

DfI Speed Limit Review 2026

1. Are you a resident of Northern Ireland?

No

2. Are you completing this survey as an individual, on behalf of an organisation or as a key stakeholder?

Yes (The Chartered Institution of Highways and Transportation)

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)

1- 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).

2- Option 1E: Introduce a 20mph speed limit in all areas that are currently 30mph, with the exception of arterial routes.

3- Option 1F: Introduce a 20mph speed limit in all areas that are currently 30pmh, with no exceptions

4- Option 1B: Introduce a 20mph speed limit in targeted areas, such as those that are currently traffic-calmed and currently 30mph.

5- Option 1C: Introduce a 20mph speed limit at all schools, where it is safe to do so.

6- Option 1A: Existing 30mph speed limits to remain as they are currently (do nothing)

15. On which types of urban roads or streets do you think a 20mph speed limit would be appropriate? (tick any that apply)

Streets with existing traffic calming measures, Streets in the immediate vicinity of schools, Streets with lots of pedestrian movements e.g. shopping streets, village main streets and residential streets.

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

Reduce the severity of collisions, increase protection of vulnerable road user, increased active travel i.e. walking/cycling, quieter environment & reduced emissions.

Textbox for adding other benefits: reduced fuel use, and improved journey reliability for motor vehicle users.

17. What do you believe would be the drawbacks, if any of a 20 mph urban limit? (tick all that apply)

Driver frustration, longer journey times, enforcement difficulty & increased congestion.

Textbox for adding other disbenefits: As drivers are in many cases not aware of the evidence base from extensive application in Wales and London and many other locations, there may be perceived drawbacks such as driver frustration, longer journey times, enforcement difficulty and congestion. This can be mitigated by sharing the views of people in areas where this has been in force for a period and they have become used to it.

18. If the 20 mph speed limit was introduced, how compliant do you think drivers in your area would be?

Unsure

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

N/A (personal 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)

1- Option 2C: Introduce a reduction of the national speed limit from 60mph to 50mph on all rural single carriageway roads.

2- 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 for local road geometry) on rural single carriageway roads.

3- Option 2A: Existing national speed limits on rural single carriageway roads to remain as they currently are.

21. How strongly do you support or oppose reducing the national speed limit of 60mph on rural single-carriageway roads to 50 mph?

Strongly support

22. What do you consider the primary benefit would be from lowering speed limits on rural roads?

Reducing fatal collisions/protecting vulnerable road users/cutting emissions/mitigating noise/other/no benefit

Please specify other benefits of lowering rural speed limits: Reducing serious collisions.

23. To what extent do you think lowering speed limits on rural roads would affect journey times for you?

N/A (personal question)

24. How do you feel about the impact on your journey time as answered in question 23 above?

N/A (personal 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)

Option 2E: Introduce a reduction of the national speed limit from 70mph to 60mph (or lower if appropriate) with a targeted approach (at high collision sites and for local road geometry) on dual carriageway roads.

Option 2F: Introduce a reduction of the national speed limit from 70mph to 60mph on all dual carriageway roads

Option 2D: Existing national speed limits on dual carriageway roads to remain as they currently are.

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?

Neither support nor oppose

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)

1- Option 3A: HGV speed limits to remain as they currently are

2- Option 3B: Introduce a trial on selective route(s) to increase HGV speed limits to 50mph on all single carriageway and 60mph on all dual carriageways to align with other regions.

3- Option 3C: Introduce an increase to HGV speed limits to 50mph on all single carriageways and 60mph on all dual carriageways to align with other regions.

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?

Somewhat support

29. In your view, how would a higher HGV speed limit affect road safety overall?

Slightly safer

30. In your view, how would a higher HGV speed limit affect the efficiency of freight and logistics?

Somewhat improve

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)

Mandatory speed-limiting technology

Increased driver training

Stricter enforcement

32. Please rank the following policy objectives in order of importance to you (1 = most important, 6 = least important)

1- Reducing fatal and serious injuries

2- Reducing number and severity of collisions involving vulnerable road users

3- Supporting economic growth through efficient freight

4- Improving quality of life for communities

5- Lowering greenhouse gas emissions

6- Minimising journey times

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?

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(Required)	Very confident	Fairly confident	Unsure	Not very confident	Not at all confident
20mph Speed Limits	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Speed Limits on Single Carriageway Rural Roads	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Speed Limits on Dual Carriageway Roads	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
HGV Speed Limits	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

34. How strongly do you agree with the statement “fixed speed cameras are important for improving road safety”?

Strongly agree

35. How important is it that any new speed limits are accompanied by a public information and education campaign?

Essential

Ends