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2026 Speed Limit Review Consultation Response Report

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Executive Summary

This report presents the key findings from the 2026 Speed Limit Review public consultation, authorised by the Minister of Infrastructure and undertaken by the Department for Infrastructure (DfI).

The consultation formed an integral part of the Department's wider consideration of speed management policy and was carried out in the context of the Northern Ireland [Road Safety Strategy for Northern Ireland to 2030](#), which provides the overarching strategic framework for reducing death and serious injury on the road network. The Strategy promotes a coordinated and evidence-led approach to road safety, focused on the complementary pillars of safe roads, safe vehicles and safe people.

The consultation sought views on a range of options relating to speed limits across Northern Ireland, reflecting different road environments and vehicle types. In particular, the consultation focused on three main areas:

- the introduction and application of 20mph speed limits, particularly in urban settings;
- proposed changes to the national speed limits on rural single carriageway roads and dual carriageway roads; and
- proposals relating to speed limits for Heavy Goods Vehicles (HGVs).

The consultation ran for a period of 14 weeks, from 14 January to 22 April 2026, and generated a substantial level of public and stakeholder engagement. In total, 2,169 responses were received as part of the consultation process.

The majority of responses were submitted via the Citizen Space online survey platform, with submissions received from individual members of the public, organisations and key stakeholders. In addition to Citizen Space responses, a small number of submissions were received in the form of written correspondence. A breakdown of respondents can be found in Table 1 below:

Table 1: 2026 Speed Limit Review - Response Totals	
Public responses via Citizen Space	1,981
Organisation responses via Citizen Space*	41
Total Public/Organisation Responses via Citizen Space	2,022
Key Stakeholder Responses via Citizen Space	
Local Councils	12
Motorcycle Representative Groups	5
Police Service of Northern Ireland	33
Road Safety Organisations	3
Inclusive Mobility and Transport Advisory Committee (IMTAC)	1
Total Key Stakeholder Responses via Citizen Space	54
Written Responses from Key Stakeholders	
Age NI	1
Royal National Institute of Blind People (RNIB)	1
Road Haulage Association (RHA)	1
Association of Personal Injury Lawyers (APIL)	1
Lisburn and Castlereagh City Council	1
20s plenty	1
The Police Service of Northern Ireland (PSNI) (Operational Support Department)	1
Cycling UK	79
PEACE-Air Consortium (UUJ)	1
Alliance Party of Northern Ireland	1
Office of Cathal Mallaghan MP Mid Ulster Constituency Office	1
Northern Ireland Ambulance Service	1
DAERA Air & Environmental Quality (AEQ)	1
Ulster Farmers Union	1
Northern Ireland Commissioner for Children and Young People (NICCY)	1
Total Written Responses from Key Stakeholder	92
2026 Speed Limit Review Overall Response Total	2,169

*a list of organisations that responded has been included in Annex A of this report.

Collectively, these responses represent a wide geographical spread, a diverse range of demographic backgrounds, and a broad spectrum of road user perspectives, including industry bodies, private motorists, emergency services, and vulnerable road users (motorcyclists, cyclists and pedestrians). The volume and breadth of responses demonstrate strong public and stakeholder engagement with the issues under consideration.

Overall, the consultation responses provided insights into public attitudes towards speed management in Northern Ireland. They highlighted areas of consensus, identified points of concern, and offered valuable qualitative commentary on how speed limit policies are perceived in terms of safety, compliance, enforcement and wider societal impact.

These findings will help inform the Department's ongoing assessment of the speed limit review options and their alignment with the objectives of the Road Safety Strategy to 2030.

Key Findings

Across all the options considered, a consistent and clear message emerged in favour of a targeted, evidence led and proportionate approach to speed management, rather than the application of blanket speed limit reductions across the road network.

Respondents repeatedly emphasised that speed limits should reflect the function, design and risk profile of individual roads, and that interventions are most likely to be effective where they are focused on locations with a clear safety rationale, such as areas with a history of collisions or high levels of vulnerable road user activity.

Consultation responses demonstrate strong recognition that reducing fatal and serious injuries should be the primary focus of speed management policy. Of the 2,022 public / organisational responses:

- 1,425 ranked reducing fatal and serious injuries as their highest priority; and,
- 1,311 respondents ranked reducing the number and severity of collisions involving vulnerable road users as the second most important objective.

Taken together, these results demonstrate a strong consensus towards protecting life and vulnerable road users.

Respondents expressed strong support for a speed limit reduction from 30mph to 20mph in the immediate vicinity of schools, and streets with high pedestrian movements, towns and villages, and in areas with a high presence of vulnerable road users. Of the 2,022 public / organisational responses:

- 1,516 thought a 20mph speed limit would be appropriate at schools;
- 1,085 thought a 20mph speed limit would be appropriate in streets with lots of pedestrian movements;
- 194 thought a 20mph speed limit would be appropriate at all current 30mph roads.

The majority of respondents opposed reductions to the national speed limit on rural single carriageways. However, there was greater confidence in a targeted approach with evidence led interventions, supported by effective enforcement, driver education

and appropriate road engineering, as a more credible means of achieving reductions in deaths and serious injuries. Of the 2,022 public / organisational responses:

- 1,183 responses strongly or somewhat opposed changes to rural road speed limits;
- 722 responses strongly or somewhat supported changes to rural road speed limits.

Of the 2,022 public / organisational responses, 1,211 respondents were strongly against a reduction to national speed limits on dual carriageways.

The majority of respondents showed support for an increase in HGV speed limits. Of the 2,022 public / organisational responses:

- 1,075 responses strongly or somewhat supported increases to HGV speed limits.
- 563 responses strongly or somewhat opposed increases to HGV speed limits.

In line with the majority of respondents, the Police Service of Northern Ireland (PSNI), Northern Ireland Fire and Rescue Service (NIFRS) and Northern Ireland Ambulance Service (NIAS) identify the reduction of fatal collisions and the protection of vulnerable road users as the principal benefits of lowering speed limits.

Responses from the Police Service of Northern Ireland (Operational Support Department) supports:

- Measures aimed at improving road safety, particularly for vulnerable road users.
- A wider introduction of 20mph speed limits in built-up residential areas, including around schools where appropriate;
- Targeted reductions in speed limits on both single and dual carriageway roads; and,
- An increase in HGV speed limits.

Similarly, the NIFRS support overall speed limit reductions and an increase in HGV speed limits.

The NIAS broadly aligns with the views of PSNI and NIFRS, although it favours a more controlled and targeted approach to increasing HGV speed limits.

Active Travel respondents, including Walk Wheel and Cycle Trust (Sustrans) and Cycling UK showed strong support for 20mph speed limits and overall support for reduced speed limits across the network.

Overall, while respondents generally recognised the importance of road safety and supported measures designed to protect vulnerable road users, including pedestrians and cyclists, there was significant concern regarding the practical effectiveness, enforceability and wider impacts of broad speed limit reductions.

In particular, respondents raised concerns about low levels of compliance, the potential for increased driver frustration, longer journey times, and unintended consequences for traffic flow and rural accessibility. These concerns were often framed in the context of existing challenges around enforcement capacity and public confidence in compliance with current speed limits.

In contrast, proposals to increase speed limits for Heavy Goods Vehicles (HGVs) received relatively higher levels of support compared to other elements of the review. Respondents who supported these proposals commonly viewed them as reflecting improvements in modern vehicle design, braking performance and safety systems, as well as having the potential to reduce speed differentials between vehicle types and improve overall traffic flow.

However, the support for increases to HGV speed limits was conditional on the introduction of appropriate safeguarding measures, including speed-limiting technology, enhanced driver training and robust enforcement, underscoring the importance respondents placed on maintaining safety outcomes alongside any changes to speed limits.

In summary, there was strong support for accompanying any new speed limits with a public information and education campaign with over 84% of respondents considering this to be essential or important.

Consultation Process and Methodology

The public consultation was launched on 14 January 2026 and ran for a period of 14 weeks, closing on 22 April 2026. The consultation was hosted on the Citizen Space platform and was accessible via the Department for Infrastructure's website, providing an open and transparent mechanism for public engagement. Citizen Space is the Northern Ireland Civil Service's recommended tool for conducting public consultations and surveys, ensuring consistency with established digital engagement standards.

The consultation comprised a series of questions designed to gather views on the three main topics outlined in the Executive Summary.

As part of its public engagement strategy for the Speed Limit Review, the Department launched a coordinated social media campaign to raise awareness and encourage participation in the consultation. The campaign began with the official launch and continued throughout the consultation period. DfI used its official social media accounts to share updates and promote the consultation.

The Speed Limit Review Consultation posts which included a moving informative graphic and Ministerial video encouraging the public to participate were posted across all Departmental social media channels regularly between the launch in January and the Consultation closing in April.

A total of 61,599 post views were recorded, comprising 35,251 on Facebook, 21,031 on X, 4,489 on LinkedIn, and 828 on Instagram.

This targeted digital outreach significantly expanded the campaign's reach and helped drive broader public engagement.

The consultation was carried out in accordance with the Northern Ireland Civil Service (NICS) Public Consultation Guidance and the Consultation Principles Guidance document [Consultation Guidance Documentation](#) & [Consultation Principles](#).

This allowed the Department to specifically target key stakeholder groups, including local councils, statutory bodies, emergency services and representative

organisations. This has enabled the Department to capture key stakeholder views in a structured way aligned with the consultation questions, while ensuring that responses could be clearly identified and analysed separately from those submitted by individual members of the public and organisations. A summary of these responses is provided on pages 46 – 53 of this report.

Additionally, written email responses, received via the departmental email address provided in the consultation documents, have been summarised individually. A summary of these responses is provided on pages 53 - 69 of this report.

Purpose of Consultation Response Report

The Consultation Response Report will present an overview of feedback received from stakeholders and the public, highlighting areas of strong support, opposition and key themes raised. The report will also summarise constructive feedback to help inform final policy decisions and future implementation.

Given the volume of responses received, the report did not reproduce all individual comments submitted by respondents. Instead, responses have been analysed and summarised to identify the key issues, themes and perspectives raised in relation to the consultation questions.

A range of digital tools was used to support quality assurance during the drafting and editing process. All content included in this report has been reviewed, verified and approved by Departmental officials to ensure accuracy and consistency with the consultation responses received.

Officials have endeavoured to ensure that all contributions are summarised fairly, objectively and without judgement or subjective interpretation.

The purpose of the report is to present an accurate reflection of the views expressed by respondents. It should be noted that the views set out in this report are representative of the responses received as part of the consultation and do not necessarily reflect the views or policy position of the Department for Infrastructure.

In preparing this report, officials identified common themes, areas of agreement and points of divergence in responses to each question. This includes consideration of views expressed both in support of and in opposition to the consultation proposals. The consultation sought to:

- Gather views on proposed changes to speed limits across different road environments;
- Understand public and stakeholder perceptions of road safety, compliance and enforcement;
- Identify potential equality and rural impacts arising from the proposals; and
- Inform the Department's evidence-based policy development in line with the objectives of the Northern Ireland Road Safety Strategy to 2030

Summary of Public Consultation Responses

The following section provides an analysis and summary of responses received via Citizen Space to the relevant questions posed on the Consultation.

About you.

Question 1 – Are you a resident of Northern Ireland? There were 2,022 responses to this question.



Option	Total	Percent
Yes	2007	99.26%
No	15	0.74%
Not Answered	0	0.00%

- Most respondents selected “Yes” (99.3%), with a small number responding “No” (0.7%). All respondents provided an answer to this question, indicating a complete response rate.

Question 2 – Are you completing this survey as an individual, on behalf of an organisation or as a key stakeholder? There were 2,022 responses to this question.



Option	Total	Percent
Individual	1981	97.97%
Organisation	41	2.03%
Not Answered	0	0.00%

Organisational name

There were 41 responses to this part of the question.

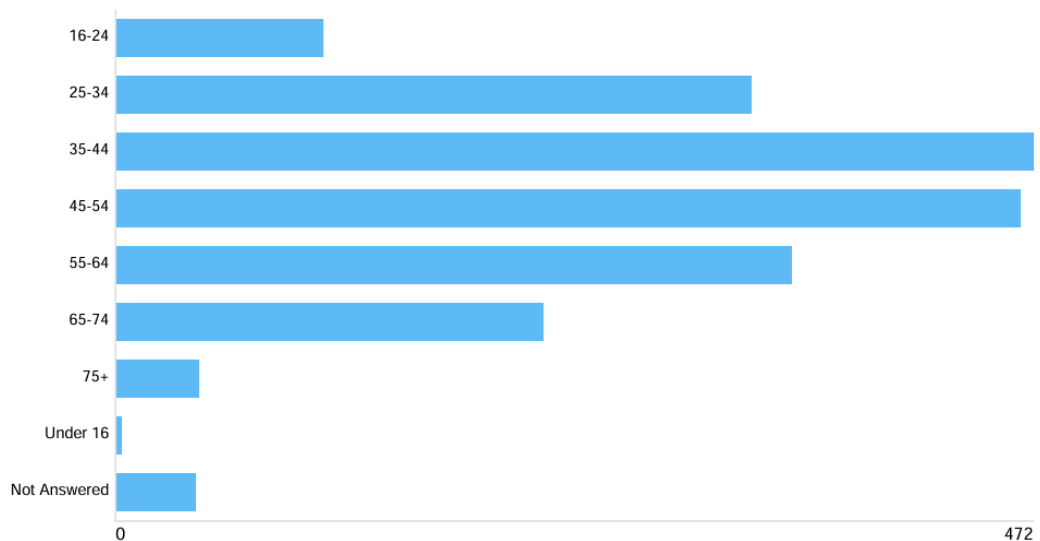
- Most responses were submitted by individuals (98.0%), with a small proportion received from organisations (2.0%). All respondents answered this question, indicating full completion.

Demographic information.

Question 3: Please indicate your age group.

There were 2,022 responses to this question.

List of age categories

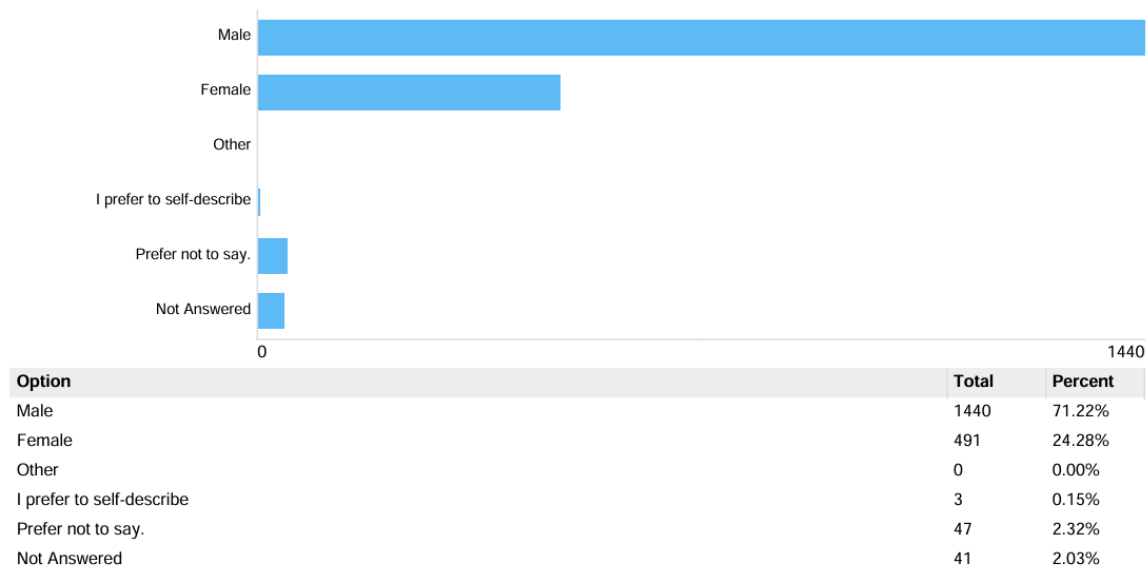


Option	Total	Percent
16-24	106	5.24%
25-34	326	16.12%
35-44	472	23.34%
45-54	465	23.00%
55-64	347	17.16%
65-74	220	10.88%
75+	42	2.08%
Under 16	3	0.15%
Not Answered	41	2.03%

- Responses were received across a broad range of age groups, with the highest levels of participation from those aged 35–44 (23.3%) and 45–54 (23.0%). Adults aged 25–34 (16.1%) and 55–64 (17.2%) also accounted for a substantial proportion of respondents. Lower response levels were recorded among younger people aged 16–24 (5.2%) and those aged 75 and over (2.1%). A small proportion of respondents did not answer the question (2.0%).

Question 4: Please indicate your gender. There were 2,022 responses to this question.

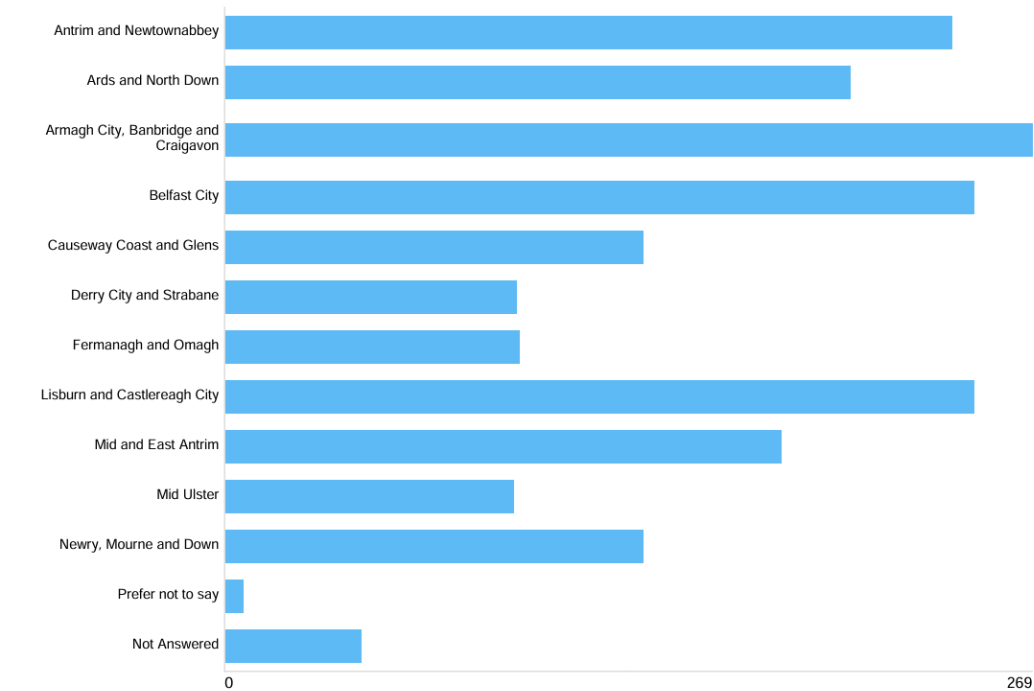
List of gender categories



- The majority of respondents who provided gender information identified as male (71.2%), with just under a quarter identifying as female (24.3%). Overall, the responses reflect a high level of completion for this question.

Question 5: Please select your local council area from the list below. There were 2,022 responses to this question.

