



Northern Ireland
Assembly

Research and Information Service Bill Paper

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Des McKibbin

Road Traffic (Speed Limits) Bill

NIAR 928-13

This paper examines the provisions of the Road Traffic (Speed Limits) Bill

Key Points

The principal objective of the Road Traffic (Speed Limits) Bill (the Bill) is to reduce the number of accidents and fatalities caused by road traffic collisions, by introducing a 20mph speed limit for residential roads.

The Bill provides DRD/Roads Service with the flexibility to make orders specifying that certain roads are, or are not, 'residential roads'. In so doing, the Department has to consider whether or not the road is in a predominantly residential area or is a major thoroughfare.

In order to apply this exemption it is anticipated that DRD/Roads Service would have to assess the entire urban unclassified road network (4,291km) to establish the most appropriate speed limit i.e. should the new national 20mph speed limit be applied or are the conditions right for a 30mph limit to be retained.

A period of two years following royal assent has been prescribed for the DRD to carry out a public awareness campaign to ensure the public are made aware of the implications of this legislation.

Under the current speed limit framework there are three national speed limits:

- 30 mph on street lit local roads (referred to as Restricted Roads);
- 60 mph on single carriageway roads; and
- 70 mph on dual carriageways and motorways.

However, DRD/Roads Service has the flexibility to set local speed limits in situations where local needs and considerations deem it desirable for drivers to adopt a speed which is different from the respective national speed limit.

The current guidance on setting local speed limits is supportive of the current default 30mph speed limit in urban areas as it represents "*a balance between mobility and safety of road users, especially the more vulnerable groups.*"¹ However, local speed limits of 20mph are encouraged in situations where there is a particular risk to vulnerable road users.

Currently Roads Service favours 20mph zones, supported by traffic calming measures as it is generally accepted that these have a greater impact on reducing average traffic speeds, than is the case when a signed-only 20mph limit is introduced.

At present there are no permanent 20mph limits in Northern Ireland. However, the latest road safety strategy² has committed to trialling the wider application of 20mph limits; currently four schemes are underway. These are being run by the DRD in co-operation with the PSNI, who have agreed to enforce the speed limit on selected roads.

¹ DRD Roads Service (2010) Setting Local Speed Limits in Northern Ireland. DRD: Belfast

² Northern Ireland Road Safety Strategy to 2020 [online] available from: <http://nia1.me/1u6>

The Bill's consultation was launched in May 2012; it sought views on a private member's Bill that would bring about a reduction in speed limits from 30mph to 20mph on designated unclassified roads.

The consultation attracted only 41 responses therefore it is unlikely that a representative geographic and/or demographic sample has been achieved.

Overall the questionnaire appears to have been constructed in such a way to affirm the policy proposal:

- Questions are leading i.e. they are worded in such a way that suggests the desired answer;
- Respondents are asked to make judgements on society's views rather than their own; and
- It fails to ask the fundamental question of whether or not people are supportive of the proposed policy.

The Department of the Environment's consultation on Northern Ireland's Road Safety Strategy to 2020 provides an alternative evidence base which gives some indication of local people's views of 20mph speed limits and zones within Northern Ireland.

This shows strong support for the wider use of 20mph speed limits particularly those without traffic calming measures.

This consultation also suggests that the proposals in this Bill may not go far enough, in so far as there has been a call for the wider application of 20mph speed limits to include school areas, rural towns and villages as well as urban areas. Therefore, accommodating the wider use of 20mph limits (outside of restricted roads) is something which members may wish to consider during their scrutiny of the Bill.

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1 Introduction

The principal objective of the Road Traffic (Speed Limits) Bill (the Bill) is to reduce the number of accidents and fatalities caused by road traffic collisions, by reducing the default speed limit on residential roads from 30mph to 20mph; the default speed limit on residential roads is currently set at 30mph. In addition to road safety, the bills proposer also foresees indirect benefits to public health with greater numbers of people being encouraged to walk and cycle.³

A discussion on the impacts of 20 mph schemes on increased walking and cycling is provided in Research and Information Service publication [NIAR 882-11](#).⁴

This paper considers:

- The main provisions of the Bill;
- The current speed limit framework in Northern Ireland;
 - Including the current approach to setting 20mph speed limits;
- Plans for 20mph speed limits within the current Road Safety Strategy for Northern Ireland; and
- The consultation conducted by the Bills proposer.

2 The Road Traffic (Speed Limits) Bill

The Road Traffic (Speed Limits) Bill was introduced to the Assembly on the 9th December 2013. The Bill seeks to amend existing road traffic law pertaining to speed limits, specifically the Road Traffic Regulation (Northern Ireland) Order 1997.

Specifically, the Bill, if enacted, will introduce a new national speed limit, of 20mph, on residential roads:

1. In Part VI of the Road Traffic Regulation (Northern Ireland) Order 1997 (speed limits) after Article 37 insert—

“General speed limit on residential roads”

37A.—(1) Subject to the provisions of this Part, it shall not be lawful for any person to drive a motor vehicle on a residential road at a speed exceeding 20 miles per hour.

A residential road refers to what is currently known as a restricted road, defined as: *“a road which is provided with a system of street lighting furnished by means of lamps placed not more than 185m apart”*.⁵

It is unclear from the bill if the new category of road is a replacement (for restricted roads) or an addition to current subcategories of road (table 1).

³ OFFICIAL REPORT (Hansard). Road Traffic (Speed Limits) Bill: Mr. Pat Ramsey MLA, 5th February 2014 [online] available from: <http://nia1.me/1w5>

⁴ McKibbin, D. (2011) Impacts of 20 mph schemes on increased walking, cycling and emission levels. Research and Information Service. Member's Briefing Paper. Northern Ireland Assembly. [online] available from: <http://nia1.me/1wn>

⁵ Article 37 of the The Road Traffic Regulation (Northern Ireland) Order 1997 [online] available from: <http://nia1.me/1w6>

The Bill provides DRD/Roads Service with the flexibility to make orders specifying that certain roads are, or are not, 'residential roads', whether or not they meet these criteria. In so doing, the Department has to consider whether or not the road is in a predominantly residential area or is a major thoroughfare.

Table 1: Categories of road in Northern Ireland (including the proposed residential classification) and their default speed limit⁶

Road Type	Description	Sub Categories of Road Type		Description	Speed Limit
Strategic Road Network	key transport corridors between major urban areas	Motorways		High speed, non-stop routes restricted to certain types of vehicle	▪ 70mph
		Other Roads	A Class Roads	Other major roads, ranging from dual-carriageways to single lane roads.	▪ 70mph (dual c'way); ▪ 60mph (single c'way)
Local Road Network	all other roads		B Class Roads	Typically B Class roads form the remainder of inter-town and inter-village links.	▪ 60mph open road; ▪ 30mph in built up areas
			C Class Roads	The remaining through roads in towns as well as most of the roads in the countryside.	▪ 60mph open road; ▪ 30mph in built up areas
			Unclassified Roads	U-roads include most housing estates and private lanes.	30mph
PROPOSED			Residential Road	All roads currently unclassified/restricted at the discretion of DRD/Roads Service	20mph

In order to apply this exemption it is anticipated that DRD/Roads Service would have to assess the entire urban unclassified road network (4,291km) to establish the most appropriate speed limit i.e. should the new national 20mph speed limit be applied or are the conditions right for a 30mph limit. This would undoubtedly be a massive undertaking as there some 4,291 km of unclassified (restricted) roads in Northern Ireland; this represents 17% of the entire Northern Ireland road network.

Table 2: Road Network Summary Lengths (km) 2013 - All Divisions

Road Class	Carriageway Class	Urban Length (Carriageway)	Rural Length (Carriageway)	Total (Carriageway Length)	Total Route Length ²
Motorway	Motorway	37.1	192.6	229.7	114.9
A Roads	Dual	115.2	303.8	419.0	209.5
A Roads	Single	506.1	1,572.9	2,079.1	2,079.1
B Roads	Dual	2.2	1.3	3.5	1.7
B Roads	Single	377.2	2,525.0	2,902.2	2,902.2
C Roads	Dual	2.5	0.0	2.5	1.3
C Roads	Single	284.2	4,439.5	4,723.7	4,723.7
Unclassified	Dual	2.6	0.0	2.6	1.3
Unclassified	Single	4,291.0	11,163.7	15,454.7	15,454.7
All Road Classes		5,618.2	20,198.8	25,816.9	25,488.3

Source: DRD Roads Service

⁶ Adapted from Johnston, W. [online] Northern Ireland Roads Type and Numbering, available from: <http://nia1.me/1w4>

Having addressed the primary objective of the Bill in Clause one, Clause two puts in place a duty on the part of the Department for Regional Development (DRD) to undertake a public awareness campaign which will ensure people are adequately prepared for this change to the national speed limit framework.

Publicity

2. The Department for Regional Development must, before the day on which section 1 comes into operation, take such steps as in its opinion are appropriate to publicise—

- (a) the nature of residential roads,
- (b) the speed limit on residential roads, and
- (c) the procedure for directing that a length of road is not a residential road.

A period of two years following royal assent has been prescribed for the DRD to carry out this duty:

Commencement

7.—(1) Sections 2 and 6 of this Act come into operation at the end of the period of 3 months after the date of Royal Assent.

(2) The remaining provisions of this Act come into operation at the end of the **period of 2 years after the date of Royal Assent.**

2.1 The current speed limit framework

Already there is a certain amount of flexibility granted to DRD/Roads Service in the setting of local speed limits. The three national speed limits are:

- the 30 mph speed limit on street lit local roads (referred to as Restricted Roads);
- the national speed limit of 60 mph on single carriageway roads; and
- the national speed limit of 70 mph on dual carriageways and motorways

2.1.1 Setting local speed limits

National limits are not appropriate to all roads. Therefore, the existing speed limit regime enables Roads Service traffic managers to set 'local speed limits' in situations where local needs and considerations deem it desirable for drivers to adopt a speed which is different from the respective national speed limit.

This approach is evident across Northern Ireland, particularly in urban areas where current speed limits range from 20 - 50 mph. Table 3 provides a summary of urban speed limits applied in Northern Ireland.

Table 3: summary of urban speed limits in Northern Ireland

Speed Limits	Characteristics
20mph	Where there is a high presence of vulnerable road users as in town centres, residential areas and in the vicinity of schools
30mph	The standard limit in built-up areas with development on both sides of the road.
40mph	Higher quality suburban roads or those on the outskirts of urban areas where there is little development. <ul style="list-style-type: none"> ▪ Should be few vulnerable road users; ▪ Should have good width and layout, parking and waiting restrictions in operation, and buildings set back from the road; ▪ Should wherever possible cater for the needs of non-motorised users through segregation of road space, and have adequate footways and crossing places.
50mph	Usually most suited to special roads, dual carriageway ring or radial routes or bypasses which have become partially built up. Should be little or no roadside development.

Source: DRD Roads Service

Road Service traffic managers base their decision on appropriate local speed limits on the Roads Service Policy & Procedure Guide (RSPPG) on setting local speed limits which was last updated in April 2010.⁷ This allocates roads to one of two tiers, based on their primary function:

- Upper tier roads are those with primarily a through traffic function, where mobility is important, typically all the A class and important B class roads.
- Lower tier roads are those with a local or access function, where quality of life benefits are important, typically the C and Unclassified roads and remaining elements of the B class network.

2.1.2 20mph speed limits

The current guide is supportive of the current default 30mph speed limit in urban areas as it represents *“a balance between mobility and safety of road users, especially the more vulnerable groups.”*⁸ However, local speed limits of 20mph are encouraged in situations where there is a particular risk to vulnerable road users, especially in residential areas or in town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas; where these are not part of any major through route.⁹

There are currently two approaches taken to implementing 20 mph speed limits:

- **“20 mph Speed Limits”** - indicated by use of terminal and repeater signs alone, without traffic calming measures; and
- **“20 mph Zones”** - indicated by use of terminal signs with prescribed (TSRGD 2002¹⁰) traffic calming measures provided to ensure that the measures are self-enforcing.

⁷ DRD Roads Service (2010) Setting Local Speed Limits in Northern Ireland. DRD: Belfast

⁸ DRD Roads Service (2010) Setting Local Speed Limits in Northern Ireland. DRD: Belfast

⁹ DRD Roads Service (2010) Setting Local Speed Limits in Northern Ireland. DRD: Belfast

¹⁰ The Traffic Signs Regulations and General Directions (2002)

Currently Roads Service favours 20mph zones, supported by traffic calming measures as it is generally accepted that these have a greater impact on reducing average traffic speeds, than is the case when a signed-only 20mph limit is introduced. This approach also supports the principle that 20mph speed limits should be generally self-enforcing:

“...the existing conditions of the road together with any measures such as traffic calming or signing as part of the scheme, should lead to average traffic speeds compliant with the speed limit. To achieve compliance there should be no expectation on the police to provide additional enforcement beyond their routine activity, unless this has been explicitly agreed.”

With regards to signed only 20mph speed limits the RSPPG states that:

Signed-only 20 mph speed limits are most appropriate for areas where vehicle speeds are already low. This may for example be on roads that are very narrow, through engineering or on-road car parking. If average speeds are already around 24 mph on a road, introducing a 20 mph speed limit through signing alone, is likely to lead to general compliance with the new speed limit.

The implementation of 20 mph limits over a larger number of roads should be considered where the conditions are right. Traffic managers are already free to use additional measures in 20 mph limits to achieve compliance, such as some traffic calming measures and vehicle activated signs or speed cameras.

The conditions under which 20mph speed limits are suitable are quite precise and it is for this reason that a number of steps are followed when deciding to introduce a new 20mph speed limit, zone or other traffic calming measures, these include:

- Consultation between Roads Service and the Police Service of Northern Ireland (PSNI);
- Consideration of alternative speed management options;
- Consideration of the needs of vulnerable road users;
- Consideration of the benefits against any disbenefits;
- An assessment of average local speed should be used as the basis for determining local speed limits; and

Table 4 shows the extent of 20mph zones in Northern Ireland today. There are currently 142.8km of roads with statutory 20mph limits, representing 3.3% of urban unclassified roads in Northern Ireland. All of these ‘zones’ include physical traffic calming measures.

