FREE SPEED STUDY
Survey Report 2018

Research Department
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Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

Contents

Free-Speed Survey - Overview

Study Objectives:
To determine the incidence of drivers of all vehicle types driving on Irish roads while speeding, and therefore presenting a road safety risk. Speed surveys are designed to monitor changes in the free speeds of vehicles in both urban and rural areas and to measure drivers' choice of speed. Free speed is defined as the *speed at which drivers choose to travel when unconstrained by road geometry (e.g. sharp bends, intersections or hills), weather conditions (e.g. rain) or traffic conditions (e.g. congestion).*

Methodology:
In September/October 2018, Nationwide Data Collection conducted an observational study of 16,672 vehicles on behalf of the Road Safety Authority. The surveys took place at the roadside at 90 sites: 38 urban (60km/h or less speed limit) and 52 rural (80km/h or more speed limit). Cars (12,240), rigid goods vehicles (2,316), semi-articulated vehicles (1,453), single decker buses (583), double decker buses (37) and Motorcyclists (43) were observed.

Surveys were carried out at the designated locations generally during working hours (8.30am to 5.30pm), Monday to Friday, with some Urban sites surveyed between 05:30 to 07:30. Only speeds of vehicles that were unconstrained - speeds derived from vehicles with a headway / gap of at least 200 metres on roads where it was possible to exceed the speed limit - were recorded.

The target sample size for surveys on urban national roads was: 140 cars, 90 rigid vehicles and 30 articulated vehicles; no quotas were allocated for buses surveyed. The target sample size for urban residential and urban arterial roads was 140 cars (no buses, rigid or articulated vehicles were surveyed for these roads).

Speeding here is defined as driving at a speed greater than the ordinary speed limit for the particular vehicle on the particular road, e.g. the speed limit for a truck is 90km/h on motorways with a posted speed limit of 120km/h (see Appendix 5).

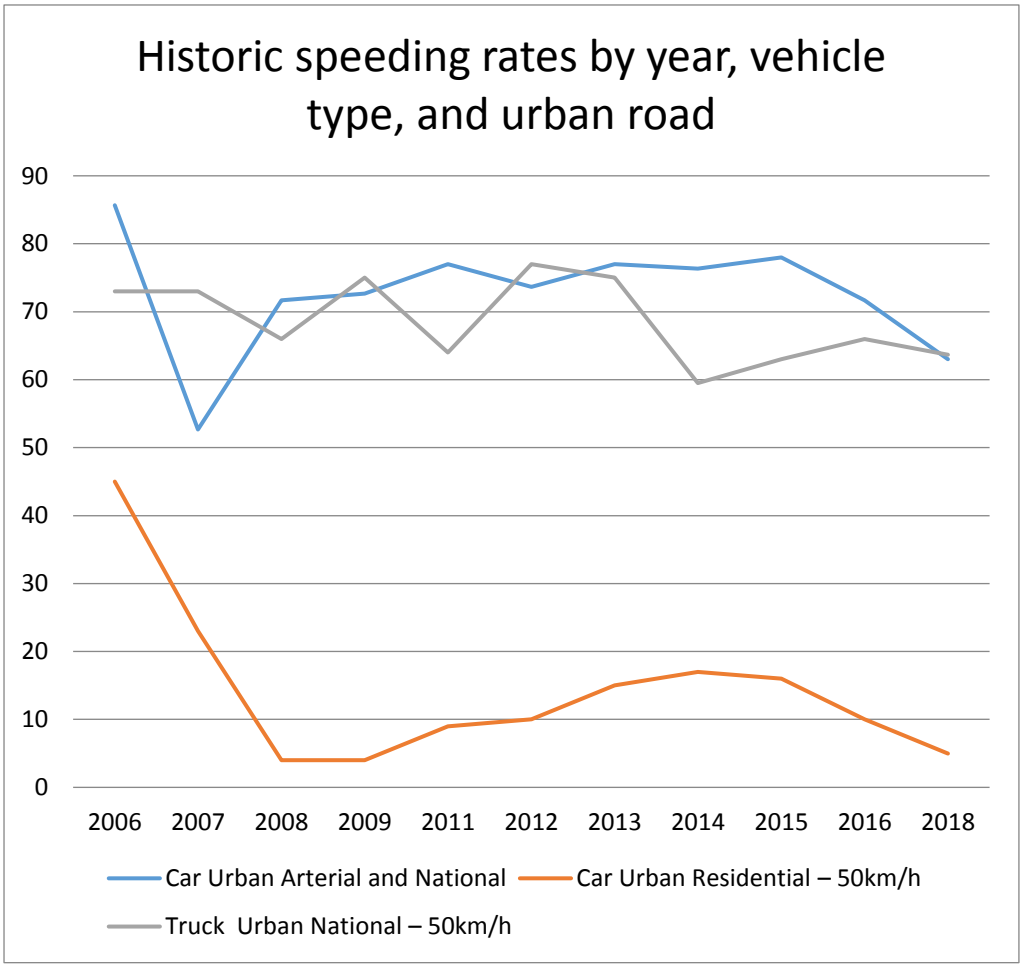
Key Findings:

- The percentage of car drivers breaking the speed limit on **urban roads** was 52% (57% in 2016); when residential roads are excluded, this rises to 65% (71% in 2016) for all other urban national roads.
- The percentage of car drivers breaking the speed limit on **rural roads** was 27% (22% in 2016).
- The percentage of cars speeding on **motorways** is the same as 2016 - 23%.
- The percentage of cars speeding on **dual carriageways – 100kph** increased from 34% in 2016 to 44% in 2018.
- The percentage of cars speeding on **regional 80km/h** roads increased from 39% in 2016 to 50% in 2018.
- Average car free speed:
  - 112km/h in 2018/, 113km/h on **motorways** in 2016; posted limit 
  - 100km/h in 2018, 96km/h on **dual carriageways** in 2016; posted limit 
  - 61km/h in 2018, 65km/h on **urban arterial roads** in 2016; posted limit 
  - 61km/h in 2018, 57km/h on **urban national roads** in 2016; posted limit 

Speeding on Urban Roads

Of the vehicles surveyed 89% (5,268) were cars, 6% (358) were rigid trucks, 3% (204) were articulated trucks, and 2% (93) were buses were on urban roads.

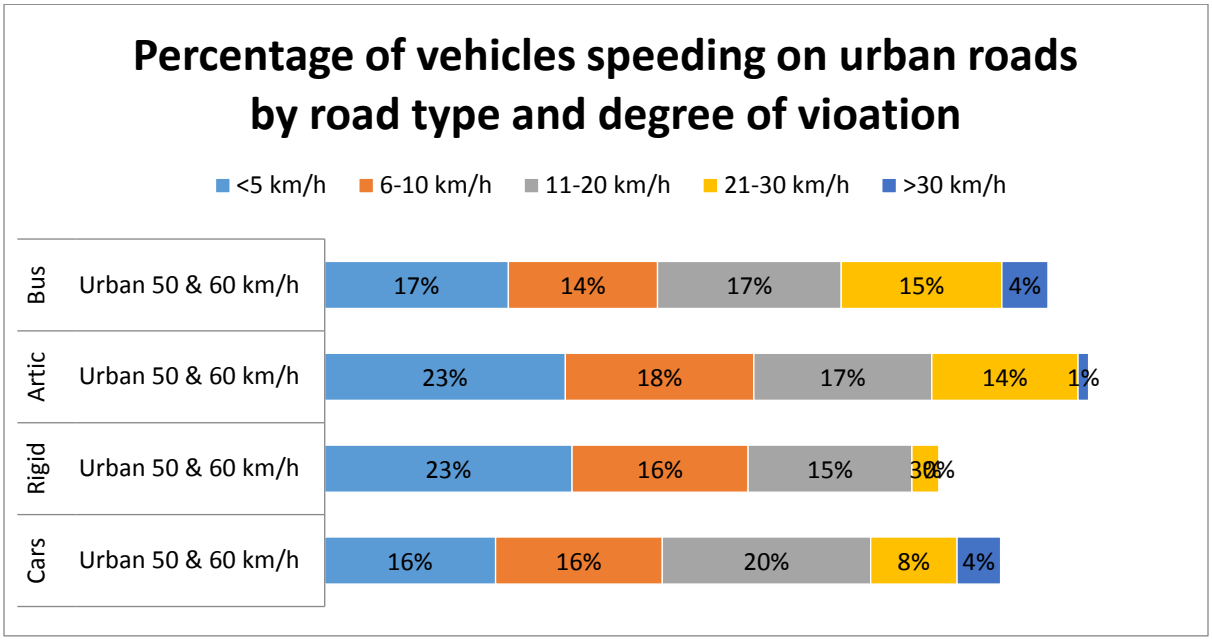
- 52% of all **cars** observed on all urban roads were speeding (57% in 2016);
- 58% of all **rigid trucks** observed on all urban roads were speeding (55% in 2016);
- 72% of all **articulated trucks** observed on all urban roads were speeding (55% in 2016);
- 68% of all **single decker buses** observed on all urban roads were speeding (38% in 2016).



WORST OFFENDERS

789 CARS WERE SPEEDING IN URBAN NATIONAL ROADS WITH A SPEED LIMIT OF 50 KM/H. OF THESE, **11** WERE DRIVING OVER 90KM/H WITH **ONE** DRIVING AT 106KM/H

