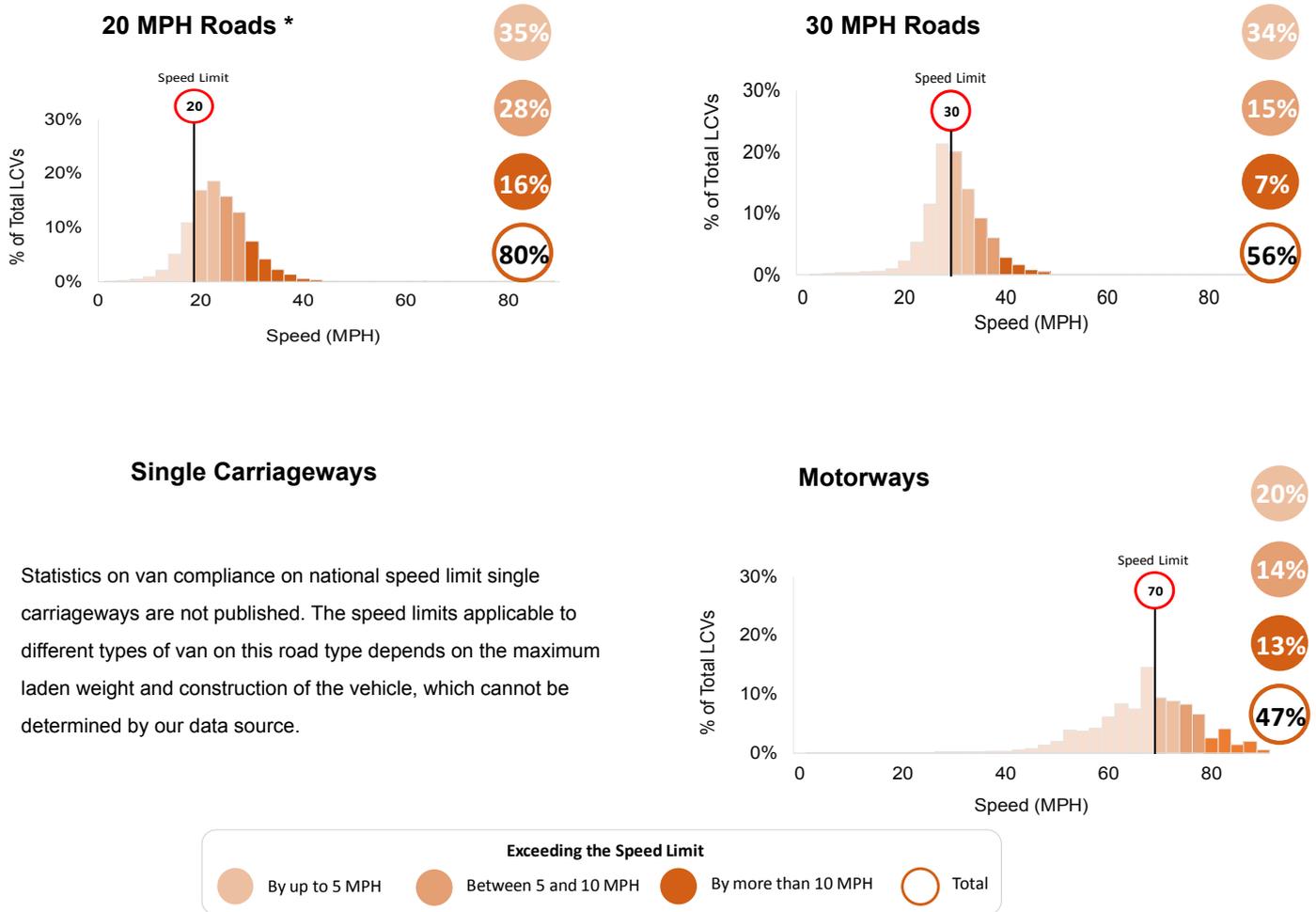
Summary

- ▶ 8% of cars exceeded the speed limit on national speed limit (NSL) single carriageway roads, compared to 81% on 20mph roads. 1% and 15% exceeded the speed limit by 10mph or more on these roads respectively.
- ▶ In free flow conditions, the proportions of cars complying with the speed limit were 54% on motorways, 92% on national speed limit single carriageways, 47% on 30mph roads and 19% on 20mph roads.

* only roads without traffic calming measures are included in the sample



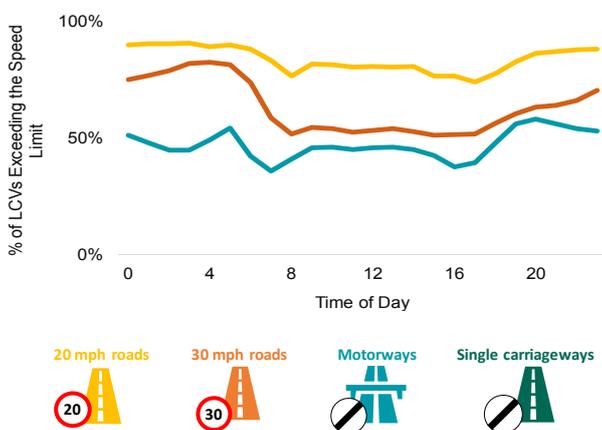
Figure 4: Distribution of van speeds by road type in Great Britain, 2016 (Table [SPE0111](#))



Statistics on van compliance on national speed limit single carriageways are not published. The speed limits applicable to different types of van on this road type depends on the maximum laden weight and construction of the vehicle, which cannot be determined by our data source.

How does compliance with the speed limit vary with the time of day?

Figure 5: Vans exceeding the speed limit by time of day in Great Britain, 2016 (Table [SPE0113](#))