Maps of all the current 20mph zones are provided in annex one.

Table 4: Extent of statutory 20mph speed limits in Northern Ireland by Settlement

Settlement	Distance of road with a statutory 20mph speed limit		
	Metres (m)	Kilometres (km)	Miles
Armagh	2,860	2.9	1.8
Ballynahinch	4,727	4.7	2.9
Belfast	59,206	59.2	36.8
Castlederg	3,240	3.2	2.0
Cookstown	7,215	7.2	4.5
Draperstown	654	0.7	0.4
Dungannon	2,878	2.9	1.8
Enniskillen	5,914	5.9	3.7
Fintona	576	0.6	0.4
Irvinestown	1,864	1.9	1.2
Lisburn	3,699	3.7	2.3
Lisnaskea	1,043	1.0	0.6
Maghera	3,757	3.8	2.3
Magherafelt	8,580	8.6	5.3
Moneymore	731	0.7	0.5
Moy	309	0.3	0.2
Newry	833	0.8	0.5
Newtownards	4,936	4.9	3.1
Newtownstewart	696	0.7	0.4
Omagh	9,575	9.6	5.9
Pomeroy	763	0.8	0.5
Portadown	2,048	2.0	1.3
Strabane and Clady	16,706	16.7	10.4
Total	142,809	142.8	88.7

Source: DRD

At present there are no permanent 20mph limits in Northern Ireland. However, it is acknowledged that greater use of signed-only 20mph speed limits is appropriate in certain situations; particularly where average speeds are already low.¹¹ Furthermore, this approach would make the introduction of 20mph limits more economical and allow for the possibility of their wider use, when compared to the more costly 20mph zones.¹²

2.1.3 The Road Safety Strategy for Northern Ireland to 2020

The latest road safety strategy¹³ has committed to trialling the wider application of 20mph limits; currently four schemes are underway. These are being run by the DRD in co-operation with the PSNI, who have agreed to enforce the speed limit on selected roads.¹⁴ No assessment of the effectiveness of these schemes is available to date, but this type of data would be essential for any meaningful analysis of the effectiveness of 20mph speed limits, in the Northern Ireland context, to be made.

¹¹ DoE (2010) Northern Ireland Road Safety Strategy to 2020 [online] available from: <http://nia1.me/1u6>

¹² Northern Ireland Road Safety Strategy to 2020 [online] available from: <http://nia1.me/1u6>

¹³ Northern Ireland Road Safety Strategy to 2020 [online] available from: <http://nia1.me/1u6>

¹⁴ Northern Ireland's Road Safety Strategy to 2020: Progress Update on Implementing Action Measures to 30 April 2013

3 Members consultation on the potential to introduce 20mph speed limits in designated restricted areas

SDLP South Belfast MLA, Conall McDevitt launched a consultation seeking views on a private member's Bill that would bring about a reduction in speed limits from 30mph to 20mph on designated unclassified roads in May 2012. The consultation attracted 41 responses.

As the response rate was low it is unlikely that a representative geographic and/or demographic sample has been achieved. This is particularly relevant to this topic, given the widespread impact this Bill could have if enacted.

The consultation did result in a number of interesting and largely positive responses, including:

- The Institute of Public Health in Ireland welcomed the [potential] introduction of 20mph speed limits as an effective first step in reducing injury and death as a result of road traffic accidents in residential areas; while
- Representatives of the youth sector (NICCY and Early Years) acknowledged progress in reducing the number of children involved in road traffic collisions and welcomed the wider introduction of 20mph speed limits as a means of reducing these further.

However, there are some issues with the consultation which members may wish to consider:

The purpose of the Bill is simply to reduce the speed limit on residential streets; however, despite this being the sole purpose of the Bill, this question was never explicitly asked.

Other questions ask respondents to give their view on wider society, for example:

Do you believe that reducing speed limits on designated residential streets will increase the number of cyclist, pedestrians or other road users using the roads?

Even if the response is overwhelmingly affirmative, it means very little when consideration is given to the empirical evidence that shows no clear correlation between the introduction of 20mph speed limits and increased levels of cycling.

The consultation makes no reference to the existing powers held by DRD/Roads Service to introduce 20mph speed limits and zones in Northern Ireland. Therefore the fact that 77% of respondents supported the legislation should be treated with caution.

Perhaps a question along the lines of would have garnered a more informed response:

Under current legislation Roads Service has the power to introduce 20mph speed limits, with or without physical traffic calming measures. Rather than working on a case-by-case basis do you support the introduction of

legislation that would make 20mph the default speed limit on all residential roads?

Overall the questionnaire appears to have been constructed in such a way to affirm the policy proposal:

- Questions are unnecessarily technical for what is, to all extent and purposes, a very simple proposal;
- Respondents are asked to make judgements on society's views rather than their own; and
- It fails to ask the fundamental question of whether or not people are supportive of the proposed policy.

4 Road Safety Strategy for Northern Ireland to 2020

Fortunately a strong evidence base already exists which gives some indication of local people's views of 20mph speed limits and zones within Northern Ireland. This evidence was gathered as part of the Department of the Environment's consultation on preparing the Road Safety Strategy for Northern Ireland to 2020. The consultation included:

- 1,132 on-line questionnaire responses (323 people provided additional 'free-text' information);
- 39 written responses by mail (7 of which were nil responses);
- 36 written responses received as Word files or PDF questionnaires;
- 803 questionnaires completed by children and young people;
- 30 responses to DOE during the informal consultation;
- 12 meetings with children and young people with 205 attendees; and
- 10 meetings with 12 other groups.

Respondents were asked to give their views on the wider application of 20mph speed limits and zones:

- 76% (n=860) of on-line respondents supported the wider use of 20mph zones and limits in residential areas;
- many drivers asked that consideration be given to alternative traffic calming measures other than speed humps, as these cause damage and wear and tear on cars;
- Many written responses supported proposals to develop a programme of 20mph speed limits at rural schools where the national speed limit applies and the wider introduction of 20mph limits in urban areas;
- there were also a number of comments opposing such measures for economic and traffic flow reasons;
- Of those respondents who did support the principles of 20mph limits, many wished to see the proposals extended to include all schools, to all rural towns and villages and to more urban areas;

- The absence of traffic calming engineering measures from some 20mph schemes was particularly welcomed both in the general comments received and in comments specific to rural areas;
- It was suggested that the use of such measures in rural areas failed to consider the size of modern agricultural and heavy goods vehicles and indicated the difficulties caused as a result;
- Other respondents however, disagreed suggesting that traffic calming measures were effective in changing driver behaviours;
- It was noted that 20mph limits would encourage walking and cycling activities and this was to be welcomed. It was further suggested that the concept might be broadened to incorporate Home Zones, an initiative where roads and streets are physically altered to balance the needs of all road users.
- A policy that encouraged traffic in residential areas to move at speeds more appropriate to sharing the space with pedestrians was welcomed.
- Some respondents gave a more cautious welcome to 20mph limits and suggested that such limits only be applied to locations where specific need had been identified rather than adopting it as a standard operational policy;
- If this were to be the case, one respondent, representing the freight and haulage sector, indicated their strong objection;
- There was also some debate about the difference between areas with 20mph zones or limits and whether they would be more effective as 'advisory' or 'enforceable' limits in residential and other urban areas where they are applied;
- Better signage when approaching restricted speed areas would be welcomed.
- Some respondents were concerned that the introduction of 20mph limits might conflict with other government commitments to reduce greenhouse gas emissions and improve air quality.
- In particular, Belfast City Council asked that appropriate environmental assessments be carried out to assess the impact of lower speeds and associated increases in vehicle emissions.

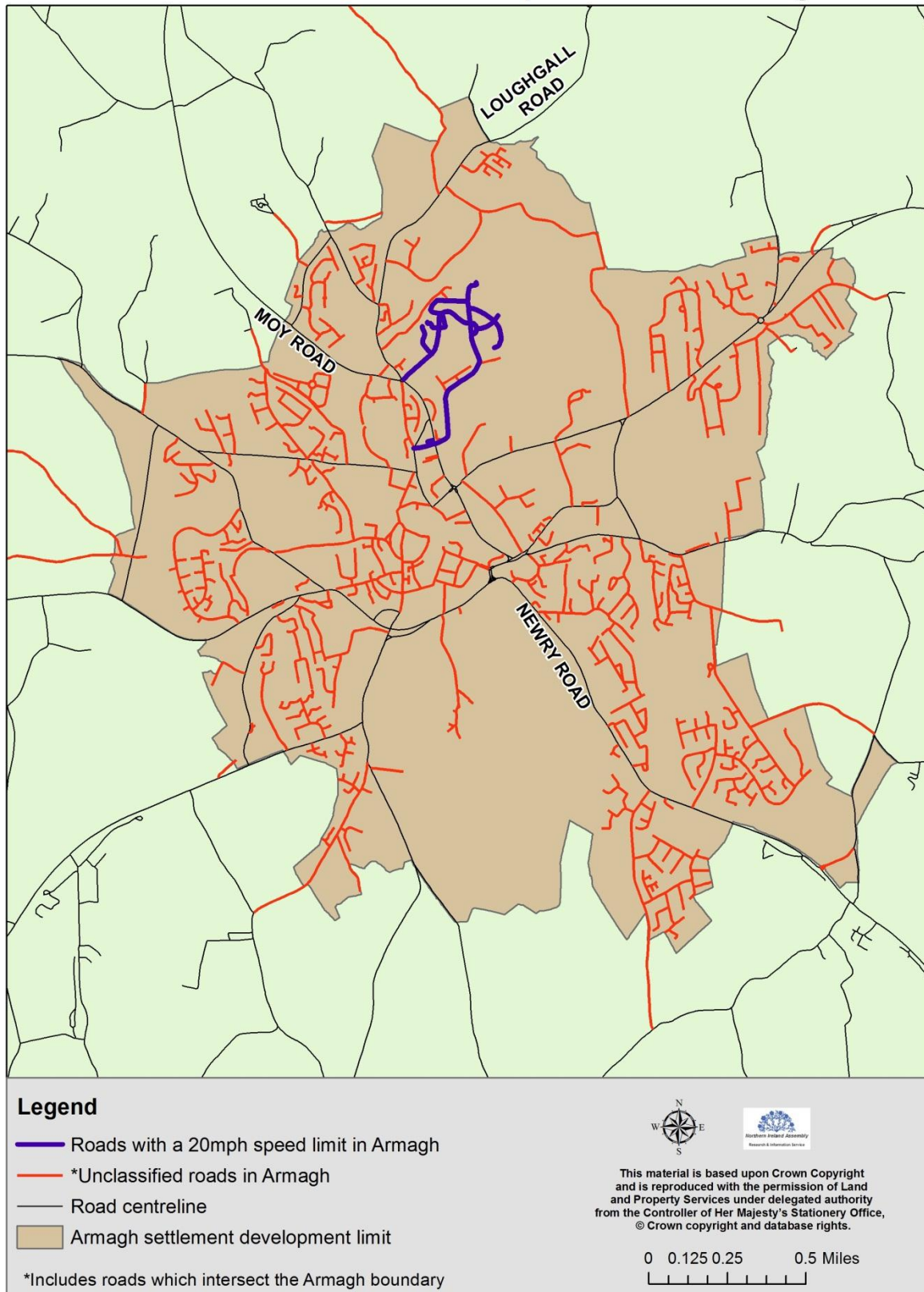
It should be noted that these responses were based on a proposal for a wider use of 20mph speed limits and/or zones under current legislation. However, it is clear that there is strong support for this policy, with the idea of 20mph speed limits gaining more support than zones with physical measures.

This consultation also suggests that the proposals in this Bill may not go far enough, in so far as there has been a call for the wider application of 20mph speed limits to include school areas, rural towns and villages as well as urban areas. Accommodating the wider use of 20mph limits (outside of restricted roads) is something which members may wish to consider during their scrutiny of the Bill.

