



Free Speed Survey 2024

Safe Speeds

October 2024

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Executive Summary

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- Excessive speed continues to be a leading contributory factor in fatal and serious injury collisions in Ireland and internationally.
- It has been estimated that 10-15% of all collisions and 30% of fatal collisions are the result of speeding or inappropriate speed (ERSO, 2020). Therefore, tracking speeding compliance rates is critical.
- The RSA has been conducting free speed surveys since 2006. Rates of non-compliance have typically been higher on urban roads (approximately 50%) than on rural roads and motorways (where the rate of non-compliance has generally been under 30%).
- Consistent with the findings from recent studies, the rates of compliance with the speed limit generally increased as the speed limit of the road increased in the 2024 Free Speed Survey.
- For instance, the rates of compliance on roads with a speed limit greater than 80km/h ranged from 64% - 84%, whereas the rates of compliance on roads with a speed limit less than 80km/h ranged from 46% - 57%.
- One of the noticeable results when analysing speeding by vehicle type was that 78% of HGV drivers exceeded the speed limit on 100km/h roads. This finding is consistent with a trend that has been observed on this road type in recent studies.
- In addition to an analysis of speeding by vehicle type, a breakdown of speeding by time of week (weekday vs. weekend), time of day and degree of violation is also provided in this report.



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Safety Performance Indicators

Safety Performance Indicators (SPIs) in the Government Road Safety Strategy, 2021-2030



- This observational study on free speed has been conducted in the context of the SPI approach as part of the Government Road Safety Strategy.
- Use of performance indicators have been recommended in international guidance from global organisations, including ETSC and ITF/OECD.
- It is critical that SPIs have an evidence base and established relationship with safety performance (i.e., death and serious injury reduction).
- They reflect elements of the operational and safety context to better understand the road traffic system.
- In an Irish context, SPIs will be used to measure our performance in specific areas, known to contribute to death and serious injury reduction, to help us refine our policy interventions.
- An SPI has been developed as part of the Safe Speeds intervention area to determine the incidence of drivers of all vehicle types driving on Irish roads while speeding, and, therefore, presenting a road safety risk.



EC Projects

- Ireland participated in the EC Baseline Project from 2020 to 2022. A Baseline Project Report was published in early 2023: [Baseline Project Summary](#).
- Trendline is the follow-up to Baseline and will last until 2025. Further details about this project can be found at <https://trendlineproject.eu/>.
- The main aim of these projects is to ensure that a consistent approach to data collection and SPI reporting is adopted across the Member States.
- Ireland will collect and analyse data for the various SPIs over the course of 2023 and 2024, with the intention of delivering data to Trendline in late 2024/early 2025.
- A Trendline Project Report will be published by the end of 2025, and individual SPI reports will also be made available.
- A Speeding SPI was included as part of Baseline and has also been included as part of Trendline.



Methodological Approach

Study Objectives

- Speed surveys are designed to monitor changes in the free speeds of vehicles on various road types, and also to measure drivers' choice of speed.
- Free speed can be defined as the speed at which drivers choose to travel when unconstrained by road geometry (e.g., sharp bends, intersections, or hills), or traffic conditions (e.g., congestion).
- This report will outline the methodology used for the 2024 Free Speed Survey and will present the findings from the study.



Methodology and Sampling Approach – Tracsis Data

- **Fieldwork:** The fieldwork element of the study was outsourced to Tracsis, and data was collected at 80 sites nationwide.
 - Tracsis is a provider of software, hardware, and data analytics/GIS and services for the rail, traffic data and wider transport industries.
- **Road Types Covered:** The following speed limits were covered as part of this study: 30km/h, 50km/h, 60km/h and 80km/h.
- **Study timeframe:** 22 April 2024 – 07 May 2024.
- **How was the data collected?** Automatic Traffic Counters (ATCs) were used for data collection at all of these sites, allowing observations to be captured for a 24-hour period at each site. As a result, data was collected during daylight and nighttime hours across the entire week (including at weekends).
- **Analysis approach:** In order to select a representative subset of the datasets for analysis, a sampling approach was adopted. This involved selecting several 2-hour time periods for each site across the entire week and analysing the data during these time periods.