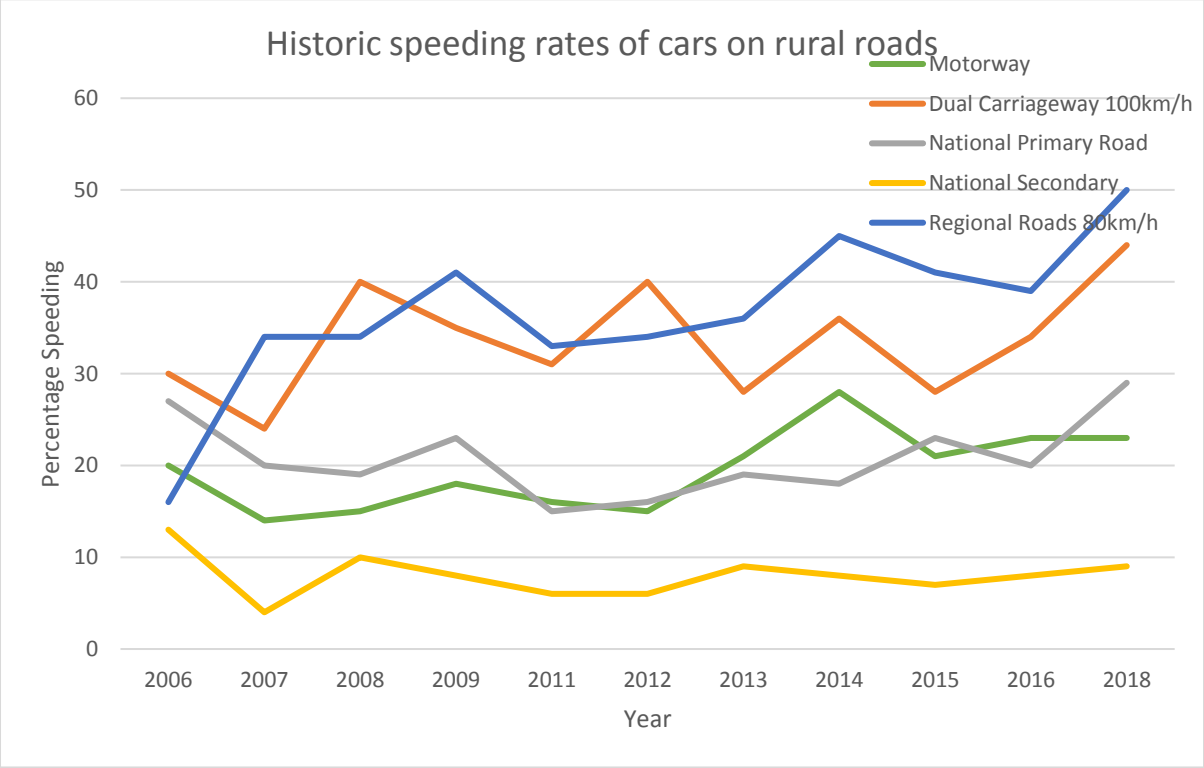
At the Urban National 30km/h location, only 3 out of the 140 cars sampled was travelling at or under the 30 km/h speed limit.
At one of the Urban Residential locations, a vehicle was recorded travelling at 67km/h.

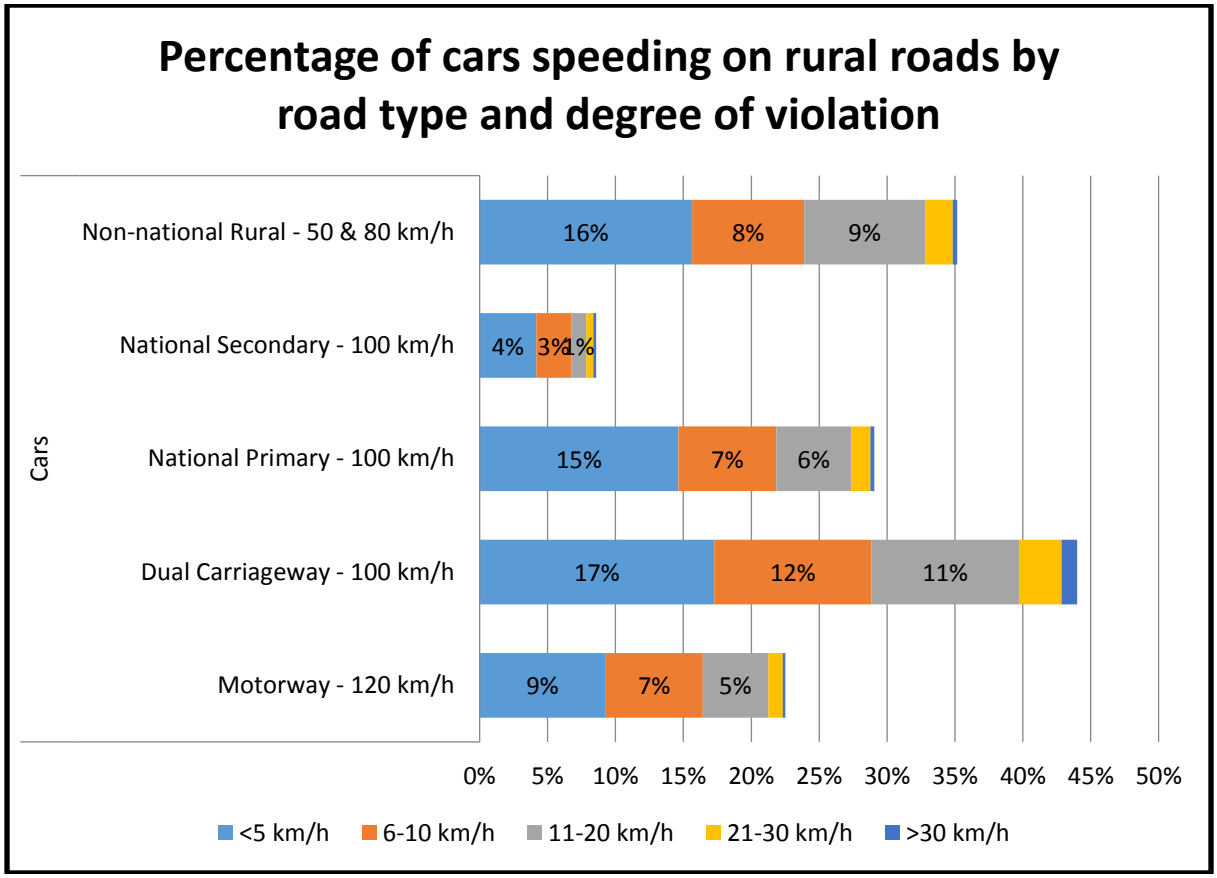


Speeding on Rural Roads

65% (6,972) of cars, 18% (1,958) were rigid trucks, 12% (1,249) were articulated trucks, and 5% (489) were buses surveyed were on rural roads.