Annex 1

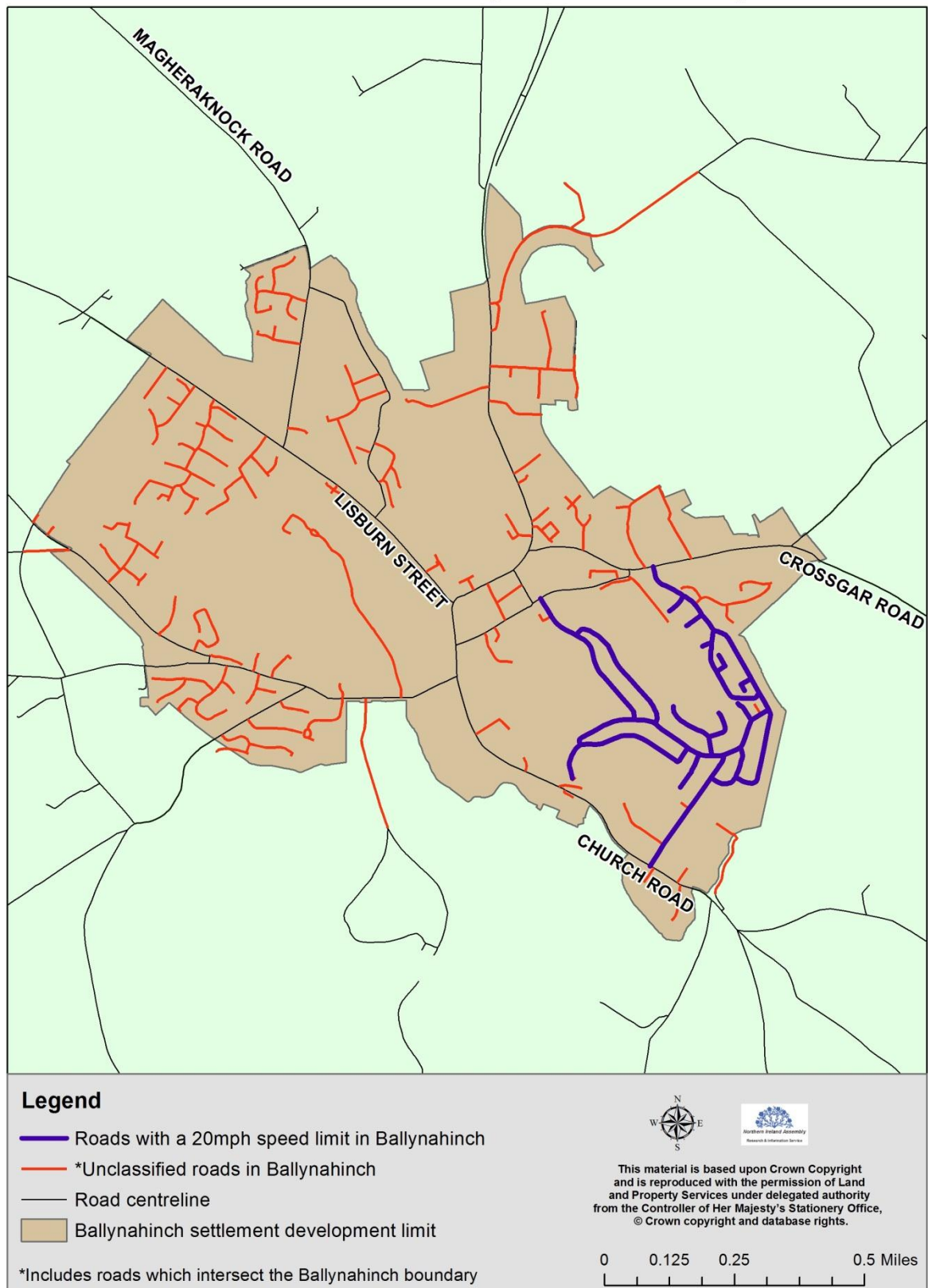
1.1 Armagh

Unclassified roads and 20mph roads in Armagh



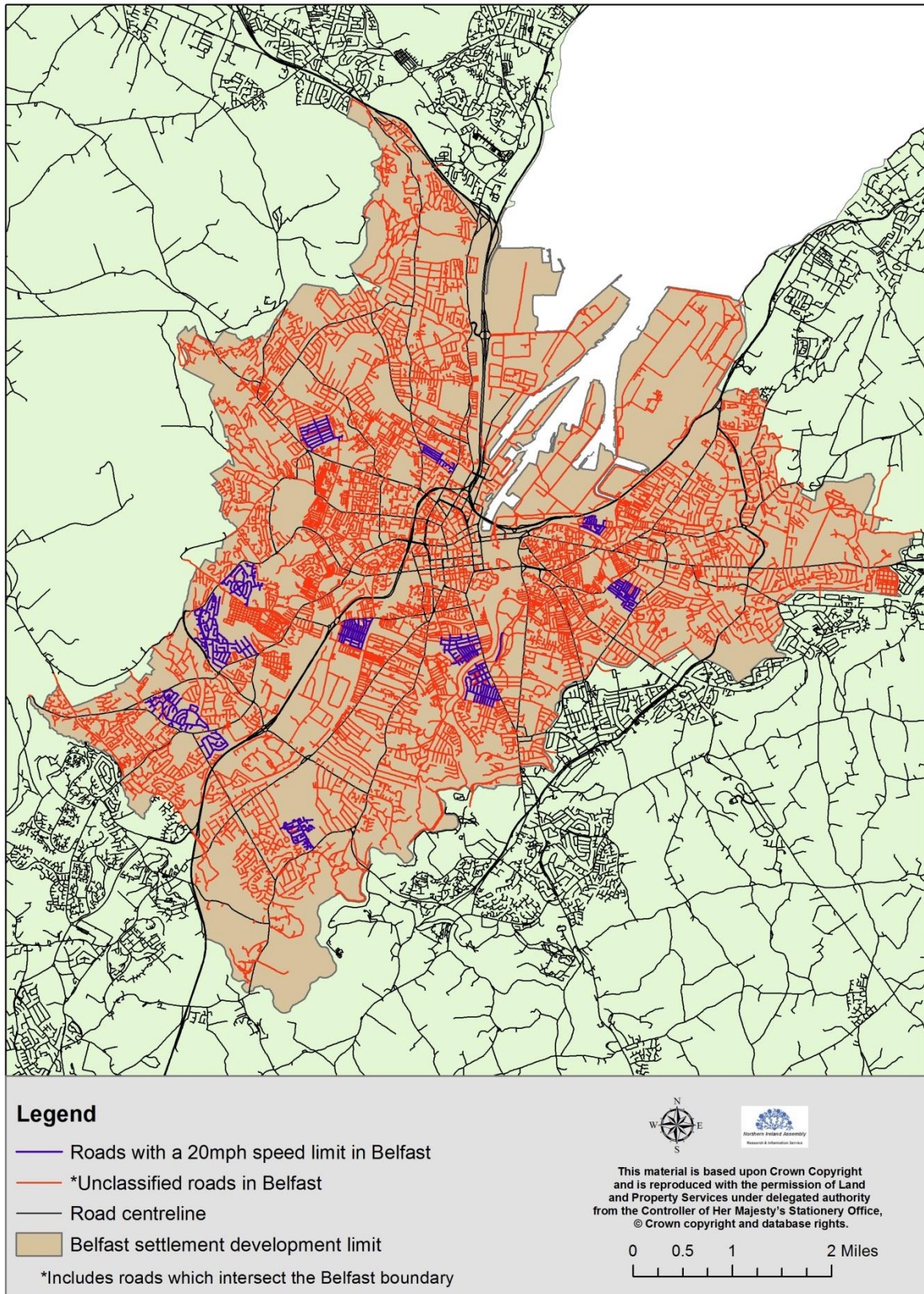
1.2 Ballynahinch

Unclassified roads and 20mph roads in Ballynahinch



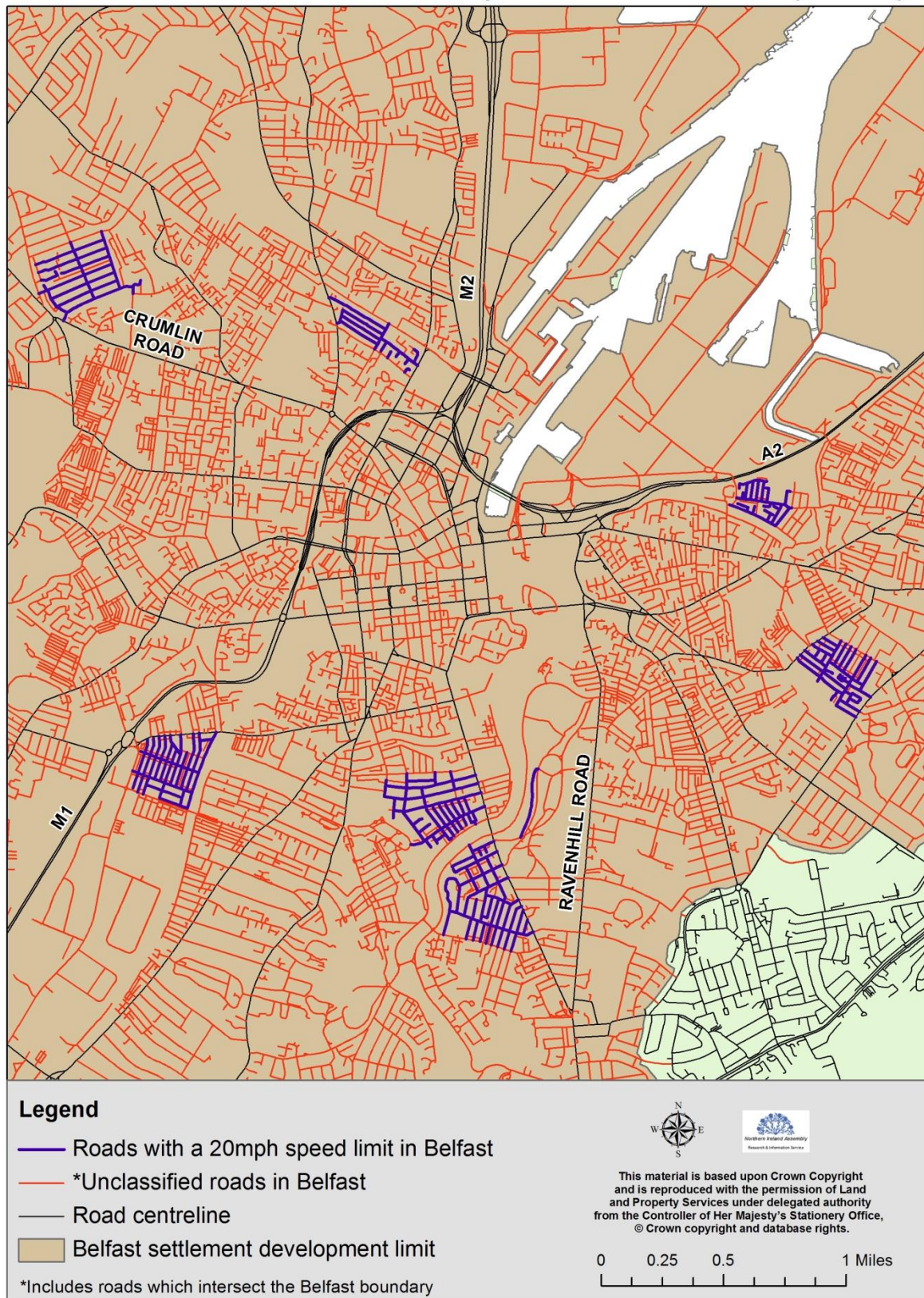
1.3 Belfast

Unclassified roads and 20mph roads in Belfast



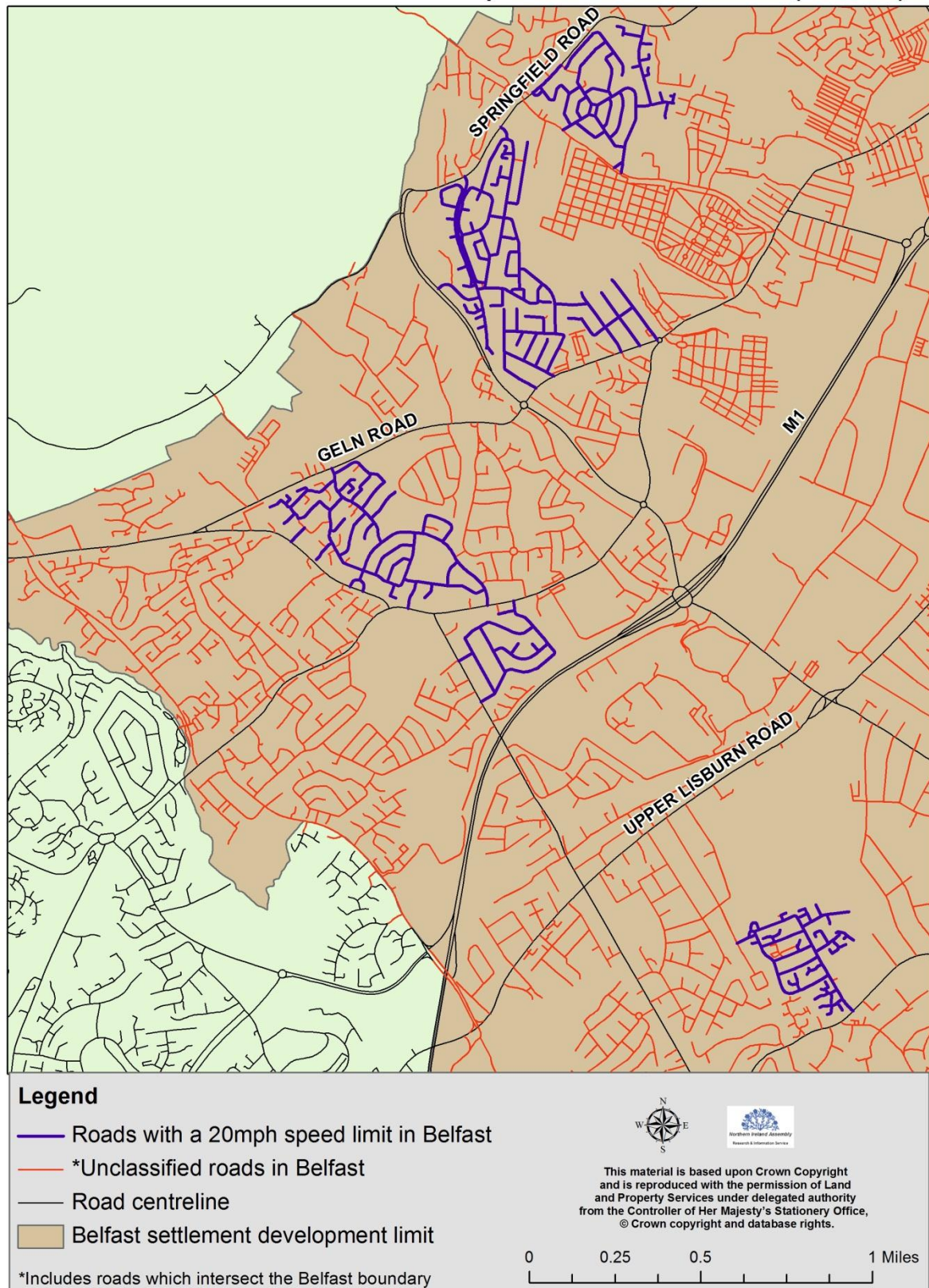
1.3.1 Belfast Close up (South, North and East)

Unclassified roads and 20mph roads in Belfast (Part 1)

