



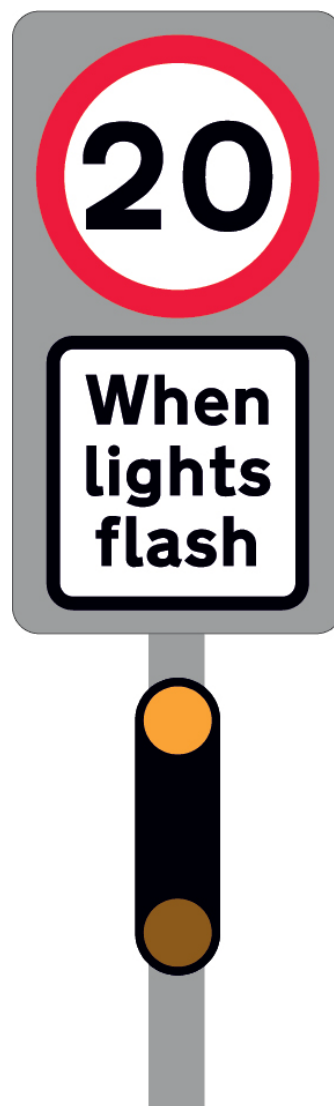
Department for  
**Infrastructure**

An Roinn  
**Bonneagair**

Depairtment fur  
**Infrastructure**

## **Part-time 20mph Speed Limits at Schools**

### **Review of Initiative After Tranches 1 & 2**



## **PURPOSE**

This report reviews the part-time 20mph speed limits at schools initiative which between September 2020 and November 2022 introduced a part-time 20mph speed limit outside 216 schools.

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**The document is also available for download at**  
<https://www.infrastructure-ni.gov.uk/>

**November 2024**

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## Background to the review

1. In September 2020 the then Infrastructure Minister announced the introduction of part-time 20 mph speed limits at around 100 schools, and this was soon followed by a further announcement of a second tranche in March 2021. By November 2022 the Department had introduced a part-time 20mph speed limit outside 216 schools, an investment of about £4million. The schools treated are listed in Annex 1. This added to the 17 schools that already had part-time 20 mph speed limits outside and which are listed in Annex 2.
2. In March 2023 the Department initiated a review of the initiative to see if the investment had met the expectations of the project and to determine if further provision of part-time 20 mph speed limits at schools is justified.
3. The Department sought feedback from stakeholders on how they felt the initiative was working using an online survey to all schools that have had a part-time 20mph introduced outside their gates.
4. Feedback was also sought from an operational perspective from the Police Service for Northern Ireland (PSNI), Departmental divisional staff and Traffic Information Control Centre (TICC) staff.
5. The intention behind the review is to identify if the part-time 20mph speed limits at schools' programme is delivering the intended road safety benefits, and to determine if a further tranche is justified as the Department continues to try and balance competing priorities and statutory duties while keeping people safe.

6. The review is an action in the Draft Road Safety Strategy for Northern Ireland to 2030 Action Plan, [Draft Road Safety Strategy for Northern Ireland to 2030 - Action Plan 2023/24 \(infrastructure-ni.gov.uk\)](#).
7. The draft Strategy outlines a Safe System Approach to road safety improvement which is recognised as the best practice approach to achieving significant reductions in road user fatalities and serious injuries. The five pillars of the approach are Safe Road Use, Safe Roads and Roadsides, Safe Vehicles, Post-crash Response and Safe Speeds.

## Methodology

8. The review collates information on the schools treated during tranches 1 and 2 of the initiative. It also used an on-line questionnaire to seek the views on the initiative. Respondents could also reply in writing.
9. The on-line questionnaire was developed in partnership with those who developed the part-time speed limits at school policy, and Analysis, Statistics and Research Branch within the Department which provides its statistical support.
10. The questionnaire included 6 questions and the respondent also had the opportunity to provide individual comment using 'free text'.
11. The survey was hosted on the Citizens Space portal and went live on 31<sup>st</sup> March 2023 and remained open until 12<sup>th</sup> May 2023. In total 163 schools responded to the on-line survey (76% response rate). Some responses contained no valid data. As such, the number of respondents who answered each question is included underneath each chart. This should be borne in mind when considering the results presented. (NB: Where 'responses' is mentioned it is to be remembered that the school/stakeholder has responded to each question on behalf of staff, parents and children).
12. The Department also wrote to its partners in the PSNI and its Divisional colleagues who were directly responsible for delivering the scheme.

13. The review has also analysed and commented on any available traffic data.

## Data on Schools Provided with Part-time 20mph Speed Limits

14. Annex 1 to this review report lists the schools which have been provided with a part-time 20mph speed limit as a result of the initiative. Table 1 below provides a breakdown of the numbers of schools by Division and location both in terms the urban and rural split and the existing posted speed limit on the road.

	Total number of schools	Urban	Rural	Speed limit (mph)			
				30 mph	40 mph	50 mph	60 mph
Northern Division	55	22	33	29	7	-	19
Eastern Division	50	42	8	44	5	-	1
Southern Division	55	20	35	37	7	-	11
Western Division	56	25	31	28	19	-	9
Totals	216	109	107	138	38	-	40

**Table 1 : Part-time 20mph Speed Limits at Schools- Tranches 1 and 2**

15. Figures provided by the Department of Education in March 2024, show there were a total 1018 primary and post primary schools in Northern Ireland, and 216 equates to 21% of the total. It should be noted that the 216 figure is one more than the previously quoted figure of 215, as one site had been recorded but there are two separate schools at it.
16. In terms of the urban/rural split, 109 part-time speed limits were provided at urban schools and 107 at rural schools.



17. The majority of schools, 138 or 63%, are set within an existing 30mph speed limit.
18. Annex 2 lists the schools that already had part-time 20mph speed limits prior to tranches 1 & 2. There are 17 of these and this brings the total number of schools to 233, or 23% of the total number of primary and post-primary schools at the time of drafting this report.

## Summary of Response to the Questionnaire

19. This section of the report summarises the responses to each question in the on-line questionnaire.

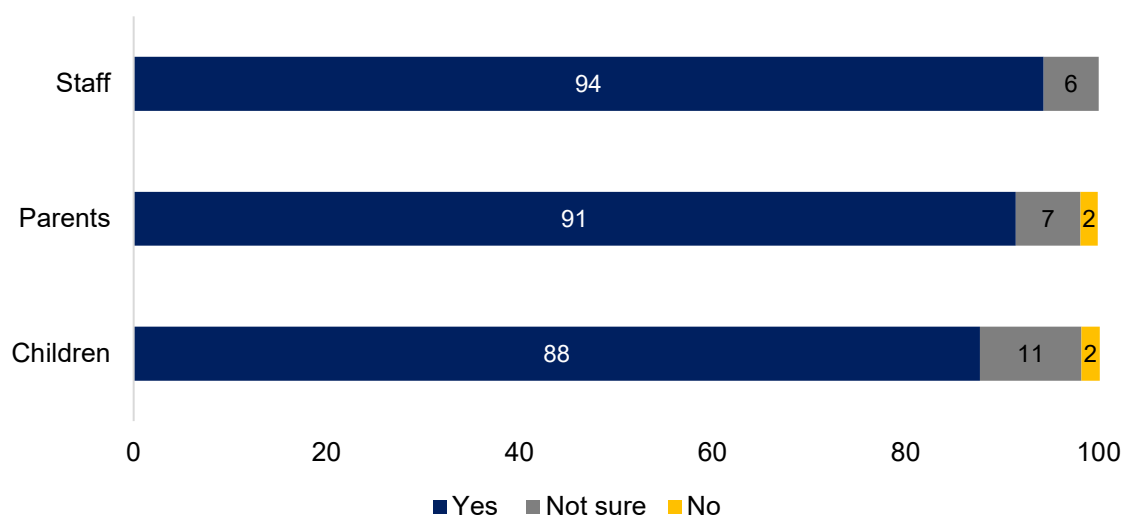
20. Six separate questions were posed, and these were answered as follows:

**Question 1. Do you feel that the part-time speed limit initiative has been welcomed by...staff, parents, children?**

**Response:**

- Not all respondents answered the question for each group.
- The responses indicate that that the initiative was welcomed by over nine tenths of staff (94%) and parents (91%) and 88% of children.
- It was felt that the initiative was not welcomed by 2% of parents and 2% of children.
- Schools/stakeholders were unsure if the part-time speed limit initiative was welcomed by staff (6%), parents (7%) and children (11%).

**Figure 1: Do you feel that the part-time speed limit initiative has been welcomed by...? (%)**



*BASE = 159(STAFF)*

*BASE = 163(PARENTS)*

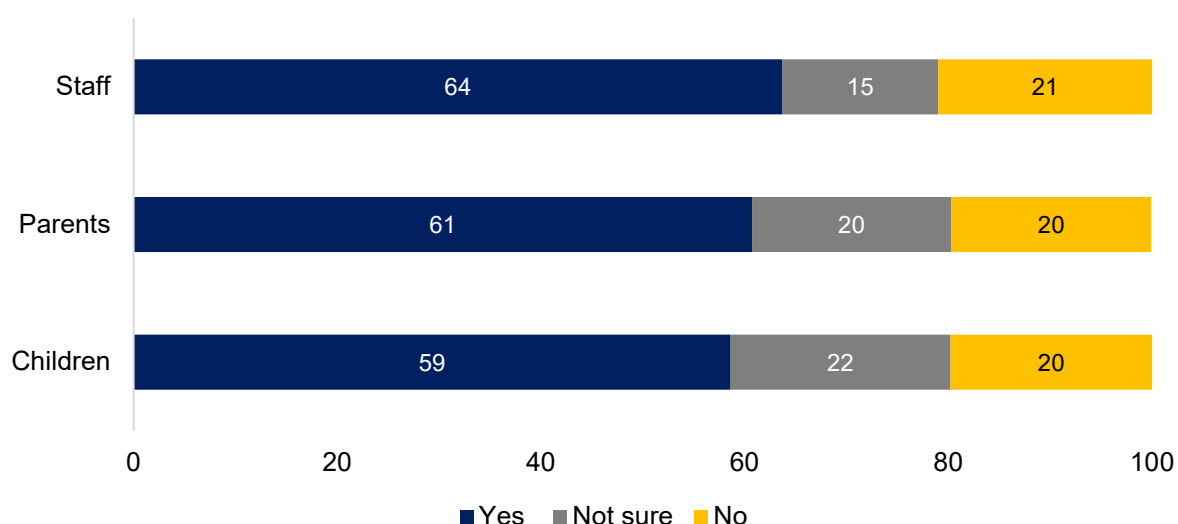
*BASE=162(CHILDREN)*

**Question 2. Do you feel that the school drop off/pick up is less stressful for.... staff, parents and children?**

**Response:**

- Not all respondents answered the question for each group.
- School representatives felt that the school drop off/pick up is less stressful for around six in ten staff (64%), parents (61%) and children (59%).
- It was felt that the school drop off/pick up was not less stressful for around one fifth of staff (21%), parents (20%) and children (20%).
- Schools/stakeholders were unsure if the school drop off/pick up is less stressful for staff (15%), parents (20%) and children (22%).

**Figure 2: Do you feel that the school drop off/pick up is less stressful for...? (%)**



*BASE = 157(STAFF)*

*BASE = 163(PARENTS)*

*BASE = 162(CHILDREN)*

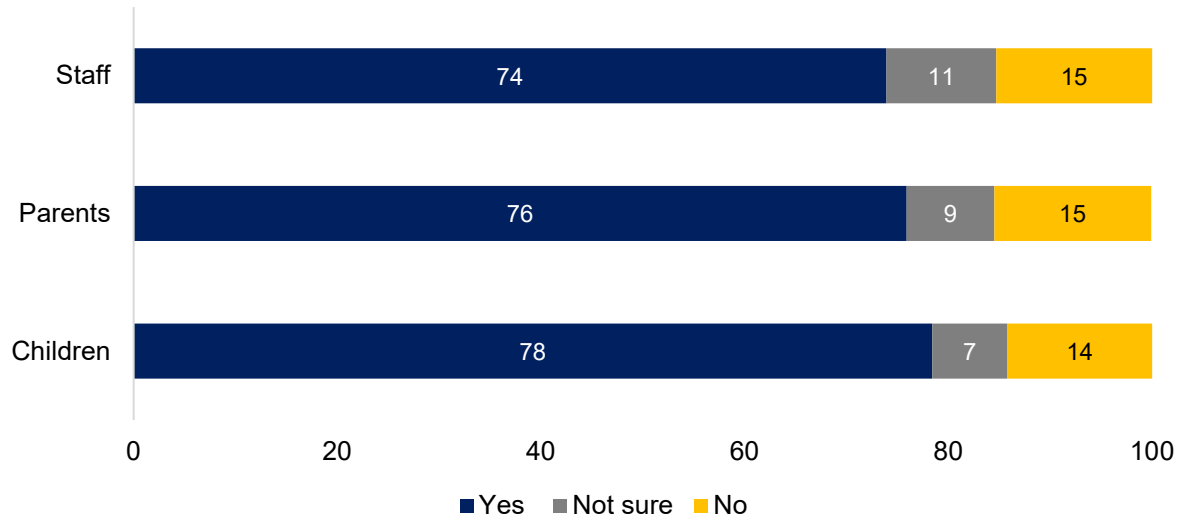
**Question 3. Do you feel that the part-time speed limit has made it safer for.... staff, parents, children?**

**Response:**

- Not all respondents answered the question for each group.
- School representatives felt that the part-time speed limit has made it safer for around three quarters of staff (74%), parents (76%) and children (78%).
- Less than one in six schools felt that the part-time speed limit has not made it safer for staff (15%), parents (15%) and children (14%).

- Schools/stakeholders were unsure if the part-time speed limit has made it feel safer for staff (11%), parents (9%) and children (7%).