- 27% of all **cars** observed on all rural roads were speeding (22% in 2016);
- 41% of all **rigid trucks** observed on all rural roads were speeding (36% in 2016);
- 44% of all **articulated trucks** observed on all rural roads were speeding (38% in 2016);
- 3% of all **single decker buses** observed on all rural roads were speeding (11% in 2016).

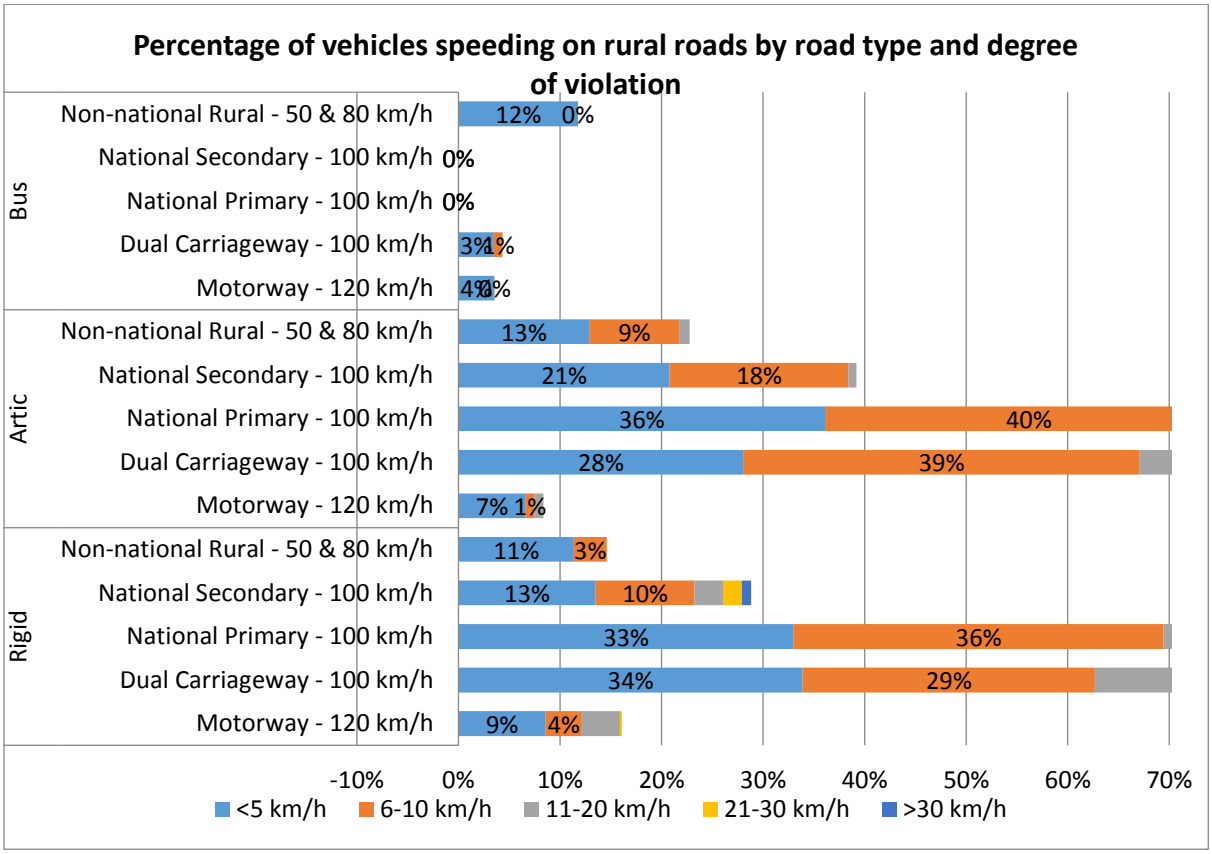




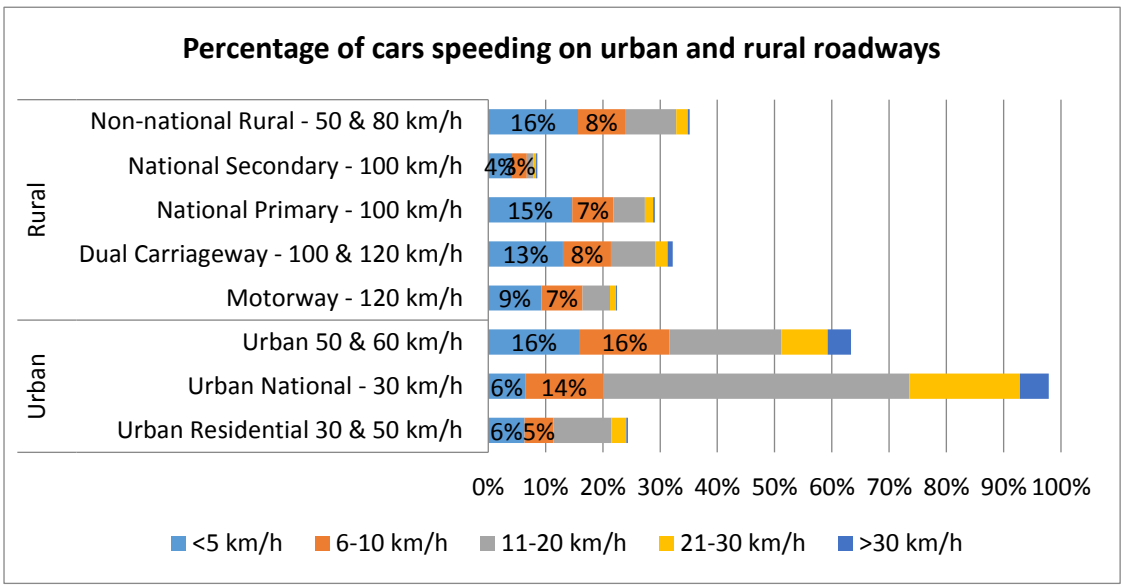
At one Regional site the default speed limit was 50 km/h, there was 140 observations of cars and 49% of cars were travelling under the speed limit.

WORST OFFENDERS

ONE DRIVER WAS TRAVELLING AT **118KM/H** ON AN 80KM/H LOCAL ROAD, WHICH IS 1.5 TIMES OVER THE SPEED LIMIT
30 CARS WERE DRIVING OVER 120KM/H ON DUAL CARRIAGEWAYS 100KM/H WITH THE HIGHEST SPEED RECORDED AT **147KM/H**
4 CARS WERE DRIVING OVER 150KM/H ON MOTORWAYS/DUAL CARRIAGEWAY 120KM/H WITH THE HIGHEST SPEED RECORDED AT **168KM/H**



Articulated trucks on Dual Carriageways exceeded the speed limit by the greatest margin, with 21% travelling at 11-20km/h over the limit.



Who's up and who's down: Speeding by cars

Historic speeding rates for vehicles and road types can be found in the tables in Appendices 2 and 3.

The following urban location changes are:

- Urban National – 30km/h is the same as 2016
- Urban National – 50km/h increase by 13%
- Urban residential – 50km/h decreased by 5%
- Urban National – 60km/h increased by 13%
- Urban Arterial – 60km/h decreased by 16%
- Urban Arterial – 50km/h decreased by 22%
- Urban Residential – 30km/h increased by 5%

The following rural location changes are:

- Motorway – 120km/h is the same as 2016
- Dual Carriageway – 100km/h increased by 10%
- National Primary – 100km/h increased by 9%
- National Secondary - 100km/h increased by 1%
- Regional Roads – 80km/h increased by 11%

Summary &Recommendations

The Government Road Safety Strategy 2013 – 2020 sets ambitious targets for speed compliance: '*A target of 100% compliance has been set and whilst it is acknowledged it may be difficult to achieve, it is a necessary requirement to support the primary targets of fatality and serious injury reduction in this Strategy*'.

Based on the results from the 2018 Free-Speed survey, speeding is an issue on all road types, in all speed limit areas, and across all vehicle types.

However, there are certain areas that are a particular cause for concern. That is

- Drivers in urban 50km/h and 60km/h areas and
- Larger vehicles (trucks and buses) on rural 100km/h roads