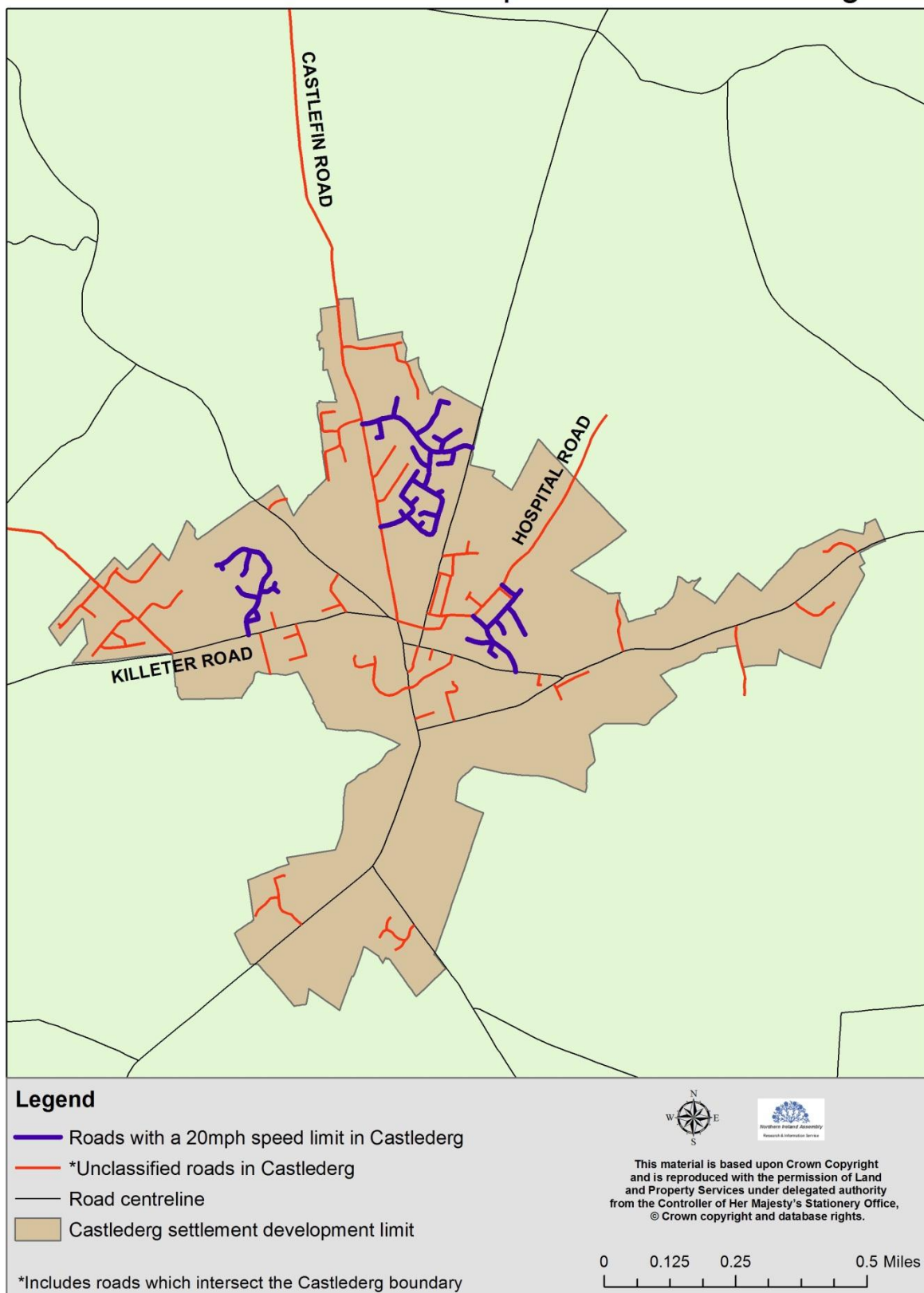


1.3.2 Belfast close up (West and South)

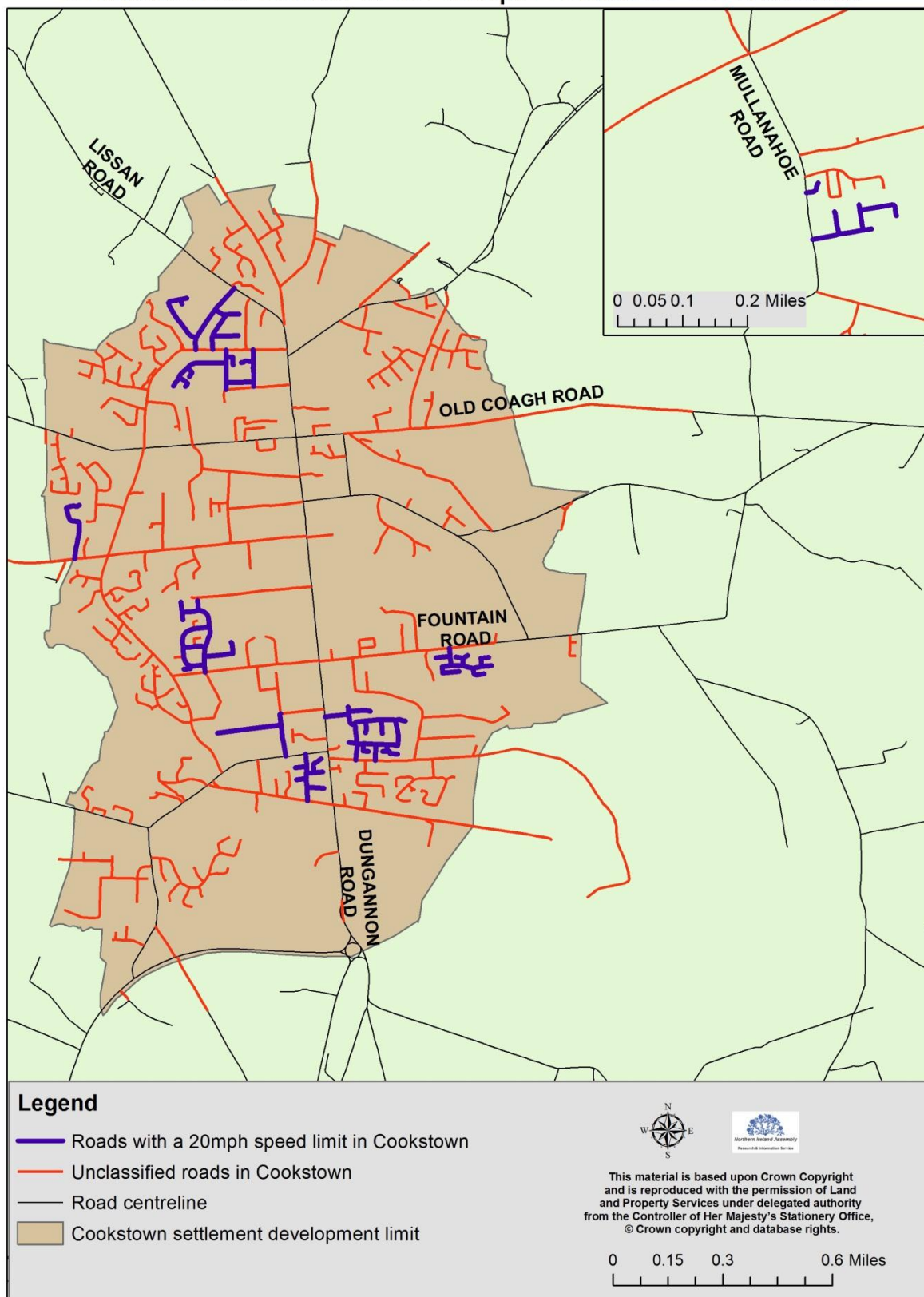
Unclassified roads and 20mph roads in Belfast (Part 2)



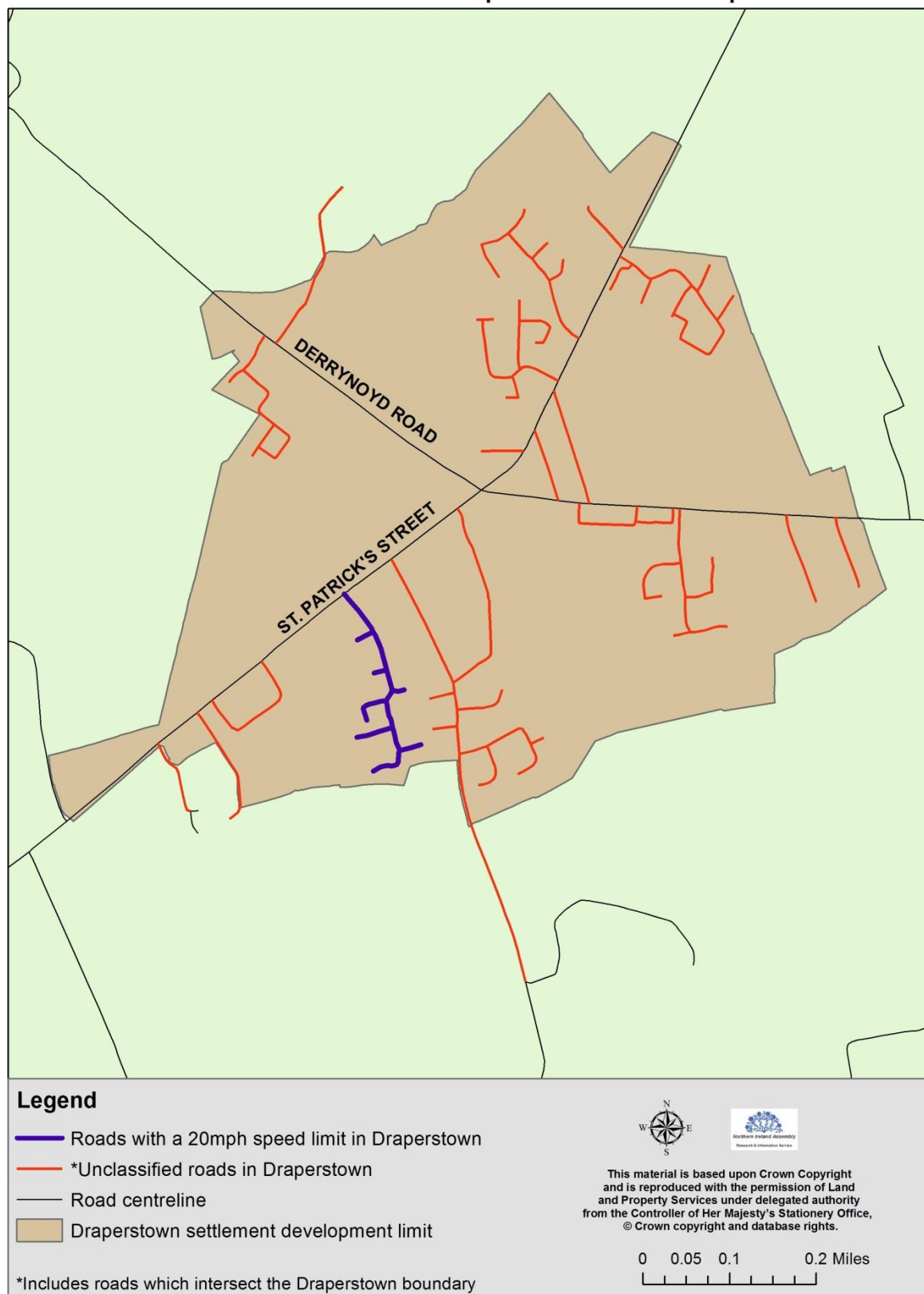
Unclassified roads and 20mph roads in Castlederg



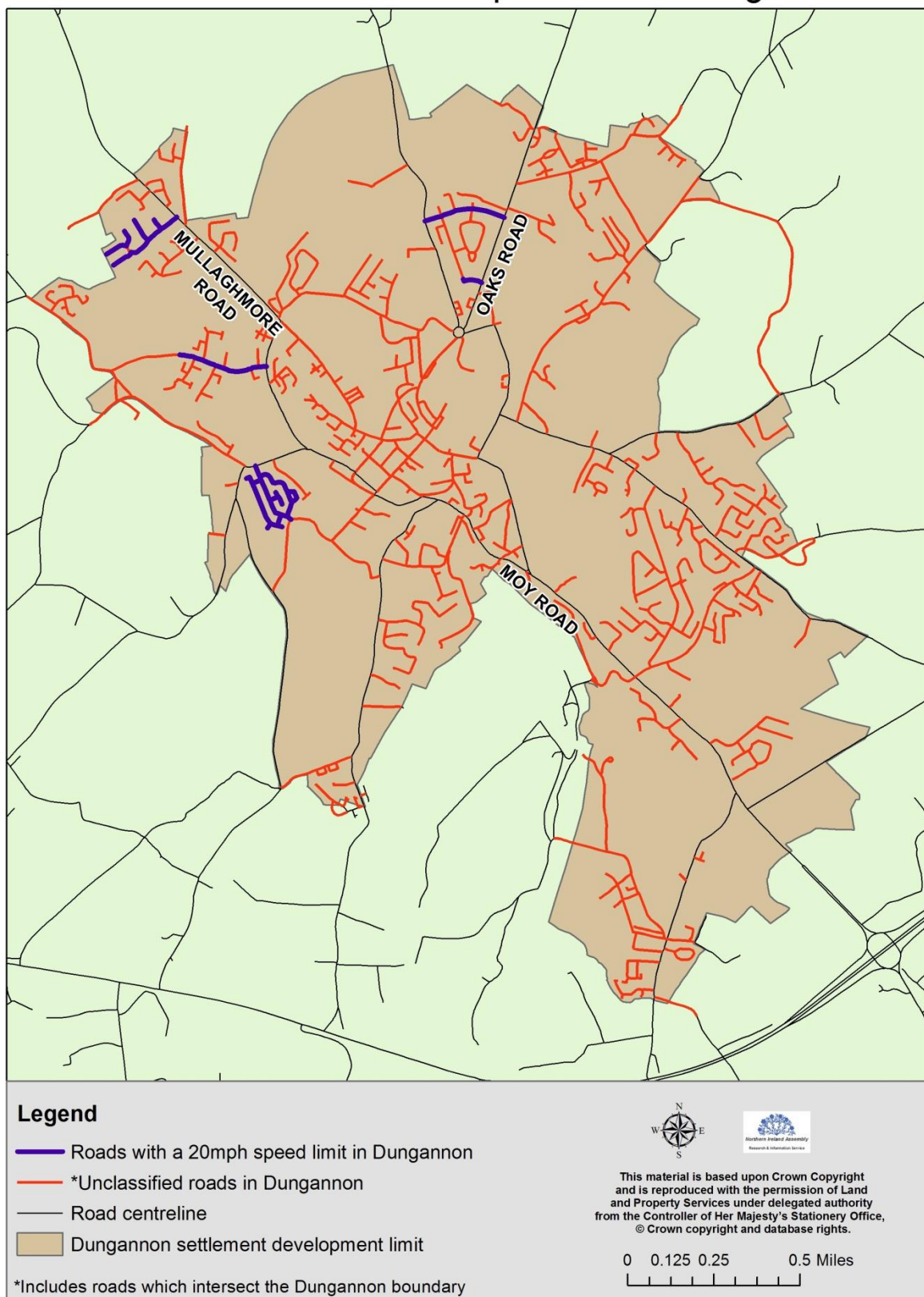
Unclassified roads and 20mph roads in Cookstown