Methodology and Sampling Approach – TII Data

- **Data collection:** Data for 100km/h roads and 120km/h roads was analysed using Transport Infrastructure Ireland's (TII) traffic count data.
- Data for 100km/h roads was collected at 11 sites and data for 120km/h roads was collected at 10 sites.
- **Study timeframe:** 17 April 2024 – 25 April 2024.
- TII's traffic count data system involves detecting the speed of vehicles as they pass over loops embedded in the road surface, and this approach also allowed for comprehensive data collection at all times across the week (including at weekends).
- **Analysis approach:** A sampling approach similar to the one adopted to analyse the data collected by Tracsis was used to select a representative subset of the datasets for analysis. Once again, this involved selecting several 2-hour time periods for each site across the entire week and analysing the data during these time periods.



Summary of Results

Overall Results

- Table 1 provides a high-level summary of speeding rates on various road types based on the results of the 2024 study.
- Overall, rates of compliance with the speed limit were greater on the higher-speed road types.
- For instance, 54% of drivers were found to have driven in excess of the speed limit on 30km/h roads, whereas this rate drops to 16% on 120km/h roads.

Table 1 – Speeding by Road Type

Road Type	% Speeding (2023)	% Not Speeding (2023)	Sample Size (2023)
30km/h	54% (58%)	46% (42%)	4443 (3264)
50km/h	43% (46%)	57% (54%)	9459 (9503)
60km/h	44% (49%)	56% (51%)	9155 (9365)
80km/h	36% (33%)	64% (67%)	3511 (3042)
100km/h	35% (30%)	65% (70%)	10657 (9187)
120km/h	16% (17%)	84% (83%)	14832 (14661)



Recent Historic Comparison

- Table 2 shows compliance rates by road type over the last 3 years. It was not possible to conduct surveys on roads with a speed limit of less than 80km/h in 2022, but this limitation has been addressed in the latest iterations of the study.
- The rate of compliance on roads with a speed limit of less than 80km/h improved in 2024 when compared to the 2023 results, with the biggest improvement seen on 60km/h roads (+5%). The findings from these road types are comparable for the two years, as a consistent approach was taken in terms of the time of year of observations and volume of sites. A relatively similar number of observations was recorded in both years also.
- Compliance rates have been consistently higher on roads with a speed limit of 80km/h+. However, rates of compliance dropped by 3% on 80km/h roads and 5% on 100km/h roads in the 2024 study when compared to the previous year. Differences in the time of year must be considered when interpreting the results on 100km/h and 120km/h roads. In 2022, observations were recorded in October, whereas the 2023 and 2024 observations were recorded in April.

Table 2 – Historic Speeding Rates by Road Type

Road Type	2024 % Speeding	2023 % Speeding	2022 % Speeding
30km/h	54%	58%	NA
50km/h	43%	46%	NA
60km/h	44%	49%	NA
80km/h	36%	33%	NA
100km/h	35%	30%	28%
120km/h	16%	17%	15%



Analysis by Road Type – 30km/h

30km/h Roads Summary

- On 30km/h roads, 58% of drivers of passenger cars were found to have exceeded the speed limit.
- This rate dropped to 47% for drivers of LGVs. The considerably smaller sample size should be kept in mind when interpreting this rate.

Table 3 – Speeding by Vehicle Type

Vehicle Type	% Speeding (2023)	% Not Speeding (2023)	Sample Size (2023)
Passenger Cars	58% (60%)	42% (40%)	3894 (2972)
LGVs	47% (53%)	53% (47%)	231 (152)

- Rates of compliance with the speed limit were slightly higher at weekends on this road type. 55% of motorists of all vehicle types broke the speed limit on 30km/h roads during the week, with this figure dropping to 53% at the weekend (Saturday and Sunday).
- Observations on 30km/h roads were conducted at sites in urban areas of Cork and Dublin only.



Time of day breakdown – 30km/h roads

- Table 4 captures the speeding rates by time of day on 30km/h roads.
- 88% of motorists exceeded the speed limit on 30km/h roads between the hours 12am-8am, and 66% were driving over the speed limit between the hours 4pm-8pm.
- When interpreting the rate for the 12am-8am time period, the smaller sample size should be considered.