List of Council areas

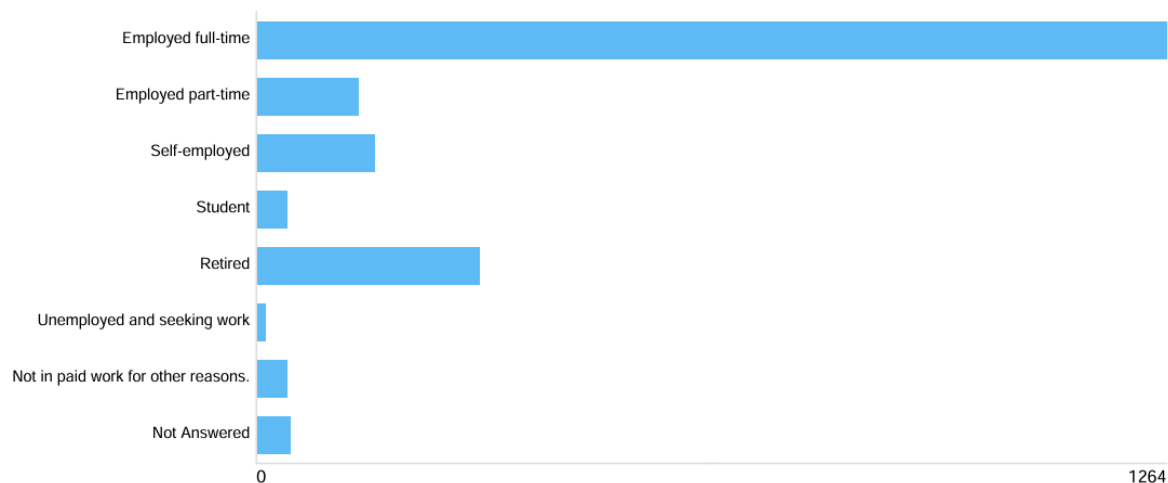


Option	Total	Percent
Antrim and Newtownabbey	242	11.97%
Ards and North Down	208	10.29%
Armagh City, Banbridge and Craigavon	269	13.30%
Belfast City	249	12.31%
Causeway Coast and Glens	139	6.87%
Derry City and Strabane	97	4.80%
Fermanagh and Omagh	98	4.85%
Lisburn and Castlereagh City	249	12.31%
Mid and East Antrim	185	9.15%
Mid Ulster	96	4.75%
Newry, Mourne and Down	139	6.87%
Prefer not to say	6	0.30%
Not Answered	45	2.23%

- The highest level of responses was received from Armagh City, Banbridge and Craigavon (269 responses; 13.3%).
- The lowest response levels among council areas were from Mid Ulster (96 responses; 4.75%) and Derry City and Strabane (97 responses; 4.8%).
- Only a very small proportion of respondents selected “Prefer not to say” (0.3%) or did not answer the question (2.23%).

Question 6: Which of the following best describes your current employment status? There were 2,022 responses to this question.

List of employment categories

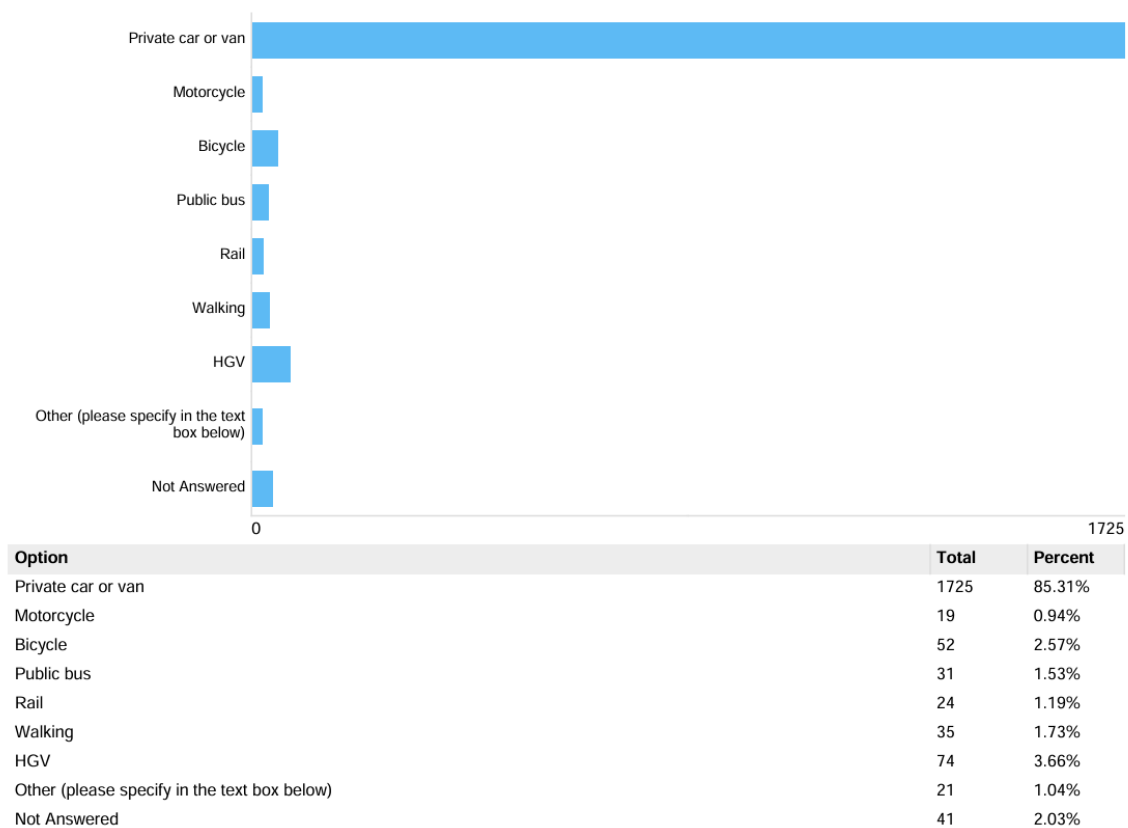


Option	Total	Percent
Employed full-time	1264	62.51%
Employed part-time	140	6.92%
Self-employed	164	8.11%
Student	42	2.08%
Retired	310	15.33%
Unemployed and seeking work	13	0.64%
Not in paid work for other reasons.	42	2.08%
Not Answered	47	2.32%

- The majority of respondents were in employment, with most working full-time (62.5%). A further proportion were self-employed (8.1%) or employed part-time (6.9%).
- Retired respondents accounted for 15.3%, while smaller numbers identified as students, unemployed, or not in paid work for other reasons. A small proportion did not answer this question (2.3%).

Question 7: What is your primary mode of transport for commuting or regular travel? There were 2,022 responses to this question.

Modes of transport list



- The majority of respondents reported using a private car or van as their main mode of transport (85.3%).
- Much smaller proportions identified other modes, including HGVs (3.7%), cycling (2.6%), walking (1.7%), and public transport (bus 1.5%, rail 1.2%), with very low levels of motorcycle use. A small proportion selected other modes or did not answer the question.
- Other primary modes noted in the 'Other' answer show a combined car use with bus, train, bicycle, motorcycle and walking.

Question 8: Do you hold a driving licence? There were 2,022 responses to this question.

Driving licence

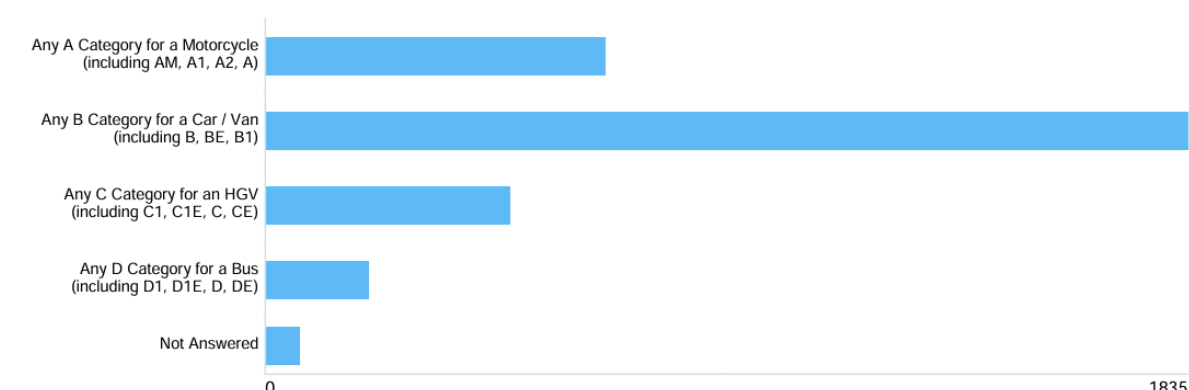


- Most respondents answered “Yes” (96.6%), with a small proportion responding “No” (1.4%). A small number of respondents did not answer this question (2.0%).

Travel Behaviour

Question 9: This question relates to your driving licence entitlement, please select all that apply to you. There were 2,022 responses to this question.

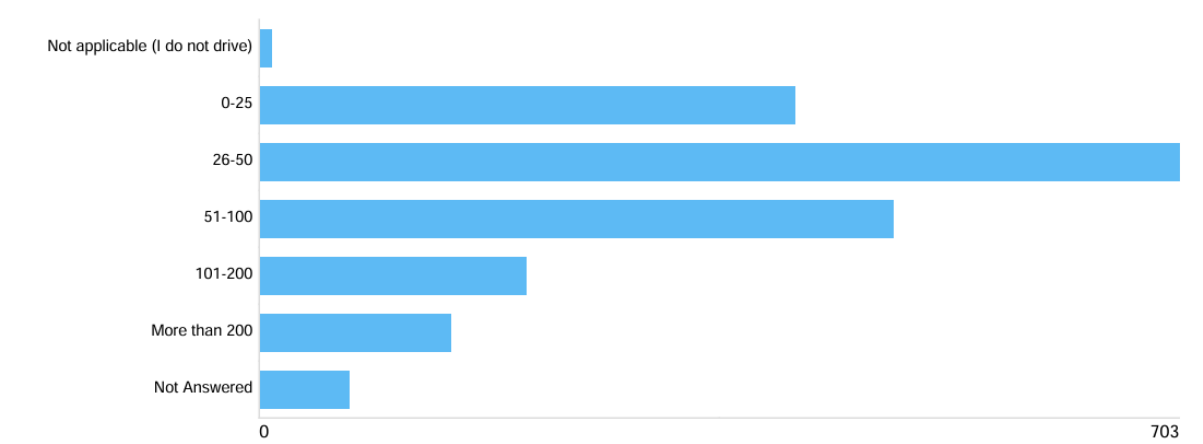
List of driving licence categories



- Most respondents held a Category B car/van licence (90.8%).
- A substantial proportion also reported holding licences for motorcycles (33.3%) and HGVs (24.0%), while a smaller number held bus licences (10.1%).
- A small proportion of respondents did not answer this question (3.4%).

Question 10: On average, how many miles per week do you drive on urban roads with a speed limit of 30mph? There were 2,022 responses to this question.

List of distance travelled options

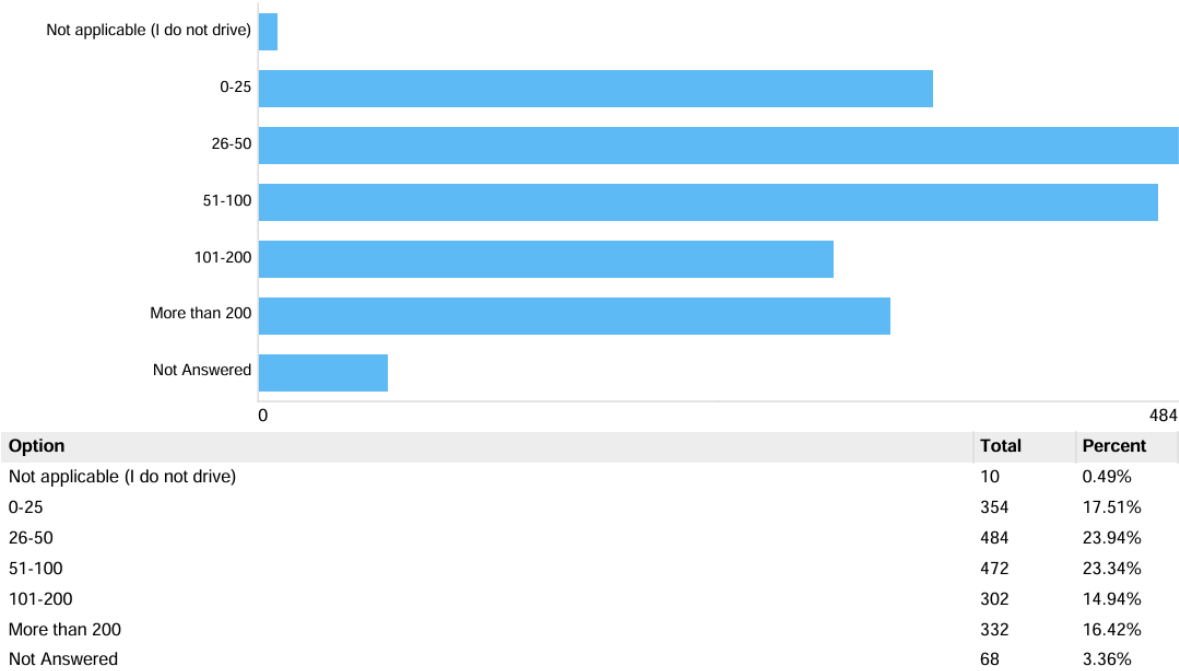


Option	Total	Percent
Not applicable (I do not drive)	10	0.49%
0-25	409	20.23%
26-50	703	34.77%
51-100	483	23.89%
101-200	203	10.04%
More than 200	146	7.22%
Not Answered	68	3.36%

- Most respondents reported driving between 26 and 50 miles per day (34.8%), followed by those driving 51–100 miles (23.9%) and 0–25 miles (20.2%). Smaller proportions reported higher daily mileage of 101–200 miles (10.0%) or more than 200 miles (7.2%). Very few respondents indicated that they do not drive, and a small proportion did not answer the question (3.4%).

Question 11: On average, how many miles per week do you drive on rural single carriageway roads where a national speed limit applies? There were 2,022 responses to this question.

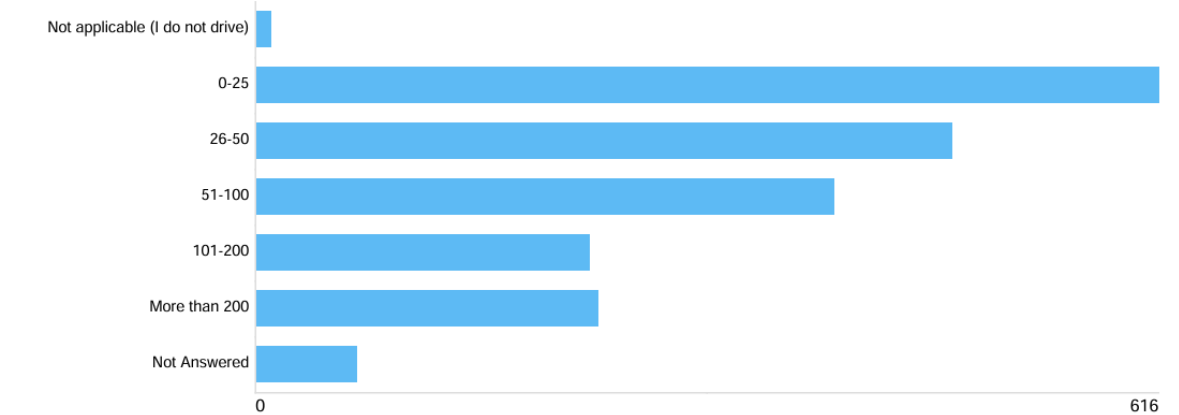
List of distance travelled options



- Most respondents reported driving between 26 and 50 miles (23.9%) or 51–100 miles (23.3%). A further proportion reported driving 0–25 miles (17.5%) or more than 200 miles (16.4%), while 14.9% indicated distances of 101–200 miles. Very few respondents stated that they do not drive, and a small proportion did not answer the question (3.4%).

Question 12: On average, how many miles per week do you drive on dual carriageways? There were 2,022 responses to this question.

List of distance travelled options



Option	Total	Percent
Not applicable (I do not drive)	10	0.49%
0-25	616	30.46%
26-50	474	23.44%
51-100	394	19.49%
101-200	227	11.23%
More than 200	233	11.52%
Not Answered	68	3.36%

- Most respondents reported relatively low to moderate levels of driving, with the largest proportion travelling 0–25 miles (30.5%). This was followed by those driving 26–50 miles (23.4%) and 51–100 miles (19.5%). Smaller proportions reported driving over 100 miles, either 101–200 miles (11.2%) or more than 200 miles (11.5%). Very few respondents indicated that they do not drive, and a small proportion did not answer the question (3.4%).

Question 13: How frequently do you drive a HGV on urban or rural roads? There were 2,022 responses to this question.

List of options for HGV travel



Option	Total	Percent
Daily	220	10.88%
Weekly	65	3.21%
Monthly	33	1.63%
Rarely	82	4.06%
Never	1554	76.85%
Not Answered	68	3.36%

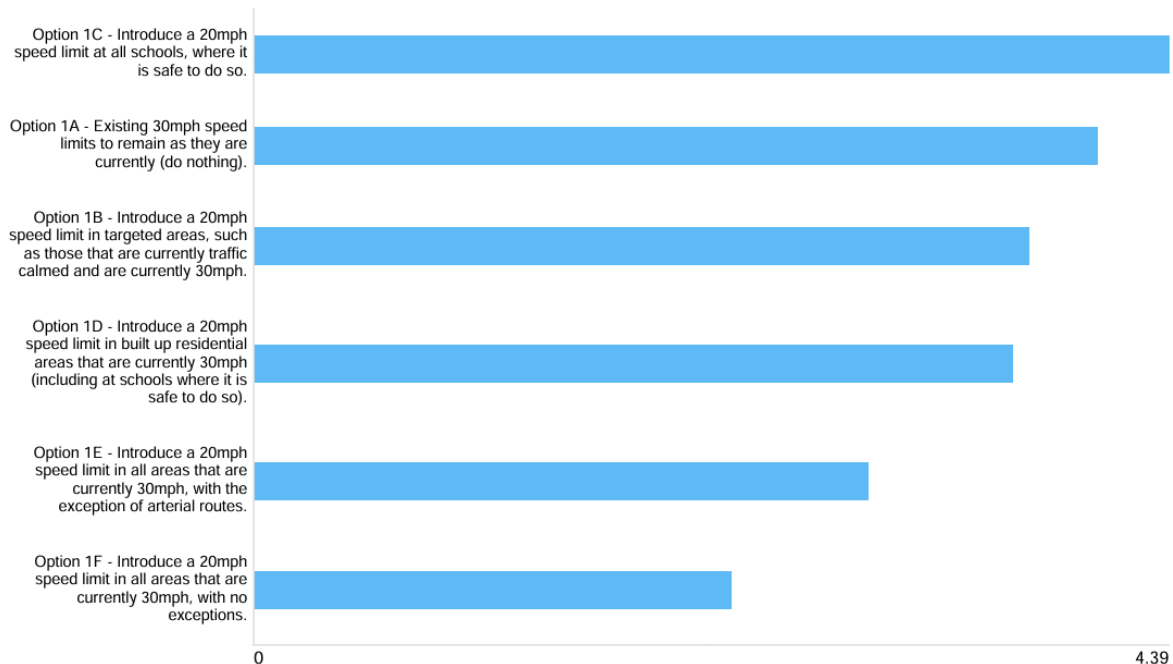
- A minority of respondents reported driving an HGV, most commonly on a daily basis (10.9%), with smaller proportions driving weekly (3.2%), monthly (1.6%), or rarely (4.1%).
- The majority of respondents indicated that they never drive an HGV (76.9%).
- A small proportion did not answer the question (3.4%).

Attitudes to 20mph Speed Limits

This section analyses the response data for 20mph speed limits.