**Figure 3: Do you feel that the part-time speed limit has made it safer for...? (%)**



*BASE = 157(STAFF)*

*BASE = 162(PARENTS)*

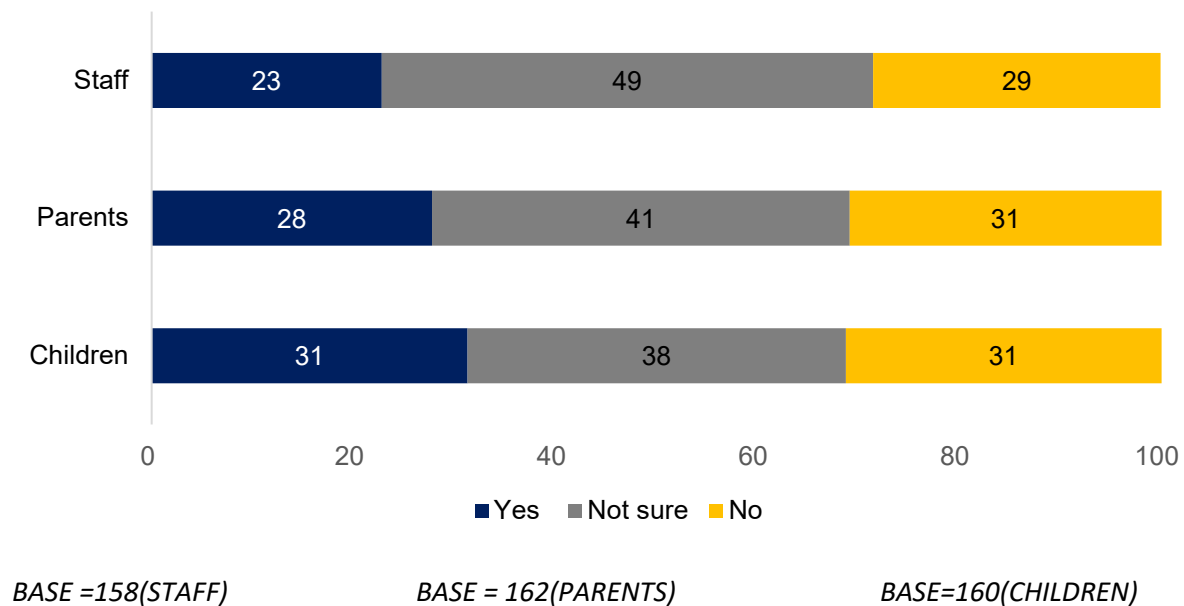
*BASE = 162(CHILDREN)*

**Question 4. Has the part-time speed limit encouraged more active travel to and from the school by.... staff, parents, children?**

**Response:**

- Not all respondents answered the question for each group.
- School representatives felt that the initiative has encouraged more active travel to and from the school for around one quarter of staff (23%) and parents (28%) and slightly over three tenths of children (31%).
- Similarly, it was felt that the part-time speed limit has not encouraged more active travel to and from the school for 29% of staff and 31% of both parents and children.
- Schools/stakeholders were unsure if the part-time speed limit encouraged more active travel to and from the school by nearly half of the staff (49%), over 40% of parents (41%) and under 40% of children (38%).

**Figure 4: Has the part-time speed limit encouraged more active travel to and from the school by...?**

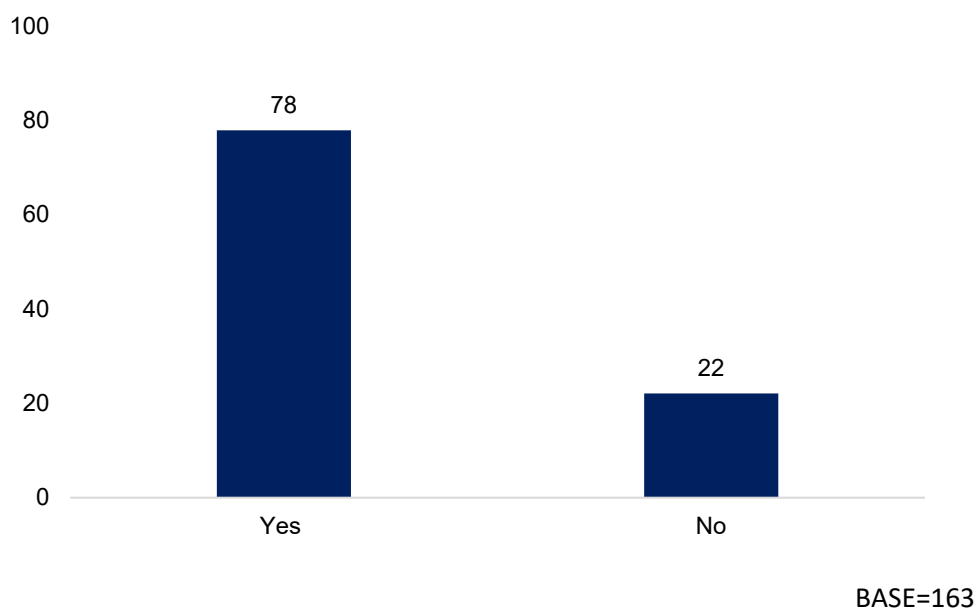


**Question 5. Do you feel the signage is adequate and easily understood?**

**Response:**

- There were 163 responses to this question.
- Over three quarters of respondents (78%) felt that the signage is adequate and easily understood while the remaining 22% felt that it was not.

**Figure 5: Do you feel the signage is adequate and easily understood? (%)**

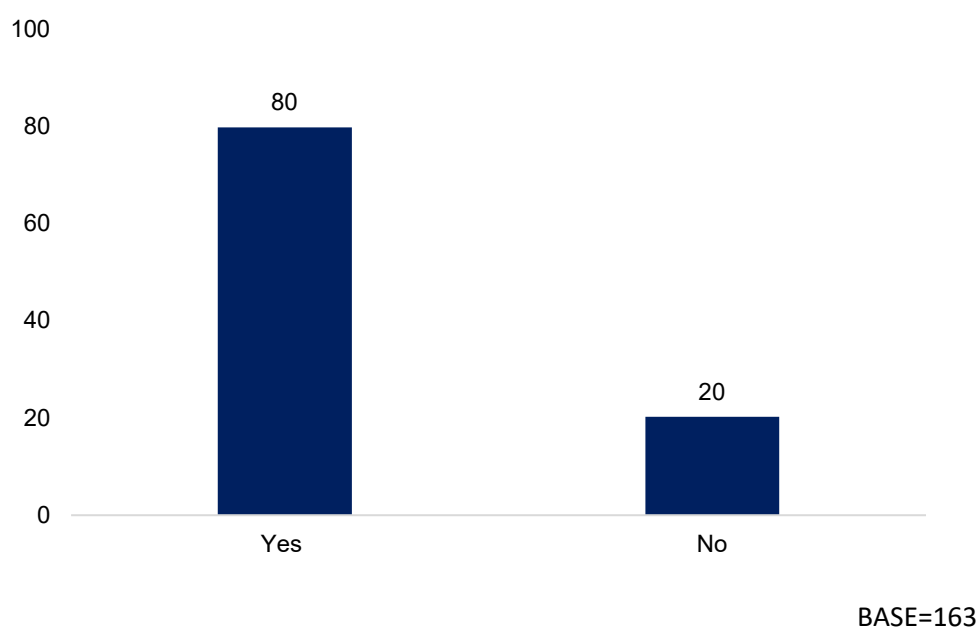


## Question 6. Overall, do you feel that the part-time speed limit initiative has been a success?

### Response:

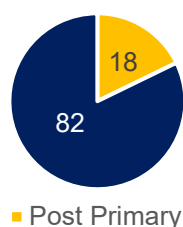
- There were 163 responses to this question.
- Four fifths (80%) of the schools surveyed felt that the Part-time speed limit initiative has been a success (80%) and the remaining one fifth (20%) felt that it had not been a success.