Table 4 – Speeding by Time of Day

Time of day	% Speeding (2023)	% Not Speeding (2023)	Sample Size (2023)
12am-8am	88% (81%)	12% (19%)	49 (93)
8am-12pm	39% (42%)	61% (58%)	953 (826)
12pm-4pm	58% (57%)	42% (43%)	1487 (858)
4pm-8pm	66% (79%)	34% (21%)	758 (704)
8pm-12am	53% (52%)	47% (48%)	1196 (783)



Degree of violation on 30km/h roads

- Table 5 captures the degree of violation on 30km/h roads and it shows that those drivers found to be speeding on these roads did so by a lower margin in 2024 when compared to the 2023 study.
- As can be seen from the data, 41% of motorists exceeded the speed limit by up to 10km/h, up 5% from 2023.
- 14% exceeded the speed limit by more than 10km/h, down 7% from 2023.

Table 5 – Degree of Speeding Violation

Degree of violation	% (2023)	Sample Size (2023)
Not Speeding	46% (42%)	2027 (1384)
>30km/h & <=35km/h	24% (19%)	1056 (632)
>35km/h & <=40km/h	17% (17%)	764 (561)
>40km/h & <=50km/h	12% (17%)	514 (565)
>50km/h	2% (4%)	82 (122)



Analysis by Road Type – 50km/h

50km/h Roads Summary

- On 50km/h roads, rates of compliance were relatively low across the major vehicle types, ranging from 54% to 58%.
- When compared with the results from the 2023 study, compliance improved by a few percentage points for drivers of passenger cars and LGVs, but deteriorated by 7% for drivers of HGVs and Buses.

Table 6 – Speeding by Vehicle Type

Vehicle Type	% Speeding (2023)	% Not Speeding (2023)	Sample Size (2023)
Passenger Cars	43% (47%)	57% (53%)	8399 (8261)
LGVs	42% (46%)	58% (54%)	641 (802)
HGVs and Buses	46% (39%)	54% (61%)	180 (189)

- Rates of compliance with the speed limit were lower at weekends on 50km/h roads. 38% of motorists of all vehicle types broke the speed limit on these roads during the week, with this figure rising to 56% at the weekend (Saturday and Sunday).



Time of day breakdown – 50km/h roads

- Table 7 captures the speeding rates by time of day on 50km/h roads.
- The hours between 8pm and 8am saw the highest rates of speeding on this road type, ranging from 54% (8pm-12am) to 63% (4am-8am). This pattern of behaviour was also noticeable in the 2023 study.

Table 7 – Speeding by Time of Day

Time of day	% Speeding (2023)	% Not Speeding (2023)	Sample Size (2023)
12am-4am	60% (67%)	40% (33%)	548 (417)
4am-8am	63% (64%)	37% (36%)	840 (907)
8am-12pm	33% (41%)	67% (59%)	1648 (2004)
12pm-4pm	26% (25%)	74% (75%)	1820 (1657)
4pm-8pm	38% (40%)	62% (60%)	1968 (1995)
8pm-12am	54% (59%)	46% (41%)	2635 (2523)



Degree of violation on 50km/h roads

- Table 8 captures the degree of violation on 50km/h roads.
- 29% of motorists exceeded the speed limit by up to 10km/h.
- 13% exceeded the speed limit by more than 10km/h.

Table 8 – Degree of Speeding Violation

Degree of violation	% (2023)	Sample Size (2023)
Not Speeding	57% (54%)	5432 (5113)
>50km/h & <=55km/h	17% (17%)	1630 (1646)
>55km/h & <=60km/h	12% (13%)	1131 (1227)
>60km/h & <=70km/h	10% (12%)	937 (1162)
>70km/h	3% (4%)	329 (355)



Analysis by Road Type – 60km/h

60km/h Roads Summary

- On 60km/h roads, 44% of drivers of passenger cars and 45% of drivers of LGVs were found to have exceeded the speed limit. This rate dropped to 39% for drivers of HGVs and Buses.
- Compliance improved across all major vehicle types in the 2024 study when compared with the results from 2023.

Table 9 – Speeding by Vehicle Type

Vehicle Type	% Speeding (2023)	% Not Speeding (2023)	Sample Size (2023)
Passenger Cars	44% (49%)	56% (51%)	7798 (8111)
LGVs	45% (50%)	55% (50%)	869 (834)
HGVs and Buses	39% (41%)	61% (59%)	423 (376)

- Rates of compliance with the speed limit were lower at weekends on this road type. 42% of motorists of all vehicle types broke the speed limit on 60km/h roads during the week, with this figure rising to 51% at the weekend (Saturday and Sunday).