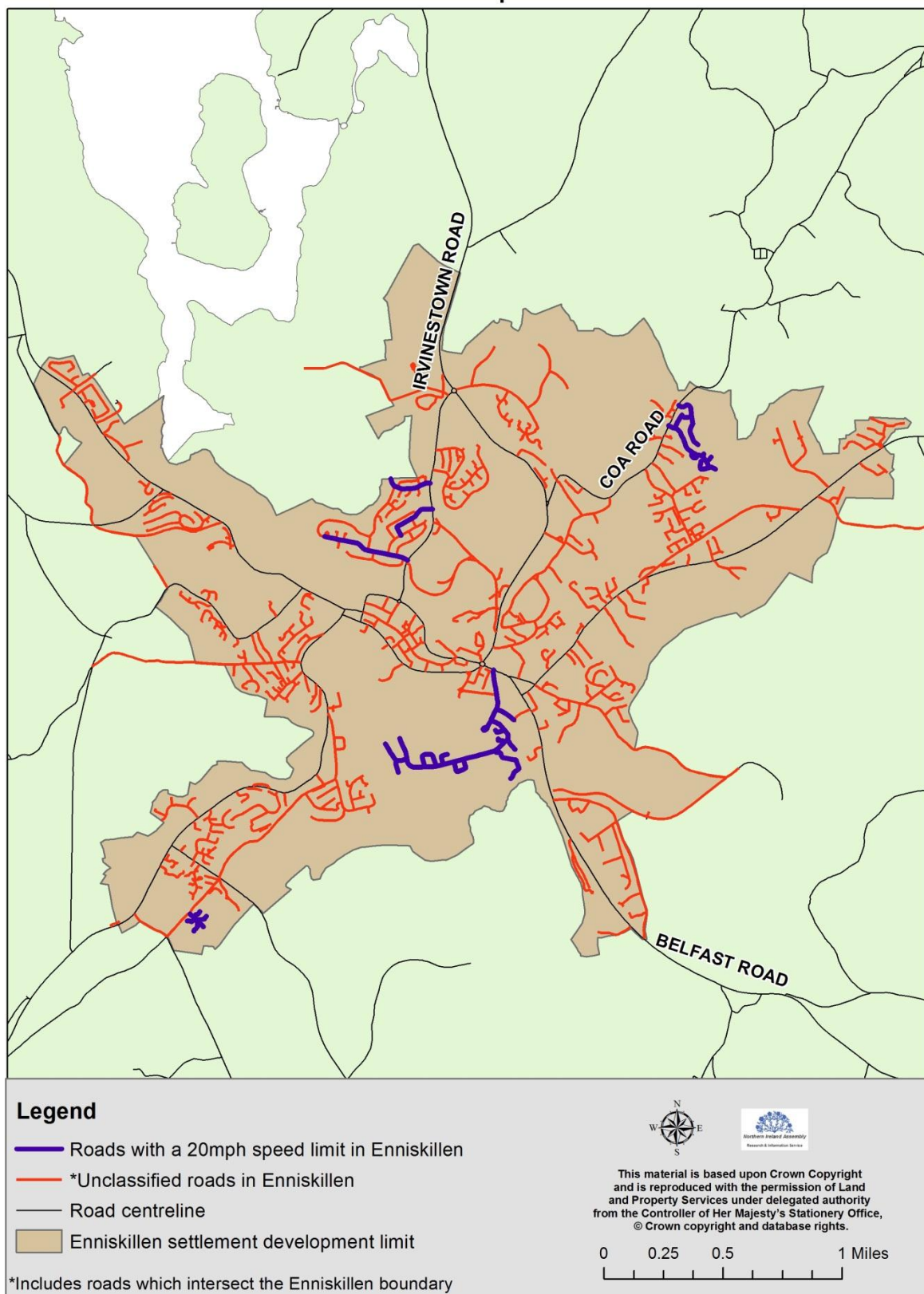
Unclassified roads and 20mph roads in Draperstown



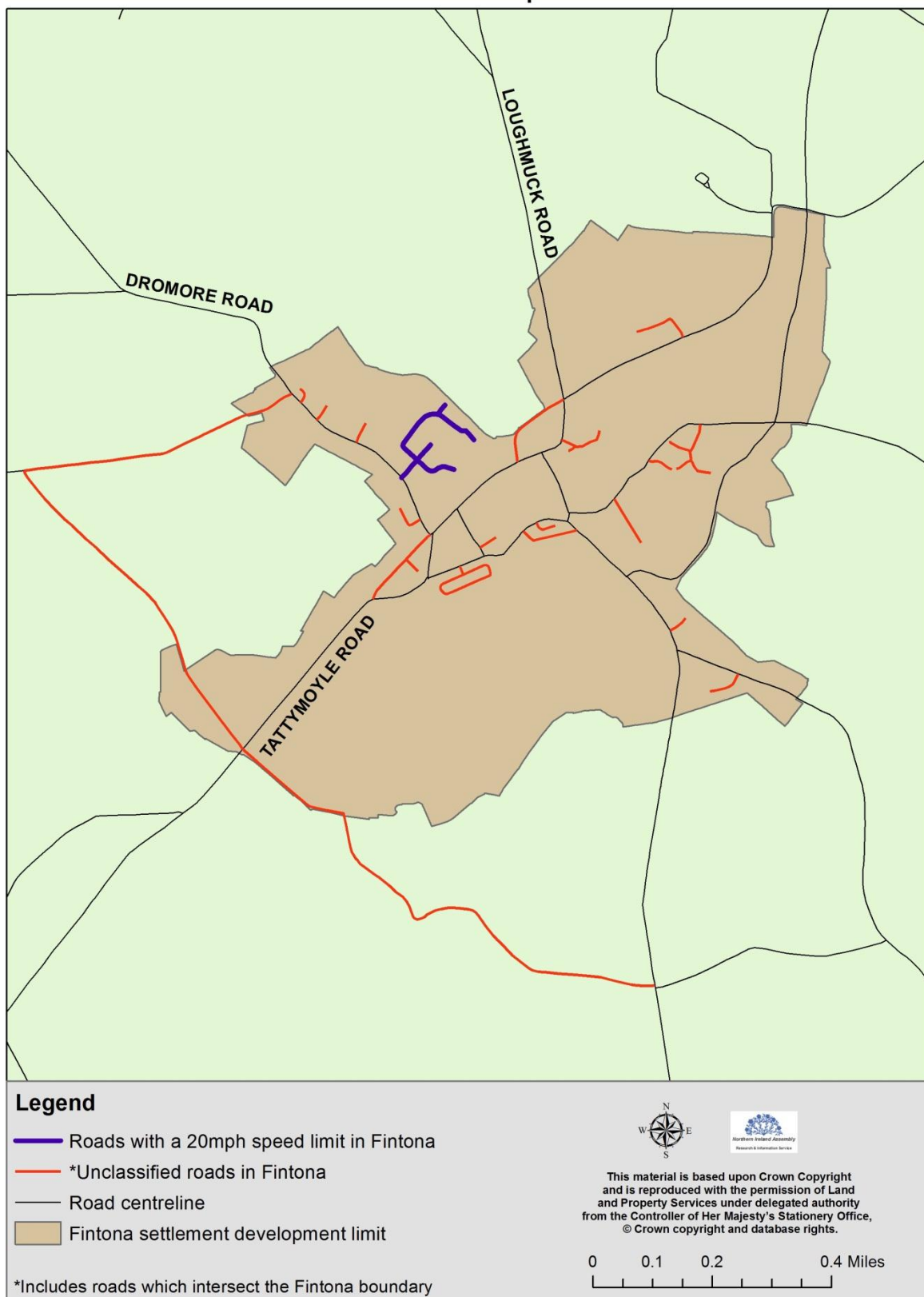
Unclassified roads and 20mph roads in Dungannon



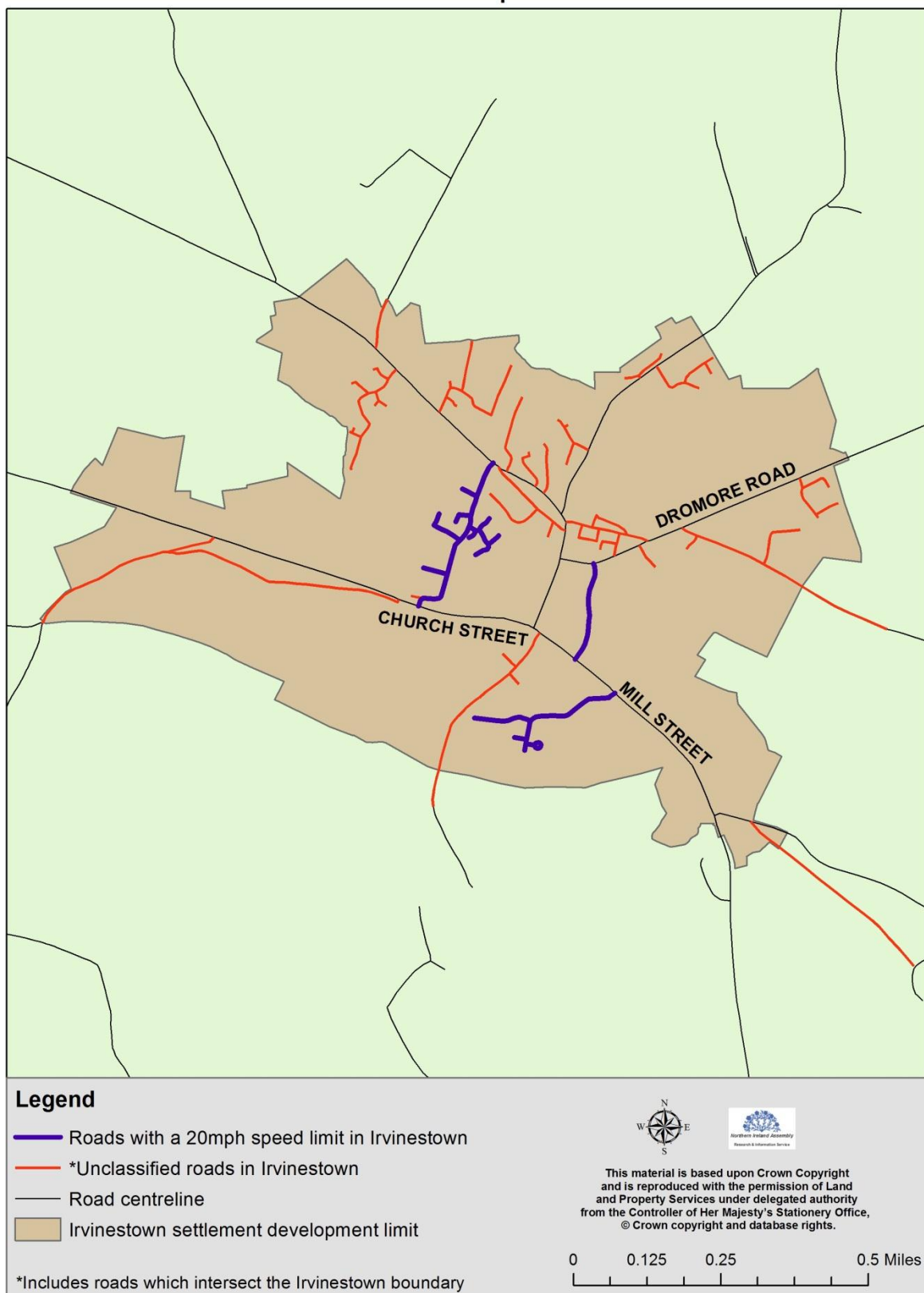
Unclassified roads and 20mph roads in Enniskillen