**Figure 6: Overall, do you feel that the part-time speed limit initiative has been a success?**

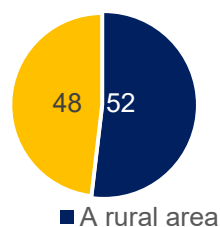


## Respondent Demographics

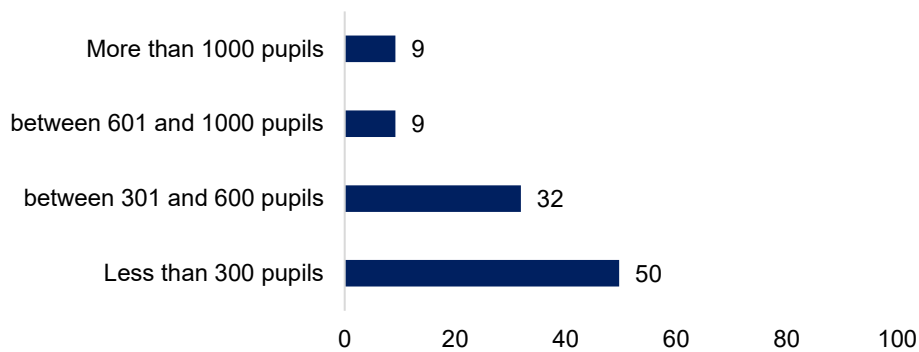
### School type



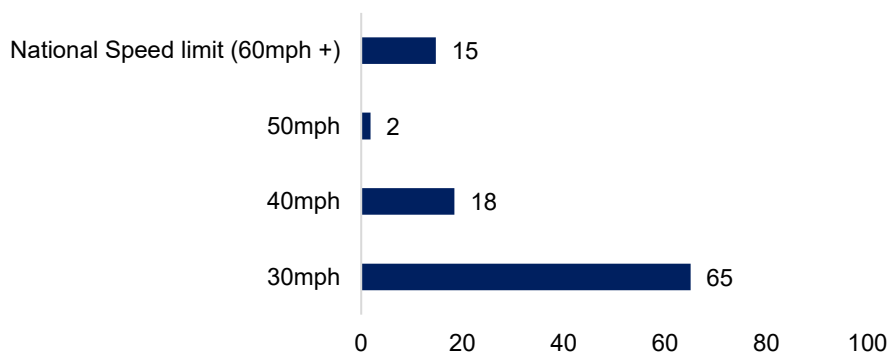
### School Location



### Number of pupils in school



Speed limit normally applied outside school



## 21. The key findings from the survey are as follows:

- The part-time speed limit was welcomed by more than nine tenths of staff (94%) and parents (91%), and 88% of children.
- School representatives felt that the school drop off/pick up is less stressful for around six in ten staff (64%), parents (61%) and children (59%).
- The part-time speed limit has made it feel safer for around three quarters of staff (74%), parents (76%) and children (78%).
- Almost four fifths (78%) of respondents feel the signage is adequate and easily understood.
- Four out of five (80%) of respondents feel the initiative has been a success.

22. The survey provided a further opportunity for respondents to share any further views on the initiative using the free text facility.

23. The **positive comments** can be summarised as follows:

- Many responses were welcoming of the initiative and a number of respondents were delighted with the scheme outside their school.
- It was reported that the initiative is working well and that the signs along with the part-time 20mph speed limit are keeping the whole school community, pupils, parents and staff, safe.
- The success of the scheme was mentioned, and some respondents indicated that the signs had reduced the speed of traffic outside of their school, and a plea to make the speed limit permanent was also made.
- One response did indicate that speeds due to their school's location and the volume of traffic speeds were already low but they felt the signs helped make the drivers more aware of the presence of the school and its pupils which was a good thing. Another respondent felt that drivers are more aware of pupils and have been driving accordingly.
- A reduction in near-miss incidents and an increase in children walking or cycling to their school was reported.

24. The following provides some examples of the **positive comments** received:

- *The signage and the part-time speed limit reduction to 20mph has been an excellent addition to facilitate the safety of pupils, parents and staff.*



- *It is a very helpful scheme in operation to help keep our school community safe!*
- *Please keep this initiative in operation. Many thanks.*
- *Excellent idea. Road users need the reminder to slow down due to the volume of people needing to access this building - particularly children. Please make it permanent.*
- *Such a blessing - this has been an amazing way to make our school community safer.*
- *I think 20mph around schools is an absolute necessity. Please maintain this.*
- *Given our location, traffic at peak times will generally be travelling at speeds no greater than 20mph but the signalling does increase awareness of the presence of a school and children. This is beneficial. Anything that encourages people to be mindful of an area heavily populated by children is always welcome.*

25. The **negative comments** can be summarised as follows:

- Some respondents noted that they have not noticed much improvement since the scheme was introduced. Motorists including lorry drivers are still ignoring the signs. In some areas speeds are still high.
- One respondent said that the speed limit has had no impact on the busy road outside their school which is still dangerous. Others indicated that there are still high volumes of traffic passing their schools.
- It was suggested that more needs to be done both in terms of enforcement and additional infrastructure. Some schools would

like to see more infrastructure such as crossings or speed bumps provided outside their gates.

- A number of respondents did indicate that while the scheme was welcome, they said it does not replace the school crossing patrol.

26. The following provides some examples of the **negative comments** received:

- *We haven't noticed any improvements since it was erected.*
- *We were really happy to get the signage, but it is disappointing both in size and impact.*
- *The speed limit has had no impact on the busy road our school is located on. It continues to be extremely dangerous for parents and children.*
- *Too many ignore the 20mph sign! Needs to be bigger! Problems with the signs not working.*
- *The speed on the road outside school does not seem to have been reduced.*
- *We have been so pleased to have the speed limit initiative but cannot say that it has actually made a difference to the safety of our school community. The signage seems clear but the actual flashing lights are frequently not working and are not always on at the most appropriate times. We find that often drivers do not follow the guidance and we still have a number of issues with speeding cars. We also continue to have difficulties with safe parking and the issues that this can cause for parents and children crossing the road.*
- *It's useless and of no benefit whatsoever.*

- *Full time speed limits are required. So many children crossing the road and it's so dangerous!*
- *More needs to be done. Appropriate crossing is needed*
- *I think the best option is speed bumps, the signage can be missed, simetimes is not working.*

27. The arrangement of traffic signs used attracted some comment and criticism.

- A number of respondents indicated that they felt the signs were too small with drivers tending to ignore them. Similarly, some said that the positioning of the signs could be better as they felt that drivers were either unaware of the signs or had not seen them.
- The use of more signs was suggested among the responses received. Additional signs were suggested for inside the scheme boundary to pick up any traffic starting their journey within it.
- The operation of the flashing amber units also attracted a level of comment, with respondents either saying that the lights were not working or set to the wrong times.
- The inclusion of a 'speed indicator device' within the scheme to remind drivers what speed they were travelling at was also suggested. As was electronic SLOW DOWN messages or the use of 'smiley face' symbols.