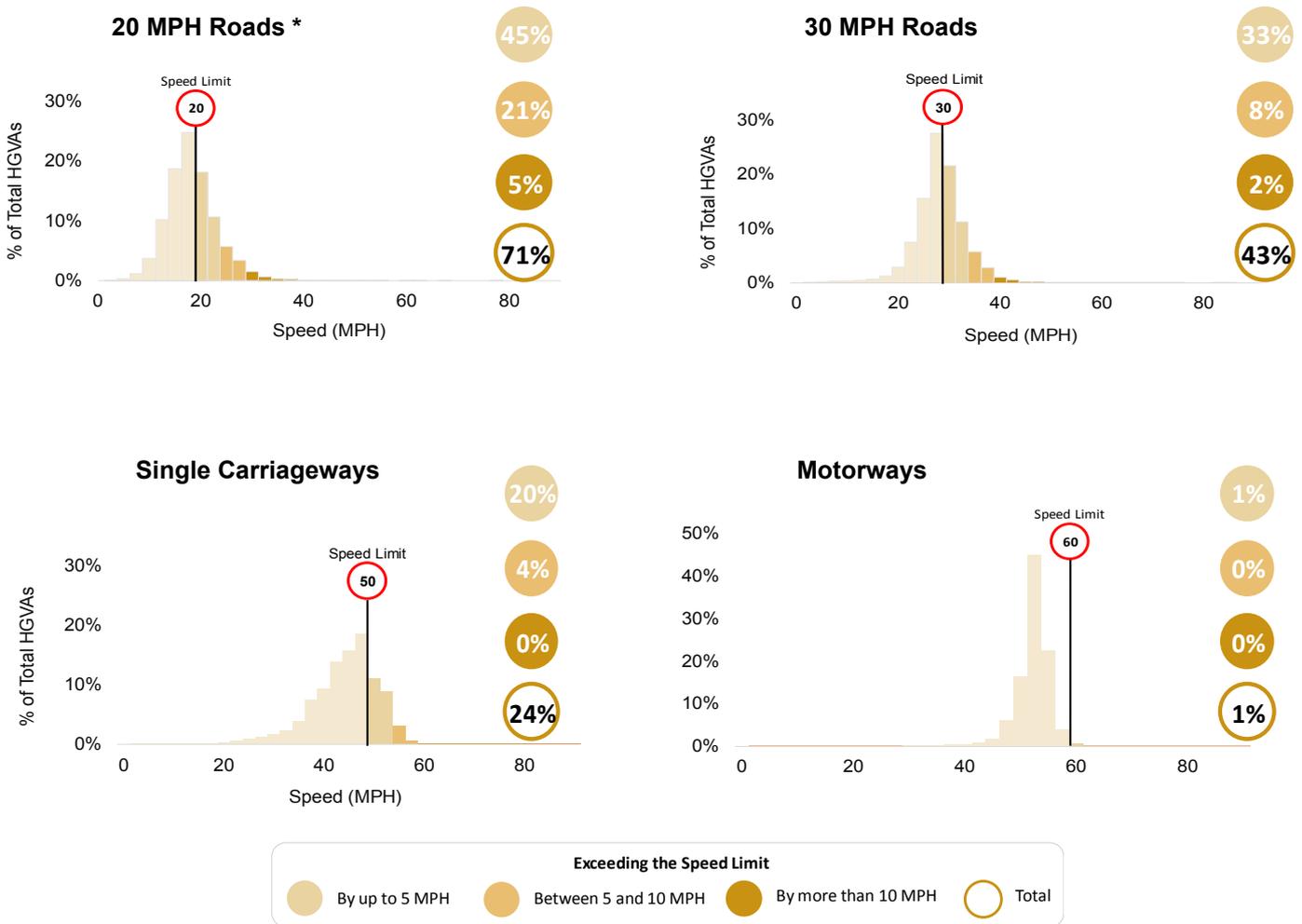
Summary

- ▶ 47% of vans exceeded the speed limit on motorways, compared with 56% on 30mph roads and 80% on 20mph roads. Equivalently, 13%, 7% and 16% exceeded the speed limit by 10mph or more on these roads respectively.
- ▶ In free flow conditions, the proportions of vans complying with the speed limit were 53% on motorways, 44% on 30mph roads and 20% on 20mph roads.

* only roads without traffic calming measures are included in the sample

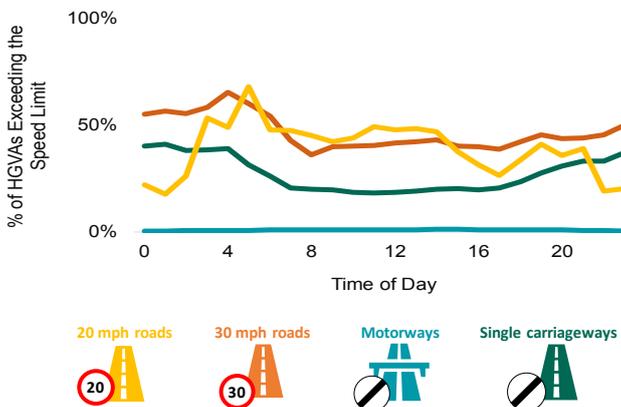


Figure 6: Distribution of articulated HGV speeds by road type in Great Britain, 2016 (Table [SPE0111](#))



How does compliance with the speed limit vary with the time of day?

Figure 7: Articulated HGVs exceeding the speed limit by time of day in Great Britain, 2016 (Table [SPE0113](#))



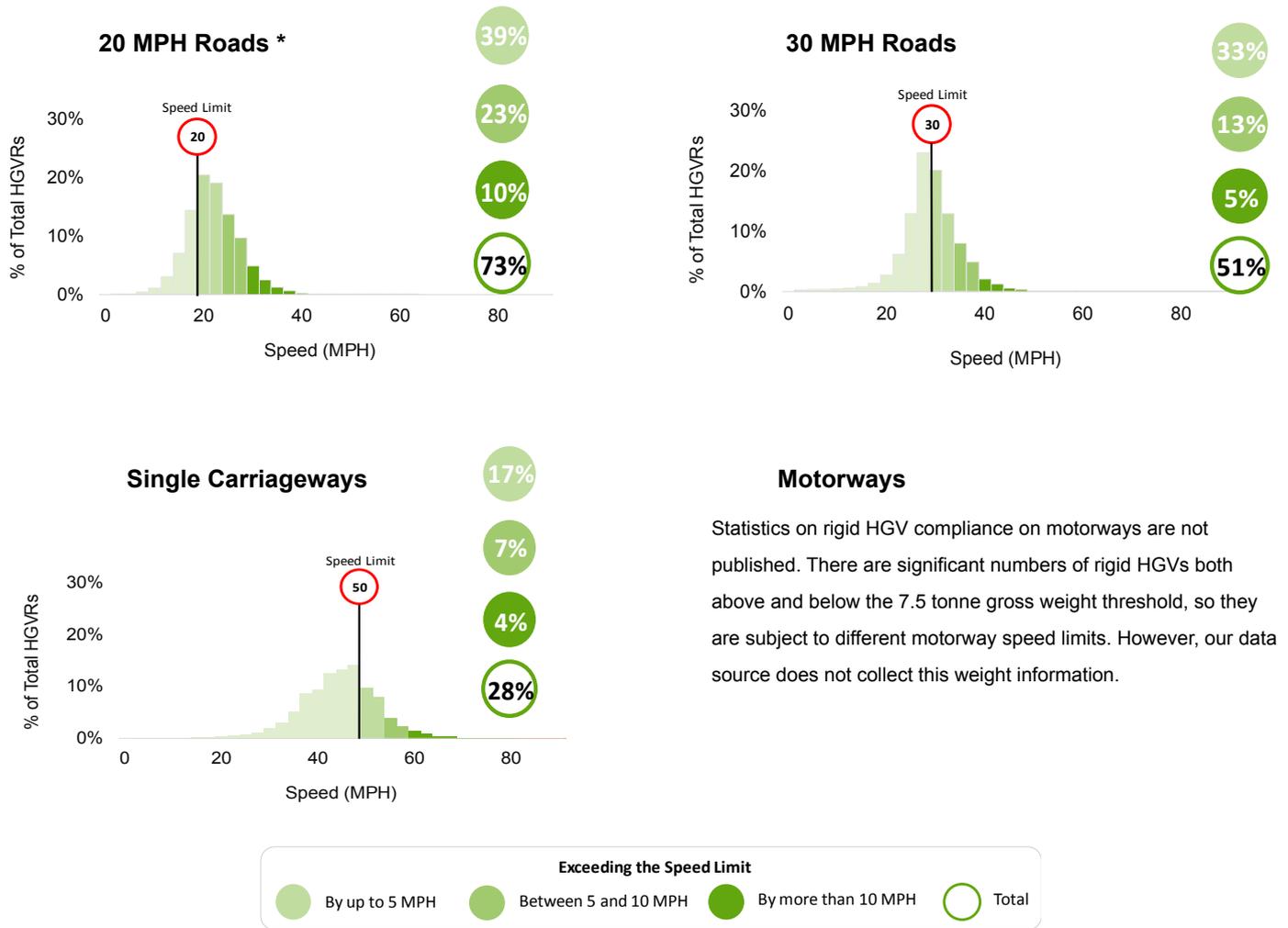
Summary

- ▶ 1% of articulated HGVs exceeded the speed limit on motorways, compared to 43% on 30mph roads. 0% and 2% exceeded the speed limit by 10mph or more on these roads respectively.
- ▶ In free flow conditions, the proportions of articulated HGVs complying with the speed limit were 99% on motorways, 76% on national speed limit single carriageways, 57% on 30mph roads and 29% on 20mph roads.

* only roads without traffic calming measures are included in the sample



Figure 8: Distribution of rigid heavy goods vehicle speeds by road type in Great Britain, 2016 (Table [SPE0111](#))

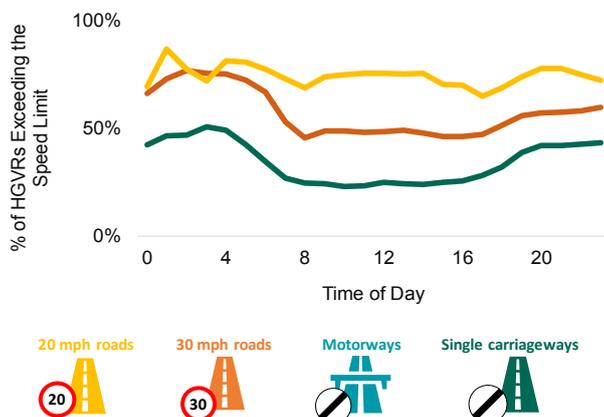


Motorways

Statistics on rigid HGV compliance on motorways are not published. There are significant numbers of rigid HGVs both above and below the 7.5 tonne gross weight threshold, so they are subject to different motorway speed limits. However, our data source does not collect this weight information.