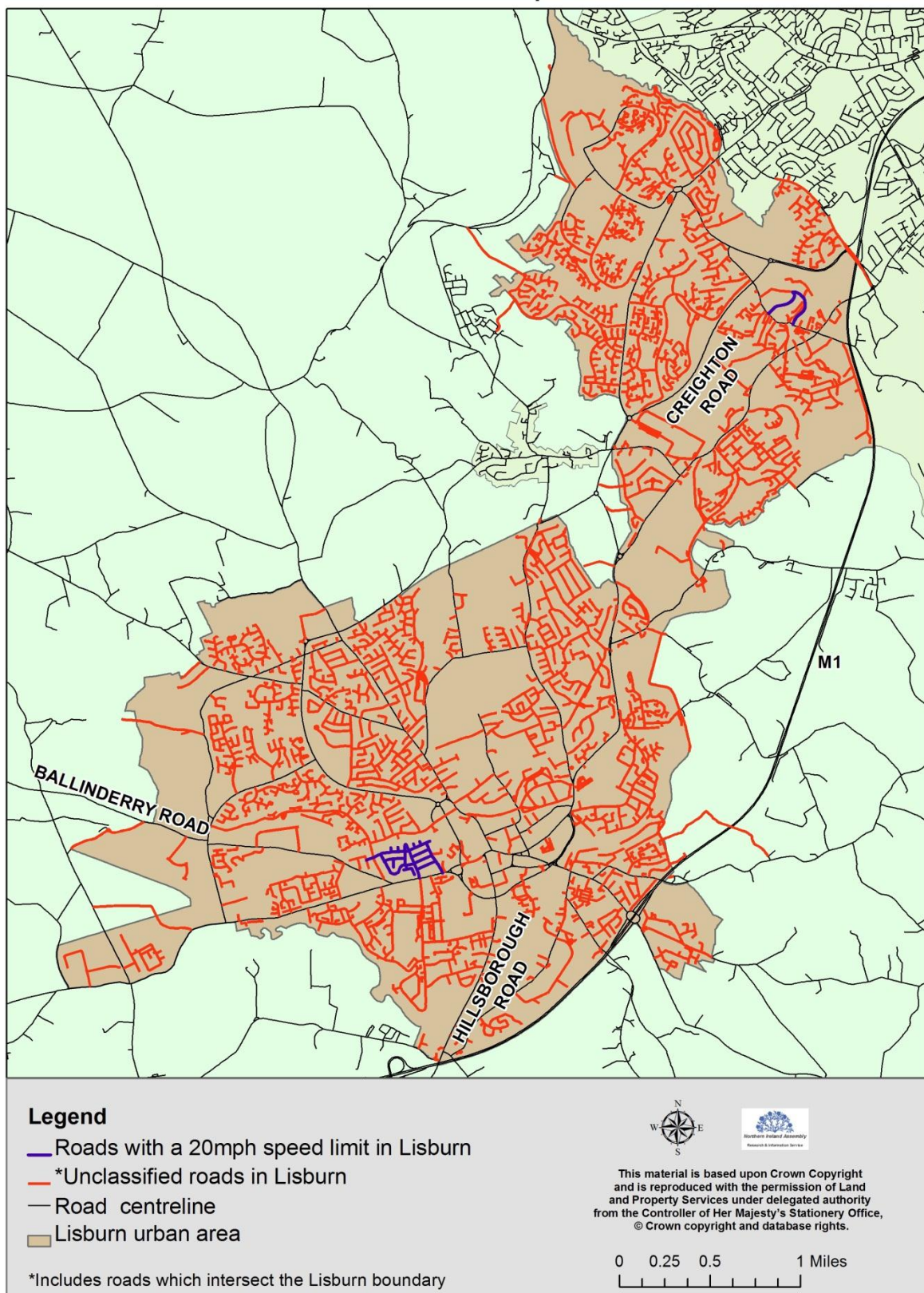
Unclassified roads and 20mph roads in Fintona



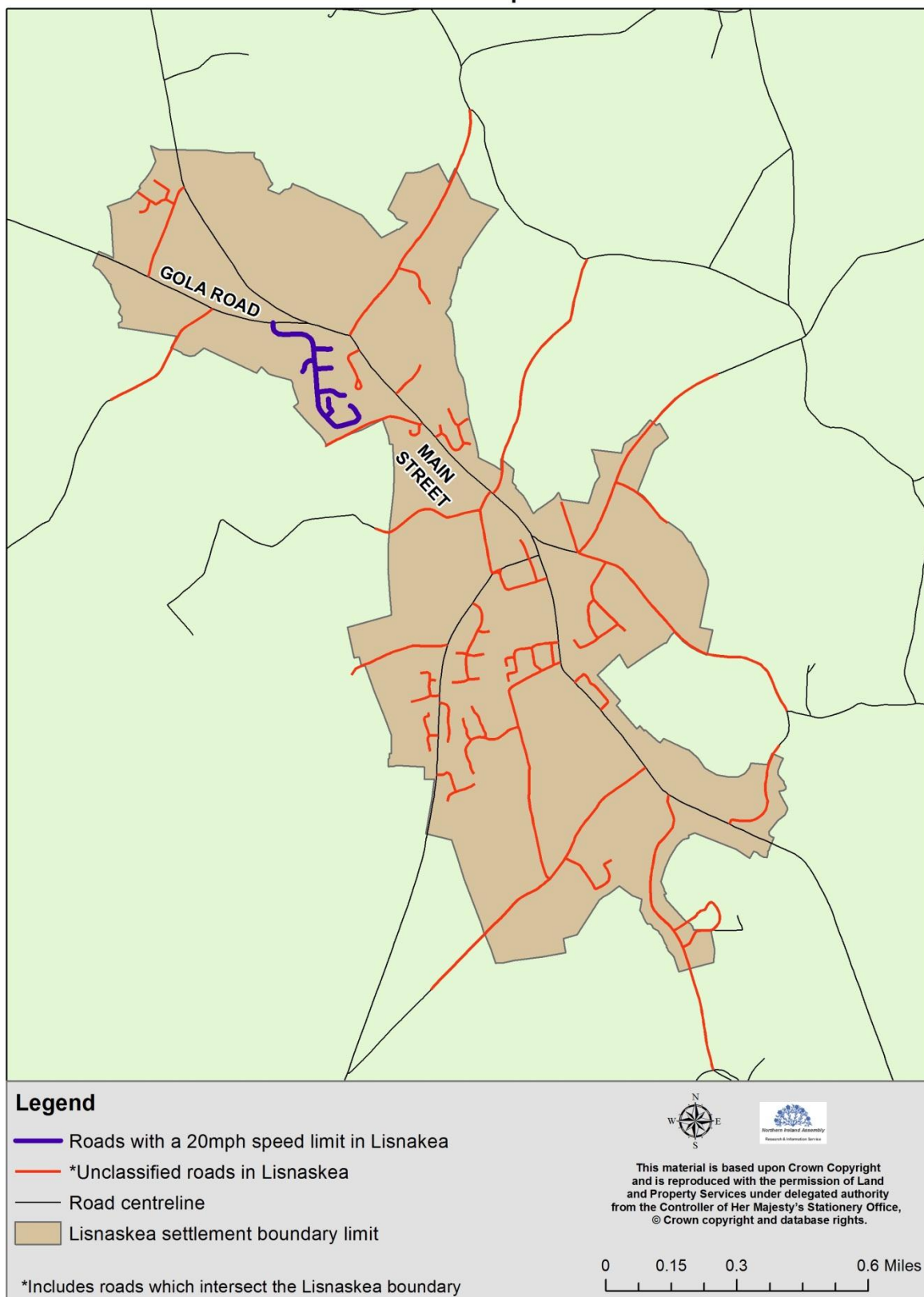
Unclassified roads and 20mph roads in Irvinestown



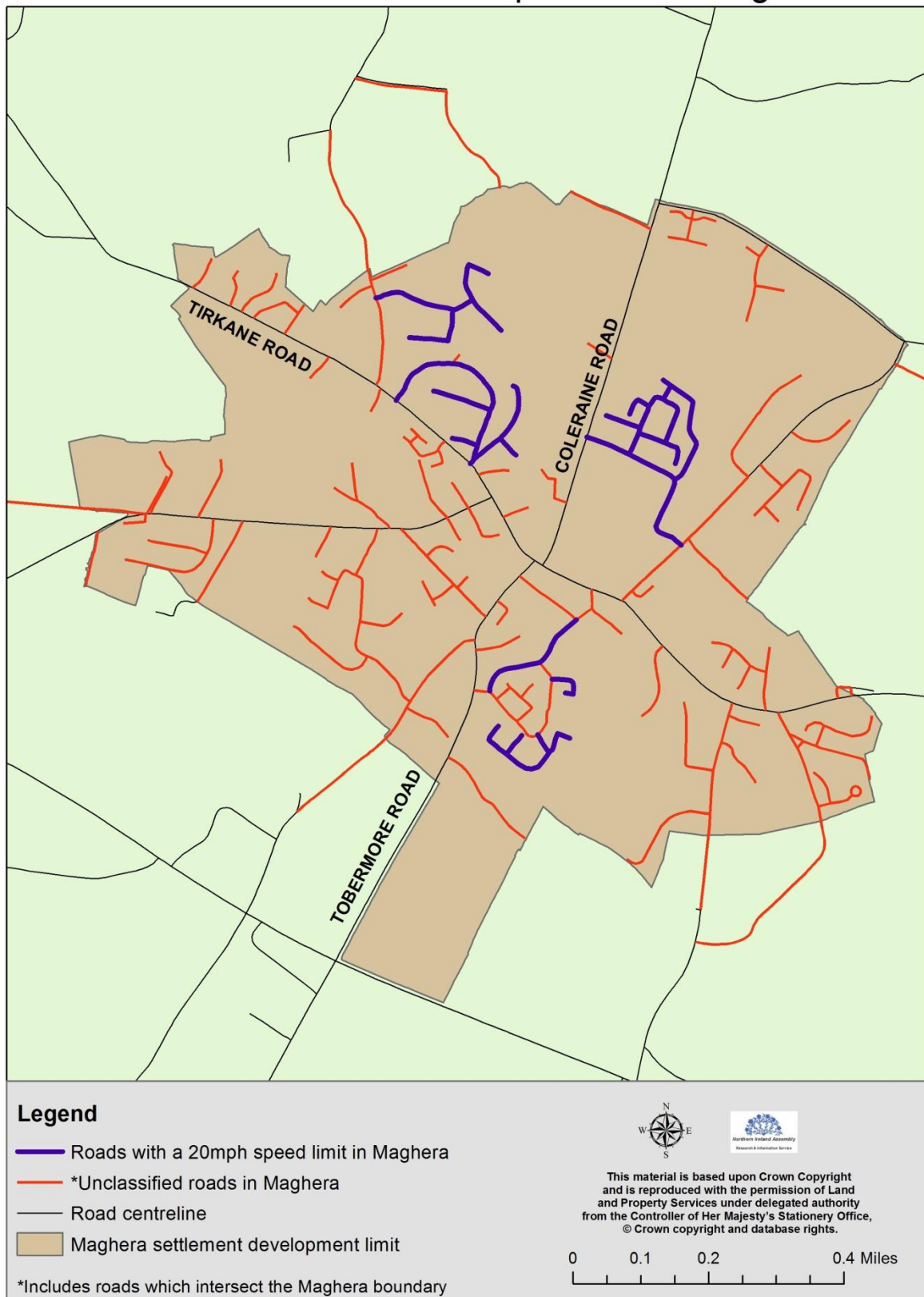
Unclassified roads and 20mph roads in Lisburn



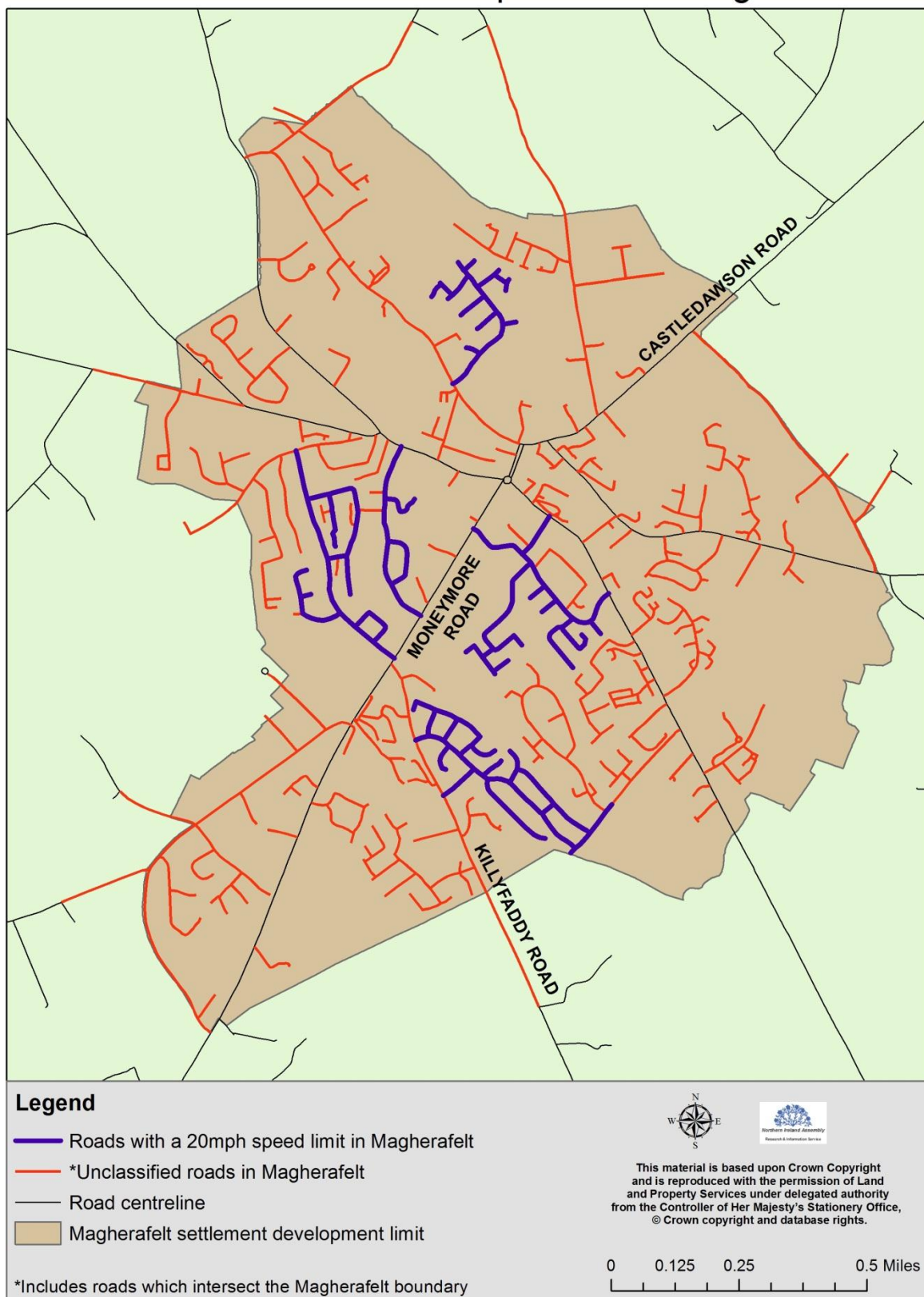
Unclassified roads and 20mph roads in Lisnaskea