28. Some selected comments about the traffic signs used are as follows:

- *In other areas the signage is much bigger but ours is so small it is not as visible as it should be.*

- *The lights are constantly out of order. In essence the programme is well intentioned but because of faults it has been very inconsistent, frustrating and indeed dangerous for our community.*
- *I feel the best deterrent for access speeding past school is the digital signage that says SLOW DOWN and shows the actual speed the vehicles are doing.*
- *It is difficult for vehicle users who enter from an avenue within the speed limit section of the road, to know that the 20-mph limit is currently in force.*
- *The flashing lights on the signage are not always on throughout drop-off and pick-up times.*

29. Poor driver adherence was mentioned as a common theme amongst respondents though there was cross-over between it, the size of signs and the need for more enforcement. Other physical measures to reduce speed such as speed ramps or controlled crossings were also mentioned. Comments included:

- *Good idea, but the drivers do not adhere to it.*
- *Too many ignore the 20mph sign!*
- *Needs to be bigger!*
- *Problems with the signs not working.*
- *We have introduced an American style drop-off and pickup system due to the speed at which some vehicles travel on this road.*
- *A lot of drivers continue to ignore the 20mph limit. The only way forward is a pedestrian crossing. I just hope something can be put in place before someone is killed.*

- *Speed ramps would physically slow the cars/vehicles down. At present with speed limit cars often don't adhere to the 20mph speed limit and it is still dangerous for children to enter/exit the school*
- *We follow the part-time speed limit but others you can see don't possibly needs more signs to make people aware.*

30. In terms Enforcement of the speed limit there was mixed response with some saying that it reduced the speeds at school start and finish time, while others saying that it had no impact. There was however, a fairly consistent call for more police enforcement of the speed limit. Comments included:

- *It has definitely helped to reduce the speed of vehicles in proximity to the school, particularly for the majority of our pupils who are getting on and off buses.*
- *It would be effective for the PSNI to reinforce this however. One of the signs is difficult to see leaving the village, so most drivers new to the area are unaware of the 20mph speed limit.*
- *The part-time speed limit has not been affective as it hasn't been policed correctly. Road users see no consequence at all if they are travelling over 20mph.*
- *Due to my school being in a rural area with very little police presence, people do not stick to the current speed limit let alone the 20mph limit during drop off and pick up. There was no enforcement of this and therefore it had no impact.*

31. School traffic and congestion at schools was mentioned by some respondents as still being a problem and potential danger. The numbers of parent dropping off children was mentioned as being a cause of congestion with one respondent suggesting the implementation of the school streets initiative here. A number of schools mentioned the need for adequate parking to facilitate the drop-off and pick-up of pupils. Specific comments included:

- *Traffic outside of the school, at pick-up and drop-off times, is still a problem and could be dangerous due to the high volume of traffic.*
- *There are still far too many parents/guardians who drop their children right next to the school gates causing significant congestion in the morning and afternoon. Our neighbours are aggrieved as they are impacted by parents' cars blocking them in and restricting their travel arrangements.*
- *I would like serious consideration given to the School Streets initiative to ensure timed closures of streets surrounding the school. This works successfully in other jurisdictions of UK but has not yet been introduced here.*

### Comments from Police Service of Northern Ireland

32. The PSNI is a major partner in the efforts to improve road safety, and are working to save lives and makes the roads outside our schools safer.

33. The PSNI is generally in favour of part time 20mph schemes at schools as the volume of vehicular and pedestrian traffic increases considerably during drop-off and pick-up times and therefore any reduction in speed is of benefit for road safety.

34. The PSNI feedback indicated that drivers are, by and large, buying into the initiative, and there has been great feedback from the schools. There has been lots of social media messaging by PSNI. They have also carried out enforcement action resulting in 14 endorseable fixed penalty notices being issued, with the highest speed detected of 50 mph.
35. The selection of some schools was queried by the PSNI, particularly those in areas where the speeds are already low due to high traffic volumes and congestion.
36. The Safety Camera vans have not been enforcing the part-time 20 mph speed limits at schools. Parking difficulties were cited as the main reason at school start and finish times. The vans would find it difficult to park and if they could find a suitable parking space, they would be taking up parking spaces that parents could use, which could potentially compromise road safety.
37. In summary the PSNI views are very positive on this scheme with a suggestion towards a more focused approach to school selection.

## Comments from Department for Infrastructure

38. A summary of the comments from DfI Divisional staff and Traffic Information Control staff (TICC) is as follows:

- The initiative has been generally well received and there is still much demand for it.
- Schemes are only worthwhile if drivers abide by the speed limit and if there is effective enforcement of it.
- The Roads Policy & Procedure Guide (RsPPG) E070 assessment process could be revised to give more priority to schools on roads with higher speed limits.
- Updated strategic context and advice on the application of signs on side roads could also be added to RsPPG E070.
- It is suggested that part-time 20mph speed limits should only be used as a package of measures to improve road safety at schools and not as part of a blanket roll-out.
- The possibility of using Speed Indicator Devices to compliment the part-time 20mph speed limits was suggested.
- The scale of implementation at 200+ schools has put considerable pressure on Divisions in terms of delivery, so much so that the provision of other works has had to be put aside.
- A lower rate of delivery has been requested to take the pressure of the delivery units at a time of unprecedentedly low staff numbers.
- In terms of delivery too many contractors are involved in the process making co-ordination and communication very difficult.
- Solar powered facilities are much quicker and easier to provide, as the provision of mains electric powered signs was slow and often difficult.



- There were difficulties sourcing and storing equipment and in particular poles.
- Getting the relevant timings and calendar data from schools to help programme the flashing amber lights proved difficult in some cases.
- Problems were also reported with the software being used to programme the flashing amber lighting units, it was also suggested that it may be better for schools to take ownership of programming the signs.
- The maintenance of the electronic signs at 216 schools will put additional burden on already stretched resource budgets. TICC staff identified that the yearly maintenance cost of the signs could be in excess of £120K. with pressures on resource budgets this could be a very real constraint on the expansion of this programme.
- The quality and reliability of the signs was also mentioned as the older flashing school safety zones that are being replaced at many of the schools were unreliable and prone to failure.
- Many technical issues about the quality and reliability of the signs supplied were identified with a number of different errors reported.
- Part-time 20mph speed limits should be included as part of a toolkit of measures to improve safety outside schools and not rolled out to every school.
- There is merit in the part-time 20mph speed limit schemes as long as the right schools are selected, focusing on schools where speed is an issue and where there is the opportunity to reduce the speed of traffic.

- There has been requests to include nursery and pre-school facilities when considering the provision of part-time 20mph speed limits.
- Traffic volumes and collision information tends to increase the priority of urban schools, as the higher traffic volumes tend to mean that there will be more collisions. These collisions are however generally taking place on a speed restricted road and the consequence of a collision on an unrestricted speed limit rural road is likely to be more significant. The combined effect of these scorings may reduce the priority of rural schools which may be the more appropriate place to target efforts.
- Similarly some higher scoring schemes are located on very busy strategic roads and cannot be treated due to engineering concerns that any intervention could be unsafe and lead to unacceptable levels of congestion which can compromise road safety.
- There is a general feeling that the first two tranches have treated those schools in most need in terms of collisions, speeds and traffic volumes. There may be a small number of schools that could benefit from a part-time 20mph speed limit but the feeling is that the majority that remain may better benefit from some other form of intervention or may not need any form of intervention.