How does compliance with the speed limit vary with the time of day?

Figure 9: Rigid HGVs exceeding the speed limit by time of day in Great Britain, 2016 (Table [SPE0113](#))



Summary

- ▶ 28% of rigid HGVs exceeded the speed limit on NSL single carriageway roads, compared to 73% on 20mph roads. 4% and 10% exceeded the speed limit by 10mph or more on these roads respectively.
- ▶ In free flow conditions, the proportions of rigid HGVs complying with the speed limit were 72% on national speed limit single carriageways, 49% on 30mph roads and 27% on 20mph roads.

* only roads without traffic calming measures are included in the sample



Change in speed limits for HGVs over 7.5 tonnes maximum laden weight

On 6 April 2015, in England and Wales only, the national speed limit for HGVs more than 7.5 tonnes maximum laden weight increased from 50 mph to 60 mph on *dual carriageways*, and from 40 mph to 50 mph on *single carriageways*².

Analyses for *dual carriageways* are not included in this publication due to insufficient sample size.

What is the impact on HGVs in our sample of roads in free flowing conditions?

Treating articulated HGVs as being over 7.5 tonnes, the speed limit has risen from 40mph to 50mph on single carriageway roads in England and Wales for all axle types. An impact of this change on our sample of roads can be seen in the charts below.

Figure 10: Articulated HGVs exceeding the speed limit (%), Great Britain: 2011 to 2016 (Table [SPE0112](#))

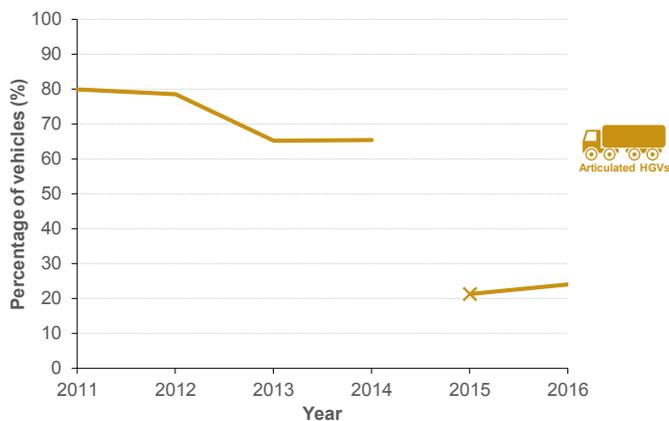
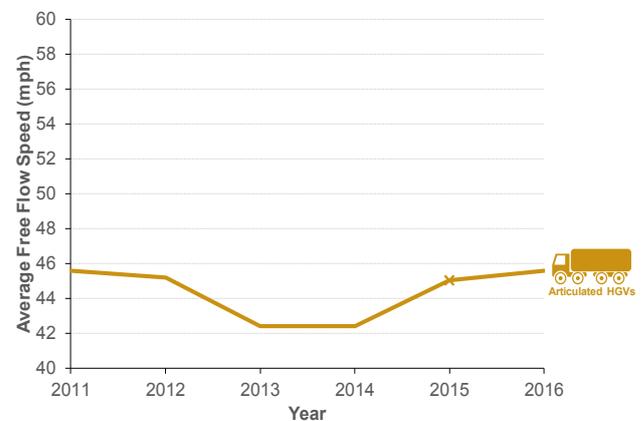


Figure 11: Average free flow speed (mph) of articulated HGVs, Great Britain: 2011 to 2016 (Table [SPE0112](#))



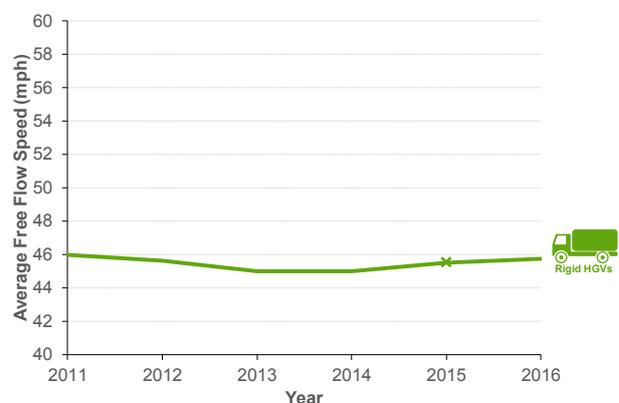
As can be seen on the left hand chart, the percentage of articulated HGVs exceeding the speed limit has reduced noticeably since the speed limit change was introduced in 2015 from 80% in 2011 to 21% in 2015 and 24% in 2016. Over the same period, the average speed has not changed much, ranging from 42mph (2013 & 2014) to 46mph (2011 & 2016).

What about rigid HGVs?

There are significant numbers of rigid HGVs both below and above the 7.5 tonne threshold, so the applicable national speed limit on *motorways* and *national speed limit single carriageways* (prior to 2015) cannot be determined for those vehicles at our ATC sites, as the data do not include laden weight information.

Consequently, speed compliance data for *rigid HGVs* on these road types prior to 2015 are not included in this publication. However, average speed information is available (see chart on the right).

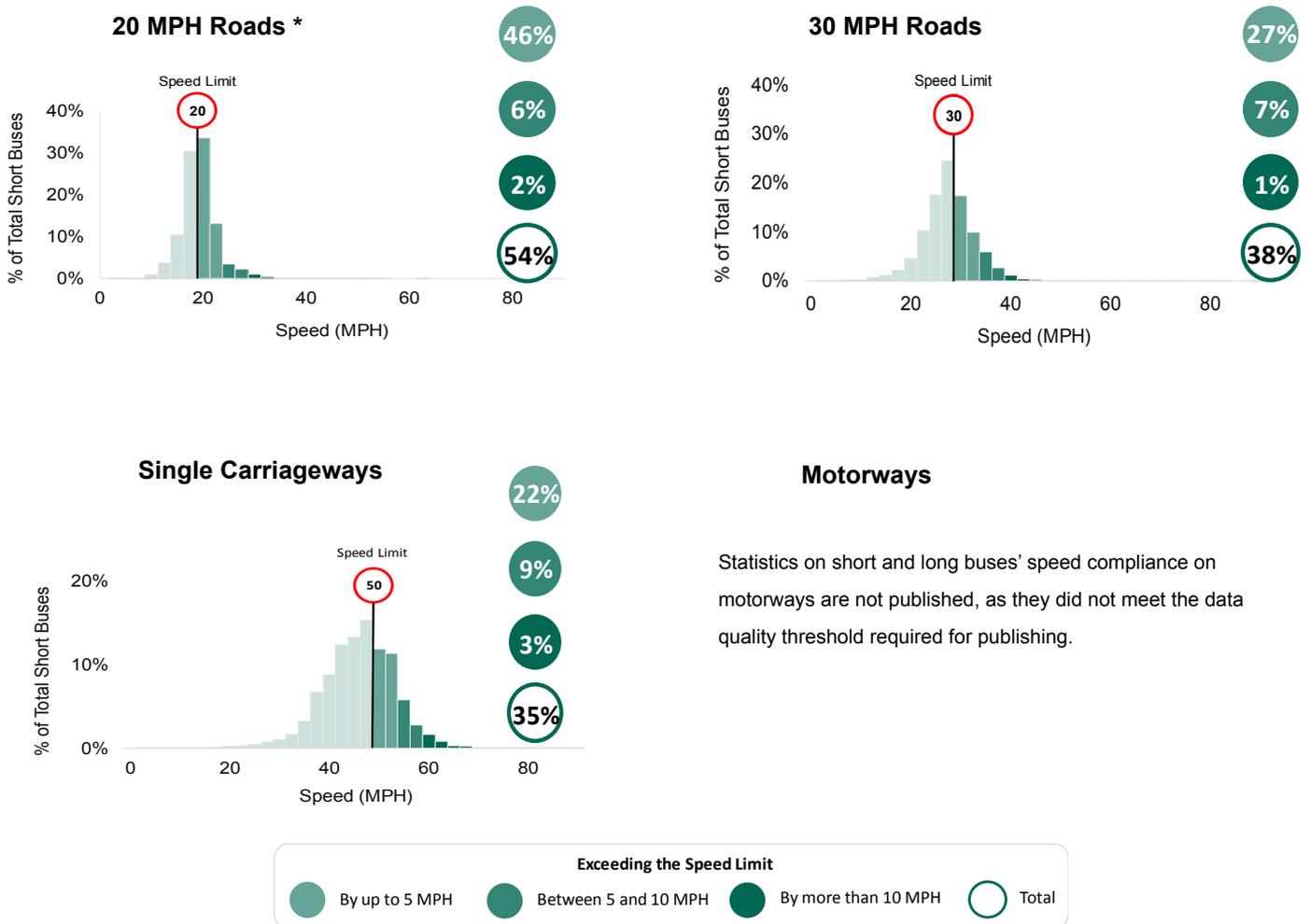
Figure 12: Average free flow speed (mph) of rigid HGVs, Great Britain: 2011 to 2016 (Table [SPE0112](#))