Question 14: Based on the evidence in the consultation report which of the following options relating to 20mph speed limits would you support in an effort to improve road safety. (put in order of preferred = 1 to least preferred = 6), (Citizen Space inverts the score, so 6 is ranked highest)

Table of "List of Options for 20mph Speed Limits" in rank order



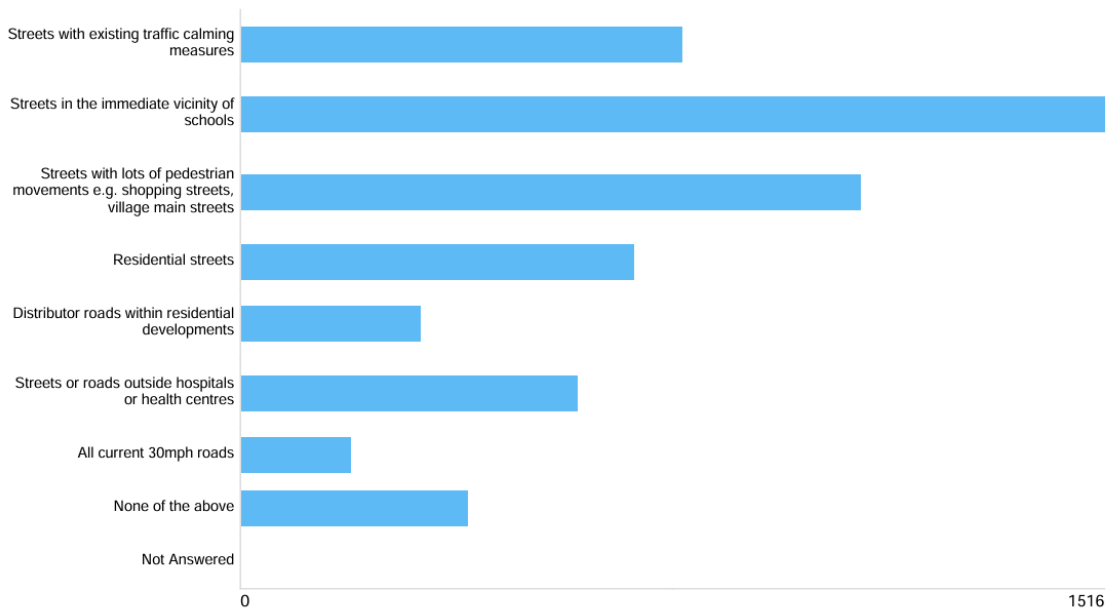
Item	Ranking
Option 1C - Introduce a 20mph speed limit at all schools, where it is safe to do so.	4.39
Option 1A - Existing 30mph speed limits to remain as they are currently (do nothing).	4.04
Option 1B - Introduce a 20mph speed limit in targeted areas, such as those that are currently traffic calmed and are currently 30mph.	3.71
Option 1D - Introduce a 20mph speed limit in built up residential areas that are currently 30mph (including at schools where it is safe to do so).	3.64
Option 1E - Introduce a 20mph speed limit in all areas that are currently 30mph, with the exception of arterial routes.	2.94
Option 1F - Introduce a 20mph speed limit in all areas that are currently 30mph, with no exceptions.	2.28

- Respondents showed strongest support for introducing 20mph speed limits at schools where it is safe to do so, which ranked highest overall. Respondents indicated support for the introduction of 20mph speed limits on traffic calmed streets and streets with high pedestrian activity, including streets in the immediate vicinity of schools, streets with high levels of pedestrian movement such as shopping streets and village main streets, and residential streets.
- There was also support for retaining existing 30mph limits.

- Proposals for broader application of 20mph speed limits, particularly those covering all 30mph roads with limited or no exceptions, were ranked lower by respondents.

Question 15: On which types of urban roads or streets do you think a 20mph speed limit would be appropriate? (tick any that apply) There were 2,022 responses to this question.

List of scenarios that would benefit from 20mph speed limits

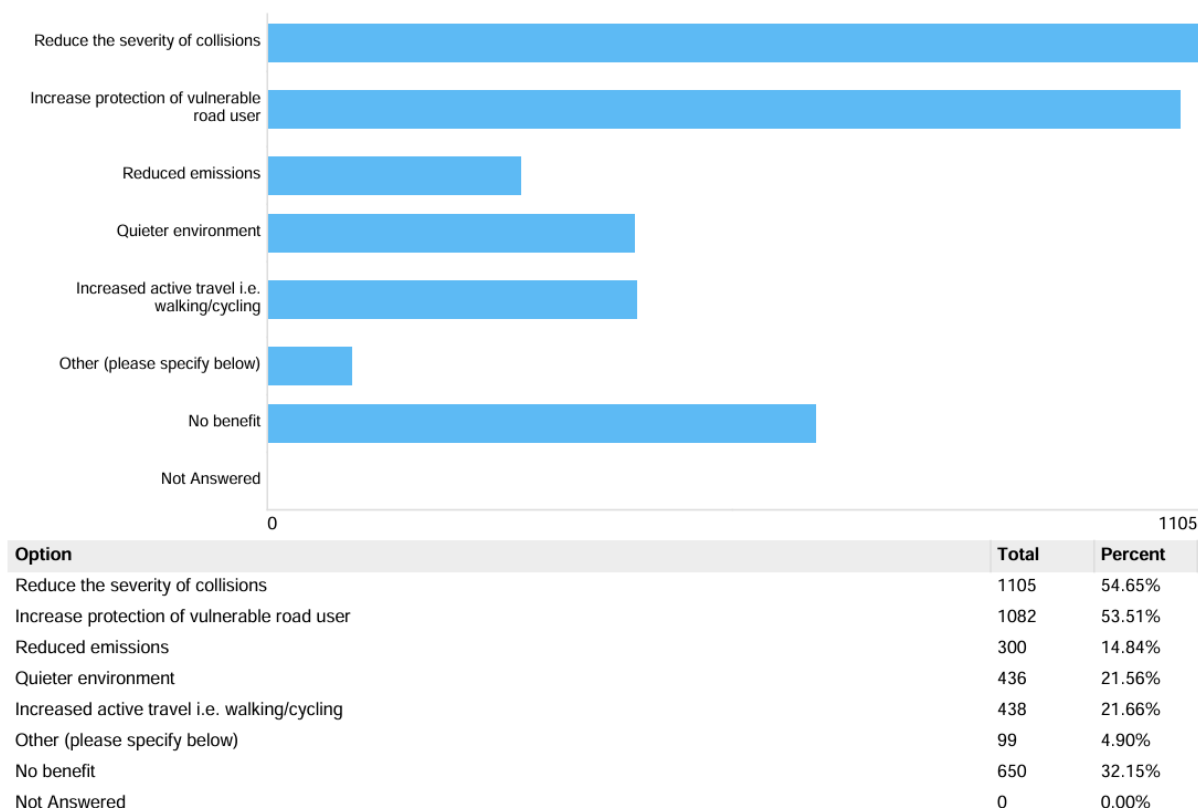


Option	Total	Percent
Streets with existing traffic calming measures	772	38.18%
Streets in the immediate vicinity of schools	1516	74.98%
Streets with lots of pedestrian movements e.g. shopping streets, village main streets	1085	53.66%
Residential streets	688	34.03%
Distributor roads within residential developments	313	15.48%
Streets or roads outside hospitals or health centres	590	29.18%
All current 30mph roads	194	9.59%
None of the above	398	19.68%
Not Answered	0	0.00%

- Respondents most commonly identified streets in the immediate vicinity of schools as appropriate locations for 20mph speed limits (75.0%). A majority also supported lower speeds on streets with high pedestrian activity, such as shopping streets and village main streets (53.7%).
- Moderate levels of support were expressed for streets with existing traffic-calming measures (38.2%) and residential streets (34.0%).
- Low level of support for all current 30mph roads was identified (9.59%).

Question 16: What do you believe would be the benefits, if any, of a 20mph urban limit? (tick all that apply)

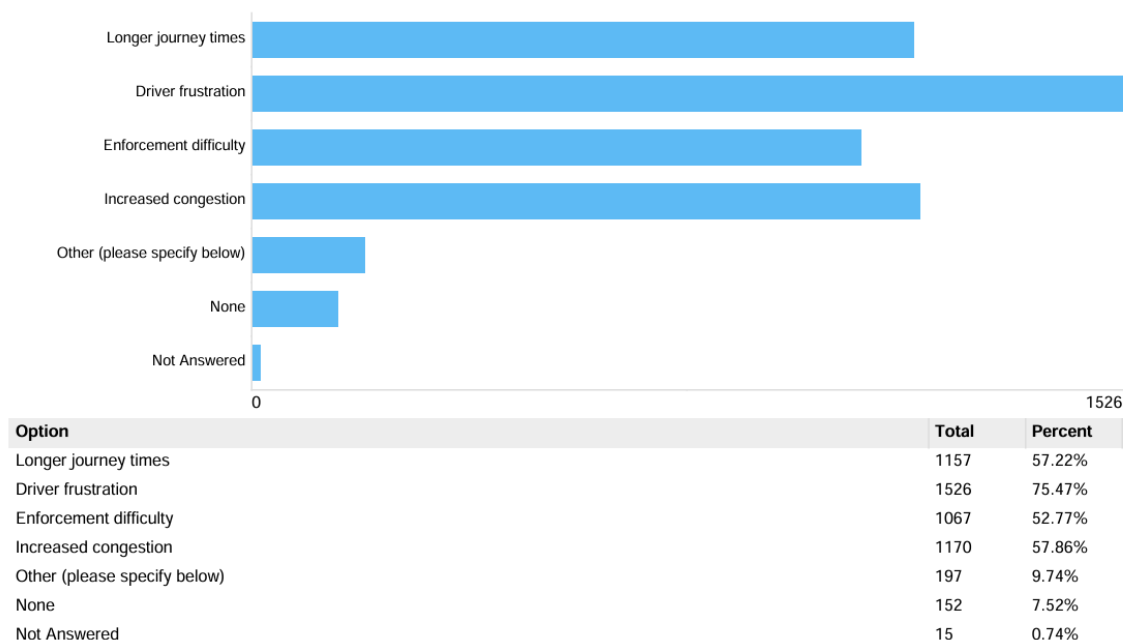
List of 20mph speed limit benefits



- Respondents most commonly identified safety-related benefits as the primary outcomes. Over half of the respondents highlighted reducing the severity of collisions (54.7%) and increasing protection for vulnerable road users (53.5%).
- Around a fifth of respondents anticipated benefits relating to a quieter environment (21.6%) and increased levels of active travel, such as walking and cycling (21.7%). Fewer respondents expected reduced emissions (14.8%).
- However, almost a third of respondents (32.2%) felt that there would be no benefit, indicating mixed views on the overall effectiveness of the proposal.
- Other public opinion benefits include more pleasant streets and improved wellbeing.

Question 17: What do you believe would be the drawbacks, if any of a 20mph urban limit?
There were 2,022 responses to this question.

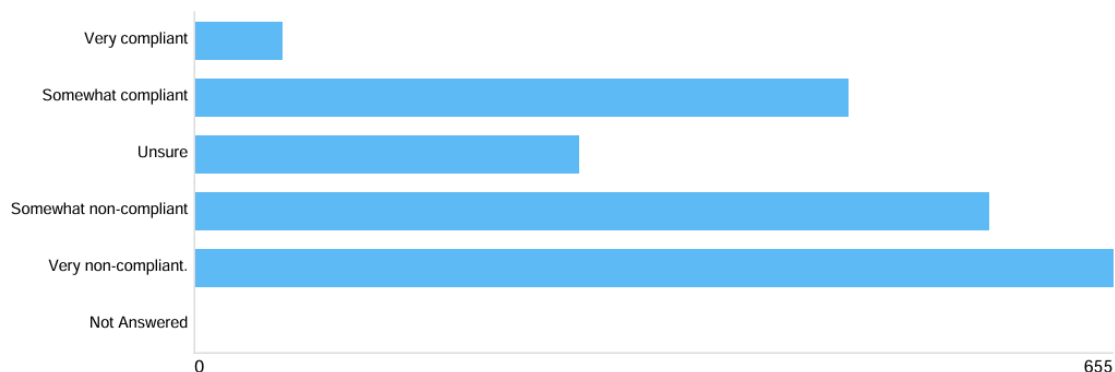
List of 20mph speed limit disbenefits



- Respondents most frequently identified driver frustration as a potential drawback of introducing 20mph speed limits (75.5%). Concerns were also commonly raised about longer journey times (57.2%), increased congestion (57.9%), and enforcement difficulty (52.8%).
- A smaller proportion highlighted other issues, while a limited number of respondents indicated that they believed there would be no drawbacks.
- Overall, the responses indicate that operational and behavioural impacts were the primary concerns associated with 20mph speed limits.
- Other public opinion responses highlight a range of perceived drawbacks to 20 mph limits, including concerns around driver frustration, road rage, reduced attention due to monitoring speed, and potential increases in unsafe behaviours such as tailgating or overtaking. Respondents also raised issues relating to enforcement and likely compliance, as well as the potential for longer journey times to impact businesses and productivity.
- Environmental concerns were noted, particularly around increased emissions from driving at lower speeds, alongside the financial implications of implementation and maintenance.

Question 18: If the 20mph speed limit was introduced, how compliant do you think drivers in your area would be? There were 2,022 responses to this question.

List of options for 20mph compliance

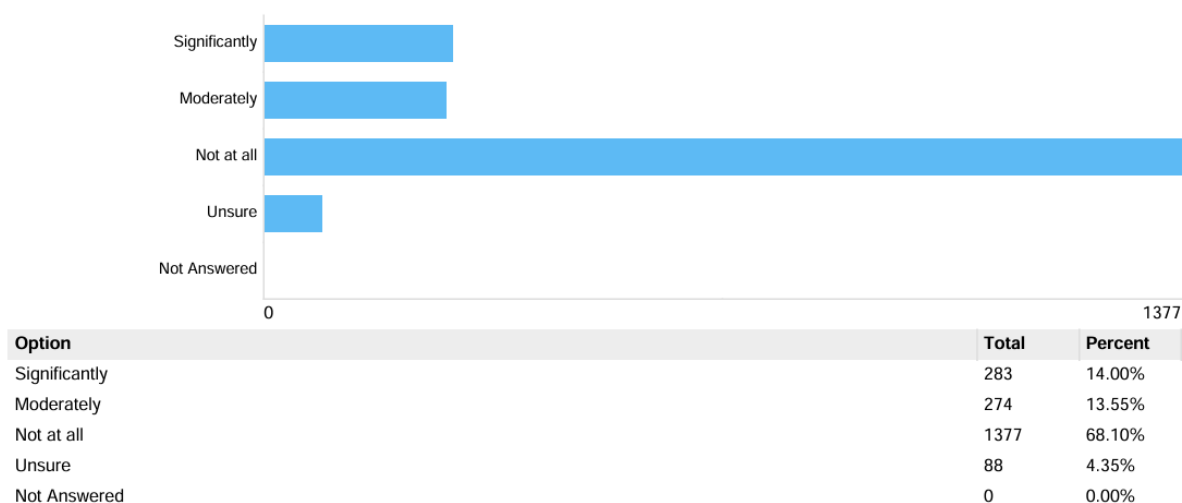


Option	Total	Percent
Very compliant	62	3.07%
Somewhat compliant	466	23.05%
Unsure	273	13.50%
Somewhat non-compliant	566	27.99%
Very non-compliant.	655	32.39%
Not Answered	0	0.00%

- Respondents tended to express low confidence in driver compliance with a 20mph speed limit. A majority felt drivers would be somewhat or very non-compliant (60.4%), while around a quarter expected drivers to be somewhat compliant (23.1%).
- Only a small proportion believed drivers would be very compliant (3.1%).
- A further share of respondents was unsure (13.5%), and all respondents provided a response to this question.

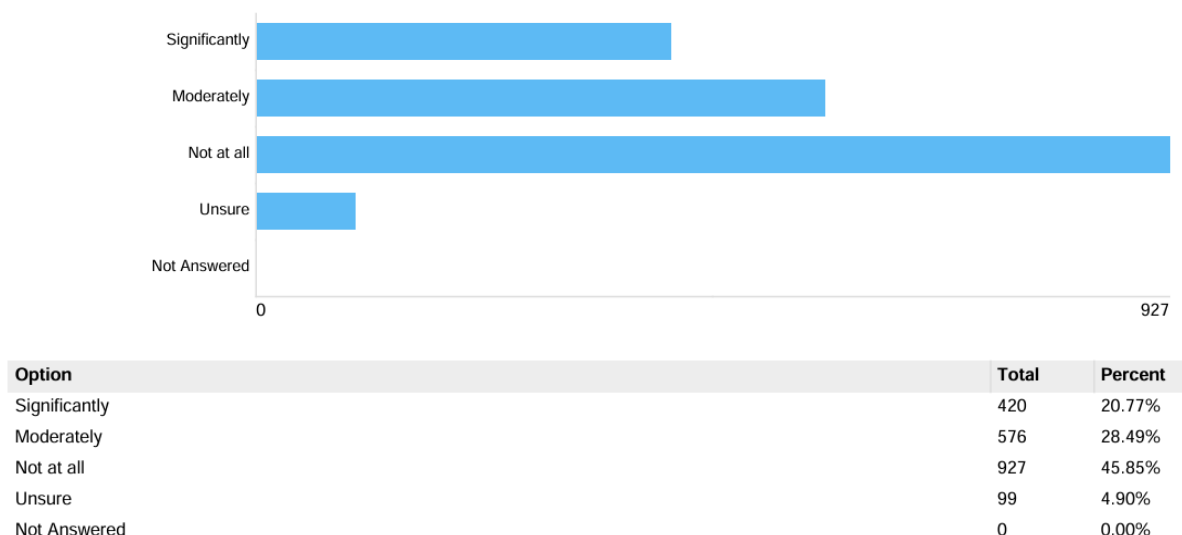
Question 19: How much do you think a 20mph speed limit on a street would positively affect your travel choices? i.e. mode of transport, route, time of travel.

List of 20mph speed limit impacts - Mode



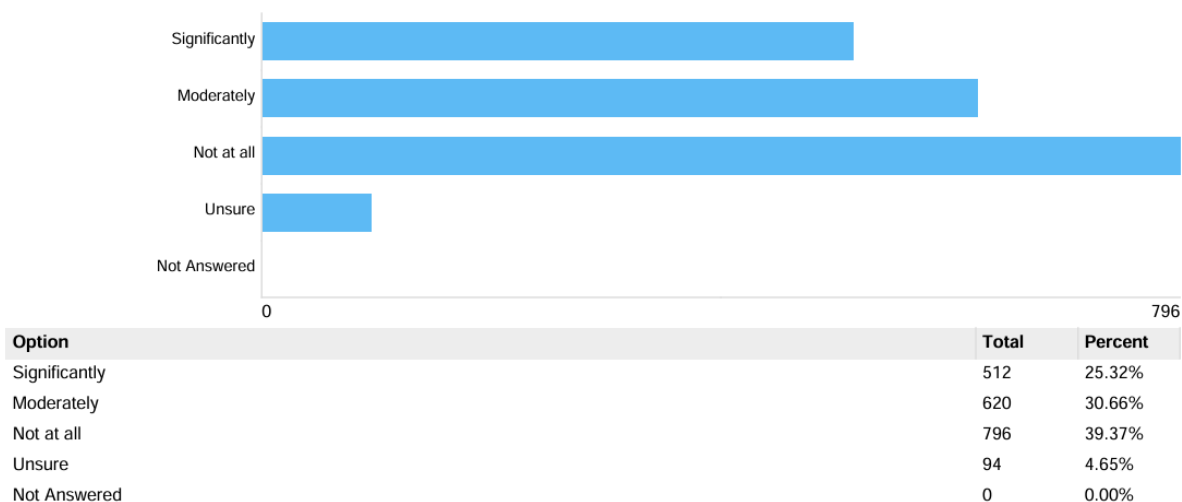
- Most respondents indicated that a 20mph speed limit would have no impact on their mode of travel (68.1%). Smaller proportions felt it would have a significant (14.0%) or moderate (13.6%) positive effect, while a small number were unsure (4.4%). All respondents provided a response to this question.

