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STATUTORY INSTRUMENTS

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**2014 No. 3552**

**ROAD TRAFFIC, ENGLAND AND WALES**

**The Motor Vehicles (Variation of Speed Limits) (England and Wales) Regulations 2014**

*Approved by both Houses of Parliament*

<i>Made</i>	- - - -	<i>30th November 2014</i>
<i>Laid before Parliament</i>		<i>3rd December 2014</i>
<i>Coming into force</i>	- -	<i>6th April 2015</i>

The Secretary of State for Transport makes the following Regulations in exercise of the powers conferred by section 86(2) of the Road Traffic Regulation Act 1984(1) after consultation with representative organisations in accordance with section 134(2) of that Act.

**Citation, commencement and extent**

1.—(1) These Regulations may be cited as the Motor Vehicles (Variation of Speed Limits) (England and Wales) Regulations 2014 and come into force on whichever is the later of—

- (a) the 21st day after the day on which they are approved by resolution of the second House of Parliament to approve them; and
- (b) 6th April 2015(2).

(2) These Regulations extend to England and Wales.

**Variation of HGV speed limit**

2.—(1) Schedule 6 to the Road Traffic Regulation Act 1984(3) is varied as follows.

(2) In Part 1, item 5, paragraph (2)(b)—

- (a) for the figure “50” in column 3(b) (dual carriageway road), substitute “60”; and
- (b) for the figure “40” in column 3(c) (other road), substitute “50”.

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(1) 1984 c.27. Sections 86(2), (5) and (6) have been amended by the Scotland Act 2012 (c.11), section 21(1), (9) and (10). Subsections (7), (8) and (9) were inserted by the Scotland Act 2012, section 21(1), (9) and (11). Section 86(4) has been repealed by the New Roads and Street Works Act 1991 (1991 c.22), section 168(1) and (2), Schedule 8, Part II, para 63, Schedule 9. Section 86(7) provides the national authority for the driving of vehicles on roads in England and Wales is the Secretary of State and in Scotland it is the Scottish Ministers.

(2) These regulations were approved by the House of Lords on the 26th January 2015 and by the House of Commons on the 2nd February 2015.

(3) Schedule 6, Part I has been amended by S.I. 1984/325 and 1986/1175. There are other amendments to the Schedule which are not relevant.

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**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

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Signed by authority of the Secretary of State for Transport

30th November 2014

*Claire Perry*  
Parliamentary Under Secretary of State  
Department for Transport

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## EXPLANATORY NOTE

*(This note is not part of the Regulations)*

These Regulations amend the maximum speed limit on roads which are not motorways for vehicles (known as heavy goods vehicles) which have a maximum laden weight, or, if drawing a trailer, aggregate weight, exceeding 7.5 tonnes.

*Regulation 2* amends Schedule 6, Part 1 of the Road Traffic Regulation Act 1984 for the above vehicles, firstly by substituting a maximum speed limit of 60 mph for the current limit of 50mph on dual carriageway roads and secondly by substituting a maximum speed limit of 50mph for the current limit of 40mph on single carriageway roads.

A full impact assessment of the effect that this instrument will have on the costs of business, the voluntary sector and the public sector is annexed to the Explanatory Memorandum which is available alongside these Regulations on [www.legislation.gov.uk](http://www.legislation.gov.uk).