The average speed of rigid HGVs has not changed much, ranging from 45mph (2013 & 2014) to 46mph (other years) throughout the period.



Figure 13: Distribution of short bus speeds by road type in Great Britain, 2016 (Table [SPE0111](#))



Statistics on short and long buses' speed compliance on motorways are not published, as they did not meet the data quality threshold required for publishing.

How does compliance with the speed limit vary with the time of day?

Figure 14: Short buses exceeding the speed limit by time of day in Great Britain, 2016 (Table [SPE0113](#))



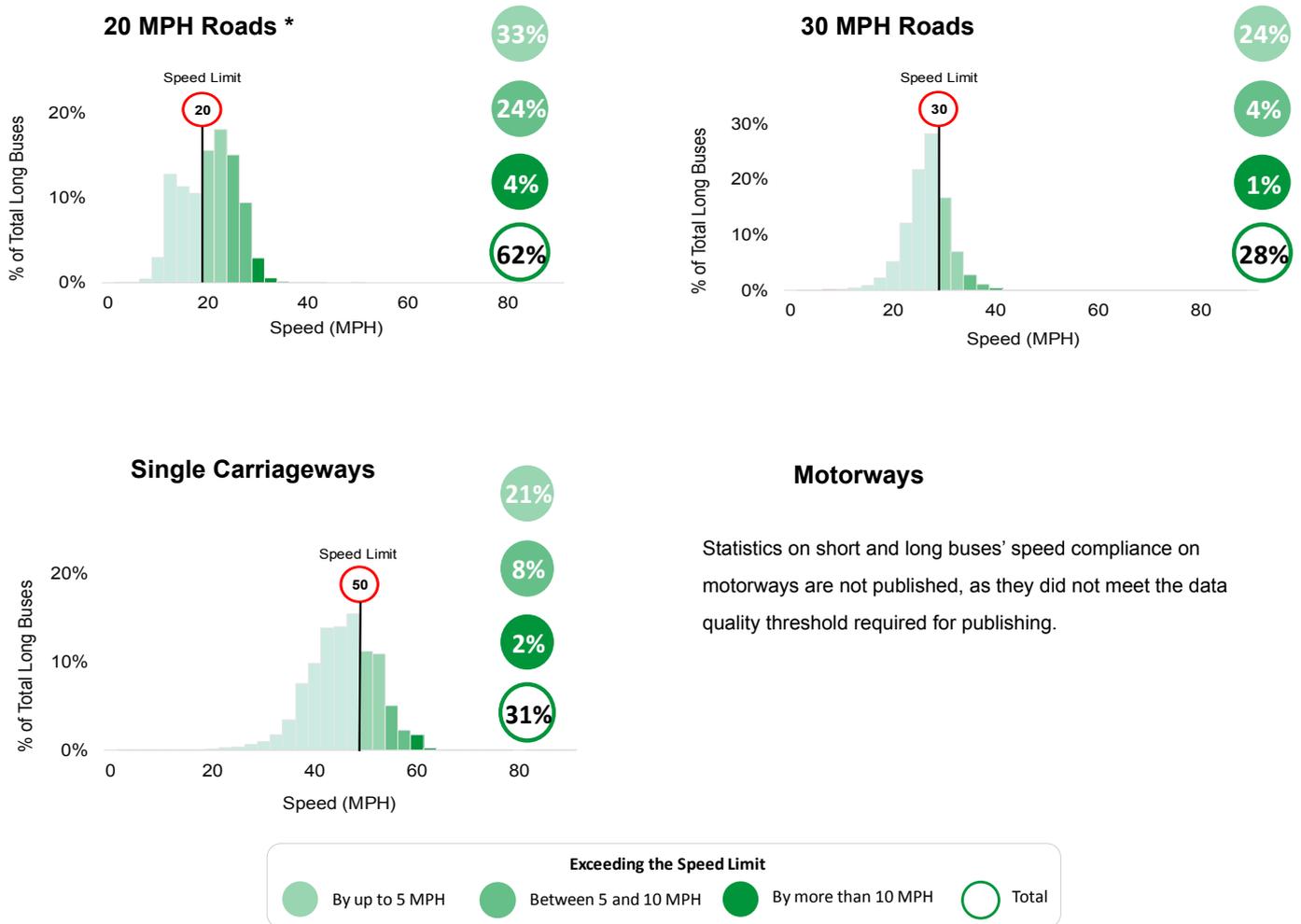
Summary

- ▶ 35% of short buses (under 12m) exceeded the speed limit on NSL single carriageway roads, compared to 54% on 20mph roads. 3% and 2% exceeded the speed limit by 10mph or more on these roads respectively.
- ▶ In free flow conditions, the proportions of short buses complying with the speed limit were 65% on national speed limit single carriageways, 62% on 30mph roads and 46% on 20mph roads.

* only roads without traffic calming measures are included in the sample



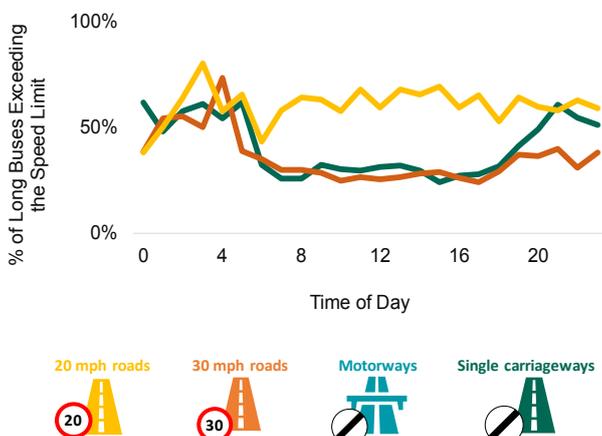
Figure 15: Distribution of long bus speeds by road type in Great Britain, 2016 (Table [SPE0111](#))



Statistics on short and long buses' speed compliance on motorways are not published, as they did not meet the data quality threshold required for publishing.

How does compliance with the speed limit vary with the time of day?

Figure 16: Long buses exceeding the speed limit by time of day in Great Britain, 2016 (Table [SPE0113](#))



Summary

- ▶ 28% of long buses (over 12m) exceeded the speed limit on 30mph roads, compared to 62% on 20mph roads. 1% and 4% exceeded the speed limit by 10mph or more on these roads respectively.
- ▶ In free flow conditions, the proportions of long buses complying with the speed limit were 69% on national speed limit single carriageways, 72% on 30mph roads and 38% on 20mph roads.