List of 20mph speed limit impacts - Route



- Views were mixed on whether a 20mph speed limit would affect travel routes or journey choices. While just under half of respondents indicated no impact (45.9%), a further proportion felt there would be a moderate (28.5%) or significant (20.8%) effect. A small number were unsure (4.9%), and all respondents provided a response to this question.

List of 20mph speed limit impacts - Time of Travel



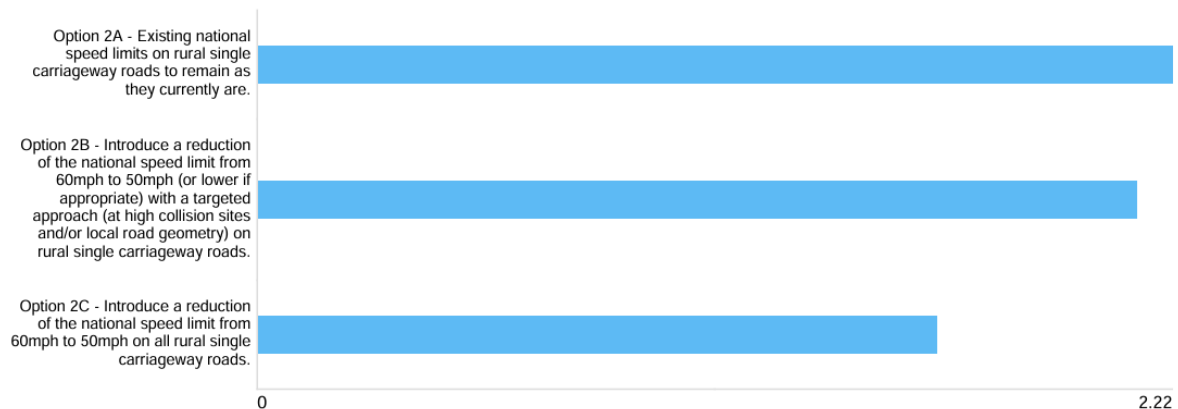
- Views were mixed on the impact of a 20mph speed limit on time of travel. While the largest proportion of respondents indicated no impact (39.4%), a substantial share felt it would have a moderate (30.7%) or significant (25.3%) effect.
- A small number were unsure (4.7%), and all respondents provided a response to this question.
- Overall, respondents expected limited behavioural change arising from the introduction of 20mph speed limits. A clear majority indicated that there would be no impact on their mode of travel, while views were more mixed in relation to route choice and time of travel. Although many respondents anticipated no impact in these areas, a substantial proportion expected moderate or significant effects, particularly on journey times. Across all three questions, a small minority were unsure, and response rates were high.

Attitudes to lowering national speed limits on Single and Dual Carriageway Roads

This section analyses the response data for potential changes to national speed limits on rural single and dual carriageway roads.

Question 20: Based on the evidence in the consultation report which of the following options relating to national speed limits on single carriageway rural roads would you support in an effort to improve road safety. (put in order of preferred = 1 to least preferred = 3), (Citizen Space inverts the score, so 3 is ranked highest)

Table of "List of Options for single carriageway road speed limits" in rank order

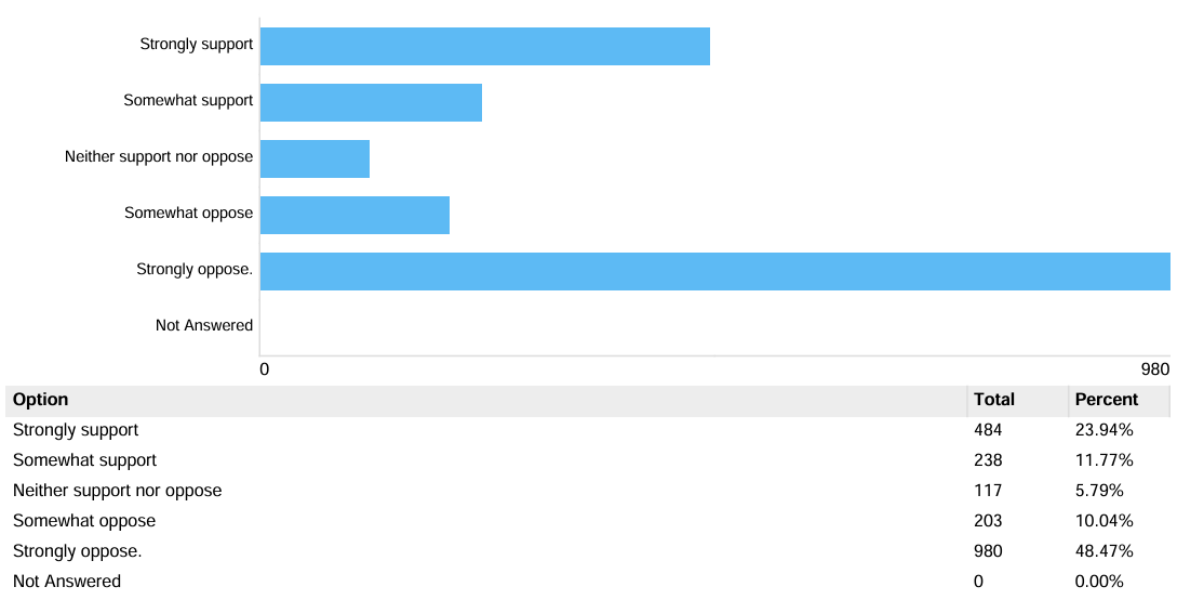


Item	Ranking
Option 2A - Existing national speed limits on rural single carriageway roads to remain as they currently are.	2.22
Option 2B - Introduce a reduction of the national speed limit from 60mph to 50mph (or lower if appropriate) with a targeted approach (at high collision sites and/or local road geometry) on rural single carriageway roads.	2.13
Option 2C - Introduce a reduction of the national speed limit from 60mph to 50mph on all rural single carriageway roads.	1.65

- Respondents showed greatest overall support for retaining existing national speed limits on rural single carriageway roads, which ranked highest among the options. This was closely followed by support for a targeted reduction to 50mph at high-risk locations.
- The option to introduce a blanket reduction to 50mph on all rural single carriageway roads received the lowest level of support relative to the other options.

Question 21: How strongly do you support or oppose reducing the national speed limit of 60mph on rural single carriageway roads to 50 mph? There were 2,022 responses to this question.

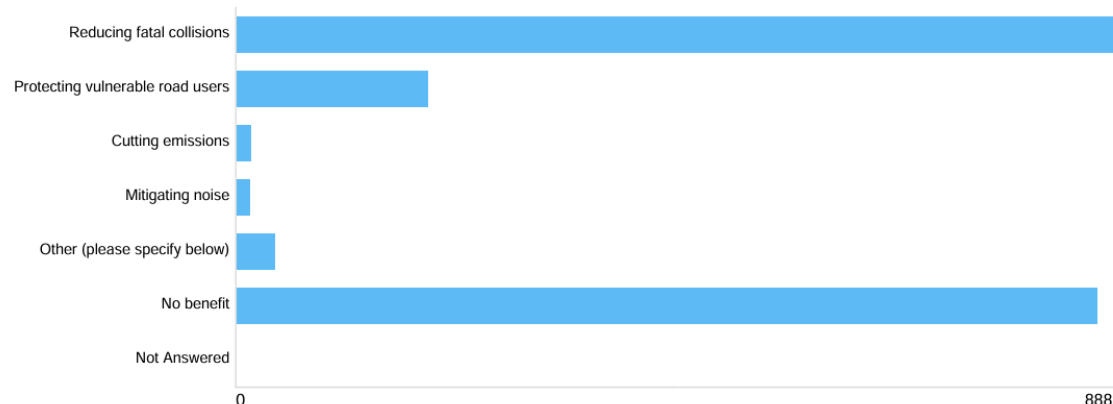
List of options to support or oppose changes to rural road speed limits



- Views on reducing rural road speed limits were polarised. While over a third of respondents expressed support for changes (35.7%), nearly half strongly opposed reductions (48.5%).
- A smaller proportion were somewhat opposed (10.0%) or neither supported nor opposed (5.8%).
- Overall, the responses indicate clear divisions in opinion on proposed changes to rural road speed limits.

Question 22: What do you consider the primary benefit would be from lowering speed limits on rural roads? There were 2,022 responses to this question.

List of benefits for lowering speed limits on rural roads

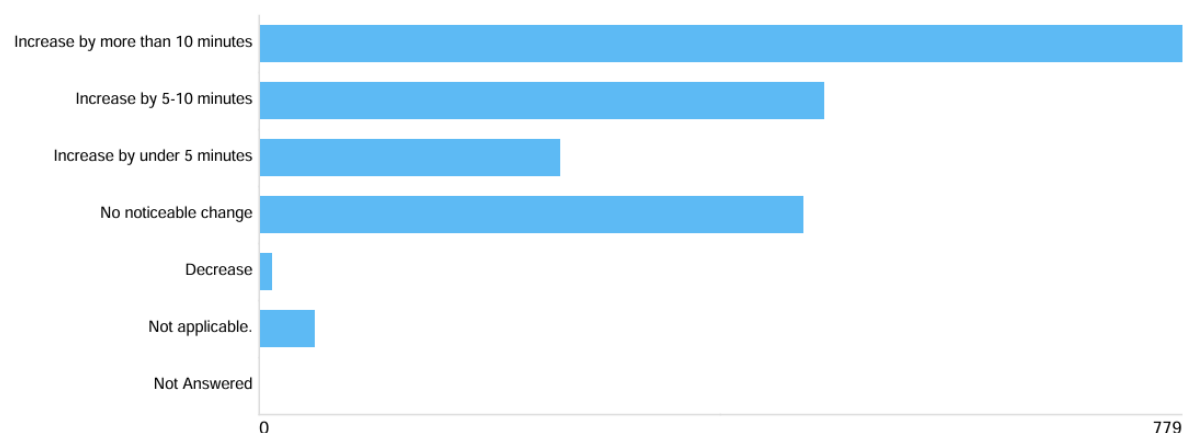


Option	Total	Percent
Reducing fatal collisions	888	43.92%
Protecting vulnerable road users	194	9.59%
Cutting emissions	15	0.74%
Mitigating noise	14	0.69%
Other (please specify below)	39	1.93%
No benefit	872	43.13%
Not Answered	0	0.00%

- Respondents were evenly divided on the perceived benefits of lowering rural road speed limits. The largest proportion identified reducing fatal collisions as the primary benefit (43.9%), while a similar proportion felt there would be no benefit (43.1%).
- Other public opinion responses highlight a strong and consistent theme for the protection of vulnerable road users, including pedestrians, cyclists, horse riders, and rural residents, especially given the mixed use of rural roads.
- Another key trend is the potential encouragement of active travel, with respondents suggesting lower speeds may make walking and cycling feel safer and more attractive and to make it safer for children trying to walk from school buses.
- Environmental benefits were also frequently noted, including reduced emissions, noise, and overall environmental impact.
- There is also a recurring view that reduced speeds would allow for greater driver reaction time, improved control, and better ability to respond to hazards such as poor road geometry and infrastructure, wildlife, or slow-moving agricultural vehicles.

Question 23: To what extent do you think lowering speed limits on rural roads would affect journey times for you? There were 2,022 responses to this question.

List of options for journey time impacts

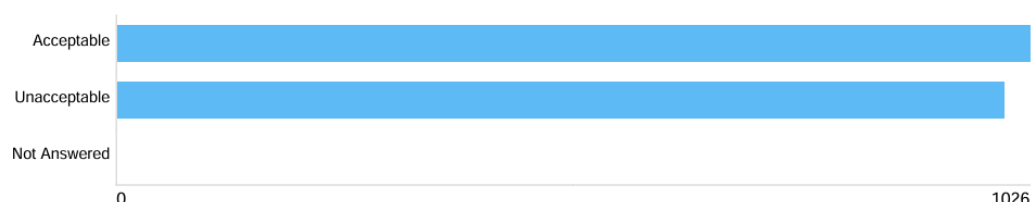


Option	Total	Percent
Increase by more than 10 minutes	779	38.53%
Increase by 5-10 minutes	476	23.54%
Increase by under 5 minutes	253	12.51%
No noticeable change	458	22.65%
Decrease	10	0.49%
Not applicable.	46	2.27%
Not Answered	0	0.00%

- Most respondents expected that lower rural speed limits would increase journey times. The largest proportion anticipated an increase of more than 10 minutes (38.5%), while others expected increases of 5–10 minutes (23.5%) or under 5 minutes (12.5%).
- Just over a fifth of respondents anticipated no noticeable change (22.7%). Very few expected journey times to decrease, and all respondents provided an answer to this question.

Question 24: How do you feel about the impact on your journey time as answered in question 23 above? There were 2,022 responses to this question.

Options for journey time impacts

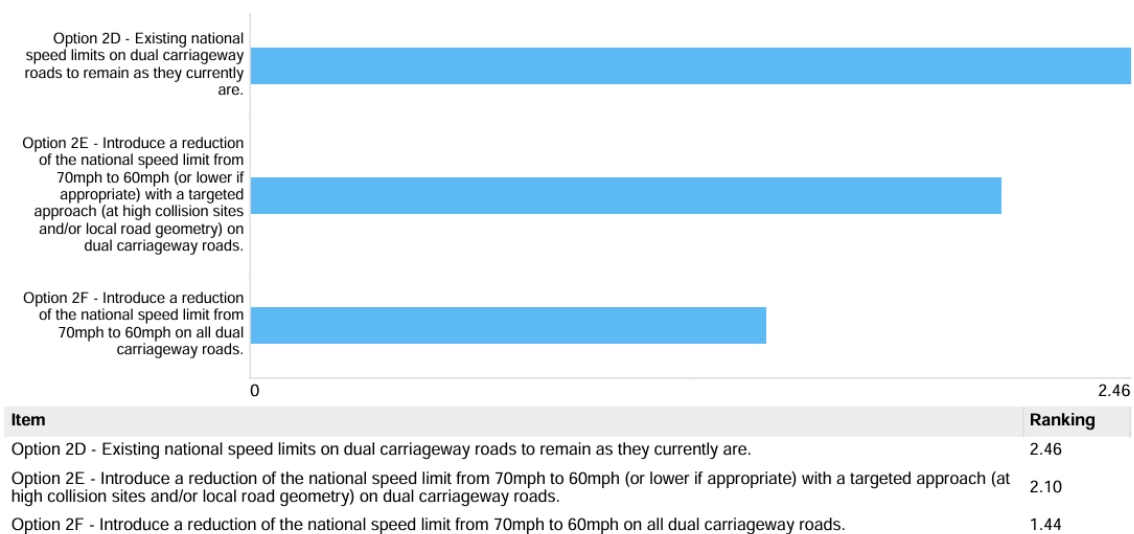


Option	Total	Percent
Acceptable	1026	50.74%
Unacceptable	996	49.26%
Not Answered	0	0.00%

- Responses were evenly split on the acceptability of the anticipated journey time impacts. Just over half of respondents considered the impacts to be acceptable (50.7%), while just under half regarded them as unacceptable (49.3%). All respondents provided an answer to this question.

Question 25: Based on the evidence in the consultation report which of the following options relating to national speed limits on dual carriageway roads would you support in an effort to improve road safety. (put in order of preferred = 1 to least preferred = 3), (Citizen Space inverts the score, so 3 is ranked highest)

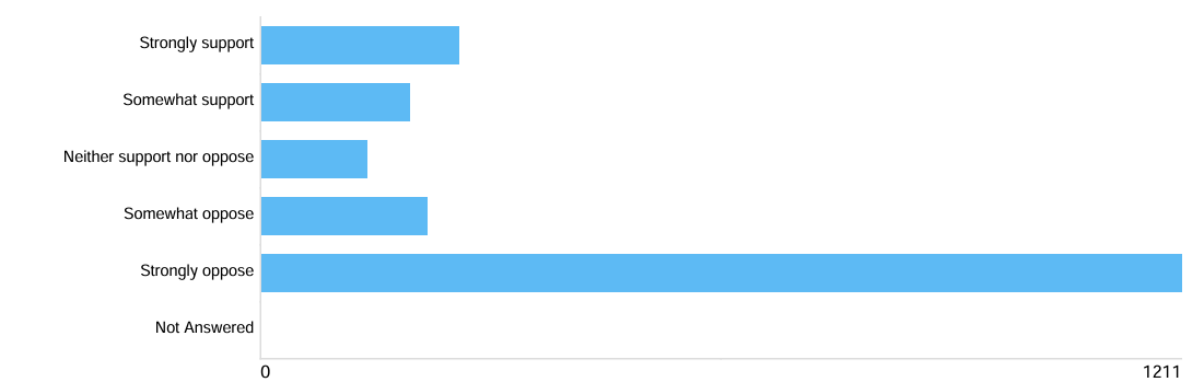
Table of "List of Options for dual carriageway road speed limits" in rank order



- Respondents showed strongest overall support for retaining existing national speed limits on dual-carriageway roads, which ranked highest among the options.
- This was followed by support for a targeted reduction to 60mph at high-risk locations.
- The option to introduce a blanket reduction to 60mph on all dual-carriageway roads received the lowest level of support.

Question 26: How strongly do you support or oppose reducing the national speed limit on dual-carriageway roads (currently 70 mph) to 60 mph or lower? There were 2,022 responses to this question.

List of options supporting or opposing changes to the national speed limit on dual carriageway roads



Option	Total	Percent
Strongly support	259	12.81%
Somewhat support	194	9.59%
Neither support nor oppose	140	6.92%
Somewhat oppose	218	10.78%
Strongly oppose	1211	59.89%
Not Answered	0	0.00%

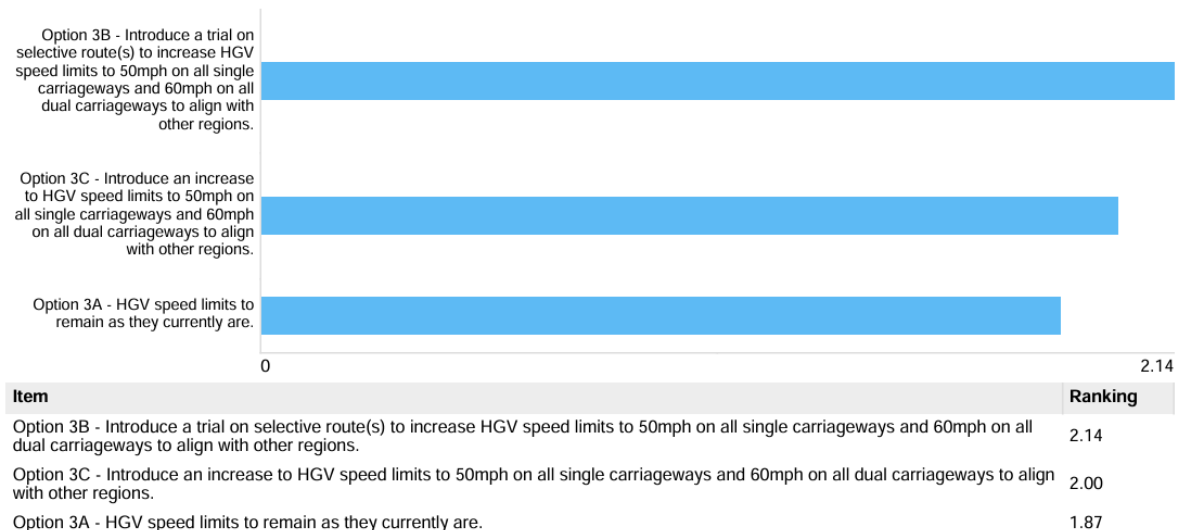
- Views on reducing speed limits on dual-carriageway roads were largely opposed. A majority of respondents strongly opposed the proposed change (59.9%), while a further 10.8% somewhat opposed it.
- Around one-fifth expressed support (22.4%), and a small proportion were neutral (6.9%). All respondents provided a response to this question.

Attitudes to increasing HGV Speed Limits

This section analyses the response data for potential changes to HGV speed limit changes.