## Review of Available Traffic Data

39. The timing of the introduction of the part-time 20 mph speed limits at schools initiative during the recent COVID epidemic meant that it was not possible to collect representative contemporary traffic data as traffic flows were still largely impacted by lockdown guidelines.
40. Southern Division did however undertake traffic surveys at 31 sites across the Division in 2023 and the surveys are reported in the report 'Traffic Data Collection Report - 31No. ATC Traffic Surveys – Southern Division', AMEY, 20 December 2023.
41. The purpose of these surveys was to determine how effective the part-time 20 mph limits are in reducing speed before the start and after the end of school and college times. The survey collected traffic volume and speed data.
42. For the purposes of this review some speed data has been extracted to give an indication of compliance. The data has been grouped on a posted speed limit basis and the following tables are presented to give an indication of the speeds recorded.

School name	Route Number/Road Name	Permanent speed limit (mph)	Average speed (mph)		
			08.30 – 09.00	14.00 – 15.00	07:00-19:00 (excl 08:30 – 09:00 & 14:00-15:00)
Andrews Memorial Primary School	A1 Ballygowan Road	30	14.2	24.3	29.2
Carrowdore Primary School	Main Street Carrowdore	30	22.1	25.3	26.7
Loughries Integrated Primary School	Ballyblack Road	30	19.4	21.9	28.1
Abercorn Primary School	A2 Newry Road Bainbridge	30	22.9	23.4	25.3
Christian Brothers Primary School	A29 Irish St Armagh	30	16.3	24.9	26.7
Banbridge Academy	A26 Lurgan Road Banbridge	30	17.2	18.4	29.1
Portadown College	Killycomain Rd Craigavon	30	15.3	22.1	26.8
Tandragee Junior High School	A51 Armagh Rd Tandragee	30	22.7	23.2	27.2
Carrick Primary School	Bridge Rd Burren	30	26.3	28.7	32.9
Grange Primary School	Lurganconary Road	30	27	23.3	32.6
Annalong Primary School	Kilkeel Rd Annalong	30	22.1	22.2	24.3
Killyleagh Integrated Primary School	Shrigley Rd Killyleagh	30	25.9	28.7	31.9
St Joseph's Primary School	Ballynahinch Road Crossgar	30	20.1	24.1	26.6
St Joseph's Primary School	A25 Downpatrick Rd Strangford	30	23.9	23.9	24.8
St Louis Grammar School	A2 Newry Rd Kilkeel	30	28.4	31.9	32.9

Table 2: Average bi-directional vehicle speeds within a 30mph speed limit

School name	Route Number/Road Name	Permanent speed limit (mph)	Average speed (mph)		
			08.30 – 09.00	14.00 – 15.00	07:00-19:00 (excl 08:30 – 09:00 & 14:00-15:00)
Abbey Primary School	B172 Movilla Road	40	15	22.4	32.6
Kirkistown Primary School	A2 Main Street Kirkistown	40	23.6	24	28.9
Milltown Primary School	A26 Lurgan Road	40	27.1	31.3	33.4
Orchard County Primary School	Blackisland Road Loughall	40	35.6	38	41.9
St Paul's High School	A25 Camlough Rd Bressbrook	40	19.5	29.1	29.6

Table 3: Average bi-directional vehicle speeds within a 40mph speed limit

School name	Route Number/Road Name	Permanent speed limit (mph)	Average speed (mph)		
			08.30 – 09.00	14.00 – 15.00	07:00-19:00 (excl 08:30 – 09:00 & 14:00-15:00)
St Patricks Primary School	Ballygalbert Road	60	21	23.2	28.8
Christ the King Primary School	Drumsnade Rd Drumaness	60	27	24.4	28.8
Derryboy Primary School	Manse Rd Crossgar	60	30.4	34.8	43.4
St Joseph's Primary School	B180 Carnacaville Rd	60	21.7	23.7	30.5
Saint Mary's Primary School	Aughlisnafin Road	60	22.1	25.9	34.6
St Mary's Primary School	A2 Strangford Rd Dunsford	60	21.5	27.3	35.6
St Patrick's Primary School	Burrenreagh Rd	60	29.6	30.7	34.9
St Patrick's Primary School	Ballynoe Rd Legamaddy	60	28.1	25	30.7

Table 4: Average bi-directional vehicle speeds within a 60mph speed limit

43. The report lists a number of conclusions, and these are as follows:

- Most locations have a similar traffic flow pattern with a high peak between 08:00 and 09:00 during which the commuter peak coincides with travel to school peak; and a later pronounced commuter peak around 17:00 that is separate from the end of school or college peak earlier in the afternoon. In some cases, the morning commuter peak is earlier and perhaps indicates that the count is on a significant, longer distance journey to work route to work in Belfast and Lisburn.
- Average speed patterns tend to be quite similar. Often, speeds will start to reduce after 8am and reach their lowest between 8.30 and 9.00 and particularly after 8.45, coinciding with the start of school time. They will then rise again after 9am.
- Many primary schools have a 'double dip' in speeds in the afternoon which perhaps indicates two finishing times with younger children finishing earlier. These drops are generally around 2pm and 3pm. High schools and colleges finish later and so speeds are at their lowest generally between 3pm and 3.30pm.
- There is a huge variation in speed reduction with some schools and colleges seeing very significant reductions of well over 100% and others seeing hardly any change at all. Only one (site 22 in Newcastle) sees an increase in morning peak speed compared to the average, while one or two in the sample see no change in their average.
- Out of the 31 survey sites no locations had speeds below 20mph for both the 08:30-09:00 & 14:00- 15:00 or 15:00-16:00 periods; sites 1, 2, 5 and 13 had speeds below 20mph in both directions for the morning only; sites 8,12, 23 and 31 had speeds below 20mph

but only in one direction. This leaves 23 sites not recording an average speed below 20mph between 08:30-09:00 & 14:00-15:00 in either direction.

## Discussion on Findings

44. The review shows that the initiative has been generally well received with the stakeholders, schools, PSNI, and the Department all indicating support.
45. The Citizen Space survey indicates that the part-time 20mph speed limit at schools initiative has been welcomed by more than nine-tenths of staff (94%), and parents (91%), and 88% of children.
46. The initiative has also made the same groups of the school population feel safer with 74% of staff, 76% of parents and 78% of children all indicating this.
47. That said, some respondents did indicate that they have not noticed much improvement in road user behaviour since the scheme became operational with some asking for additional infrastructure outside of their schools such as crossings or road humps.
48. The arrangement of signs used did attract a degree of comment with some suggesting more and bigger signs being required and possibly supplemented by Speed Indicator Devices.
49. Poor driver adherence and a need for more enforcement both attracted comments from schools.
50. The volume of school traffic and levels of congestion were cited as areas of concern relating to road safety.