Time of day breakdown – 60km/h roads

- Table 10 captures the speeding rates by time of day on 60km/h roads.
- When compared with the results from the 2023 study, compliance rates improved across every 4-hour period across the day in 2024, with the exception of the 8am-12pm time period, which saw the speeding rate increase by 3%.

Table 10 – Speeding by Time of Day

Time of day	% Speeding (2023)	% Not Speeding (2023)	Sample Size (2023)
12am-4am	41% (50%)	59% (50%)	340 (353)
4am-8am	42% (53%)	58% (47%)	668 (559)
8am-12pm	56% (53%)	44% (47%)	2854 (2939)
12pm-4pm	28% (34%)	72% (66%)	1841 (1843)
4pm-8pm	39% (48%)	61% (52%)	1575 (1559)
8pm-12am	47% (54%)	53% (46%)	1877 (2112)



Degree of violation on 60km/h roads

- Table 11 captures the degree of violation on 60km/h roads.
- 27% of motorists exceeded the speed limit by up to 10km/h.
- 17% exceeded the speed limit by more than 10km/h.

Table 11 – Degree of Speeding Violation

Degree of violation	% (2023)	Sample Size (2023)
Not Speeding	56% (51%)	5123 (4814)
>60km/h & <=65km/h	15% (16%)	1387 (1543)
>65km/h & <=70km/h	12% (13%)	1061 (1186)
>70km/h & <=80km/h	12% (14%)	1115 (1315)
>80km/h	5% (5%)	469 (507)



Analysis by Road Type – 80km/h

80km/h Roads Summary

- On 80km/h roads, 37% of drivers of passenger cars and LGVs were found to have exceeded the speed limit. This represents increases of 3% and 4% respectively when compared with the findings from the 2023 study.
- The non-compliance rate was lower for drivers of HGVs and Buses on this road type, with 15% of observed motorists driving over the speed limit. This represents an increased compliance rate of 3% year-over-year.

Table 12 – Speeding by Vehicle Type

Vehicle Type	% Speeding (2023)	% Not Speeding (2023)	Sample Size (2023)
Passenger Cars	37% (34%)	63% (66%)	3009 (2631)
LGVs	37% (33%)	63% (67%)	338 (281)
HGVs and Buses	15% (18%)	85% (82%)	143 (112)

- Rates of compliance with the speed limit were higher at weekends on this road type. 37% of motorists of all vehicle types broke the speed limit on 80km/h roads during the week, with this figure dropping to 28% at the weekend (Saturday and Sunday).



Time of day breakdown – 80km/h roads

- Table 13 captures the speeding rates by time of day on 80km/h roads.
- The highest rates of speeding on this road type were seen in the time periods from 12am-8am (65%) and 4pm-8pm (49%). Much higher compliance was witnessed across the other time periods.

Table 13 – Speeding by Time of Day

Time of day	% Speeding (2023)	% Not Speeding (2023)	Sample Size (2023)
12am-8am	65% (53%)	35% (47%)	214 (208)
8am-12pm	29% (32%)	71% (68%)	1391 (1223)
12pm-4pm	23% (19%)	77% (81%)	432 (373)
4pm-8pm	49% (39%)	51% (61%)	650 (630)
8pm-12am	34% (32%)	66% (68%)	824 (608)



Degree of violation on 80km/h roads

- Table 14 captures the degree of violation on 80km/h roads.
- 24% of motorists exceeded the speed limit by up to 10km/h.
- 12% exceeded the speed limit by more than 10km/h.

Table 14 – Degree of Speeding Violation

Degree of violation	% (2023)	Sample Size (2023)
Not Speeding	64% (67%)	2264 (2031)
>80km/h & <=85km/h	13% (13%)	446 (383)
>85km/h & <=90km/h	11% (8%)	370 (251)
>90km/h & <=100km/h	9% (9%)	320 (271)
>100km/h	3% (3%)	111 (106)



Analysis by Road Type – 100km/h

100km/h Roads Summary

- On 100km/h roads, 30% of drivers of passenger cars and 33% of drivers of LGVs were found to have exceeded the speed limit. The compliance rate fell by 5%+ across both of these vehicle categories in 2024 when compared with the previous year’s results.
- The compliance rate was considerably lower for drivers of HGVs on this road type, with 78% of observed motorists found to have exceeded the speed limit on 100km/h roads, where HGV drivers are required to travel at speeds of no more than 80km/h. This is consistent with a trend that has been observed on 100km/h roads in recent studies.