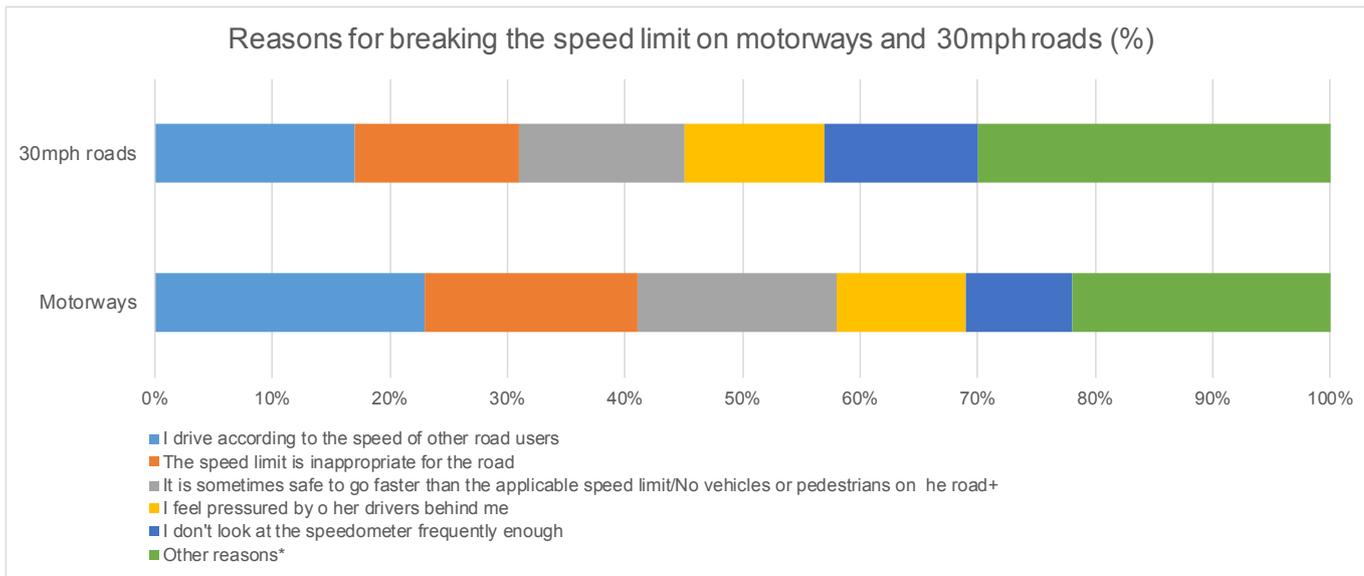
* only roads without traffic calming measures are included in the sample

Reasons given for breaking the speed limit

This data comes from the RAC's Report on Motoring 2016. The report is published annually and is based on drivers' attitudes to motoring, including a section on speeding and attitudes to speeding. It is based on an online quota-based survey of UK motorists. Drivers who admitted to exceeding the speed limit on particular types of road were asked their reasons for doing so, which are shown here. These are not National Statistics, and not from an official Government source, but are included here to provide additional context.

Source: RAC Report on Motoring, 2016

Figure 17: Reasons for breaking the speed limit on motorways and 30mph roads



+ := for motorways, there is a category in the reasons given called "It is sometimes safe to go faster than the applicable speed limit". For 30mph roads, this category is not present but there is another category called "No vehicles/pedestrians on the road". These two have been taken together in this analysis, as it is deemed that they are covering broadly the same safety issue but fitted for the differing nature of the different road types.

* := Other reasons here include: I underestimate the power of my car; Insufficient speed limit signage; Chances of being caught are low; I lose concentration while driving...; Speed limits are meaningless to me; Other and Don't know.

The results are taken from respondents who self-reported as speeding "frequently" or "occasionally" on the listed roads. The sample size was higher for motorways (around 1,150) than for 30mph roads (around 750).

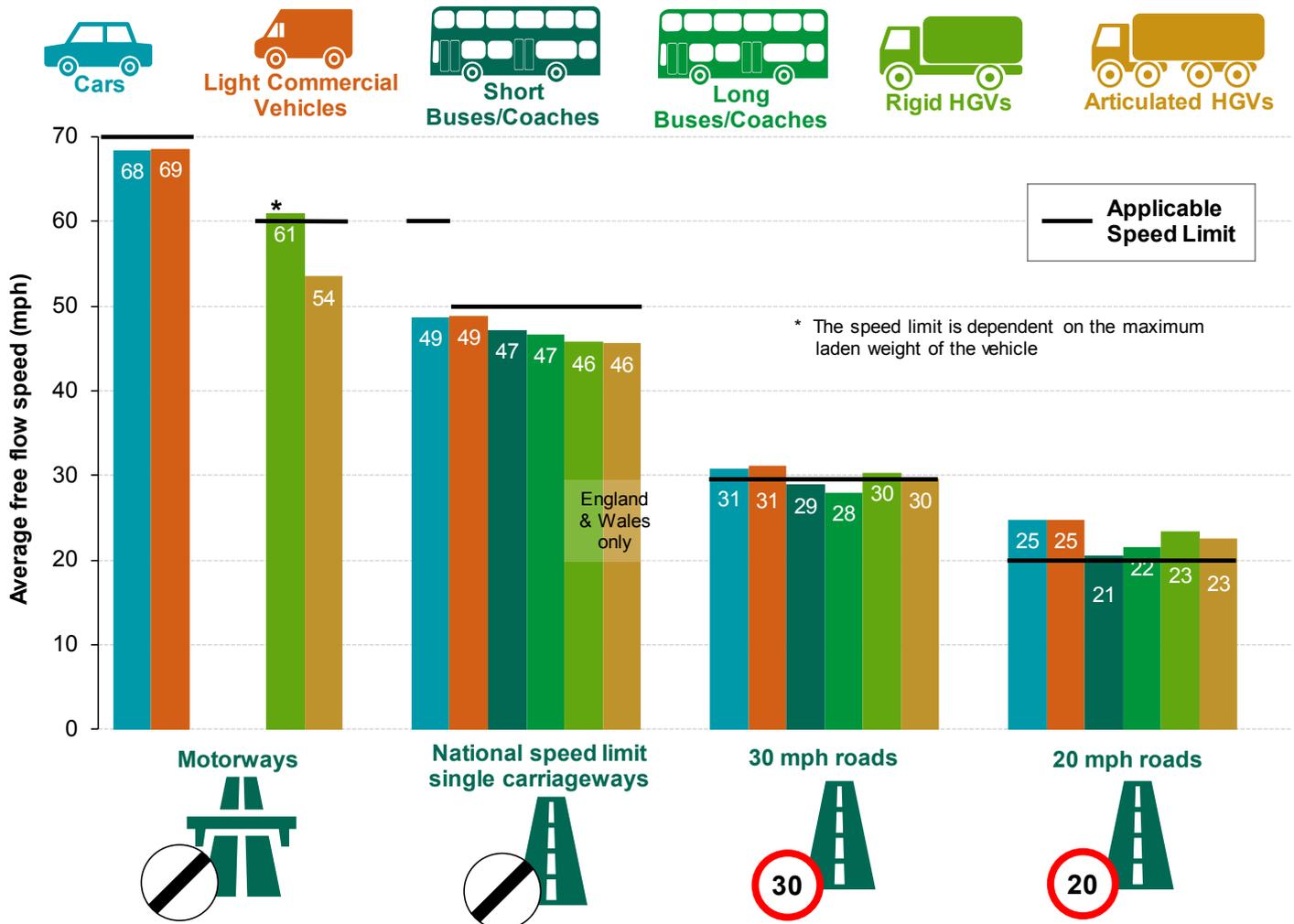
Key findings

- ▶ The top five reasons cited for breaking the speed limit were the same for both motorways and 30mph roads. For motorways, these top five reasons make up 78% of the reasons given by respondents for breaking the speed limit. This compares with 70% for 30mph roads, suggesting that the reasons given for 30mph roads were more mixed overall than for motorways.
- ▶ Of these top five reasons, the top reason given was "I drive according to the speed of other road users" and was given by 23% of motorway users and 17% of 30mph road users. This was followed by "The speed limit is inappropriate for the road" (17% and 14% for motorway and 30mph road users respectively)

Speed by Road and Vehicle Type

The following section presents the average free flow speeds at which drivers choose to travel as observed at sampled ATC locations.