In the event of a collision in these situations, it is other road users (pedestrians, cyclists, motorcyclists, and other drivers) who are at greatest risk of injury or death.

There is a need for continued education of drivers and future drivers about the dangers of speeding in general. While education is one aspect of the drive to reduce speeding to appropriate levels, enforcement continues to play a vital role through the use of the safety camera system.

Within the **Road Safety Strategy 2013 – 2020** there are a number of actions that pertain to the improvement of speed compliance in Ireland, and work is underway in these areas:

Actions 1&4: These relate to the implementation ofpublic education/awareness campaigns which target the main causal factors for collisions, including speeding, and the improvement of road users' understanding of how and why speed limits are set (RSA).

Action 90/ Action 16 of the Speed Limit Review Report: This relates to researching Intelligent Speed Adaption systems, based on trials and pilot studies (DTTAS/RSA)

Action 72: This relates to the continuation of the outsourcing of the operation of safety cameras (An Garda Síochána)

Action 91: Relates to legislating for, subject to legal advice, and implement the use of average speed cameras at appropriate locations (DTTAS)

Action 114: Relates to the conduct of annual surveys of drivers free speed (RSA)

In relation to Actions 1&4, communications campaign development should take into account the following:

- Speeding in urban areas places vulnerable road users at greater risk of injury or death;
- Speeding in rural areas puts everyone involved in the collision at greater risk of injury or death because of the higher speeds experienced.

During a Mid-Term Evaluation of the Strategy conducted in 2016 it was acknowledged that focus must be on the main killer behaviours, i.e. the behaviours that have been proven to contribute to fatal collisions on our roads, of which speeding is one. Reducing the number of collisions and casualties caused by these killer behaviours is the single most important means for Ireland to achieve the target on fatalities by 2020.

Interventions to address these killer behaviours must be further developed and enhanced, in particular targeted visible enforcement and harsher penalties for non-compliance. There was universal agreement that resources must be found to equip An Garda Síochána to provide the necessary level of targeted and visible enforcement to reduce the incidence of speeding, drink-driving, non-seat belt wearing and mobile phone use while driving.