Question 27: Based on the evidence in the consultation report which of the following options relating to HGV speed limits would you support in an effort to improve road safety. (put in order of preferred = 1 to least preferred = 3)

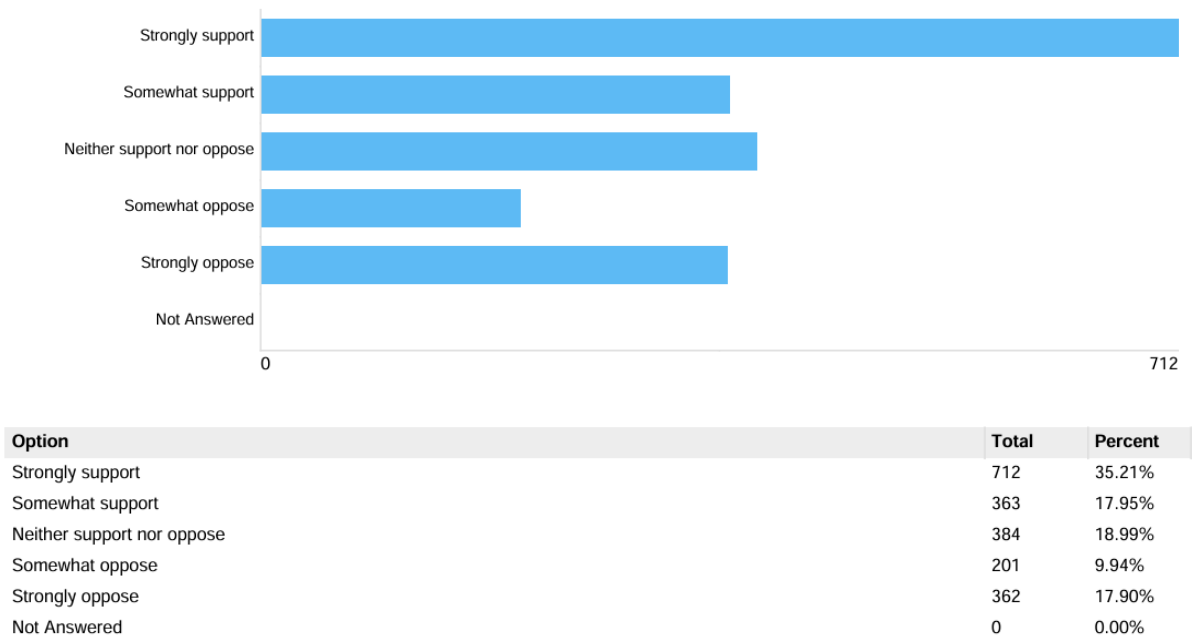
Table of "List of Options for HGV speed limits" in rank order



- Respondents showed greatest support for introducing a trial on selective routes to increase HGV speed limits, which ranked highest among the options.
- This was followed by support for introducing increased HGV speed limits on all relevant roads.
- The option to retain existing HGV speed limits ranked lowest overall, indicating relatively less preference compared with the proposed change options.

Question 28: How strongly do you support or oppose increasing the maximum speed for HGVs on certain roads to align with speed limits in other regions? There were 2,022 responses to this question.

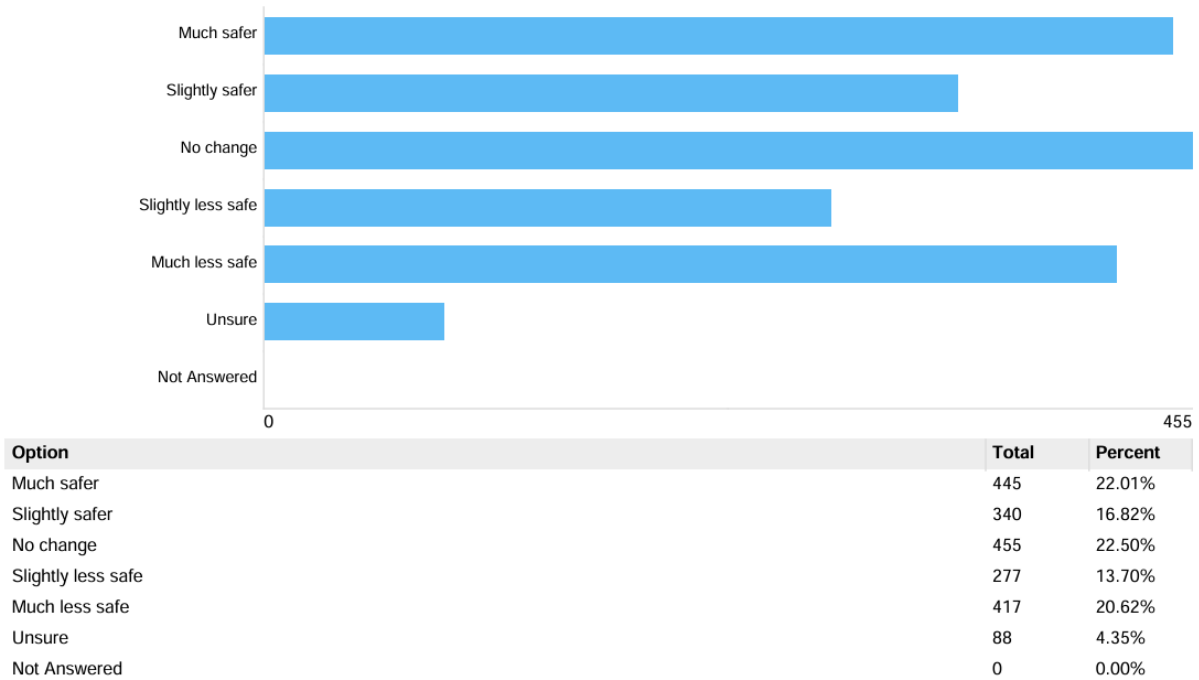
List of options supporting or opposing changes to HGV speed limits



- Views on increasing HGV speed limits were mixed, with over half of respondents expressing support (53.2%), including a sizeable proportion who strongly supported the proposal (35.2%).
- Around one-fifth of respondents neither supported nor opposed the change (19.0%).
- Opposition was lower overall, with 27.8% expressing some level of opposition, including 17.9% who strongly opposed the proposal.

Question 29: In your view, how would a higher HGV speed limit affect road safety overall? There were 2,022 responses to this question.

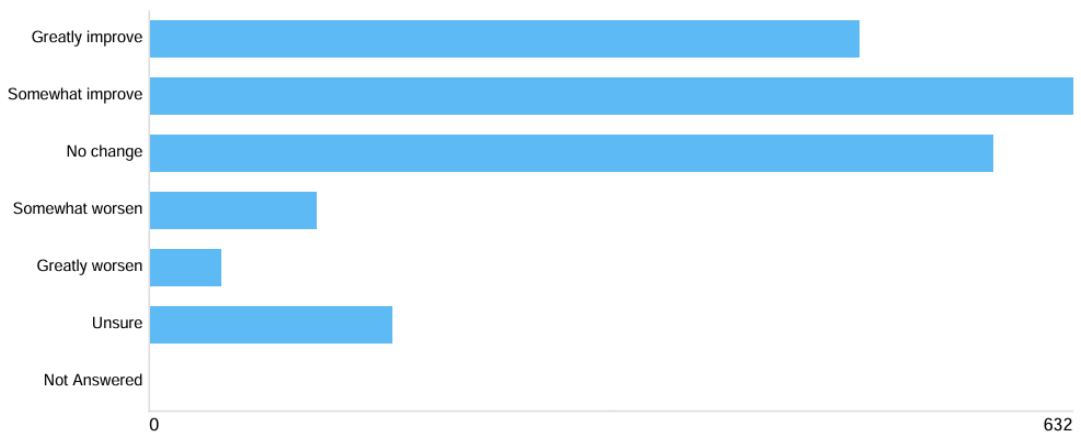
List of options for the impacts of higher HGV speed limits



- Views on the road safety impact of higher HGV speed limits were mixed. Similar proportions of respondents felt the change would make roads safer (38.8%) or less safe (34.3%), while just over one-fifth expected no change (22.5%).
- A small proportion of respondents were unsure (4.4%).
- Overall, the responses indicate no clear consensus on the anticipated safety impacts of increasing HGV speed limits.

Question 30: In your view, how would a higher HGV speed limit affect the efficiency of freight and logistics? There were 2,022 responses to this question.

List of options for impacts of higher HGV speed limit on efficiency of freight

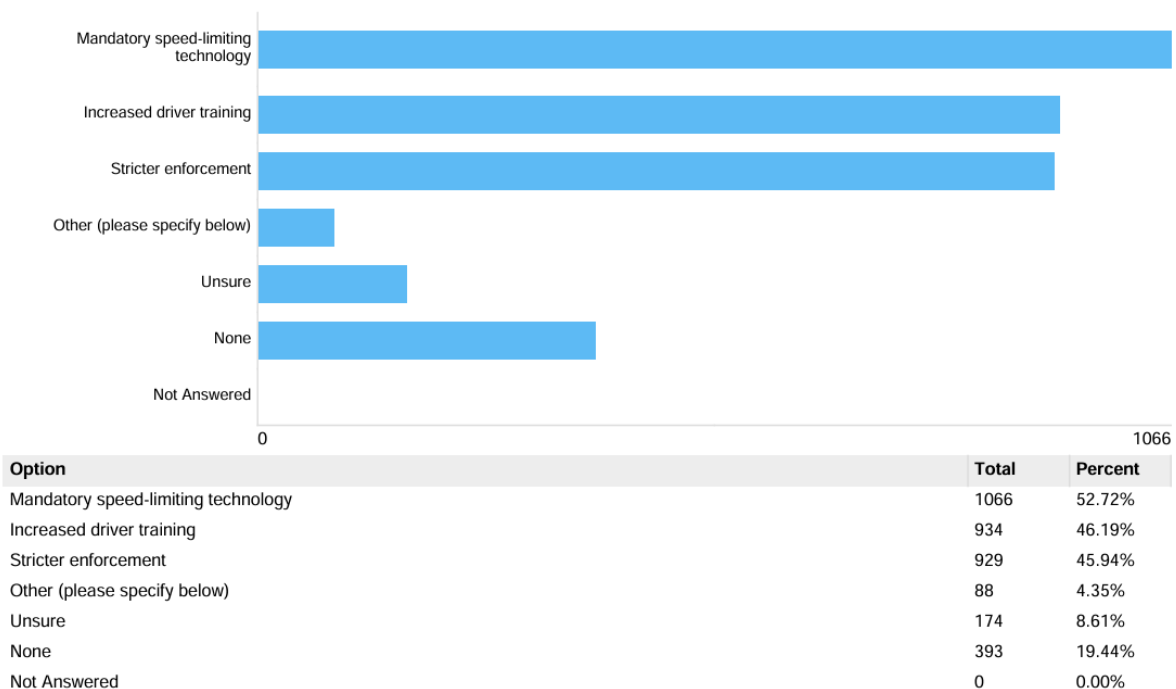


Option	Total	Percent
Greatly improve	485	23.99%
Somewhat improve	632	31.26%
No change	576	28.49%
Somewhat worsen	114	5.64%
Greatly worsen	49	2.42%
Unsure	166	8.21%
Not Answered	0	0.00%

- Most respondents expected higher HGV speed limits to have a positive or neutral impact on freight and logistics efficiency.
- Over half anticipated an improvement (55.3%), including almost a quarter who felt it would greatly improve efficiency.
- A further 28.5% expected no change, while relatively small proportions believed efficiency would worsen (8.1%) or were unsure (8.2%).

Question 31: Do you believe any increase in HGV speed limits should be contingent on additional safety measures (e.g. mandatory speed-limiting technology, increased driver training, stricter enforcement)? (tick all that apply) There were 2,022 responses to this question.

List of additional safety measure for HGV speed limit changes



- A clear majority of respondents indicated that any increase in HGV speed limits should be accompanied by additional safety measures. The most

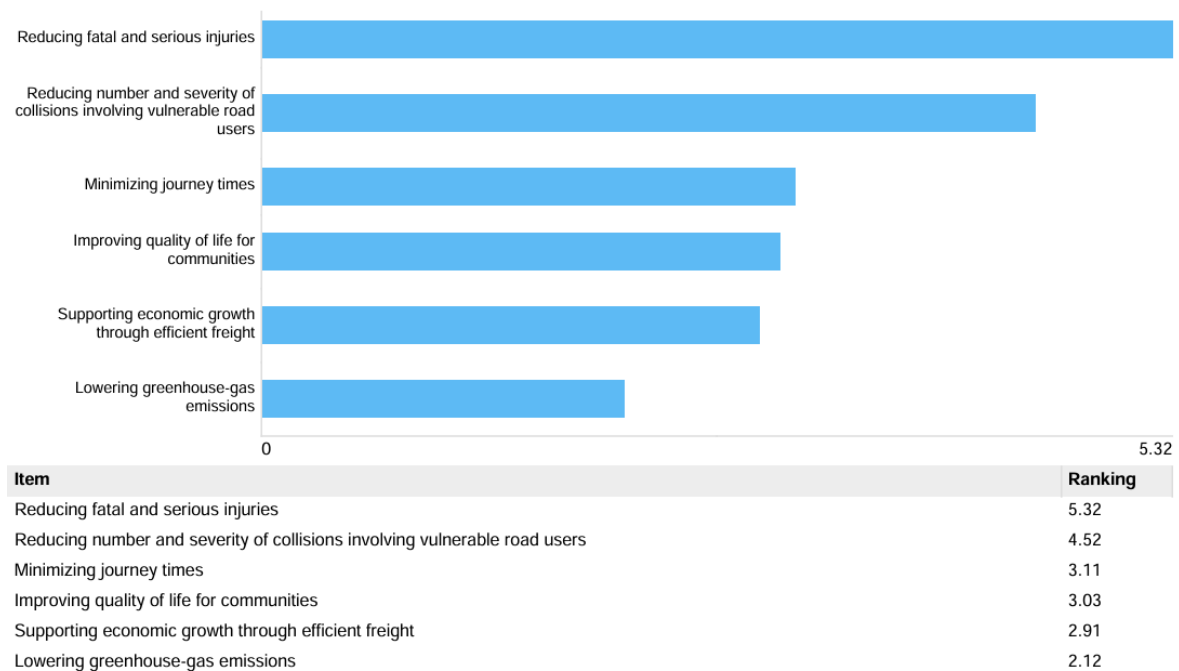
commonly identified measures were mandatory speed-limiting technology (52.7%), increased driver training (46.2%), and stricter enforcement (45.9%).

- Around one-fifth of respondents felt that no additional measures were required, while a smaller proportion were unsure or suggested other measures.
- Other public responses show that the dominant theme is safety and enforcement, with many emphasising that any changes to HGV speeds must be supported by stronger enforcement, monitoring, and penalties.
- A major trend is the emphasis on driver training and awareness, both for HGV drivers and other road users. Many responses highlight the need for better understanding of HGV behaviour (e.g. stopping distances, blind spots) to reduce unsafe interactions, particularly risky overtaking by cars.
- Another key theme is the role of technology and vehicle safety systems, with support for measures such as speed limiters, telematics, dashcams, collision avoidance systems, and blind spot monitoring. However, some responses caution against over-reliance on technology without proper enforcement.
- There is also a strong and repeated concern about increasing HGV speed limits, with many respondents questioning the safety implications, particularly due to longer stopping distances, collision severity, and risks to vulnerable road users. Conversely, a smaller but notable trend suggests that modest increases could reduce driver frustration and dangerous overtaking, improving traffic flow in some situations.

Comparative Priorities

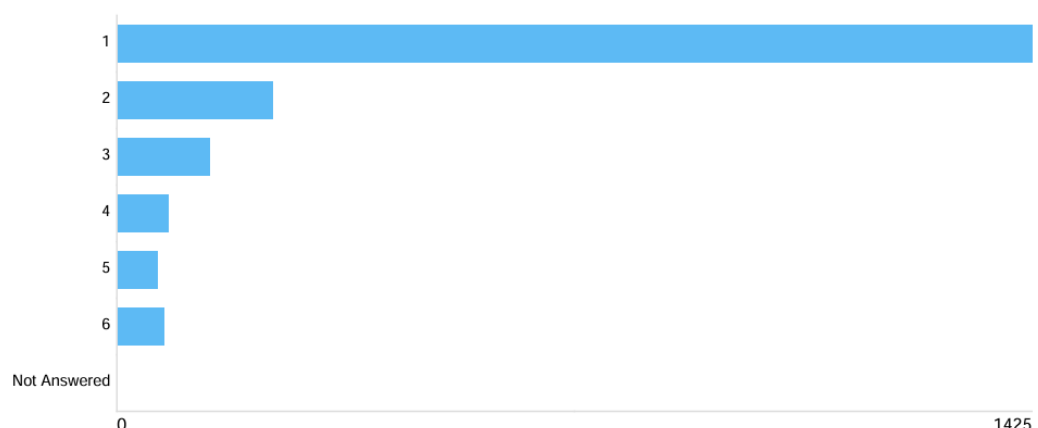
Question 32: Please rank the following policy objectives in order of importance to you (1 = most important, 6 = least important) (Citizen Space inverts the score, so 6 is ranked highest)

Table of "List of policy objectives" in rank order



- Respondents clearly prioritised road safety objectives, with reducing fatal and serious injuries ranked as the most important policy objective overall, followed by reducing collisions involving vulnerable road users.
- Objectives related to journey time, quality of life, and supporting economic growth were ranked as moderate priorities.
- Lowering greenhouse-gas emissions was ranked lowest relative to the other objectives.

List of policy objectives - Reducing fatal and serious injuries

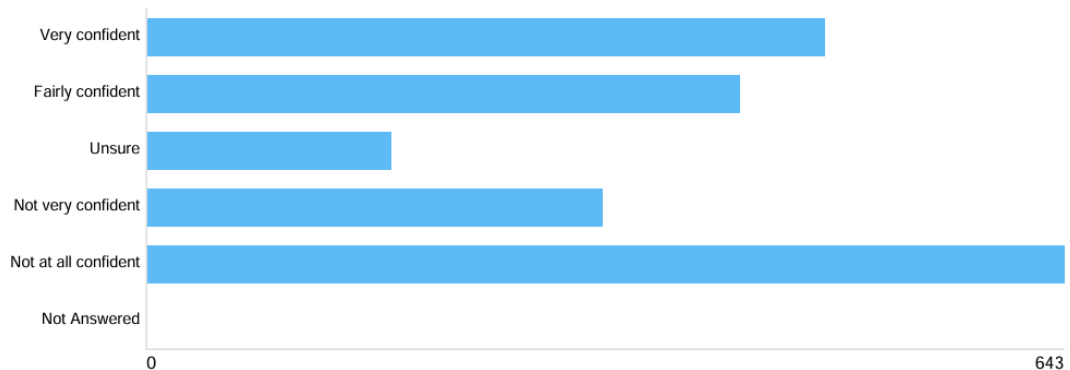


Option	Total	Percent
1	1425	70.47%
2	241	11.92%
3	143	7.07%
4	81	4.01%
5	61	3.02%
6	71	3.51%
Not Answered	0	0.00%

- A clear majority of respondents ranked reducing fatal and serious injuries as their highest priority, with over 70% placing it first.
- Very few respondents ranked this objective lower, indicating clear and consistent agreement that it should be prioritised above other policy objectives.

Question 33: How confident are you that the proposed speed limit changes would deliver a reduction in fatalities and serious injuries and overall improve the safety of road users? There were 2,022 responses to this question.