Figure 18: Average free flow speeds by vehicle type and road type on roads in Great Britain, 2016
(Table [SPE0111](#))



- ▶ The average free flow speed for each vehicle type is correlated with the speed limit that each vehicle type faces for a given road type. So, for faster roads and higher speed limits, the average free flow speed tends to be higher.
- ▶ For motorways and national speed limit single carriageway roads, the average free flow speed is below the designated speed limit for each vehicle type. This is particularly marked for single carriageway roads, which is consistent with the greater compliance with speed limits on those roads that were observed earlier.
- ▶ For 30mph roads the average free flow speed is slightly above the speed limit for three vehicle types (cars, LCVs and rigid HGVs), with averages ranging from 28mph to 31mph overall. For 20mph roads, the average speed is above the speed limit for all vehicle types, ranging from 21mph to 25mph. Again, this is consistent with the lower compliance with speed limits observed on these roads earlier in this release.

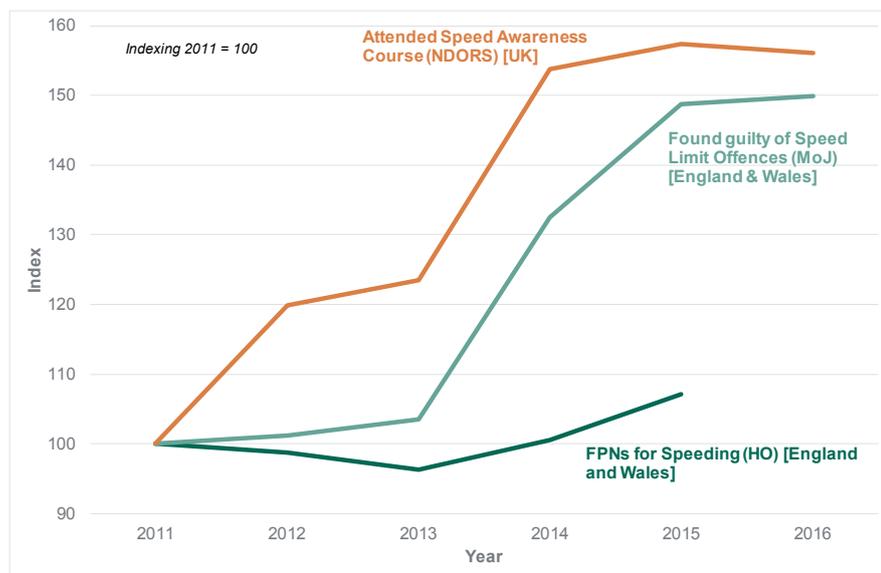
Speed offences

This section reports on previously published data directly relating to speeding offences and road traffic accidents involving speeding.

Motor vehicle offences relating to exceeding the speed limit;

Sources: Home Office (HO), Ministry of Justice (MoJ) and National Driver Offender Retraining Scheme (NDORS)

Figure 19: Indices of motor vehicle offences relating to exceeding the speed limit, 2011 to 2016 (Table [SPE0201](#))



Key terms

Fixed Penalty Notice (FPN)

Offered to motorists to avoid prosecution for various motoring offences (e.g. speeding, neglect of traffic directions and using a mobile phone while driving) by paying a prescribed financial penalty.

Speed Awareness Courses

National Driver Offender Retraining Scheme (NDORS) is a set of schemes unique to the UK, where a motorist who has been caught committing a 'low level traffic offence', such as speeding, is given an opportunity to attend a course focusing on re-education designed to achieve greater compliance with the Road Traffic legislation, rather than receiving a Fixed Penalty Notice (FPN) or attending court and face possible conviction.

Conviction Ratio

The number of convictions as a proportion of the number of proceedings. These are calculated on a principal offence basis.

Fixed Penalty Notices

- ▶ There were 791,000 Fixed Penalty Notices (FPNs) issued for speed limit offences in England and Wales in 2015, an increase of 6.4% compared with the previous year. FPNs for speed limit offences account for 78% of all motoring FPNs in 2015.
- ▶ The majority (92%) of speeding FPNs in 2015 were detected by speed cameras.

Speeding Offences

- ▶ There was a 92% conviction ratio for people proceeded against for speed limit offences in England and Wales in 2016 (168,000 were found guilty).
- ▶ 28% of motoring convictions in 2016 were for speed limit offences.
- ▶ The number of defendants convicted for speed limit offences has increased noticeably, with convictions being 50% higher in 2016 (168,000) compared to 2011 (112,000)

Speed Awareness Courses

- ▶ In 2016, more than 1.2 million drivers attended a speed awareness course in the UK, similar to 2015. Attendance increased yearly from 2011 to 2015, due to increasing numbers of police forces joining the scheme over this time and not solely to trends in offences being committed.

Reported accidents where exceeding the speed limit was reported as a contributory factor, by severity

Figure 20: Reported accidents where exceeding the speed limit was reported as a contributory factor, by severity, 2011 to 2015 (Table [SPE0202](#))



- ▶ Exceeding the speed limit was reported as a contributory factor for 15.1% (222) of fatal accidents in 2015. This is a reduction on the 2014 figure of 16.5% (254) but higher than the 2011 figure of 12.8% (213).
- ▶ The share of fatal and serious accidents where exceeding the speed limit was reported as a contributory factor was 7.4% (1,374) in 2015. This share is unchanged on 2014 but has increased have increased from 6.5% (1,308) in 2011.
- ▶ The share of all accidents where exceeding the speed limit was reported as a contributory factor was 4.9% (5,272) in 2015. This is similar to the 2014 value of 4.6% (5,309) and the share has remained broadly stable going back to 2011.

Key terms

Accident

Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. Damage-only accidents, with no human casualties or accidents on private roads or car parks are not included.

Fatal accident

An accident in which at least one person is killed.

Serious accident

One in which at least one person is seriously injured but no person (other than a confirmed suicide) is killed.

Slight accident

One in which at least one person is slightly injured but no person is killed or seriously injured.

Contributory factor

The number of convictions as a proportion of the number of proceedings. These are calculated on a principle offence basis.

More information is available in the [notes & definitions](#) document.

Vehicles involved in reported accidents where exceeding the speed limit was reported as a contributory factor by vehicle type and severity of accident

Figures 21a to 21b: Percentage of vehicles with an exceeding the speed limit contributory factor by vehicle type, split by severity, 2015 (Table [SPE0203](#))

Figure 21a: All Accidents



Figure 21b: Fatal Accidents



- ▶ In 2015, for all accidents, 2.7% (5,350) of vehicles had an exceeding the speed limit contributory factor allocated to them. This has remained stable over the past four years, with the value being 2.6% (5,645) in 2011.
- ▶ Motorcycles were the vehicle type with the highest proportion of all accidents (4.7%) where exceeding the speed limit was the contributory factor, in 2015. 22.3% of fatal motorcycle accidents had exceeding the speed limit as the contributory factor, compared to 8.8% for all vehicles.
- ▶ HGVs had the lowest proportion of all accidents (0.4%) in 2015 where exceeding the speed limit was a contributory factor. This may relate to HGVs being speed limited or the drivers being professionally trained.