51. The feedback from the PSNI on the initiative was very positive and supportive, and it is reassuring to hear the initiative has been enforced and that there has been social media messaging promoting it. Practical difficulties in terms of enforcement and physically positioning the safety camera vans is one of a number of technical issues that could be examined further along with the signing arrangement and the scoring system used.
52. In terms of school numbers, 216 were treated during tranches 1 & 2 with these being equally divided between the urban and rural locations. The majority of schools that have been treated are within existing 30mph speed limits which is largely reflective of the location of most schools being close to population centres but may also indicate that the treatment of schools on higher speed roads present greater challenges and may in a lot of cases be unsafe.
53. The traffic data accessed does show a general decrease in traffic speeds at both school start and finish times. It is acknowledged that for the majority of schools surveyed only a small number saw speeds below 20mph. It also has to be noted that there is no way of telling from the figures presented in the review whether the speeds have decreased due to driver behaviour or due to general traffic congestion at the schools.
54. The response from the Department, and its Divisions which delivered the first two tranches of the initiative, was much more detailed and covered a wide range of aspects. Generally, the responses indicated that there is merit in the part-time 20mph at schools initiative as long as the right schools are selected. The focus

needs to be on schools where speed is an issue and where there is the opportunity to reduce the speed of traffic. This is particularly true for schools on high-speed roads or where the road layout is more complicated.

55. The number of schools being treated did cause considerable operational difficulties. Delivering the initiative at the 216 schools meant that the provision of other features such as crossings, signing and lining schemes had to be put on hold while staff concentrated solely on the provision of part-time 20mph speed limits at schools.
56. The provision of part-time 20mph speed limits at 216 schools has presented the Department with an additional resource burden, estimated to be over £120,000 per year, at a time when there is insufficient resource budget to maintain other essential services.
57. The request for a lower rate of delivery has merit given that the provision of other traffic management features aimed at improving road safety has been deferred during the delivery of this initiative. It is felt that a more targeted approach is needed when assessing the remaining schools. A part-time 20mph speed limit may not be warranted, feasible or indeed the right solution to the specific problem being faced at some schools.
58. There are schools where it is not appropriate to provide a part-time 20mph speed limit outside. For example, schools on Key Transport Corridors, trunk roads or other busy routes where there are high volumes of traffic travelling at relatively high speeds especially during peak times as the introduction of part-time 20mph speed limit could be unsafe.

59. There are also locations where a part-time 20mph speed limit is not needed. There are schools which are located at the end of cul-de-sacs or other areas where speeds are already low, or schools in traffic calmed areas where a permanent 20mph speed limit may provide more benefit to the area in general.
60. While it was reported that traffic volumes and collisions tended to skew the selection of schools towards those in urban areas this was not entirely borne out by the figures in Table 1.
61. There were technical difficulties encountered with the delivery of this initiative.

## Review Recommendations

62. The initiative has been well received and the review attracted a high degree of positive feedback. The speed data indicates that measured speeds at school start and finish times are below the posted speed limits although admittedly mostly not below the 20mph limit. The analysis of the schools treated to date would indicate that from an engineering perspective the right balance was struck when selecting potential sites.
63. It is therefore recommended that the Department should provide a third tranche of part-time 20 mph speed limits at schools. The review however also recommends that a more targeted approach is needed to select the correct safety intervention at schools, as part-time 20 mph speed limits are not always appropriate or indeed needed at all schools. Any third tranche would therefore be much more modest in size than the previous two tranches in order to ensure that value for money is achieved through these treatments.
64. It is worth highlighting that the effort taken to meet the challenging targets set for Tranches 1 and 2 meant that the provision of other traffic management measures has not been progressed. Reaffirming that the next tranche must therefore be more modest in size.
65. Part-time 20 mph speed limits should therefore be part of the toolkit that the Department uses when seeking to address safety concerns at schools rather than being employed as a 'one size fits all' solution.
66. It is recommended that the policy and procedure guide used for selecting measures to be introduced at schools, RsPPG E070 v3

‘Road Safety at Schools’ be reviewed to consider the issues raised during the review. While a scoring system should be retained for prioritisation purposes it is recommended that more detail should be provided on what schools will not be assessed for a part-time 20 mph speed limit, for example, schools on key transport corridors and other strategic roads, schools where measured speeds are already near or below 20 mph at school times, or schools in cul-de-sacs where a permanent 20mph speed limit may be more appropriate.

67. It is recommended that the Department consider whether pre-school nurseries should be included along with primary, and post-primary schools as part of the review of RsPPG E070.
68. There are also opportunities in residential areas, and ‘traffic calmed’ areas where permanent 20 mph speed limits could be introduced for the betterment of the general area and not just outside a school. An approach that prioritises the provision of 20 mph zones with traffic calming in residential areas and 20 mph limits in town and city centres where schools are located is recommended. For clarity, this should not be a change of all 30 mph speed limits to 20 mph, but a targeted programme of change that will benefit road safety.

## Annex 1 – List of schools provided with part-time 20mph speed limits during tranches 1 & 2

### **Northern Division**

Abbots Cross Primary School, Newtownabbey

Armoyn Primary School, Ballymoney

Ballyclare High School

Ballymena Academy

Ballymoney High School

Ballytober Primary School, Bushmills

Buick Memorial Primary School, Ballymena

Bushvalley Primary School, Ballymoney

Carnalridge Primary School, Portrush

Carrickfergus Academy

Carrickfergus Grammar School

Creavery Primary School, Antrim

The Irish Society's Primary School, Coleraine

Drumrane Primary School, Dungiven

Duneane Primary School, Toomebridge

Eden Primary School, Ballymoney

Eden Primary School, Carrickfergus

Edmund Rice College, Newtownabbey

Fourtowns Primary School, Ahoghill

Gaelcholaiste Dhoire and Gaelscoil Neachtain, Dungiven (1 scheme with 2 schools)

Garryduff Primary School, Ballymoney

Glengormley High School, Newtownabbey

Glynn Primary School, Larne

Greystone Primary School, St Joseph's Primary School and St Joseph's Nursery, Antrim (1 scheme with 3 schools)

Groggan Primary School, Randalstown

Islandmagee, Senior Campus

King's Park Primary School, Newtownabbey

Kirkinriola Primary School, Ballymena

Landhead Primary School, Ballymoney

Limavady Grammar School

Lislagan Primary School, Ballymoney

Loanends Primary School, Crumlin

Mallusk Controlled Integrated Primary School

Mill Strand Integrated Primary School, Portrush

Millquarter Primary School, Toomebridge

Moneynick Primary School, Randalstown

Moorfields Primary School, Ballymena

Newtownabbey Ind. Christian School

Rossmar Special School, Limavady

St Brigid's Primary School, Ballymena

St Canice's Primary School, Feeny

St Conor's College, Kilrea

St Matthew's Primary School, Drumsurn

St Nicholas' Primary School, Carrickfergus  
St Patrick's & St Joseph's Primary School, Garvagh  
St Patrick's College, Ballymena  
St Paul's Primary School, Ahoghill  
Straidbilly Primary School, Ballymoney  
Straidhavern Primary School, Crumlin  
The Diamond Primary School, Cullybackey  
Upper Ballyboley Primary School, Ballyclare  
Whitehouse Primary School, Newtownabbey

### **Eastern Division**

All Saints College, Belfast  
Annahilt Primary School, Lisburn  
Aquinas Grammar School, Belfast  
Ashfield Boys' High School, Belfast  
Ashfield Girls' High School, Belfast  
Ballycarrickmaddy Primary School, Lisburn  
Ballymacash Primary School, Lisburn  
Ballysillan Primary School, Belfast  
Belfast Boys' Model School, Belfast  
Belfast Royal Academy, Belfast  
Ben Madigan Preparatory School, Belfast  
Blessed Trinity College, Belfast