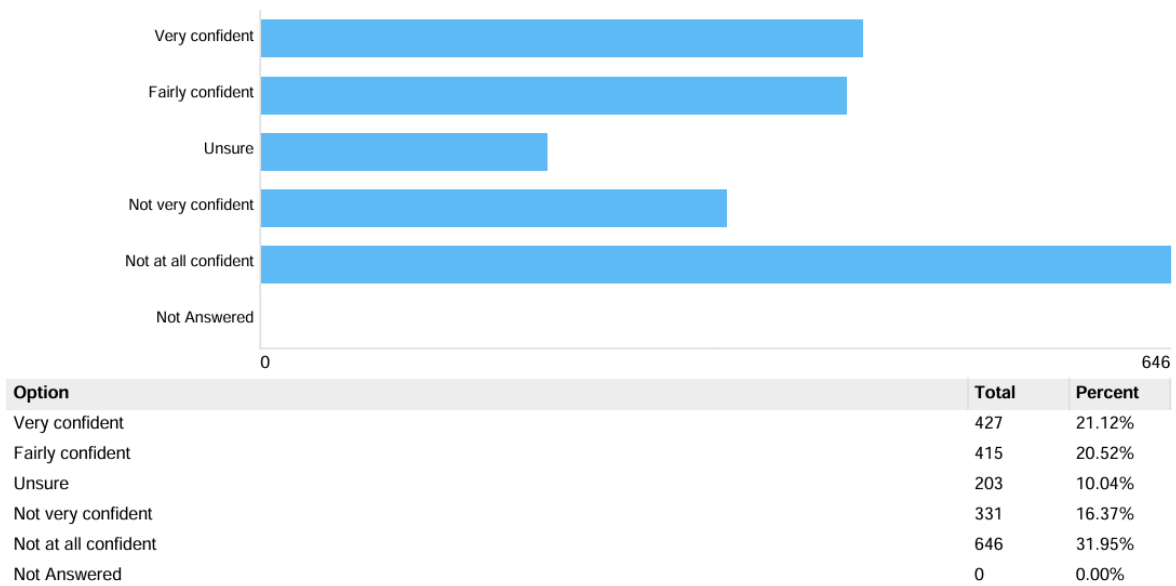
List of statements for speed limit review options - 20mph Speed Limits



Option	Total	Percent
Very confident	474	23.44%
Fairly confident	415	20.52%
Unsure	171	8.46%
Not very confident	319	15.78%
Not at all confident	643	31.80%
Not Answered	0	0.00%

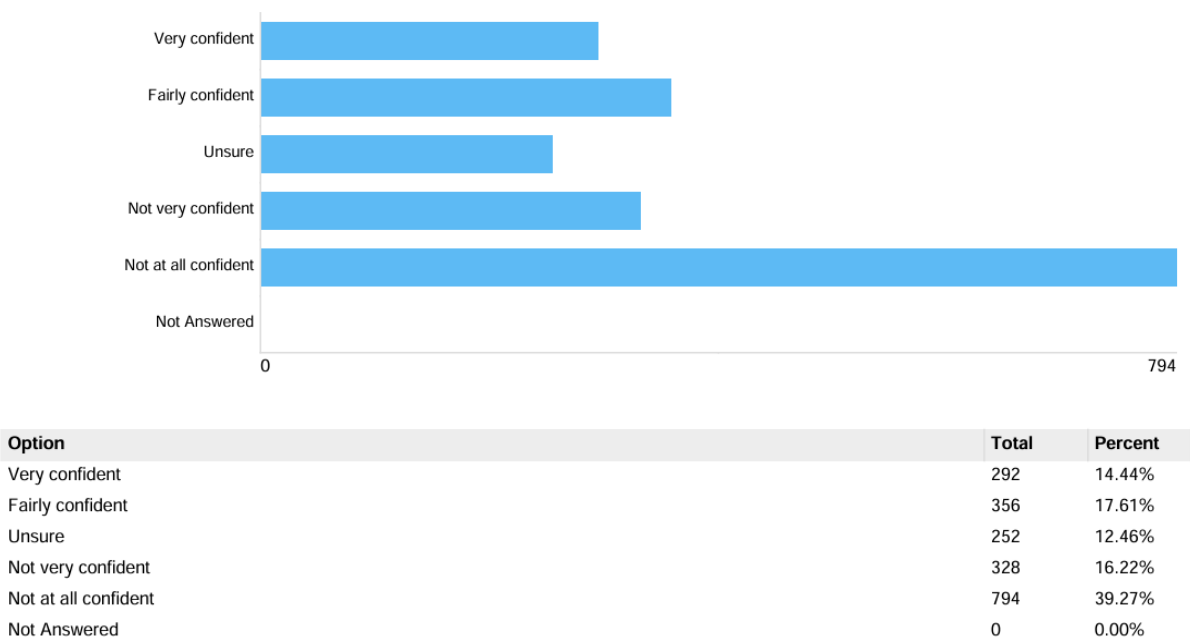
- Views were mixed on confidence that the proposed changes would reduce fatalities and serious injuries.
- Around 44.0% of respondents reported being very or fairly confident, while nearly 48% indicated that they were not very or not at all confident, including almost one-third who were not at all confident.
- A smaller proportion of respondents were unsure (8.5%), and all respondents provided an answer to this question.

List of statements for speed limit review options - Speed Limits on Single Carriageway Rural Roads



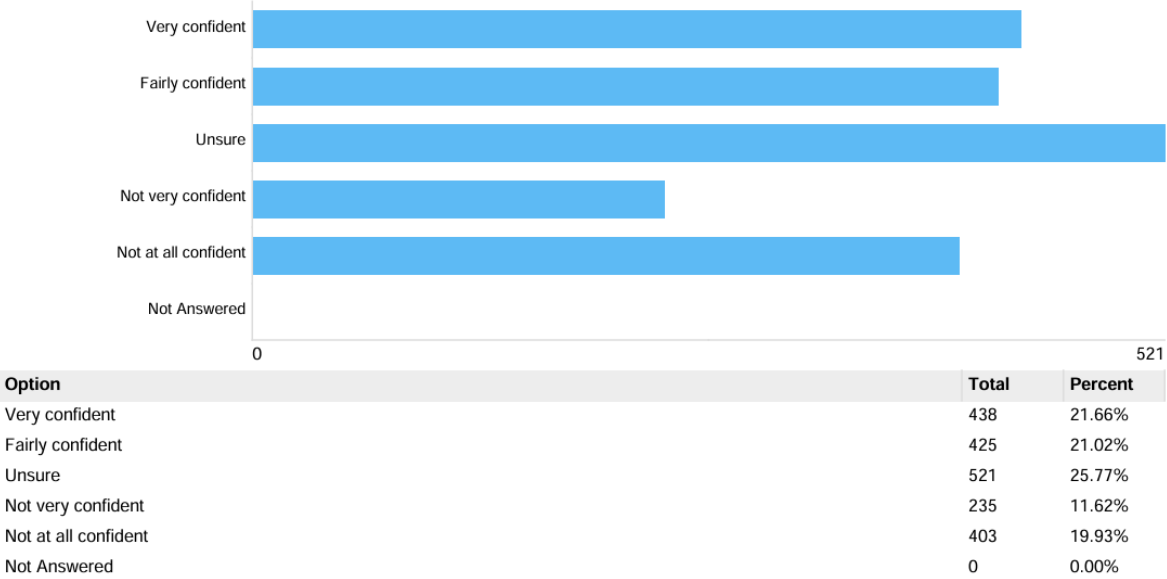
- Responses indicated mixed levels of confidence that proposed speed limit changes on rural single carriageway roads would deliver safety benefits.
- Around 41.6% of respondents reported being very or fairly confident, while just under 48% stated they were not very or not at all confident, including nearly one-third who were not at all confident.
- A further 10.0% were unsure, demonstrating a broad range of views on the anticipated effectiveness of the proposals.

List of statements for speed limit review options - Speed Limits on Dual Carriageway Roads



- Confidence levels were generally low regarding the effectiveness of the proposed changes.
- Around 32.1% of respondents reported being very or fairly confident, while over 55% stated they were not very or not at all confident, including nearly 40% who were not at all confident.
- A further 12.5% of respondents were unsure.

List of statements for speed limit review options - HGV Speed Limits

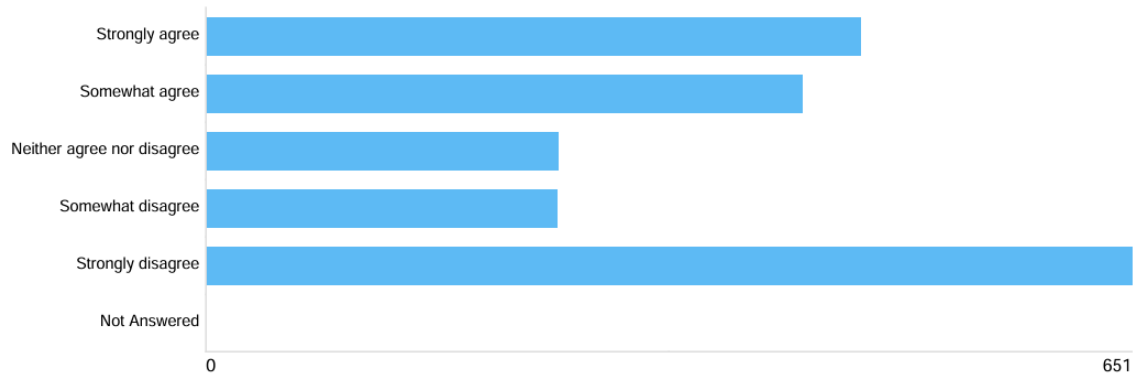


- Confidence in the effectiveness of proposed HGV speed limit changes was mixed. Around 42.7% of respondents reported being very or fairly confident, while 31.6% indicated they were not very or not at all confident.
- A notable proportion were unsure (25.8%), suggesting a degree of uncertainty among respondents regarding the likely safety outcomes of the proposals.

Enforcement, Communication and Implementation

Question 34: How strongly do you agree with the statement “fixed speed cameras are important for improving road safety”? There were 2,022 responses to this question.

List of options for opinions on fixed speed cameras

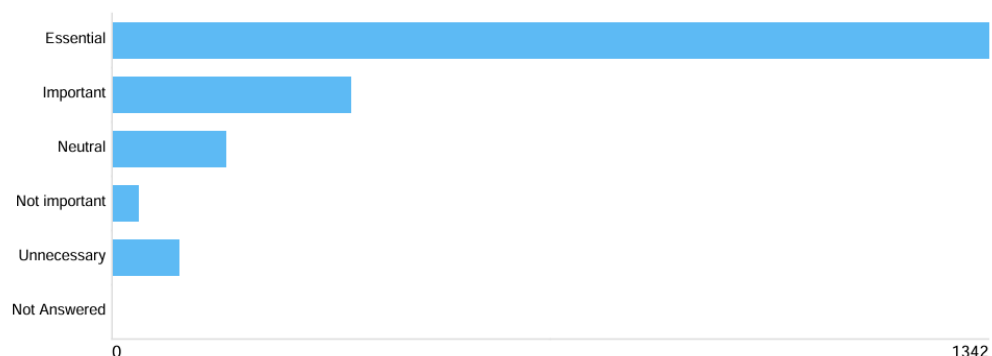


Option	Total	Percent
Strongly agree	459	22.70%
Somewhat agree	419	20.72%
Neither agree nor disagree	247	12.22%
Somewhat disagree	246	12.17%
Strongly disagree	651	32.20%
Not Answered	0	0.00%

- Views on the importance of fixed speed cameras for road safety were mixed.
- Just over 43% of respondents agreed that fixed speed cameras are important, while 44% disagreed, including nearly one-third who strongly disagreed.

Question 35: How important is it that any new speed limits are accompanied by a public information and education campaign? There were 2,022 responses to this question.

List of options for opinions on public consultation



Option	Total	Percent
Essential	1342	66.37%
Important	365	18.05%
Neutral	173	8.56%
Not important	40	1.98%
Unnecessary	102	5.04%
Not Answered	0	0.00%

- There was strong support for accompanying any new speed limits with a public information and education campaign.
- Over 84% of respondents considered this to be essential or important, with nearly two-thirds rating it as essential.
- Only a small minority regarded such a campaign as not important or unnecessary, indicating broad agreement on the value of public awareness and education alongside speed limit changes.

Summary of Responses from Key Stakeholders (via Citizen Space Online Consultation)

Northern Ireland Councils

This summary draws on 12 responses from to the 2026 Speed Limit Review consultation. All respondents were licensed drivers and 100% identified private car or van as their primary mode of travel, reflecting a strongly car-dependent group. Despite this, respondents consistently prioritised road safety over journey time convenience.

20mph Speed Limit Options

There is strong support for targeted 20mph speed limits, particularly around schools, in areas with high pedestrian activity, outside hospitals, and on traffic-calmed streets. Blanket 20mph speed limits across all 30mph roads, especially with no exceptions, received the least support. Respondents believe lower limits would reduce collision severity and better protect vulnerable road users, though concerns remain around driver frustration, enforcement challenges, and increased journey times. Most expect only moderate compliance without strong enforcement.

Rural Single Carriageway Roads (60mph to 50mph)

The preferred approach is targeted reductions at high-risk locations rather than a universal change. While views are mixed, there is net support for reductions where safety benefits are clear. Most respondents expect journey times to increase by 5–10 minutes, but three-quarters consider this acceptable in return for improved safety.

Dual carriageways (70mph to 60mph):

Respondents generally favour retaining existing limits, with limited confidence that blanket reductions would deliver proportional safety benefits.

HGV Speed Limits

The most supported option is a trial increase on selected routes only. While higher HGV speeds are seen as improving freight efficiency, most respondents believe they would negatively affect road safety. There is strong support for mandatory

safeguards, including speed-limiting technology, enhanced driver training, and stricter enforcement.

Policy Priorities

The highest-ranked objectives are reducing fatal and serious injuries and protecting vulnerable road users, with minimising journey times ranked lowest. Respondents also strongly support fixed speed cameras and view public information and education campaigns as essential alongside any changes.

Overall Conclusion

Respondents support evidence-led, proportionate speed-limit changes focused on high-risk locations, particularly in urban areas, with changes needing to be clearly justified, enforced, and well communicated.

Motorcycle Groups

This summary reflects 5 responses from motorcycle group representatives to the 2026 Speed Limit Review consultation. All respondents were Northern Ireland residents and experienced road users, with most holding motorcycle and car licences, and some also holding HGV entitlements. Respondents typically reported high mileage, particularly on rural and higher-speed roads.

Urban Roads (20mph Speed Limits)

Respondents expressed a strong preference for retaining existing 30mph limits, with limited and cautious support for 20mph speed limits at schools only. There was clear opposition to wider or blanket 20mph speed limits, which were viewed as offering little or no safety benefit for motorcyclists. The majority identified longer journey times, driver frustration, increased congestion, and enforcement difficulties as the main drawbacks. Most respondents believed compliance with 20mph speed limits would be low, further undermining perceived effectiveness.

Rural Single Carriageway Roads (60mph to 50mph)

There was unanimous opposition to reducing the national speed limit on rural single carriageway roads. All respondents stated that such reductions would deliver no safety benefits, while significantly increasing journey times. Most expected journey times to increase by more than 10 minutes, with 80% describing such impacts as unacceptable.

Dual Carriageway Roads (70mph to 60mph)

Respondents were strongly opposed to lowering speed limits on dual carriageways and favoured retaining current limits. Confidence that reduced limits would improve road safety was extremely low across the group.

HGV Speed Limits

In contrast to views on general speed reductions, most respondents supported increasing HGV speed limits, including blanket increases. Higher HGV speeds were seen as likely to improve freight efficiency and, by some respondents, to be neutral or beneficial to road safety. Views were mixed on the need for additional safeguards, though driver training and enforcement received some support.

Policy Priorities

While reducing fatalities and serious injuries remained important, motorcycle group respondents ranked minimising journey times significantly higher than other respondent groups and placed lower priority on emissions reduction and wider quality-of-life objectives.

Overall Conclusion

Motorcycle group respondents are strongly resistant to lower speed limits across urban, rural, and dual carriageway networks, expressing low confidence in safety benefits and significant concern about journey time impacts. Their views diverge notably from other consultation groups, highlighting the importance of stakeholder-specific considerations when assessing speed limit policy options.

Police Service of Northern Ireland (PSNI)

This summary reflects 33 responses from Police Service of Northern Ireland (PSNI) staff and representatives to the 2026 Speed Limit Review consultation, with 31 identifying as individuals and the other 2 as an organisation. All respondents were Northern Ireland residents, predominantly full-time employed, licensed drivers, and high-mileage road users, with over 90% relying on private cars or vans for regular travel.

Urban Roads (20mph Speed Limits)

The strongest preference among PSNI respondents is to retain existing 30mph limits. There is also support for 20mph speed limits at schools and built up residential

areas, but broader application across residential or urban areas receives significantly less support. Approximately half of respondents recognise potential benefits in terms of reduced collision severity and improved protection for vulnerable road users, however, a proportion believe there would be no meaningful benefit. Key concerns include driver frustration, enforcement difficulty, increased congestion, and longer journey times. Most respondents expect low or moderate compliance without significant enforcement resources.

Rural Single Carriageway Roads (60mph to 50mph)

Views are mixed, with existing national speed limits to be retained ranking highest and reduced speed limits at high collision sites receiving some support. While some respondents acknowledge potential safety benefits, nearly half believe there would be no benefit, and journey time impacts are a major concern. Most expect increases of 5–10 minutes or more, with a slight majority considering this unacceptable.

Dual Carriageway Roads (70mph to 60mph)

There is a clear preference for retaining existing speed limits, with strong opposition to blanket reductions and low confidence that such changes would deliver proportionate safety benefits.

HGV Speed Limits

PSNI respondents generally support increasing HGV speed limits, particularly through trials or controlled alignment with other regions. Higher limits are widely seen as improving freight and logistics efficiency, though perceptions of road-safety impact are mixed. There is strong support for safeguards, including speed-limiting technology, enhanced driver training, and stricter enforcement.

Policy Priorities and Implementation

Reducing fatal and serious injuries is the highest priority, followed by protecting vulnerable road users. Minimising journey times ranks higher than environmental objectives. While views on fixed speed cameras are divided, almost 90% stress the importance of public information and education campaigns accompanying any speed-limit changes.

Overall Conclusion

PSNI responses emphasise the need for a practical, evidence-led approach that considers enforcement feasibility, compliance, and operational impacts, with limited

appetite for blanket speed-limit reductions and stronger support for targeted interventions.

Road Safety Groups

This summary reflects 3 responses from road safety group representatives to the 2026 Speed Limit Review consultation. All respondents were Northern Ireland residents, responded as individuals, and were experienced drivers who primarily travel by private car or van. While the small sample size limits representativeness, responses reflect a strong road safety focused perspective.

Urban Roads (20mph Speed Limits)

Respondents showed a mixed but cautious view on 20mph speed limits. The preferred option was to retain existing 30mph limits, with some support for 20mph speed limits at schools, in residential areas, and in pedestrian heavy locations. Two thirds identified schools and shopping or village streets as appropriate locations. Most respondents believed there would be limited or no overall benefit from 20mph speed limits, though one respondent recognised potential benefits for vulnerable road users. Concerns focused on driver frustration, enforcement difficulty, increased congestion, and low compliance, with most expecting some level of non-compliance.

Rural Single Carriageway Roads (60mph to 50mph)

There was clear opposition to reducing rural national speed limits. All respondents ranked retention of the existing 60mph limit as their preferred option, and two thirds strongly opposed any reduction. Views on benefits were mixed, with no clear consensus, and journey time impacts were a concern, though most respondents still found these impacts acceptable.

Dual Carriageway Roads (70mph to 60mph)

Respondents were strongly opposed to reducing speed limits on dual carriageways, unanimously ranking retention of existing limits as the preferred option. Confidence that reduced limits would improve safety was very low.

HGV Speed Limits

Road safety group respondents generally preferred keeping current HGV speed limits, expressing opposition to increases. Most believed higher HGV speeds would

make roads less safe, with no improvement in freight efficiency anticipated. Views on safeguards were mixed, with some support for speed-limiting technology.