Figures 22a to 22b: Percentage of vehicles with an exceeding the speed limit contributory factor by vehicle type, split by severity, 2011 to 2015 (Table [SPE0203](#))

Figure 22a: All Accidents

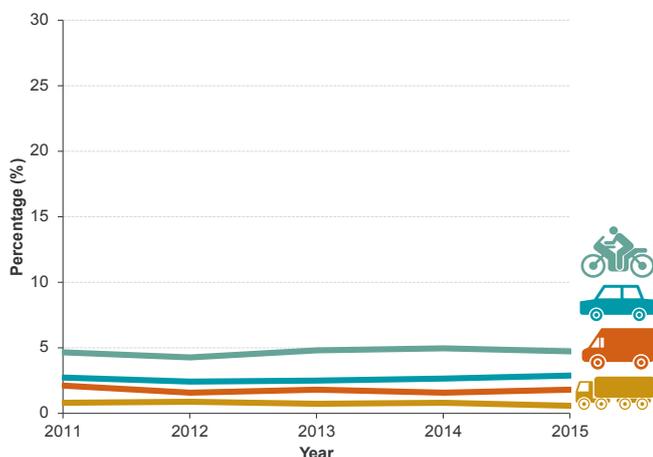
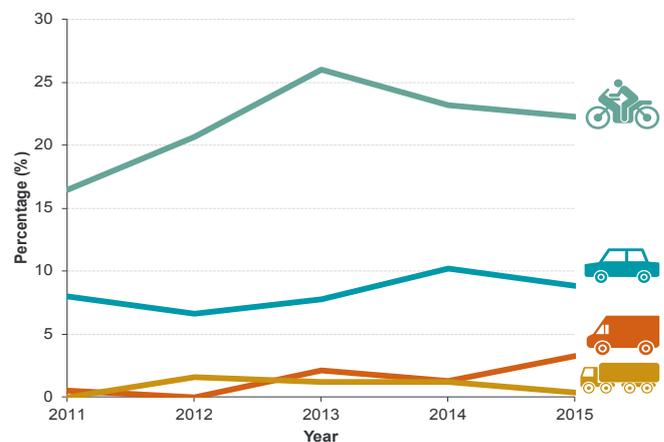


Figure 22b: Fatal Accidents



HGV headway

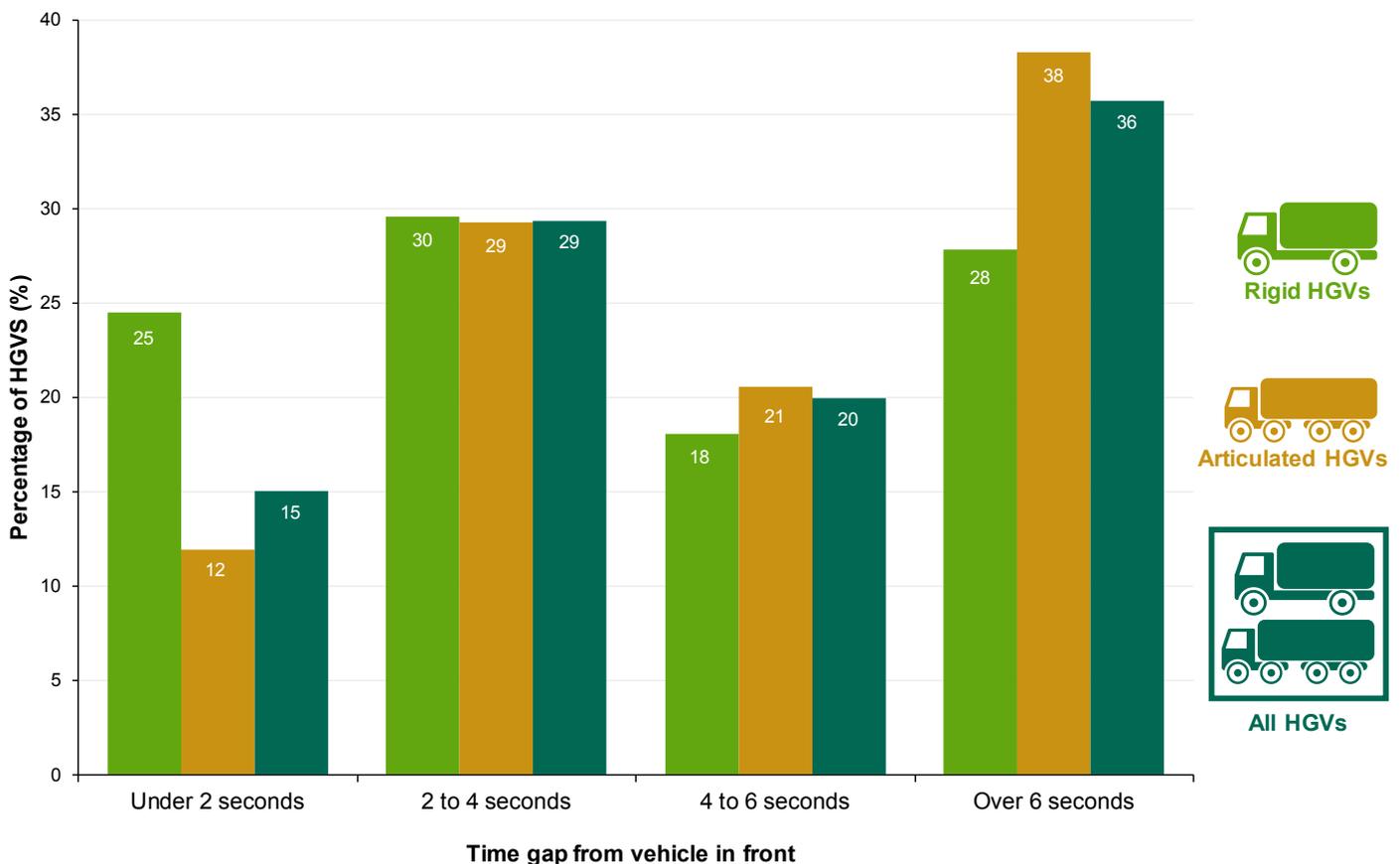
This section provides information about the time gaps between HGVs and the vehicles in front. This time gap is referred to as headway.

- ▶ In 2016, 85% of all HGVs left at least the recommended two-second gap between themselves and the vehicle in front.
- ▶ A higher percentage of articulated HGVs (88%) left the recommended two-second gap between themselves compared to rigid HGVs (75%).
- ▶ Adherence to the recommended two-second gap has remained stable since 2011.

Headway

Headway is the measurement of time between two vehicles. The Highway Code (rule 126) states that all drivers “should allow **at least a two-second gap** between you and the vehicle in front on roads carrying faster-moving traffic”, and this should be at least doubled in inclement conditions. More information can be found at <https://www.gov.uk/guidance/the-highway-code/general-rules-techniques-and-advice-for-all-drivers-and-riders-103-to-158>.

Figure 23: Distribution of time gaps between HGVs and the vehicle in front, split by HGV type, 2016
(Table [SPE0114](#))



Headway data: a note of caution

Headway data (originally from table TRA3107) is collected from a small selection (seven) of the free flow statistics motorway sites and are only based on traffic in the inside lane. These are classed as Official Statistics but not as National Statistics and should be treated with caution as the sample size is small.

What's changed in this release

The data from this release are not directly comparable with the data from previous releases due to changes implemented in this release, including:

► Increased the number of sites

Since the last release of this series we have reviewed our list of sites, with the aim of expanding our list of sites to give a more complete and rounded picture of compliance and speeds on roads in free flowing conditions. This has seen the number of distinct sites in the sample increase to 116 from 99.

► Introduced RAC data

We have introduced RAC data on the **reasons why people speed**, which they ask as part of their annual Report on Motoring, which includes a section on speeding. The RAC's survey uses a quota sample, weighted by population characteristics, to select respondents who fill in an online questionnaire on various motoring topics. The questionnaire includes a section on speeding and attitudes to speeding. The survey is typically completed by around 1,700 individuals.

► Split the buses data

In this release, the buses have been split by length - long and short. Short buses are defined as being 12m or less and long buses are defined as longer than 12m. This is because buses face different speed limits on certain roads, dependent on their length. Splitting the buses out enables us to split out the speed limit differences and, consequently, to publish statistics where otherwise we would not have been able to. This was further bolstered by the increase in the number of sites, which helped ensure sample sizes remained robust.