To this end 22 new actions were included, actions 3 and 10 relate to speeding in particular:

3	Recommend that penalties for the following offences be increased: speeding, mobile phone use, non-wearing of seat belts, carrying unrestrained children in a vehicle
10	Review the feasibility of extending the number of 30-km/h speed limit zones in vulnerable road user (VRU) rich locations (urban city/town centres), in consultation with UK experts on best practice models in place in the UK and internationally

The European Transport Safety Council(ETSC) has also made a number of recommendations to Member Statesabout speed management, many of which are integrated into the current Road Safety Strategy. These include:

- **Enforcement:** safety cameras should be introduced, and time-over-distance cameras should be considered
- **Penalty points** for speeding should be implemented, and there should be increases in points in line with the degree of speed violation
- **Intelligent Speed Adaption**: member states are encouraged to roll out ISA nationally, and develop digital maps of speed limits
- **30km/h limits in residential areas** should be introduced, also in areas with a high volume of vulnerable road users
- There should be a maximum **50km/h speed limit** in urban areas.

Appendix 1

Detailed Tables - Free-Speed by Road Type 2018

Cars	Sample No.	No. Speeding	% Speeding	Avg. Speed (km/h)	Percentile Free Speed	
Road Type – km/h					50th	85th
Urban National - 30	140	137	98%	46	46	54
Urban National - 50	980	789	81%	61	61	74
Urban National - 60	420	294	70%	69	67	85
Urban Arterial - 50	980	584	60%	54	53	66
Urban Arterial - 60	1120	549	49%	61	59	72
Residential - 30	508	340	70%	37	38	48
Residential - 50	1120	57	5%	36	37	47
Motorways - 120	1120	252	23%	112	112	123
Dual Carriageways - 100	700	308	44%	100	99	111
Dual Carriageways - 120	420	53	13%	108	109	120
National Primary Road - 100	1400	407	29%	95	95	105
National Secondary Road - 100	1364	117	9%	84	84	96
Regional Roads - 50	140	69	49%	50	50	56
Regional Roads - 80	757	376	50%	80	80	92
Local Roads – 50	140	93	66%	54	54	61
Local Roads – 80	931	198	21%	72	72	83

Articulated Trucks	Sample No.	No. Speeding	% Speeding	Avg. Speed (km/h)	Percentile Free Speed	
Road Type – km/h					50th	85th
Urban National - 50	134	97	72%	55	54	62
Urban National - 60	70	49	70%	70	74	84
Motorways - 120 (90)	334	28	8%	83	85	90
Dual Carriageways - 100 (80)	164	144	88%	86	86	91
Dual Carriageways - 120 (90)	164	18	11%	86	86	90
National Primary Road - 100 (80)	349	284	81%	84	85	88
National Secondary Road - 100 (80)	125	49	39%	77	80	86
Regional Roads - 50	7	0	0%	44	45	48
Regional Roads - 80	60	22	37%	78	79	86
Local Roads – 50	12	0	0%	44	44	48

Rigid Trucks	Sample No.	No. Speeding	% Speeding	Avg. Speed (km/h)	Percentile Free Speed	
Road Type – km/h					50th	85th
Urban National - 50	284	156	55%	51	51	59
Urban National - 60	74	50	68%	66	66	77
Motorways - 120 (90)	535	86	16%	84	85	91
Dual Carriageways - 100 (80)	292	232	79%	85	85	91
Dual Carriageways - 120 (90)	274	87	32%	89	86	101
National Primary Road - 100 (80)	412	308	75%	83	84	89
National Secondary Road - 100 (80)	215	62	29%	74	75	86
Regional Roads - 50	14	2	14%	46	46	50
Regional Roads - 80	85	15	18%	74	74	81
Local Roads – 50	45	5	11%	45	45	49

Single Decker Buses	Sample No.	No. Speeding	% Speeding	Avg. Speed (km/h)	Percentile Free Speed	
Road Type – km/h					50th	85th
Urban National - 50	60	35	58%	55	53	67
Urban National - 60	33	28	85%	73	76	82
Motorways - 120 (100)	169	6	4%	91	93	99
Dual Carriageways - 100	115	5	4%	90	90	98
Dual Carriageways - 120 (100)	47	2	4%	89	90	98
National Primary Road - 100	60	0	0%	86	87	94
National Secondary Road - 100	64	0	0%	74	76	82
Regional Roads - 50	8	0	0%	46	47	49
Regional Roads - 80	16	4	25%	73	71	81
Local Roads – 80	10	0	0%	60	61	76

Appendix 2

Percentage speeding (Urban) 1999 to 2018

Urban National – 30km/h

Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014	2015	2016	2018
Car	-	-	-	-	-	-	-	-	-	-	-	-	99.3	97.8	97.8
Articulated	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rigid	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S.D.Buses	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Urban National – 50km/h

Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014	2015	2016	2018
Car	94	97	98	89	82	86	78	83	82	85	82	76	75	68	80.5
Articulated	89	92	92	89	69	74	68	77	64	78	77	63	66	66	72.4
Rigid	85	85	96	80	77	72	64	73	64	76	73	56	60	66	54.9
S.D.Buses	-	-	-	79	74	80	-	-	-	89	77	61*	44	40	58.3
Motor Cycle	-	-	-	-	88	-	-	-	-	-	100	75*	77*	60	100*