Policy Priorities and Confidence

Reducing fatal and serious injuries and protecting vulnerable road users were unanimously ranked as top priorities, with journey time impacts ranked lowest. Despite this, confidence that the proposed speed limit changes would deliver safety improvements was generally low. Respondents supported public information and education campaigns accompanying any changes, while views on fixed speed cameras were divided.

Overall Conclusion

Road safety group respondents prioritise safety outcomes in principle, but express scepticism that widespread speed limit reductions would deliver meaningful benefits, favouring existing limits with targeted, carefully justified interventions rather than broad or blanket changes.

The Inclusive Mobility and Transport Advisory Committee (IMTAC)

This summary reflects one response submitted on behalf of the Inclusive Mobility and Transport Advisory Committee (IMTAC) as part of the 2026 Speed Limit Review consultation. While based on a single submission, the response provides a clear accessibility and inclusion focused perspective, particularly reflecting the needs of disabled people and carers.

Urban Roads (20mph Speed Limits)

IMTAC expressed strong support for widespread 20mph speed limits, clearly favouring the most comprehensive option, with 20mph speed limits applied to all current 30mph roads without exceptions. All urban settings were identified as appropriate for lower limits, including residential streets, areas with high pedestrian activity, streets near schools and hospitals, and distributor roads. The response identified multiple benefits, including reduced collision severity, improved protection for vulnerable road users, quieter streets, lower emissions, and increased opportunities for active travel. The only significant drawback identified was enforcement difficulty, though expected compliance was considered moderate. IMTAC anticipated that lower limits would positively influence travel choices, particularly mode and route, without negatively impacting overall travel time.

Rural Single Carriageway Roads (60mph to 50mph)

IMTAC supported reducing rural speed limits, preferring a targeted reduction at high-risk locations, followed by a blanket reduction. The primary benefit identified was reducing fatal collisions, with no anticipated increase in journey times and any impacts considered acceptable.

Dual Carriageway Roads (70mph to 60mph)

The response supported reducing dual carriageway speed limits, favouring a targeted approach over a universal reduction. IMTAC expressed strong confidence that such changes would improve overall road safety.

HGV Speed Limits

IMTAC supported increasing HGV speed limits, preferring a blanket uplift aligned with other regions. Higher limits were considered likely to improve both road safety and freight efficiency, provided that any increase is strictly conditional on additional safety measures, including mandatory speed- technology, enhanced driver training, and stricter enforcement.

Policy Priorities and Implementation

IMTAC ranked reducing fatal and serious injuries as the highest priority, followed by improving quality of life for communities and protecting vulnerable road users. Minimising journey times and supporting freight efficiency were given the lowest priority. The response showed high confidence that the proposed speed limit changes would improve safety outcomes and strongly supported both fixed speed cameras and public information and education campaigns as essential accompanying measures.

Overall Conclusion

The IMTAC response strongly supports ambitious, network wide speed limit reductions, underpinned by enforcement and education, as a means of delivering safer, more inclusive roads and improving accessibility and quality of life for vulnerable road users.

Summary of Responses from Key Stakeholders (Email Correspondence)

Age NI

Age NI, the leading charity for older people in Northern Ireland, emphasises that Northern Ireland is an ageing society and welcomes the consultation on Speed Limits. Age NI stresses the need for speed limit policy to fully reflect current and future demographic change. While acknowledging references to older drivers within the consultation, Age NI highlights a significant gap in the consideration of older pedestrians, particularly in assessing how speed limit changes may affect their safety, confidence, and mobility.

The response calls for greater evidence and analysis of roads located near places frequently used by older people, including residential areas, shops, bus stops, health facilities, and community centres. Age NI argues that these locations require particular attention when considering lower speed limits and broader road safety measures.

Age NI also notes that speed limits alone do not address all safety risks. The organisation raises concerns about pavement parking, which can force older people and others with mobility challenges onto the carriageway, increasing risk. In addition, Age NI highlights the need for improved pedestrian infrastructure, including the placement, design, and suitability of crossings for older people, disabled people, and children.

A central theme of the response is the importance of meaningful engagement. Age NI urges the Department to involve older people directly in decisions about road safety and speed limits, arguing that those most affected should have a clear voice in shaping policy.

Overall Conclusion

Age NI supports the aims of the 2026 Speed Limit Review but calls for a more inclusive, evidence-based approach that fully considers the needs of older pedestrians as well as drivers. The organisation emphasises that speed limit policy should form part of a wider package of measures addressing infrastructure,

accessibility, and meaningful public engagement to improve road safety and quality of life for older people.

Royal National Institute of Blind People (RNIB)

The Royal National Institute of Blind People (RNIB) supports measures that improve pedestrian safety and accessibility, particularly for blind and partially sighted people. RNIB highlights that walking is essential for independence, yet increasingly challenging due to street clutter, pavement parking, shared surfaces, and interactions with vehicles and cyclists.

RNIB strongly supports reducing the default urban speed limit to 20mph, noting that lower speeds reduce the risk and severity of collisions and make streets more inclusive and pedestrian friendly. The organisation also stresses the psychological impact of near miss incidents, which are common for people with sight loss but under recorded in official statistics, and can negatively affect confidence and mental wellbeing.

Their response also raised two key related concerns not directly linked to the Speed Limit Review consultation but will be taken into consideration:

- Pavement parking: RNIB argues that pavement parking frequently forces blind and partially sighted people into the carriageway, increasing collision risk. It supports a ban on pavement parking, with limited exceptions.
- Quiet electric and hybrid vehicles: RNIB highlights safety concerns regarding Audible Vehicle Alerting Systems (AVAS), which currently only activate up to 12.4mph. With a 20mph speed limit, vehicles travelling silently above this threshold pose a serious risk. RNIB calls for the AVAS activation speed to be raised to 20mph to align with any new limits.

Overall Conclusion

RNIB supports lower urban speed limits as part of a broader approach to creating safer, more accessible streets. However, it emphasises that speed reduction must be accompanied by action on pavement parking and vehicle audibility to fully protect the safety, independence, and wellbeing of blind and partially sighted people.

Road Haulage Association (RHA)

The Road Haulage Association (RHA), representing over 8,500 road haulage, van and coach operators across the UK, and welcomes the opportunity to respond to the 2026 Speed Limit Consultation. The RHA supports efforts to improve road safety and strongly encourages alignment of speed limit policy across Northern Ireland, Great Britain, and the Republic of Ireland, particularly for heavy goods vehicles (HGVs).

HGV Speed Limits

The RHA strongly supports increasing HGV speed limits in Northern Ireland to 50mph on single carriageways and 60mph on dual carriageways, aligning with England and Wales and forthcoming changes in Scotland. The association argues that Northern Ireland is currently an outlier, placing its haulage sector at a commercial disadvantage, and highlights Department for Transport evidence showing £225 million in benefits to hauliers in Great Britain following similar changes.

The RHA also cites safety benefits, noting that reducing the speed differential between HGVs and cars can reduce driver frustration, risky overtaking, and improve traffic flow, with evidence from Great Britain indicating no adverse impact on collision rates. While the RHA's preference is for a full alignment (Option 3C), it would accept a trial on selected routes (Option 3B) if needed to secure public confidence but does not support retaining current limits (Option 3A).

20mph Speed Limits

The RHA acknowledges that targeted 20mph speed limits can deliver safety benefits, particularly in residential areas and around schools, and accepts the evidence showing casualty reductions in parts of Great Britain. However, it raises strong concerns about blanket 20mph approaches, citing public opposition and low compliance observed in Wales. The RHA argues that wide scale reductions risk longer journey times, rerouting of HGVs, increased emissions, impacts on driver hours compliance, and additional operational costs, particularly as HGVs and coaches are not designed to operate efficiently below 30mph.

As a result, the RHA supports a combined approach, retaining existing 30mph limits (Option 1A) while introducing 20mph speed limits at schools and in targeted high-risk

or vulnerable areas (Options 1B and 1C). It does not support blanket reductions across all 30mph roads (Options 1E and 1F).

Overall Conclusion

The RHA advocates a proportionate, evidence-based approach that balances safety outcomes with operational practicality. It strongly supports aligning HGV speed limits with the rest of the UK and endorses targeted rather than blanket 20mph zones to maintain community support, compliance, and economic efficiency while improving road safety.

Association of Personal Injury Lawyers (APIL)

The Association of Personal Injury Lawyers (APIL) welcomed the opportunity to respond to the 2026 Speed Limit Review consultation and focused its submission specifically on the proposal to introduce 20mph speed limits.

APIL strongly supports changing the default speed limit to 20mph on restricted (urban and residential) roads, arguing that lower speeds significantly reduce danger and make streets safer and more attractive for walking and cycling. The organisation highlights evidence showing that 20mph speed limits lead to substantial reductions in deaths and serious injuries, citing Transport for London research demonstrating a 34% reduction in people killed or seriously injured following implementation of 20mph speed limits. APIL also notes positive safety outcomes from the introduction of a default 20mph limit in Wales, as referenced in the consultation document.

While supportive of the policy, APIL stresses that careful assessment of which roads should be subject to the reduced limit is essential to ensure public understanding, acceptance, and compliance. The organisation emphasises that lessons should be learned from early implementation challenges in Wales and calls for clear and appropriate guidance on how roads are assessed and designated for 20mph speed limits.

APIL also underlines the importance of public awareness and education campaigns, particularly to communicate the risks of speeding and the rationale behind the policy change. Effective enforcement is considered critical, with APIL advocating for a combination of speed cameras and police enforcement to reinforce that speed limits are legally enforceable and must be obeyed.

Overall Conclusion

APIL supports the introduction of a default 20mph speed limit on restricted roads as an evidence-based measure that saves lives and reduces serious injuries. However, it emphasises that success will depend on thoughtful road selection, strong public communication, and robust enforcement to secure compliance and public confidence.

Lisburn and Castlereagh City Council

Lisburn and Castlereagh City Council welcome the Department for Infrastructure's comprehensive review of speed limits and recognises speed management as central to road safety, community wellbeing, and placemaking. The Council's response reflects concerns consistently raised by residents, community groups, elected members, and local businesses, particularly around pedestrian safety for children, older people, and those with mobility impairments.

Urban Roads – 20mph Speed Limits

The Council supports the introduction of targeted 20mph speed limits where they offer clear safety and community benefits, rather than blanket application. Strongest support is for 20mph speed limits in the immediate vicinity of schools, public-use buildings, traffic calmed residential streets, village centres, shopping streets, and areas with high pedestrian activity, including near health facilities. Evidence from public consultation and the Council's delivery of traffic calming and pedestrian crossings supports this approach.

While recognising the benefits of reduced collision severity, improved protection for vulnerable road users, and support for walking and active travel, the Council also acknowledges potential drawbacks such as driver frustration, uneven compliance, and enforcement challenges. These are considered manageable through clear communication, visible enforcement, Speed Indicator Devices (SIDs), and community engagement. The Council cautions against both indiscriminate retention of all 30mph limits and universal application of 20mph speed limits on roads with a distributor or arterial function.

Rural Single and Dual Carriageway Roads

The Council identifies excessive speeds as an issue on many rural roads, particularly where infrastructure does not meet modern design standards. It supports

targeted reductions on rural single carriageways at high-risk locations, informed by collision data, road condition, and local context, including roads connecting villages. The Council does not support a universal reduction across all rural roads, citing proportionality and road function.

For dual carriageways, a cautious, evidence led approach is recommended, with speed reductions only at locations where clear safety issues exist.

HGV Speed Limits

The Council adopts a cautious stance on any increase to HGV speed limits, stressing community safety concerns, particularly in villages such as Royal Hillsborough. Elected Members consider current HGV speed limits to be appropriate and express concern that increasing HGV speeds would conflict with broader efforts to reduce speeds. Any consideration of increased HGV limits would need to be trial based, evidence led, and strictly conditional on additional safety measures, including speed-limiting technology, driver training, and stronger enforcement.

Overall Conclusion

Lisburn and Castlereagh City Council support a balanced, targeted, and evidence driven approach to speed management that prioritises community safety, reflects local conditions, and is underpinned by effective enforcement and public engagement.

20's Plenty

20's Plenty for Us CIC strongly welcomes the Department for Infrastructure's 2026 Speed Limit Review and focuses its response exclusively on 20mph urban speed limits. Drawing on extensive UK and international experience, the organisation argues that lower urban speeds are a foundational element of the Safe System approach and are essential to reducing deaths and serious injuries while improving liveability and public health.

Support for 20mph Urban Limits

20's Plenty for Us advocates strongly for Option 1E: introducing a 20mph speed limit on all current 30mph roads, with the exception of arterial routes. The organisation notes that evidence from Wales shows a 24% reduction in road injuries following the introduction of a default 20mph urban limit and estimates that similar implementation

in Northern Ireland could prevent around 4 deaths and up to 58–94 serious injuries each year. Lower speeds are also linked to reduced noise, improved air quality, increased walking, wheeling and cycling, and stronger community cohesion.

The response emphasises that 20mph speed limits are increasingly the urban norm across the UK and Europe, including Wales, Scotland, London, much of England, Dublin, and major European cities. International road safety agreements, including the Stockholm Declaration, are cited in support of 20mph as the appropriate maximum speed where vehicles mix with vulnerable road users.

Why Option 1E is Preferred

20's Plenty for Us argues that targeted or partial approaches (Options 1B–1D) deliver limited safety benefits, fail to change driver behaviour more broadly, and risk confusion and inconsistency. A default 20mph approach, with limited and carefully justified exceptions, is considered simpler, more effective, and lower cost than selectively applying 20mph on individual streets. Journey time impacts are expected to be minimal, as urban travel is largely governed by junction delays rather than maximum speeds.

The organisation cautions that the definition of “arterial routes” must be tightly controlled, warning that overly broad exemptions could significantly undermine safety benefits. Where roads serve both movement and community functions, the presumption should favour 20mph unless high quality infrastructure exists to protect vulnerable users.

Implementation and Public Acceptance

20's Plenty for Us stresses that implementation should prioritise clear public communication, education, and phased enforcement, drawing lessons from Wales. While public opposition may initially be vocal, experience shows that resistance declines once benefits are realised. The organisation recommends robust before and after monitoring to demonstrate impacts and maintain public confidence.

Overall Conclusion

20's Plenty for Us concludes that the case for area wide 20mph urban limits in Northern Ireland is compelling, evidence-based and aligned with domestic and international best practice. The organisation urges DfI to make 20mph the policy norm in urban areas, delivering lasting safety, health, and community benefits.

The Police Service of Northern Ireland (PSNI) (Operational Support Department)

The Police Service of Northern Ireland (PSNI) strongly welcomes the Department for Infrastructure's 2026 Speed Limit Review and supports changes that would improve road safety, particularly for vulnerable road users.

For urban roads, PSNI supports the wider introduction of 20mph speed limits, with a preference for Option 1D – applying 20mph speed limits in built up residential areas, including around schools where safe to do so. This approach is supported by evidence showing reduced collision severity, improved safety for vulnerable users, and encouragement of active travel, while being more likely to gain public support than a blanket approach.

On rural single carriageway roads, PSNI supports a targeted reduction from 60mph to 50mph (Option 2B) at high-risk locations. This is based on collision data showing that around three quarters of fatal collisions occur on rural single carriageway roads. A targeted approach, combined with engineering improvements, is seen as more effective and practical than a universal reduction.

For dual carriageways, PSNI supports a targeted reduction from 70mph to 60mph (Option 2E) at collision hotspots or complex layouts, noting improved crash survivability and the benefits of combining speed reduction with engineering measures.

Regarding HGV speed limits, PSNI supports increasing HGV limits to 50mph on single carriageways and 60mph on dual carriageways (Option 3C) to align with Great Britain. Evidence suggests this would improve traffic flow, reduce risky overtaking, and would not negatively impact road safety.

Finally, PSNI stresses that speed limit changes must be supported by enforcement, education, and engagement, with fixed cameras forming part of a wider enforcement strategy. Excess speed remains a key contributor to fatal and serious collisions, and speed management is seen as essential to changing driver behaviour and improving road safety outcomes.

Cycling UK

Cycling UK welcomes the 2026 Speed Limit Review and focuses its response on how speed limit changes could improve safety for people who cycle and encourage greater uptake of active travel. The organisation highlights worsening safety outcomes in Northern Ireland, noting increases in cyclist and child killed or seriously injured (KSI) rates, and stresses that safe speeds are critical to reversing these trends.

Urban Roads (20mph Speed Limits)

Cycling UK strongly supports Option 1E, introducing 20mph speed limits on all current 30mph roads, with exceptions only where clearly justified, such as on some arterial routes. It argues that most cycling occurs on urban streets and that lower speeds would disproportionately benefit vulnerable road users, including people walking, wheeling and cycling. Evidence from the UK shows substantial reductions in cyclist and child KSIs following 20mph implementation. Targeted approaches (Options 1B–1D) are regarded as delivering limited benefits and failing to create safer conditions across whole journeys.

Rural Single Carriageway Roads

Cycling UK supports Option 2C, reducing the national speed limit to 50mph on all rural single carriageway roads, citing evidence that rural roads pose significantly higher risks for cyclists despite accounting for a smaller share of cycling mileage. It also argues that a 50mph limit should be viewed as a first step, with further targeted reductions where road design, collision risk or lack of infrastructure warrants lower speeds.

HGV Speed Limits

Cycling UK opposes any increase in HGV speed limits and supports Option 3A (retain current limits). The organisation raises concerns about the size and weight of HGVs, increased KSIs involving HGVs, and argues that evidence supporting higher HGV speed limits is weak or confounded by enforcement measures such as speed cameras.

Overall Conclusion

Cycling UK advocates a default 20mph approach in built up areas, a 50mph rural single carriageway limit, and retention of existing HGV limits, supported by

engineering, enforcement and education. It argues that reducing speeds is essential to meeting road safety targets and creating conditions where cycling feels safer and more attractive.

PEACE-Air Consortium (UUJ)

The PEACE-Air Consortium (Partnership for Evidence and Action on Clean Air) Consortium), welcomes the 2026 Speed Limit Review and supports proposals to reduce vehicle speeds in urban areas as a means of improving public health and road safety, particularly by reducing the severity and likelihood of collisions involving pedestrians and cyclists.

The response places a strong emphasis on air quality and human health, noting that speed management interventions influence both exhaust emissions (such as particulate matter, nitrogen oxides and greenhouse gases) and non-exhaust emissions, including brake wear, tyre wear and associated heavy metals and microplastics. While lower speeds clearly reduce traffic injuries, PEACE-Air highlights that poorly designed traffic calming measures, such as speed bumps or excessive stop start driving, may increase emissions and exposure to harmful pollutants.

The Consortium argues that smooth speed reduction measures, supported by enforcement (e.g. speed cameras) rather than aggressive traffic calming, are more likely to deliver net health and environmental benefits. Evidence cited suggests that repeated braking and acceleration, particularly from heavier vehicles, can increase fine particulate pollution in urban environments, with implications for cardiovascular, respiratory and neurological health.

PEACE-Air also cautions that traffic displacement resulting from speed reductions may increase pollution on alternative routes and stresses the importance of considering these wider network effects. Given the mixed evidence on emissions outcomes, the response calls for comprehensive monitoring and modelling of both exhaust and non-exhaust emissions before, during and after implementation.

Key recommendations include:

- Continuous air quality monitoring to identify unintended impacts.

- Consideration of both exhaust and non-exhaust emissions in speed management decisions.
- Adoption of a Health Impact Assessment (HIA) to ensure positive health outcomes are maximised and negative effects minimised.

Overall conclusion:

PEACE-Air supports reducing speeds to protect health and safety but urges DfI to adopt an evidence led approach that integrates road safety, air quality, and public health, ensuring speed limit interventions deliver clear net benefits without unintended environmental consequences.