Table 15 – Speeding by Vehicle Type

Vehicle Type	% Speeding (2023)	% Not Speeding (2023)	Sample Size (2023)
Passenger Cars	30% (25%)	70% (75%)	8179 (7097)
LGVs	33% (27%)	67% (73%)	1383 (1121)
HGVs	78% (80%)	22% (20%)	934 (857)

- Rates of compliance with the speed limit showed no difference on this road type when comparing weekdays with weekends. 35% of motorists of all vehicle types broke the speed limit on 100km/h roads during both periods of the week.



Time of day breakdown – 100km/h roads

- Table 16 captures the speeding rates by time of day on 100km/h roads.
- Compliance rates were generally high across the various time periods. However, compliance deteriorated across many of the time periods when compared to results from the prior year study. For example, speeding rates increased by more than 10% across two of the time periods, 12am-4am and 4pm-8pm.

Table 16 – Speeding by Time of Day

Time of day	% Speeding (2023)	% Not Speeding (2023)	Sample Size (2023)
12am-4am	46% (32%)	54% (68%)	250 (202)
4am-8am	48% (40%)	52% (60%)	1126 (889)
8am-12pm	24% (25%)	76% (75%)	2488 (2469)
12pm-4pm	39% (35%)	61% (65%)	2898 (2478)
4pm-8pm	37% (25%)	63% (75%)	1856 (1330)
8pm-12am	31% (30%)	69% (70%)	2039 (1819)



Degree of violation on 100km/h roads

- Table 17 captures the degree of violation on 100km/h roads for all vehicles, except for HGVs.
- As can be seen from the data, 70% of motorists (excluding HGV drivers) did not exceed the speed limit, and 21% of motorists exceeded the speed limit by up to 10km/h.

Table 17 – Degree of Speeding Violation

Degree of violation (all vehicles, excluding HGVs)	% (2023)	Sample Size (2023)
Not Speeding	70% (75%)	6767 (6221)
>100km/h & <=110km/h	21% (18%)	2011 (1541)
>110km/h & <=120km/h	7% (5%)	669 (409)
>120km/h	3% (2%)	276 (159)



Degree of violation on 100km/h roads

- Table 18 captures the degree of violation on 100km/h roads for HGVs.
- 52% of HGV drivers broke the speed limit of 80km/h by up to 10km/h, and 26% of HGV drivers broke the speed limit by over 10km/h.

Table 18 – Degree of Speeding Violation

Degree of violation (HGVs)	% (2023)	Sample Size (2023)
Not Speeding	22% (20%)	205 (171)
>80km/h & <=90km/h	52% (57%)	490 (486)
>90km/h	26% (23%)	239 (200)



Analysis by Road Type – 120km/h

120km/h Roads Summary

- On 120km/h roads, 11% of drivers of passenger cars and 16% of drivers of LGVs were found to have exceeded the speed limit. This represents increases in compliance of 2% and 3% respectively when compared with the findings from the 2023 study.
- The rate of compliance was much lower for drivers of HGVs. The speed limit for HGVs on this road type is 90km/h. This is consistent with a trend that has been observed on 120km/h roads in recent studies.

Table 19 – Speeding by Vehicle Type

Vehicle Type	% Speeding (2023)	% Not Speeding (2023)	Sample Size (2023)
Passenger Cars	11% (13%)	89% (87%)	10164 (10001)
LGVs	16% (19%)	84% (81%)	2137 (2172)
HGVs	35% (32%)	65% (68%)	2282 (2225)

- Rates of compliance with the speed limit also showed no difference on this road type when comparing weekdays with weekends. 16% of motorists of all vehicle types broke the speed limit on 120km/h roads during both periods of the week.