Urban National – 60km/h

Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014	2015	2016	2018
Car	-	-	-	-	-	-	-	-	-	-	61	46	51	57	70
Articulated	-	-	-	-	-	-	-	-	-	-	29	31*	32	42	70
Rigid	-	-	-	-	-	-	-	-	-	-	32	26	25	39	68
S.D.Buses	-	-	-	-	-	-	-	-	-	-	22	34*	39	36	85
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	-	33*	43*	-

Urban Arterial – 50km/h

Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014	2015	2016	2018
Car	99	99	86	91	86	40	70	68	77	74	81	83	84	82	60
Articulated	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rigid	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S.D.Buses	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Urban Arterial – 60km/h

Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014	2015	2016	2018
Car	67	82	75	80	89	32	67	67	72	62	68	70	75	65	49
Articulated	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rigid	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S.D.Buses	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Urban Residential – 30km/h

Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014	2015	2016	2018
Car	-	-	-	-	-	-	-	-	-	-	57	49*	58	62	67
Articulated	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rigid	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S.D.Buses	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Urban Residential – 50km/h

Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014	2015	2016	2018
Car	68	61	36	20	45	23	4	4	9	10	15	17	16	10	5
Articulated	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rigid	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S.D.Buses	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Small sample size; S.D. Buses = Single Decker Buses

Appendix 3

Percentage Speeding (Rural) 1999 to 2018

Motorway – 120km/h

Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014	2015	2016	2018
Car	29	24	23	15	20	14	15	18	16	15	21	28	21	23	23
Articulated	81	81	85	94	89	86	91	77	86	85	81	9^	8	8	8
Rigid	74	82	83	88	85	70	83	72	84	78	77	6^	8	16	16
S.D.Buses	-	-	-	100	0	70	87	85	95	94	96	3	3	2	4
Motor Cycle	-	-	-	-	-	-	-	-	-	-	9	7*	19*	0*	25*

Dual Carriageway – 120km/h

Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014	2015	2016	2018
Car	-	-	-	-	-	-	-	-	-	-	-	-	5	13	13
Articulated	-	-	-	-	-	-	-	-	-	-	-	-	40	74	11
Rigid	-	-	-	-	-	-	-	-	-	-	-	-	44	63	32
S.D.Buses	-	-	-	-	-	-	-	-	-	-	-	-	0	0	4
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	-	0	0	33*

Dual Carriageway – 100km/h

Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014	2015	2016	2018
Car	52	43	29	28	30	24	40	35	31	40	28	36	28	34	44
Articulated	78	70	60	87	69	54	63	69	75	74	76	80	60	59	88
Rigid	65	67	55	78	68	48	59	61	59	69	70	62	58	61	79
S.D.Buses	-	-	-	77	63	77	59	82	76	88	78	88*	70	0	4
Motor Cycle	-	-	-	-	-	-	-	-	-	-	18	20*	17*	66*	100*

National Primary – 100km/h

Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014	2015	2016	2018
Car	51	44	30	23	27	20	19	23	15	16	19	18	23	20	29
Articulated	75	74	73	83	87	64	70	67	65	70	71	75	83	68	81
Rigid	66	61	72	76	76	48	57	57	52	53	60	64	54	59	75
S.D.Buses	-	-	-	76	78	71	60	78	44	49	59	69*	71	55	0
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	50*	44*	50*	29*

National Secondary – 100km/h

Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014	2015	2016	2018
Car	18	16	14	9	13	4	10	8	6	6	9	8	7	8	9
Articulated	19	37	34	48	58	25	49	41	31	32	37	47	33	0	39
Rigid	27	29	46	30	41	13	28	33	25	21	27	35	21	18	29
S.D.Buses	-	-	-	38	20	16	19	26	15	10	24	29*	25	13	0
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	67*	0	50*	50*

Regional Road – 80km/h

Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014	2015	2016	2018
Car	-	10	8	63	16	34	34	41	33	34	36	45	41	39	50
Articulated	-	39	17	45	9	30	21	26	8	2	0	29*	27	31	37
Rigid	-	42	22	45	22	22	14	21	6	10	6	17*	11	19	18
S.D.Buses	-	-	-	9	0	16	0	-	0	15	-	27*	12	18	25
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	-	50*	-	-

Regional Road – 50km/h

Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014	2015	2016	2018
Car	-	-	-	-	-	-	-	-	-	-	-	-	-	31	49
Articulated	-	-	-	-	-	-	-	-	-	-	-	-	-	9	0
Rigid	-	-	-	-	-	-	-	-	-	-	-	-	-	20	14
S.D.Buses	-	-	-	-	-	-	-	-	-	-	-	-	-	25	0
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100*

Local Road – 80km/h

Vehicle Class	1999	2002	2003	2005	2006	2007	2008	2009	2011	2012	2013	2014	2015	2016	2018
Car	-	7	10	37	22	30	21	15	15	13	17		24	19	21
Articulated	-	-	-	-	-	10	5	2	0	0	0		10	7	3
Rigid	-	-	-	-	-	17	10	3	3	1	3		4	3	12
S.D.Buses	-	-	-	-	-	-	5	-	0	0	-		7	0	0
Motor Cycle	-	-	-	-	-	-	-	-	-	-	-	-	20*	20	50*