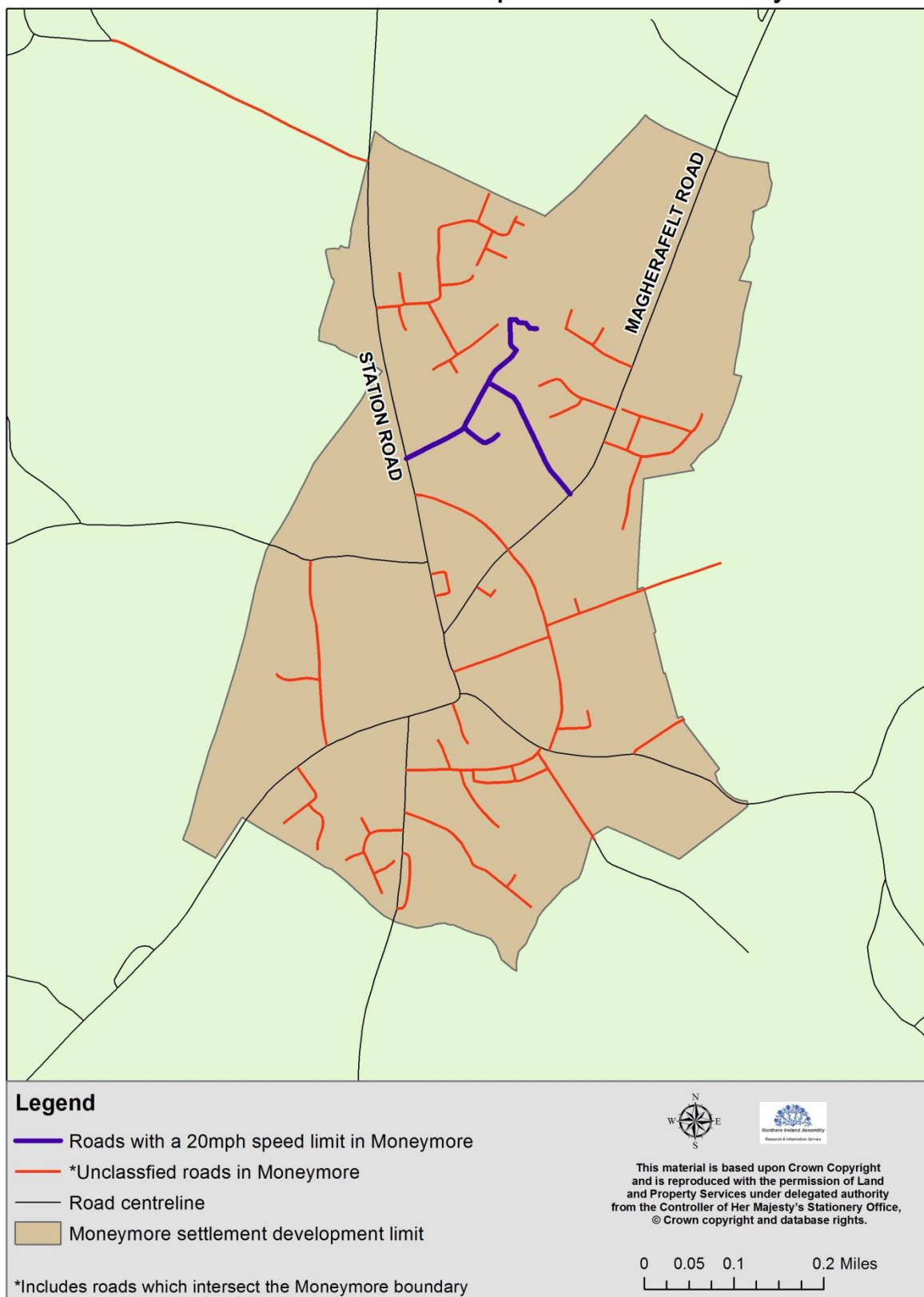
Unclassified roads and 20mph roads in Maghera



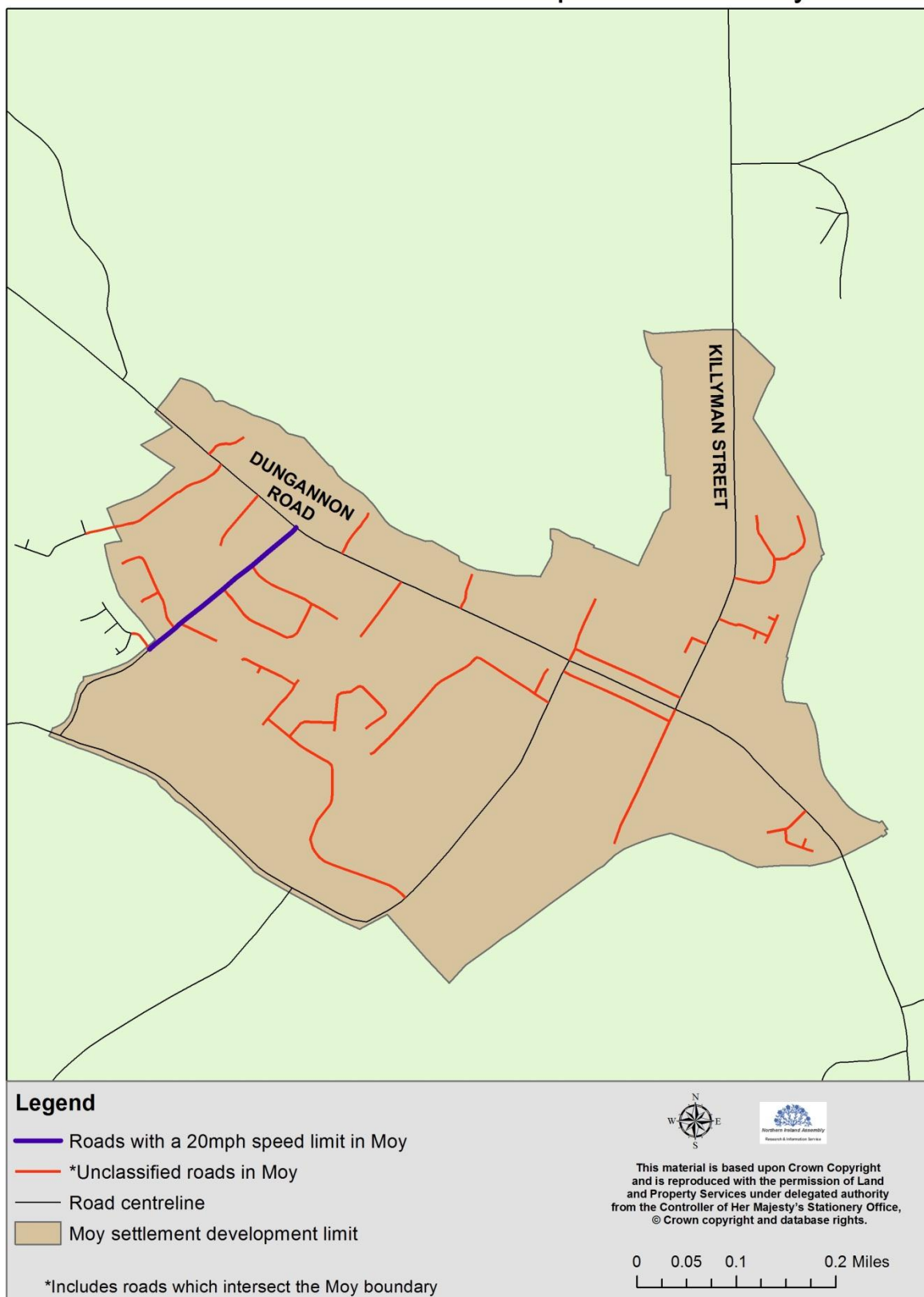
Unclassified roads and 20mph roads in Magherafelt



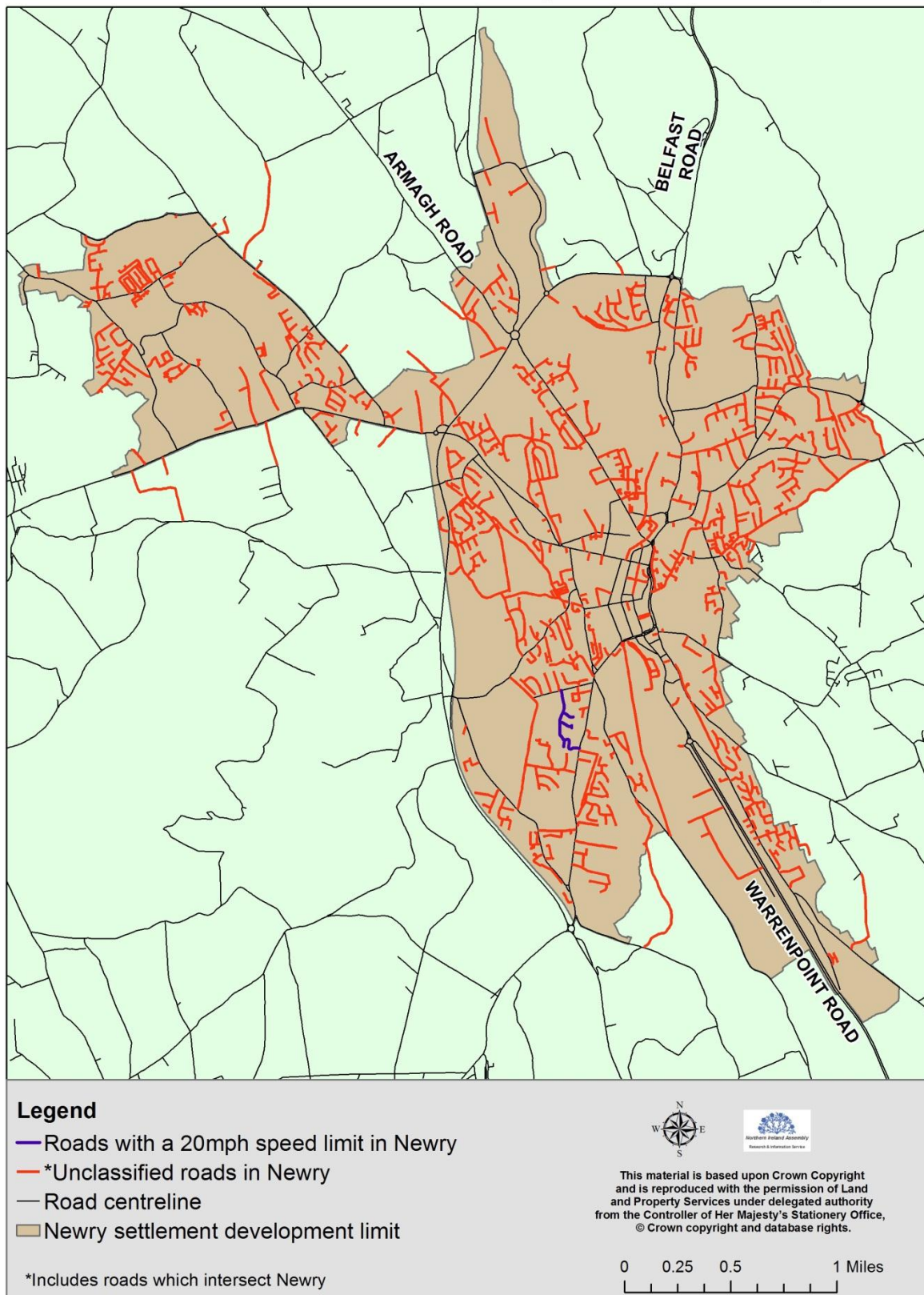
Unclassified roads and 20mph roads in Moneymore