► HGV national speed limit single carriageway data for England and Wales only

On 6 April 2015, the speed limit of HGVs on national speed limit (NSL) single carriageway roads was raised from 40mph to 50mph. This change was not reflected in Scotland. Therefore, to keep comparison of speed limit compliance consistent over time, statistics on HGVs exceeding the speed limit on NSL single carriageway roads are presented in this release for England and Wales only across the period.

These changes are part of a programme of continuous improvement for these statistics, both in terms of quality and coverage. They build on changes made in the 2016 release (covering 2015), including adding statistics for 20mph roads; and adding statistics on speeding offences and reported incidents. For more information on the full set of changes made last year, please see last year's statistical release at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/533244/free-flow-vehicle-speeds-great-britain-2015.pdf.

Vehicle definitions

Car: includes cars, car-derived vans and dual-purpose vehicles (definition of these vehicles can be found at <https://www.gov.uk/government/publications/car-derived-vans-and-dual-purpose-vehicles>).

LCV: Light Commercial Vehicle, goods vehicle of 3.5 tonnes gross weight and under.

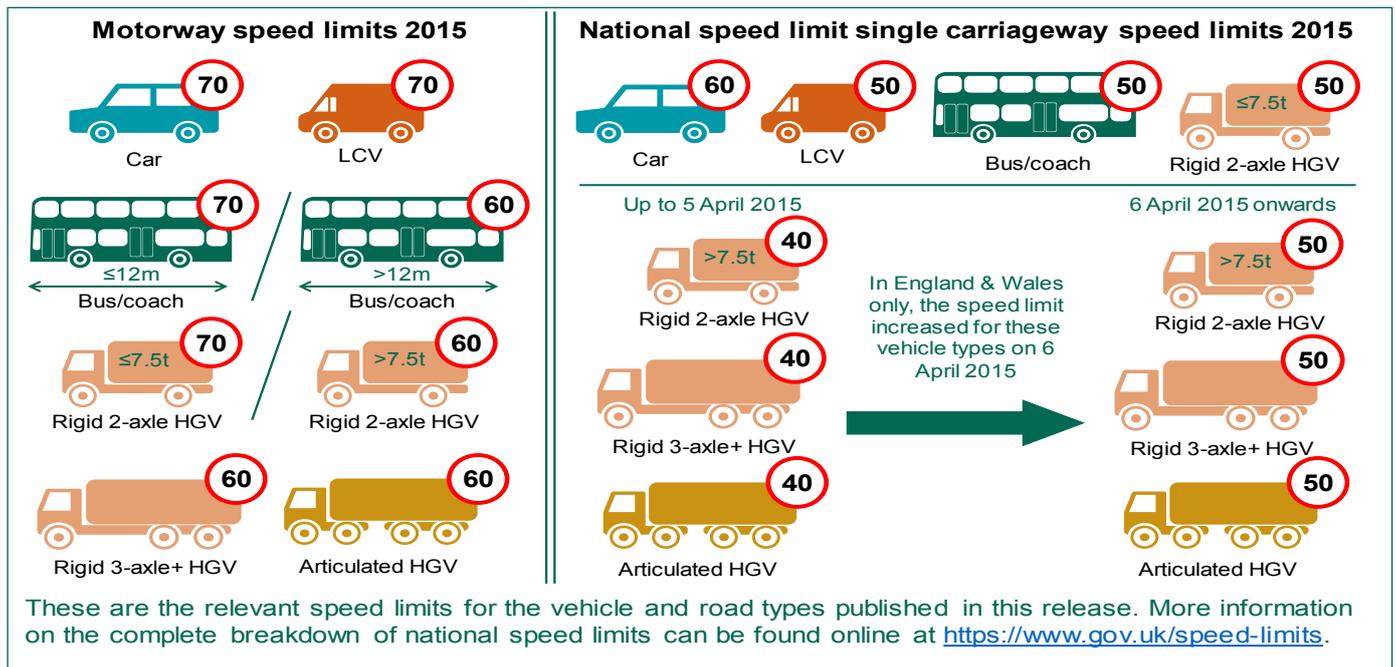
HGV: Heavy Goods Vehicle, goods vehicle of over 3.5 tonnes gross weight. For the purpose of these statistics, rigid 2-axle HGVs do not have a definitive national speed limit whilst all other observed HGVs are considered to have more than 7.5 tonnes maximum laden weight.

More information is available in the [notes & definitions](#) document.

Speed limits on different road types

Information on speed limits is provided in Figure 24.

Figure 24: Applicable speed limits for motorways and national speed limit single carriageways, 2015



All vehicles have the same speed limit on 20 mph and 30 mph roads.

Sources, strengths and weaknesses of the data

- ▶ These estimates are based on traffic speed data collected from a current sample of 116 Automatic Traffic Counters (ATCs) operated by DfT. In some cases (e.g. motorways), two ATCs may be covering different directions of traffic flow at the same location. The number of individual vehicles observed in the production of the 2016 statistics was 725 million. The breakdown for each year is shown in **Table 3: Number of Automatic Traffic Counters and Vehicles used to produce Speed Compliance Statistics for Great Britain, 2011 to 2016**

Table 3: Number of Automatic Traffic Counters and Vehicles used to produce Speed Compliance Statistics for Great Britain, 2011 to 2016

Year	Automatic Traffic Counters Used	Vehicles used (millions)	Number
			Significant proportion of data removed from (sites)
2011	99	685	3 motorways
2012	99	702	3 motorways
2013	98	605	3 motorways
2014	105	567	3 motorways
2015	116	743	3 motorways
2016	116	725	0

- ▶ The ATC technology used to collect this data can experience technical failures and produce output data which is incorrect and not representative of the traffic passing the counter. The methodology accounts for these occasions and removes any data which is not accurately recorded, as well as during times when traffic volumes are abnormally low or high.
- ▶ The ATCs classify vehicles using the number of axles, the axle spacing and the length of the vehicle. It is possible for vehicles with similar dimensions to have different purposes, e.g. *cars* and *light commercial vehicles*.

- ▶ Full guidance on the sources and methods used to compile these statistics, plus information on speed limits, can be found at <https://www.gov.uk/government/publications/road-traffic-speeds-and-congestion-statistics-guidance>.
- ▶ Detailed information on the Reported accidents data used in this release can be found at <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2014>.
- ▶ Detailed information on the Home Office data used in this release can be found at <https://www.gov.uk/government/publications/police-powers-and-procedures-in-england-and-wales-201112-user-guide>.
- ▶ Detailed information on the Ministry of Justice data used in this release can be found at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/524418/a-guide-to-criminal-justice-statistics.pdf or in their statistical release at <https://www.gov.uk/government/collections/criminal-justice-statistics-quarterly>.
- ▶ Detailed information on the NDORS data used in this release can be found at <https://ndors.org.uk/faqs/>.
- ▶ Average speed statistics for both local authority managed 'A' roads and the Strategic Road Network are available online as part of a suite of new travel time measures from the Road Congestion and Reliability Statistics series at <https://www.gov.uk/government/collections/road-congestion-and-reliability-statistics>. Note that this series also uses the term "free flow speed" but this is calculated in a different way (e.g. 'capped' at national speed limits) and using a different data source to the statistics presented in this release.

Next update

The 2017 release of this publication is due to be published in summer 2018 under the provisional publication title of 'Speed Compliance Statistics, Great Britain: 2017'. We are continuing to review methodologies and the coverage of these statistics and further changes may be reflected in the next publication. We welcome feedback on this publication including content, timing, and format via email to roadtraff.stats@dft.gsi.gov.uk.

National Statistics

National Statistics are produced to high professional standards set out in the National Statistics Code of Practice. They undergo regular quality assurance reviews to ensure they meet customer needs.

Free Flow Vehicle Speed Statistics were assessed by the UK Statistics Authority against the Code of Practice and were confirmed as National Statistics in February 2013.

Details of Ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found here: <https://www.gov.uk/government/publications/pre-release-access-lists-for-road-traffic-speeds-and-congestion-series>.

Department for Transport (DfT) statistics Twitter feed



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