Time of day breakdown – 120km/h roads

- Table 20 captures the speeding rates by time of day on 120km/h roads.
- Compliance rates were high overall across the different time periods. All time periods, except the one from 12pm-4pm, saw improved compliance rates in 2024 when compared with the results from the previous year’s study.

Table 20 – Speeding by Time of Day

Time of day	% Speeding (2023)	% Not Speeding (2023)	Sample Size (2023)
12am-4am	20% (23%)	80% (77%)	354 (323)
4am-8am	25% (30%)	75% (70%)	1216 (1229)
8am-12pm	18% (19%)	82% (81%)	4112 (4091)
12pm-4pm	16% (15%)	84% (85%)	2548 (2542)
4pm-8pm	11% (14%)	89% (86%)	2312 (2413)
8pm-12am	13% (15%)	87% (85%)	4290 (4063)



Degree of violation on 120km/h roads

- Table 21 captures the degree of violation on 120km/h roads for all vehicles, except for HGVs and Buses.
- As can be seen from the data, 88% of motorists did not exceed the speed limit, and 10% of motorists exceeded the speed limit by up to 10km/h.

Table 21 – Degree of Speeding Violation

Degree of violation (all vehicles, excluding HGVs and buses)	% (2023)	Sample Size (2023)
Not Speeding	88% (85%)	10815 (10424)
>120km/h & <=130km/h	10% (12%)	1231 (1429)
>130km/h	2% (3%)	281 (345)



Degree of violation on 120km/h roads cont.

- Table 22 captures the degree of violation on 120km/h roads for drivers of HGVs.
- 27% of HGV drivers broke the speed limit of 90km/h by up to 10km/h, and 8% of HGV drivers broke the speed limit of 90km/h by more than 10km/h.

Table 22 – Degree of Speeding Violation

Degree of violation (HGVs)	% (2023)	Sample Size (2023)
Not Speeding	65% (68%)	1486 (1502)
>90km/h & <=100km/h	27% (24%)	623 (538)
>100km/h & <=110km/h	4% (4%)	86 (94)
>110km/h	4% (4%)	87 (91)



Degree of violation on 120km/h roads cont.

- Table 23 captures the degree of violation on 120km/h roads for drivers of buses.
- 20% of bus drivers broke the speed limit of 100km/h by up to 10km/h, and 3% of bus drivers broke the speed limit of 100km/h by more than 10km/h.

Table 23 – Degree of Speeding Violation

Degree of violation (Buses)	% (2023)	Sample Size (2023)
Not Speeding	77% (74%)	171 (177)
>100km/h & <=110km/h	20% (23%)	45 (55)
>110km/h	3% (3%)	7 (6)



Key Results

Key Results (1/2)

- Over half of motorists exceeded the posted speed limit on 30km/h roads in 2024, while over 4 in 10 exceeded the posted speed limit on 50km/h and 60km/h roads.
- Across each of these urban road types, speed compliance improved slightly compared with 2023.
- Just over a third of motorists exceeded the posted speed limit on 80km/h and 100km/h roads in 2024, but compliance has decreased slightly compared to 2023.
- Motorways had the lowest rate of non-compliance, with 1 in 6 drivers exceeding the posted speed limit on 120km/h roads, on a par with the rate observed in 2023.
- When comparing compliance rates on weekdays versus weekends in the 2024 study, there were notably higher rates of speeding at the weekend on 50km/h and 60km/h roads. By contrast, rates of speeding were notably higher on 80km/h roads during the week.
- On all road types, except on 60km/h roads, the highest rates of non-compliance with the speed limit were observed within the 8pm-8am time periods. This pattern was also observed in the 2023 study, suggesting that speeding is more prevalent late at night and into the early part of the morning.



Key Results (2/2)

- The majority of non-compliant drivers on the various road types were found to have exceeded the speed limit by up to 10km/h. The rates of drivers found to be driving in excess of 10km/h was relatively lower.
- There was a notable decline in the proportion of motorists on 30km/h roads exceeding the speed limit by more than 10km/h in the 2024 study compared to the 2023 results.
- On 100km/h and 120km/h roads, where a different speed limit applies to HGV drivers, this study found a much higher level of non-compliance for drivers of these vehicle types relative to drivers of passenger cars and LGVs.
- E.g., 78% of HGV drivers exceeded the speed limit on 100km/h roads in the 2024 study. This finding is consistent with recent historic results.





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