Alliance Party of Northern Ireland

The Alliance Party welcomes the Department for Infrastructure's 2026 Speed Limit Review and strongly supports a road safety led approach to speed management across Northern Ireland. The response emphasises that reducing speeds is a proven and effective way to lower the frequency and severity of road traffic collisions, protect vulnerable road users, and save lives.

Urban Roads (20mph Speed Limits)

The Alliance Party supports reducing urban speed limits from 30mph to 20mph where appropriate, particularly in areas with high pedestrian and cycling activity. Lower speeds are seen as significantly reducing injury severity in collisions, increasing safety for pedestrians and cyclists, and encouraging active travel. While acknowledging potential journey time impacts, the evidence suggests these would be minimal, with smoother traffic flow and reduced driver frustration offering additional benefits, including environmental improvements.

Rural Single and Dual Carriageway Roads

Alliance supports reducing rural speed limits from 60mph to 50mph on single carriageways and from 70mph to 60mph on dual carriageways, where appropriate. Given that rural roads account for a disproportionate share of fatalities and serious injuries, lowering speeds is viewed as essential to improving safety. Any reductions should be accompanied by enhanced enforcement, including wider use of speed cameras, to ensure compliance and effectiveness.

HGV Speed Limits

The Party supports aligning HGV speed limits with those in England, Wales and Ireland, noting that differing limits can cause frustration, risky overtaking, and pressure on drivers. Evidence from Great Britain indicates that increased HGV limits have not negatively affected road safety and may offer economic benefits. Alliance also stresses that any increase should be accompanied by additional safety measures to minimise risk and reduce HGV related casualties.

Enforcement and Education

Alliance strongly advocates for expanded use of fixed speed cameras, recognising speeding as one of the “Fatal Five” contributors to serious collisions. Effective implementation must combine consistent enforcement with public education, ensuring drivers understand both the new limits and the safety rationale behind them. This combined approach is seen as essential to achieving behavioural change and delivering long term safety benefits.

Overall Conclusion

The Alliance Party fully supports the 2026 Speed Limit Review’s focus on safety and endorses measured reductions in speed limits across urban and rural roads, supported by enforcement and education. The ultimate objective is to reduce deaths and serious injuries, relieve pressure on emergency services, and create safer, more sustainable communities across Northern Ireland.

Office of Cathal Mallaghan MP Mid Ulster Constituency Office

This submission raises concerns about a short but high-risk section of the A505 Road between Killeenan and Corchoney, identified by constituents and local stakeholders as a collision cluster with a history of serious injuries and fatalities.

The primary safety issue stems from a high concentration of right hand turns over a short distance, combined with high speed through traffic on a protected route, creating multiple dangerous conflict points and significantly increasing collision risk.

Given the documented accident history and hazardous road layout, the respondent urges the Department for Infrastructure to reduce the speed limit on this specific stretch of road as part of the Speed Limit Review. The submission notes that a

precedent exists, citing a reduced speed limit on the B4 at Skea Filling Station, where similar risks justified intervention despite the road's lower classification.

Overall Conclusion

A targeted speed limit reduction on the A505 between Killeenan and Corchoney is requested as a proportionate, evidence led measure to reduce collision risk and protect life on a demonstrably hazardous section of the network.

Northern Ireland Ambulance Service (NIAS)

The Northern Ireland Ambulance Service (NIAS) expressed clear support for evidence-based, targeted changes to speed limits where these are shown to reduce the likelihood and severity of collisions and improve safety for vulnerable road users. NIAS supports the targeted introduction of 20mph speed limits in urban areas such as around schools, residential streets, and healthcare facilities, noting the safety benefits in high pedestrian environments and confirming that such measures would not adversely affect emergency response capability.

NIAS also supports a targeted reduction to 50mph on rural single carriageway roads where collision history or road layout indicates elevated risk, viewing marginal journey time impacts as acceptable where meaningful safety gains can be achieved. In contrast, NIAS does not support a blanket reduction on dual carriageways, citing lower relative risk and insufficient evidence for a universal change, although targeted reductions at specific high-risk sections may be appropriate.

In relation to HGV speed limits, NIAS adopts a cautious position, favouring a controlled trial-based approach on selected routes supported by mandatory safety measures, enforcement, and monitoring, rather than an immediate universal increase. Across all proposals, NIAS emphasised the importance of public information, education, and clear communication, and recognised the potential positive impacts of safety led interventions for Section 75 groups.

In summary, NIAS supports measured, evidence-based adjustments to speed limits where they are evidenced to enhance road safety and align with the broader objective of reducing serious and fatal injuries across the road network. They remain committed to working constructively with the Department for Infrastructure as the

proposals evolve, and welcome continued engagement to ensure emergency service considerations are fully reflected in future implementation planning.

DAERA Air & Environmental Quality (AEQ)

DAERA AEQ acknowledged that the Speed Limit Review proposals are primarily aimed at improving road and public safety but emphasised the importance of also considering air quality, noise, and wider environmental impacts, to avoid unintended consequences. DAERA AEQ recognised the potential for lower speed limits to encourage active travel and reduce emissions and noise; however, it highlighted that the evidence base for environmental benefits remains limited, is largely GB or EU derived, and that Northern Ireland specific modelling or real world evaluation is currently lacking.

DAERA AEQ called for robust environmental assessments, including air quality and noise, to be undertaken alongside any policy implementation, and recommended that these assessments be transparent, published, and based on appropriate modelling or monitoring. Concerns were raised that operating vehicles at or below 20mph, particularly in congested urban environments or where traffic calming measures such as speed bumps are used, could in some circumstances increase emissions and noise due to acceleration, braking and vehicle characteristics, including the growing share of heavier electric vehicles.

DAERA AEQ also highlighted that road traffic noise is a significant public health issue, referencing WHO guidelines and existing DfI and DAERA noise action plans. While lower speeds may contribute to noise reduction, AEQ noted that the scale of benefit is uncertain and may depend on vehicle type, driving behaviour and road context. Overall, DAERA AEQ supported a cautious, evidence led approach, stressing the need for NI specific environmental data, further research, and integrated consideration of noise and air quality when assessing the impacts of speed limit changes.

It should be noted that the DEARA comments were technical in nature and do not represent Ministerial views.

Ulster Farmers Union (UFU)

The Ulster Farmers' Union (UFU), represents around 12,000 farmers across Northern Ireland notes that farmers depend heavily on the rural road network for moving livestock, machinery, supplies and produce, meaning any speed limit changes could have operational, safety and economic impacts on farm businesses.

While the UFU supports the aim of improving road safety and reducing deaths and serious injuries, it stresses that any changes to speed limits should be proportionate, evidence-based and appropriate to the specific nature of Northern Ireland's rural road network.

The UFU's overall position is supportive of road safety objectives but highlights the need to carefully consider the practical implications for rural communities and agricultural businesses before implementing changes.

20mph Speed Limits

The UFU supports the use of targeted 20mph speed limits in high-risk locations such as outside schools, preferably operating only during school arrival and departure times. However, it does not support the widespread introduction of 20mph limits across residential or urban areas, arguing that their effectiveness depends on existing low speeds or accompanying traffic calming measures. The UFU also highlights concerns about enforcement, stressing that any expansion of 20mph limits should be supported by effective enforcement, public awareness campaigns, and measures to encourage driver compliance.

National Speed Limits on Rural Single Carriageways and Dual Carriageways

The UFU does not support any reduction in national speed limits on rural roads.

While the consultation highlights that a significant proportion of collisions occur on rural roads, it is the UFU's view that blanket reductions in speed limits will not address the underlying causes of these incidents.

The UFU notes that rural roads are used by a variety of road users, including agricultural machinery essential to farming operations. It argues that lower speed limits could increase driver frustration, potentially resulting in unsafe overtaking and poorer compliance. The UFU is also concerned that reduced speed limits would

disproportionately affect rural communities and farm businesses by increasing journey times, reducing efficiency, and placing additional pressures on businesses operating with tight margins.

The UFU believes that a more effective approach would focus on addressing the specific risks associated with rural roads. This includes targeted improvements to road infrastructure, including maintenance and visibility, the introduction of safe overtaking opportunities, such as slow vehicle lanes where appropriate, targeted interventions at known high-risk locations, and enhanced enforcement and education to address dangerous driving behaviours.

The UFU therefore strongly recommends that existing national speed limits on rural roads remain unchanged, with policy focus directed towards measures that more directly address road safety risks.

HGV Speed Limits

The UFU supports the proposal to align HGV speed limits in NI with those in Great Britain.

The UFU supports increasing HGV speed limits, citing consultation evidence that suggests doing so would provide economic benefits without negatively affecting road safety or the environment. It believes that aligning speed limits would improve efficiency within the agri-food supply chain and provide greater consistency and clarity for road users.

Overall, The UFU supports the objective of improving road safety and reducing fatalities but believes any changes should be proportionate and reflect the needs of Northern Ireland's rural road network. It supports targeted, time bound 20mph limits outside schools and the alignment of HGV speed limits with Great Britain but opposes blanket 20mph limits and reductions in rural speed limits, arguing these would have limited safety benefits and disproportionately affect rural communities and farm businesses. The UFU advocates focusing instead on road infrastructure improvements, safe overtaking opportunities, and measures to improve driver behaviour.

Northern Ireland Commissioner for Children and Young People

The office of the Northern Ireland Commissioner for Children and Young People (NICCY) was established in accordance with 'The Commissioner for Children and Young People (Northern Ireland) Order' (2003) to safeguard and promote the rights and best interests of children and young people in Northern Ireland (NI). This legislation confers on NICCY a range of powers and duties including keeping under review the adequacy and effectiveness of law, practice and services, advising government, promoting an understanding of children's rights and best interests and bringing, assisting or intervening in legal proceedings.

20mph Speed Limits

NICCY supports the introduction of 20mph speed limits outside all schools and have noted that pre-school nurseries should also be included. NICCY comment on the consideration of enforcement and stress the importance of effective enforcement of such zones. They note that options should be provided on how the Department intends to do this, in conjunction with the PSNI, Road Safety Partnerships, PCSPs, local councils and communities.

NICCY questioned the lack of enforcement by safety camera vans and emphasised that effective enforcement is essential for success. It welcomes proposals to expand 20mph limits in residential and built-up areas, particularly Options 1C, 1D, 1E, and 1F, though it would seek further clarity on implementation and safety considerations.

NICCY highlighted that lower speed limits alone are insufficient and must be supported by improved infrastructure for walking, cycling, and wheeling. Additionally, it calls for stronger engagement with children and young people, including tailored consultation methods, and recommends a Children's Rights Impact Assessment (CRIA) for future proposals.

Equality and Section 75 Considerations

The 2026 Speed Limit Review consultation generated a wide range of views on proposed changes to speed limits across urban and rural roads. Summary of responses, including responses from the Section 75 questions in the consultation, indicates that Section 75 equality groups and rural communities experience the impacts of speed limit changes differently, and that careful, targeted implementation will be necessary to ensure statutory duties are met.

A summary of public response to Questions 11, 12 and 13 from the 'Questions for Section 75 of the Northern Ireland Act - Part 1' of the consultation are summarised below.

Question 11: Thinking about the Section 75 categories in the previous section, do you believe the speed limit review options will have any positive or negative impact on people in these groups? Text box for adding positive or negative impacts of the speed limit review on ethnic groups. There were 1498 responses to this part of the question.

Question 12: Do you believe the speed limit review considerations, if implemented, will have any positive or negative impact on you? Text box for adding positive or negative impacts of the speed limit review on you There were 1584 responses to this part of the question.

Question 13: What action do you think could be taken to reduce or eliminate any adverse impacts? Text box for adding actions to reduce any adverse impacts There were 1297 responses to this part of the question.

Positive impacts were most frequently identified for:

- Older people, people with disabilities, children and families, and those with caring responsibilities, who are more likely to benefit from reduced collision severity, improved pedestrian safety, and greater confidence when walking, wheeling or crossing roads.
- Respondents highlighted particular benefits near schools, residential streets, health facilities and areas with high pedestrian activity, where lower speeds were associated with improved quality of life and emotional wellbeing.

- Respondents who expressed positive views often cited feeling safer as pedestrians, cyclists, or parents, reduced stress and anxiety in residential areas, improved quality of life through calmer streets, lower noise levels, and support for active travel,

Negative impacts were identified by:

- Working age adults and carers who rely heavily on private vehicles, particularly where changes could marginally increase journey times or affect time sensitive commitments.
- Some respondents noted that individuals with neurodiverse conditions, or those who find time pressures challenging, may experience increased stress if speed reductions are not communicated clearly.
- A substantial proportion of respondents anticipated negative personal impacts, particularly among those who drive frequently for work, live in rural areas with high car dependency, or commute long distances.

Overall, the responses suggest support for targeted, evidence led interventions rather than blanket changes and highlight the need to carefully balance safety benefits with accessibility, travel needs, and enforcement considerations for Section 75 groups.

Rural Needs Considerations

Responses demonstrate that rural communities face distinct challenges compared to urban areas:

- Rural residents are generally more car dependent, often travelling longer distances with limited public transport alternatives. As a result, there was stronger concern about blanket reductions on rural roads.
- At the same time, many respondents acknowledged that rural roads account for a disproportionate number of fatal and serious collisions, and supported targeted reductions at high-risk locations, such as collision clusters, poor road geometry, junctions, and areas with mixed road users.

- The UFU submission states that blanket speed reductions would have limited safety benefits and disproportionately affect rural communities and farm businesses.

A consistent theme was that one size fits all approaches are not appropriate for rural areas. Targeted, evidence led interventions were widely viewed as more acceptable and more effective than universal reductions.

Suggested Actions to Reduce or Eliminate Adverse Impacts on Section 75 groups.

To address equality and rural impacts, respondents commonly suggested:

- Targeted application of lower speed limits, particularly in high-risk or sensitive locations.
- Enhanced enforcement, especially on rural roads where speeding is perceived as widespread.
- Public information and education campaigns, explaining the safety rationale behind changes to encourage understanding and compliance.
- Alignment with wider measures, such as road maintenance, safer road design, and alternatives to car dependency where feasible.
- The UFU suggested targeted improvements to road infrastructure, including maintenance and visibility, the introduction of safe overtaking opportunities, such as slow vehicle lanes where appropriate, targeted interventions at known high-risk locations; and
- Enhanced enforcement and education to address dangerous driving behaviours.

Overall Conclusion

The consultation indicates that the 2026 Speed Limit Review has the potential to deliver significant positive outcomes for Section 75 groups, particularly vulnerable road users, provided measures are applied proportionately and supported by enforcement and communication. For rural communities, a targeted and flexible approach is essential to balance safety improvements with the practical realities of rural living.

A carefully phased, evidence led implementation will be critical in ensuring compliance with Section 75 equality duties and the Rural Needs Act, while maximising road safety benefits across Northern Ireland.

Conclusions

The public consultation on the 2026 Speed Limit Review generated a high level of engagement and provided a broad and detailed evidence base on public and stakeholder attitudes to speed management across Northern Ireland. Responses reflect a wide range of road user experiences and perspectives and collectively demonstrate strong interest in how speed limits are set, justified, and enforced.

Across all respondent groups, reducing fatal and serious injuries emerged as the clear and consistent priority, alongside strong support for improving safety for vulnerable road users. These objectives were ranked significantly higher than considerations relating to journey times, economic efficiency, or environmental outcomes, indicating a strong public mandate for a road safety led approach to speed management.

At the same time, consultation responses demonstrate limited support for blanket or universal speed limit reductions across urban or rural networks. Instead, respondents repeatedly emphasised the importance of a targeted, proportionate and evidence led approach, with changes focused on locations where risk is greatest and where the safety case is clear. This was particularly evident in responses relating to rural single carriageway roads and dual carriageways, where broad reductions were viewed as less acceptable than interventions at high-risk locations.

There was strong support for lower speed limits in specific urban contexts, particularly in the vicinity of schools, in residential areas, and on streets with high levels of pedestrian activity. However, respondents also raised consistent concerns about driver compliance, enforcement capacity, and potential impacts on journey times, reinforcing the view that speed limit changes alone are unlikely to deliver desired outcomes without complementary measures.

Responses relating to HGV speed limits showed greater openness to change, particularly where alignment with other jurisdictions could reduce speed differentials and improve traffic flow. Nevertheless, support for higher HGV speed limits was frequently conditional on the implementation of additional safeguards, including speed-limiting technology, enhanced driver training, and effective enforcement.

Across all elements of the review, respondents highlighted the importance of effective enforcement, public information and education campaigns, and clear communication of the safety rationale behind any changes. Without these supporting measures, many respondents expressed scepticism regarding compliance and the overall effectiveness of revised speed limits.

Consideration of Section 75 equality duties and rural needs further reinforces the need for a flexible and context sensitive approach. Lower speed limits were widely viewed as offering potential benefits for children, older people, disabled people and other vulnerable road users, while rural respondents emphasised the practical realities of longer travel distances and car dependency. A one size fits all approach was consistently viewed as inappropriate.

Overall, the consultation demonstrates broad support for the principles of safer speeds and targeted intervention, while highlighting the importance of proportionality, transparency, and supporting measures.

What next?

The findings set out in this report will inform the next stage of the 2026 Speed Limit Review and its consideration of future speed management policy. Consultation responses will be considered alongside collision data, international evidence, operational considerations, equality and rural needs assessments, and the objectives of the Road Safety Strategy for Northern Ireland to 2030.

The Department will now:

- Further assess the consultation findings alongside technical evidence, including collision analysis, road function and design, traffic characteristics, transport modelling, economic appraisal and enforcement feasibility, to determine where speed limit changes could deliver the greatest safety benefit.
- Further examine targeted approaches to speed management, particularly in locations identified as high-risk or sensitive, such as areas around schools, residential streets, and rural collision hotspots, reflecting the strong preference expressed for proportionate, evidence led interventions.
- Consider implications for equality groups and rural communities, ensuring that any proposals comply with Section 75 duties and the Rural Needs Act, and that potential benefits and impacts are fairly balanced across different road users and communities.
- Engage with key delivery partners, including the Police Service of Northern Ireland, local councils and other stakeholders, to assess enforcement, compliance, and implementation considerations.
- Identify the role of complementary measures, such as public information and education campaigns, engineering interventions, and monitoring arrangements, recognising widespread agreement that speed limit changes alone are insufficient to deliver lasting safety improvements.

Any proposed changes to speed limits arising from this review will be subject to further Ministerial consideration. Where appropriate, future proposals may also require additional engagement, statutory consultation, or phased implementation.

The Department will continue to adopt a safe, proportionate and evidence led approach to speed management, with the primary objective of reducing death and serious injury on Northern Ireland's road network and improving safety for all road users.

Annex A – Organisation Respondents via Citizen space.

20s Plenty for Us CIC	McCulla Ireland Ltd
Ards and North Down Cycling Campaign	N/A
BAKE	Northern Ireland Fire & Rescue Service
Ballyhalbert & District Community Association	Onslow Ravenhill Residents
Belfast Healthy Cities	Openreach
Children in Northern Ireland (CiNI)	Parliamentary Advisory Council for Transport Safety
Collins Electrical Contracts	Philip Robb trading as TFD Training NI Ltd
Cycling UK	Queen's University Belfast
Dale Farm	Quinn Building Supplies Ltd
Drumellan community ass	Redmond O Hanlons GAC
Drumellan community ass.	Road Safe NI Charity
Dundrum Village Association	Road Safety Authority of Ireland
Ergana Corn Mill Ltd.	Royal Town Planning Institute
G KING	TG TRANS
Hillsborough and District Committee	The Chartered Institution of Highways and Transportation (CIHT)
Institute of Highway Engineers (IHE)	The Institute of Couriers
Kelly European Freight Services Ltd	Thornhill Residents Association
LCD DRIVING ACADEMY	Tracey Concrete Ltd
Linen Quarter BID	Transport Planning Society
Logistics UK	Walk Wheel Cycle Trust
ML livestock	