Bunscoil Bheann Mhadagain, Belfast  
Carr's Glen Primary School, Belfast  
Cavehill Primary School, Belfast  
Cliftonville Integrated Primary School, Belfast  
Cranmore Integrated Primary School, Belfast  
Currie Primary School, Belfast  
Dominican College, Belfast  
Dromara Primary School, Dromara  
Elmgrove Primary School, Belfast  
Finaghy Primary School, Belfast  
Gilnahirk Primary School, Belfast  
Hazelwood College, Newtownabbey  
Hazelwood Integrated Primary School, Newtownabbey  
Holy Family Primary School, Belfast  
Knocknagoney Primary School, Belfast  
Lagan College, Belfast  
Largymore Primary School, Lisburn  
Leadhill Primary School, Belfast  
Ligoniel Primary School, Belfast  
Loughview Integrated Primary School, Belfast  
Maghaberry Primary School, Lisburn  
Malone Integrated College, Belfast  
Meadow Bridge Primary School, Hillsborough

Our Lady & St Patrick's College, Belfast  
Our Lady of Lourdes Primary School, Belfast  
Our Lady Queen of Peace Primary School, Belfast  
Riverdale Primary School, Lisburn  
Rowandale Integrated Primary School, Moira  
St Aloysius Primary School, Lisburn  
St Colman's Primary School, Lisburn  
St John the Baptist Primary School, Belfast  
St Joseph's College, Belfast  
St Mary's Christian Brothers Grammar School, Belfast  
St Michael's Primary School, Belfast  
St Oliver Plunkett Primary School, Belfast  
St Patrick's Academy, Lisburn  
St Teresa's Primary School, Belfast  
St Vincent de Paul Primary School, Belfast

### **Southern Division**

Abbey Primary School, Newtownards  
Abercorn Primary School, Banbridge  
Andrews Memorial Primary School, Newtownards  
Annsborough Integrated Primary School, Castlewellan  
Armagh Christian Brothers Primary School  
Banbridge Academy & Edenderry Primary School, Banbridge (1 scheme with 2 schools)  
Carrowdore Primary School, Newtownards

Christ the King Primary School, Drumaness  
Clandeboy Primary School, Bangor  
Clintyclay Primary School, Clonmore  
Clounagh Junior High School, Craigavon  
Derryboy Primary School, Crossgar  
Donaghadee Primary School  
Grange Primary School, Newry  
Greyabbey Primary School, Newtownards  
Killyleagh Integrated Primary School, Downpatrick  
Kirkistown Primary School, Newtownards  
Loughries Integrated Primary School, Newtownards  
Millisle Primary School  
Milltown Primary School, Banbridge  
Newcastle Primary School  
Newtownhamilton High School & Newtownhamilton Primary School (1 scheme with 2 schools)  
Orchard County Primary School, Craigavon  
Portadown College  
Priory Integrated College, St Patrick's Primary School & Sullivan Upper Preparatory, Holywood (1 scheme with 3 schools)  
Rathmore Primary School  
Sacred Heart Grammar School & St Ronan's Primary School, Newry (1 scheme with 2 schools)  
Sacred Heart Primary School, Newcastle  
Seagoe Primary School, Portadown  
St Caolan's Primary School, Saintfield  
St John the Baptist's College, Portadown  
St Joseph's Primary School, Carnacaville  
St Joseph's Primary School, Crossgar  
St Joseph's Primary School, Tyrella

St Laurence O'Toole Primary School, Belleek  
St Louis Grammar, Kilkeel  
St Malachy's Primary School, Ballymoyer  
St Malachy's Primary School, Bangor  
St Mark's High School, Warrenpoint  
St Mary's Primary School, Ardglass (Dunsford)  
St Mary's Primary School, Aughlisnafin  
St Patrick's College, Banbridge  
St Patrick's Primary School, Ballygalget  
St Patrick's Primary School, Ballynahinch  
St Patrick's Primary School, Castlewellan  
St Patrick's Primary School, Legamaddy  
St Paul's High School, Bessbrook  
St Peter's Primary School, Cloughreagh  
Tandragee Junior High  
Tandragee Primary School

### **Western Division**

Ampertaine Primary School, Maghera  
Artigarvan Primary School, Strabane  
Arvalee School, Omagh  
Augher Central Primary School  
Aughnacloy College & Aughnacloy Primary School (1 scheme with 2 schools)  
Ballylifford Primary School, Coagh  
Belleek No 2 Primary School  
Bready Jubilee Primary School, Strabane  
Bunscoil Cholmcille, Derry

Christ the King Primary School, Omagh  
Crossroads Primary School, Kilrea  
Culmore Primary School  
Donemana Primary School, Strabane  
Ebrington Primary School  
Edendork Primary School, Dungannon  
Florencecourt Primary School  
Foyle College  
Gibson Primary School, Omagh  
Gillygooley Primary School, Omagh  
Gortin Primary School, Omagh  
Holy Cross College, Strabane  
Holy Family Primary School, Aughamullan  
Lissan Primary School, Cookstown  
Londonderry Model Primary School  
Magherafelt High School  
Newbuildings Primary School  
Omagh County Primary School  
Omagh High School  
Orritor Primary School, Cookstown  
Phoenix Integrated Primary School, Cookstown  
Spires Integrated Primary School, Magherafelt  
St Aidan's High School, Derrylin  
St Brigid's Primary School, Cranagh  
St Brigid's Primary School, Knockloughrim  
St Columban's Primary School, Belcoo  
St Columb's College, Derry  
St Eoghan's Primary School, Magherafelt  
St Eugene's Primary School, Derry

St Joseph's Primary School, Donagh  
St Joseph's Primary School, Galbally  
St Malachy's Primary School, Drummullan  
St Marys Primary School, Bellanaleck  
St Mary's Primary School, Maguiresbridge  
St Mary's Primary School, Strabane Junior Site  
St Patrick's Primary School, Eskra  
St Patrick's Primary School, Gortin  
St Patrick's Primary School, Pennyburn  
St Paul's Primary School, Slievemore  
St Pius X College, Magherafelt  
St Ronan's Primary School, Recarson  
St Trea's Primary School, Magherafelt  
Steelstown Primary School, Londonderry  
Strabane Primary School  
Tempo Primary School  
Thornhill College, Derry

## Annex 2 – List of schools provided with part-time 20mph speed before tranches 1 & 2

Glendermott Primary School, Londonderry  
Ballougry Primary School, Londonderry  
Hezlett Primary School, Castlerock  
Kilmoyle Primary School, Ballymoney  
Templepatrick Primary School, Templepatrick  
Model Primary School, Carrickfergus  
Moyallen Primary School, Gilford  
St Peter's Primary School, Collegeland near Loughgall  
Culcrow Primary School, Coleraine  
Carrowreagh Primary School, Ballymoney  
Woods Primary School, Magherafelt  
St Mary's Primary School, Gawleys Gate, Lurgan  
Bronte Primary School, Banbridge  
Ballyvester Primary School, Donaghadee  
Carrickmannon Primary School, Ballygowan  
Lisnadill Primary School, Armagh  
Clonalig Primary School, Crossmaglen