*Small sample size; S.D. Buses = Single Decker Buses

Appendix 4

Breakdown of sites by road type and speed limit, 2018

Road Type	Speed Limit km/h	Number of Sites	Number of Observations*
Urban Sites			
Urban national	30	1	140
Urban national	50	7	1465
Urban national	60	3	597
Arterial	50	7	980
Arterial	60	8	1120
Residential	30	4	508
Residential	50	8	1120
	Total	38	5930
Rural Sites			
Motorway	120	8**	2189
Dual Carriageway	100	5	1282
Dual Carriageway	120	3	916
National Primary	100	10	2235
National Secondary	100	10	1770
Regional	50	1	170
Regional	80	6	918
Local	50	1	199
Local	80	8	1063
	Total	52	10742

*All vehicles

** Unable to survey two motorway sites due to on-going roadworks.

Appendix 5

Survey Details

The same sites were chosen as in previous surveys, where the sites were chosen according to the following criteria:

- Long, straight sections of roadway;
- Carriageway of at least seven metres (except for urban residential);
- Sites where speed is relatively unaffected by geometry, traffic, traffic lights, traffic calming measures, junctions, road works or parking;
- Sites where it is feasible to drive faster than the speed limit.

Methodology

Nationwide Data Collection (NDC) on behalf of the Road Safety Authority carried out national surveys in relation to traffic speeds in 2018. Survey results are used to monitor trends, determine the effectiveness of safety initiatives and to inform the on-going review of public policy in relation to road safety.

The methodology developed for and used by the Road Safety Authority in all previous surveys is applied to this survey. Speed surveys are conducted annually at randomly selected sites on the Irish road network to provide an estimate of the speed at which drivers choose to travel. The target population is the entire Irish road network. There were 52 rural road sites and 38 urban road sites surveyed.

On urban arterial roads, speeds were measured between 5.30am and 7.30am. However, in some locations in Dublin, few readings of vehicles were taken after 7.00am, as the traffic conditions could not be described as free-flowing. The speed measurements on all other roads were generally carried out in normal daylight hours (typically between 8.30am and 5.30pm). For national roads, the speeds of cars, rigid and articulated vehicles were recorded separately.

All surveys were carried out in dry conditions. Speed was measured with calibrated radar meters. Surveyors were instructed to choose vehicles in a random manner to avoid bias. Where a cluster of vehicles arrived together, the speed of the first vehicle only was taken. Every effort was made for surveyors to be as inconspicuous as possible. Surveyors had set targets for vehicle classes. They were instructed to continue surveying until either

a. these targets were reached or
b. for a maximum of 2.5 hours, whichever occurred earlier.

Due to low sample sizes, no figures are provided for double decker buses and caution should be taken in the interpretation of results provided for single decker buses, as they are based on very limited sample sizes.

Legal speed limits by vehicle type

Type of Vehicle	Built up Areas	Regional or Local Roads	Ordinary Speed limit on National Roads (Primary or Secondary)	Ordinary Speed limit on a Dual Carriageway	Ordinary Speed limit on a Motorway
Car or Motorcycle	50 km/h	80 km/h	100Km/h	100 km/h	120 km/h
Bus	50 km/h	80 km/h	80 km/h	100 km/h	100 km/h
Bus (designed to carry standing passengers)	50 km/h	65 km/h	65 km/h	65 km/h	65 km/h
Truck	50 km/h	80 km/h	80 km/h	80 km/h	90 km/h

Some drivers must obey speed limits for the particular vehicles they drive. If vehicle and road speeds are different, the driver must obey the lower of the two.

Appendix 6

Top 9 locations – Highest Volumes

Site No	Location	Numbers	Time period
DCR06	N18 - East of R462 junction	140 cars	30 mins
ART02	N11 - Morehampton Road, Outsdie Sachs Hotel	140 cars	45 mins
ART08	R112 Dodder Park Road, north of Rathfarnham Road	140 cars	
ART14	N11 Stillorgan Road, Flyover at Belfield	140 cars	
DCR01	N18 - West of R462 junction adjacent to westbound carriageway	140 cars	
DCR07	N18 - West of R462 junction adjacent to eastbound carriageway	140 cars	
NNU02	R600 - Ballinphelic to Fivemilebridge	140 cars	
NPR06	N22, east of R590/N22 junction	140 cars	
NSU05	N69, east side of Listowel Town	140 cars	

Lowest 5 locations – Lowest volumes

Site No	Location	Numbers	Time period
NNL08	L1530, north of T-Junction	62 Vehicles	2 hours, 30 mins
NNR07	R499, east of Dolla and Silvermines	68 Vehicles	
RES01	Brian Road after junction with Brian Avenue	88 Vehicles	
NNL02	LP111 - Outside farm entrance on eastbound side of the road	90 Vehicles	
NNL04	LP999 between Sraghmore and Enniskerry at Djouce Woods	100 Vehicles	

Working To Save Lives

Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

Páirc Ghnó Ghleann na Muaidhe, Cnoc an tSabhaircín, Bóthar Bhaile Átha Cliath, Béal an Átha, Co. Mhaigh Eo
Moy Valley Business Park, Primrose Hill, Dublin Road, Ballina, Co. Mayo
locall: 1890 50 60 80 fax: (096) 25 252 email: info@rsa.ie website: www.rsa.ie