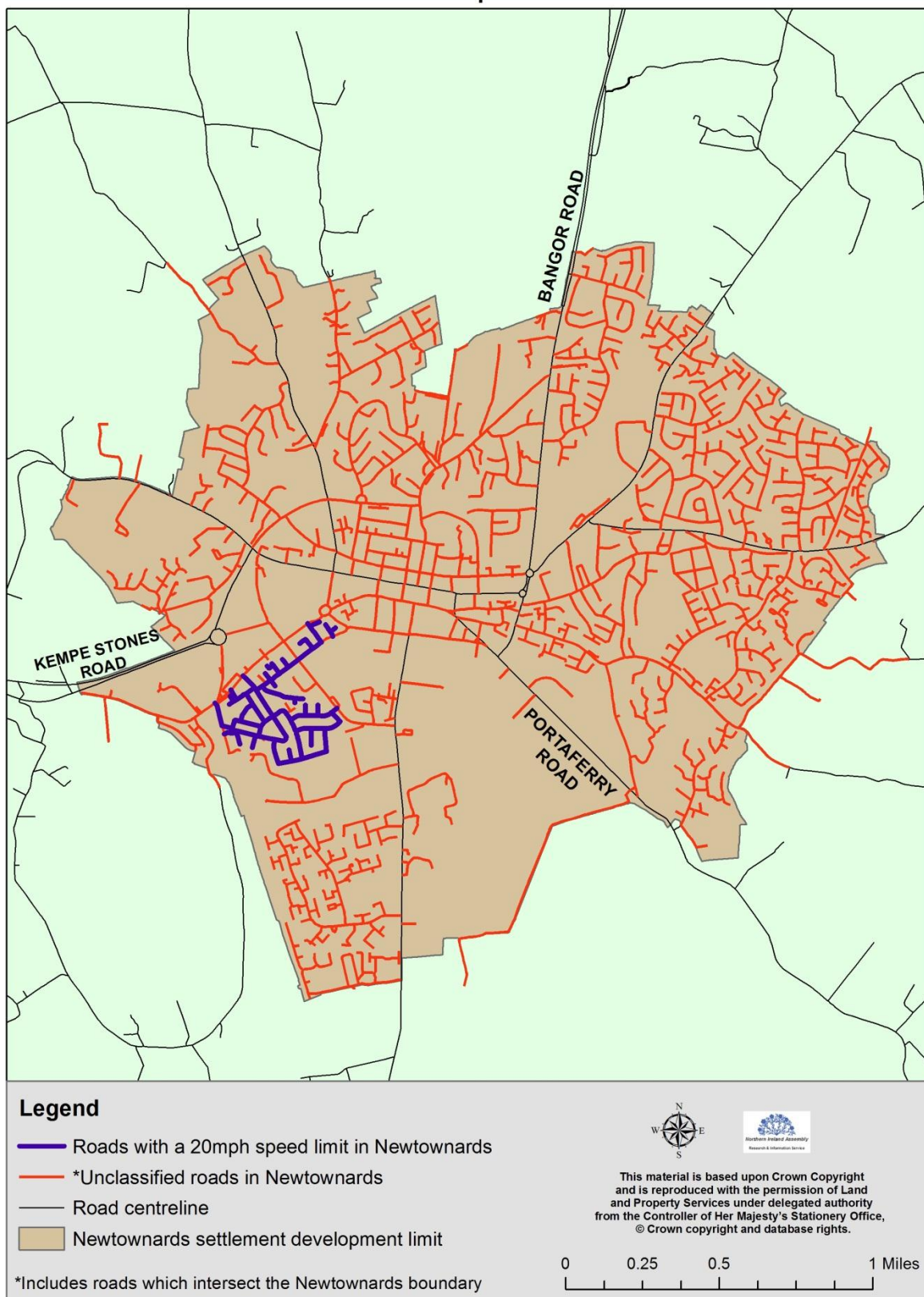
Unclassified roads and 20mph roads in Moy



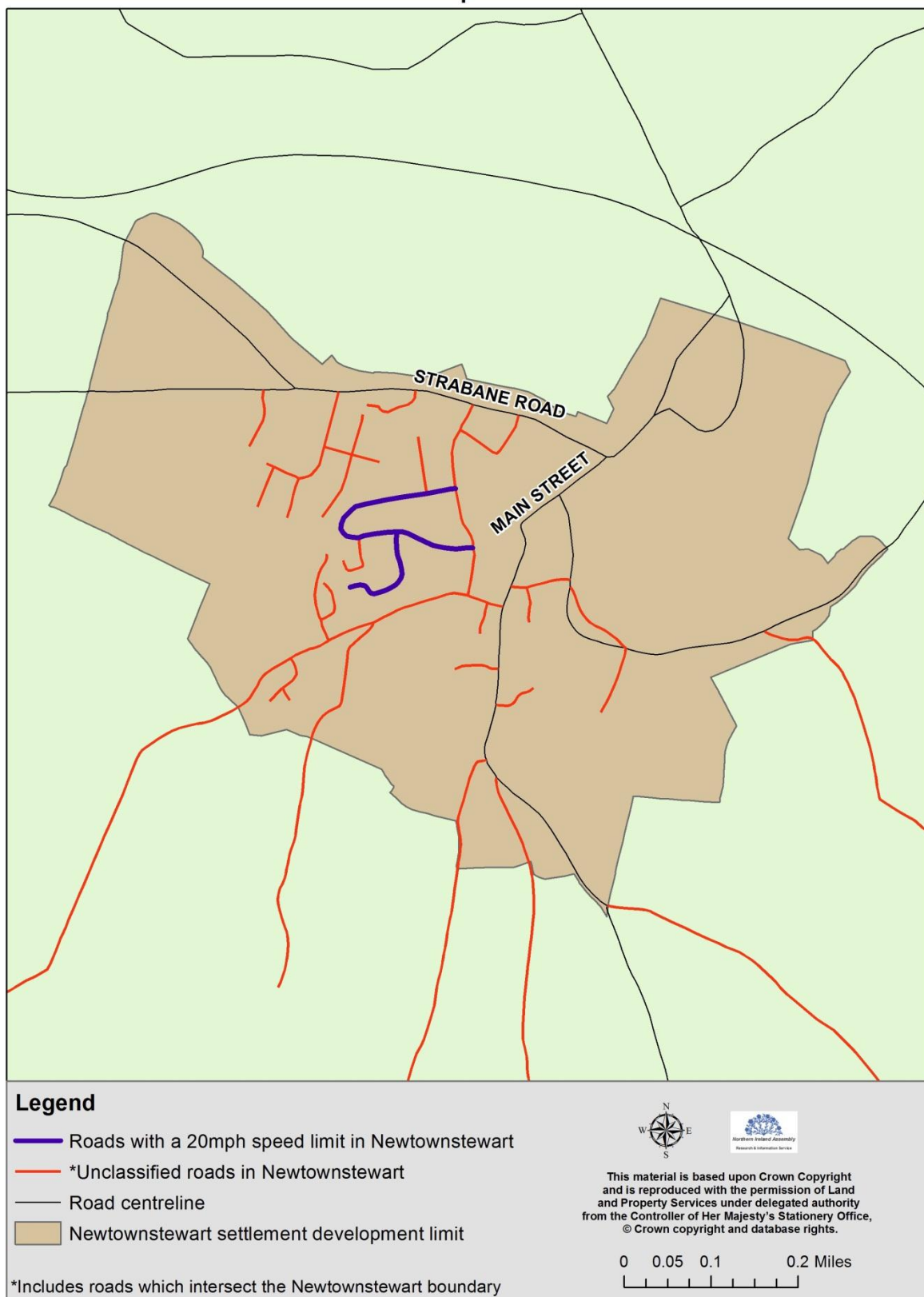
Unclassified roads and 20mph roads in Newry



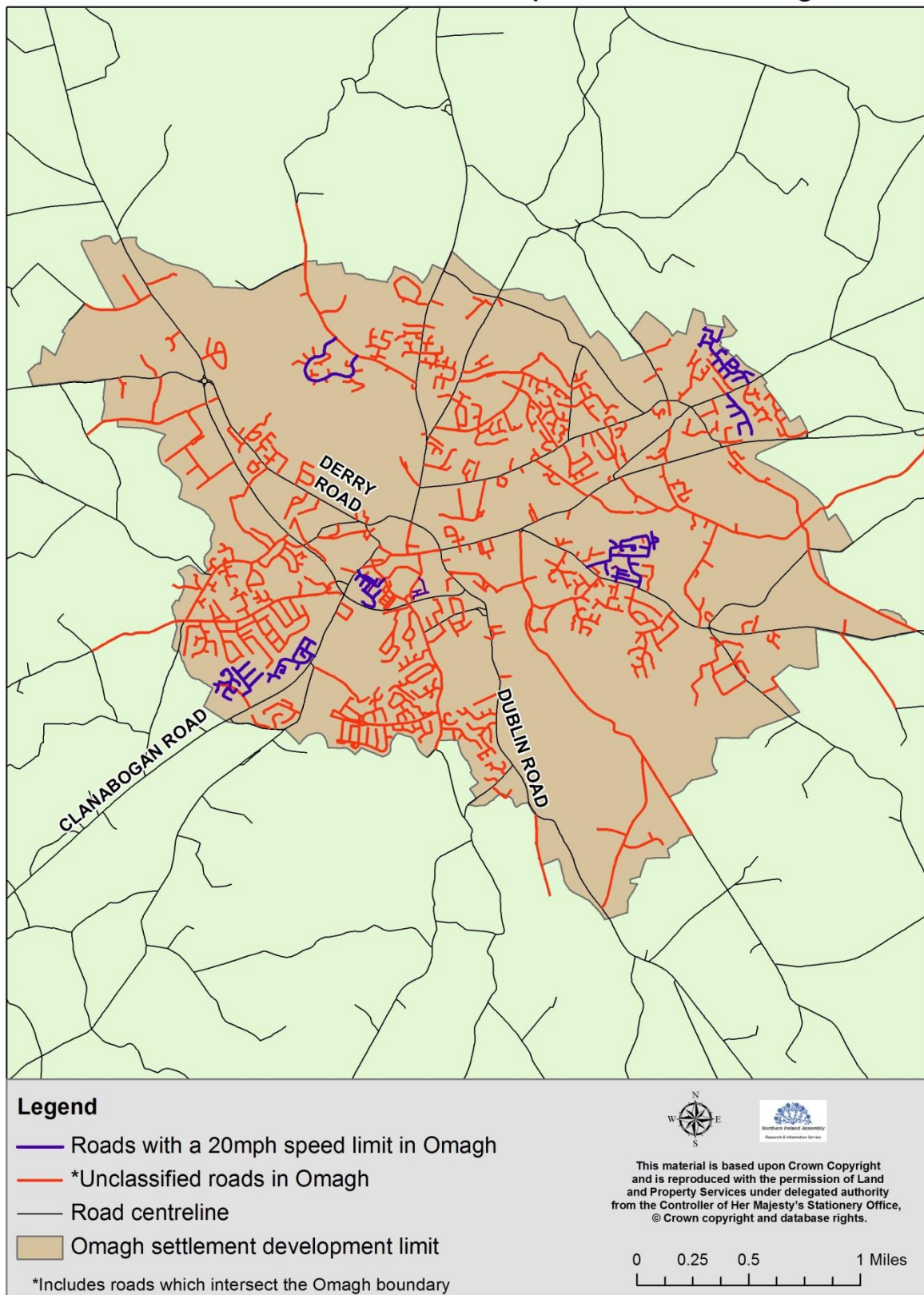
Unclassified roads and 20mph roads in Newtownards



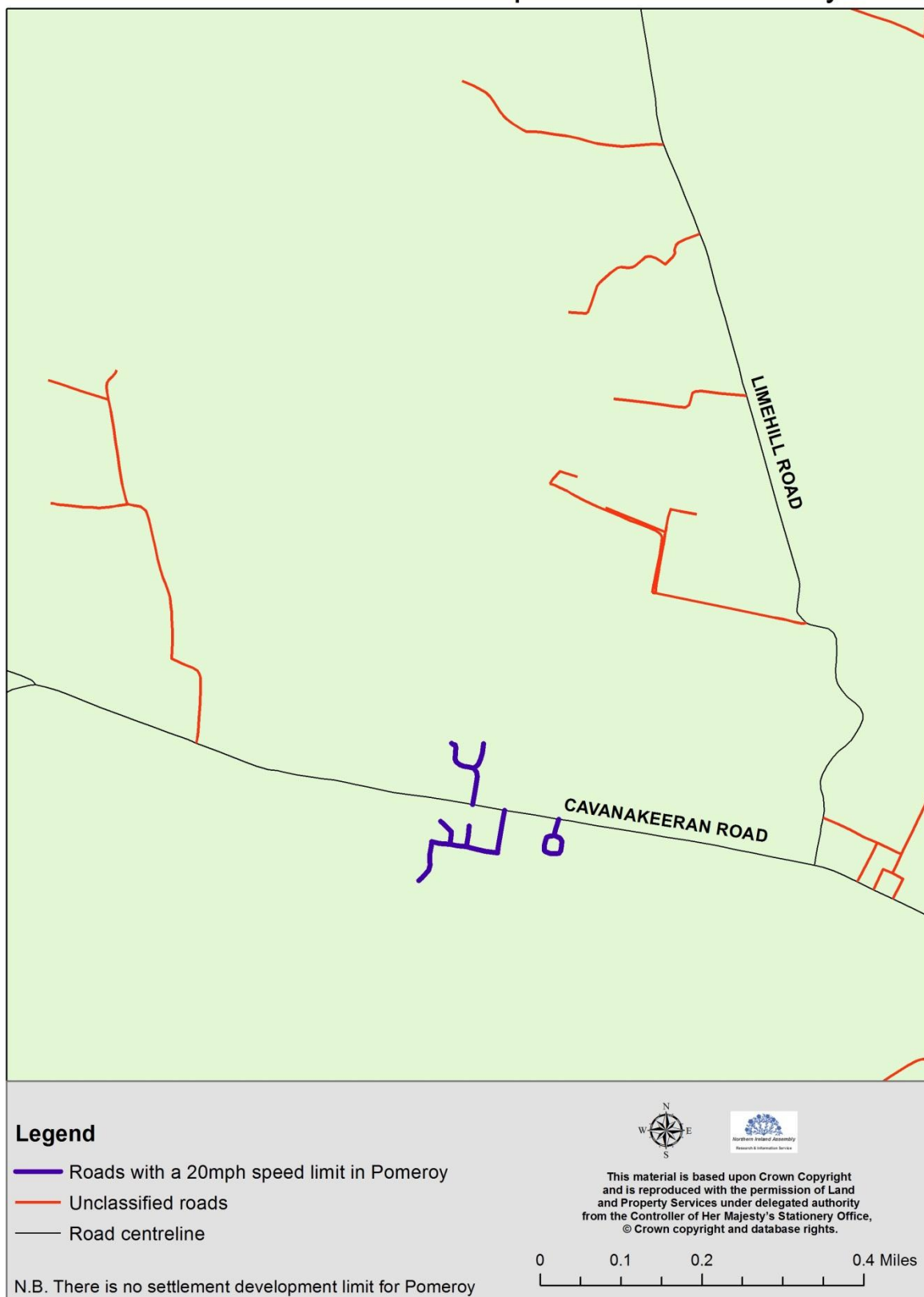
Unclassified roads and 20mph roads in Newtownstewart



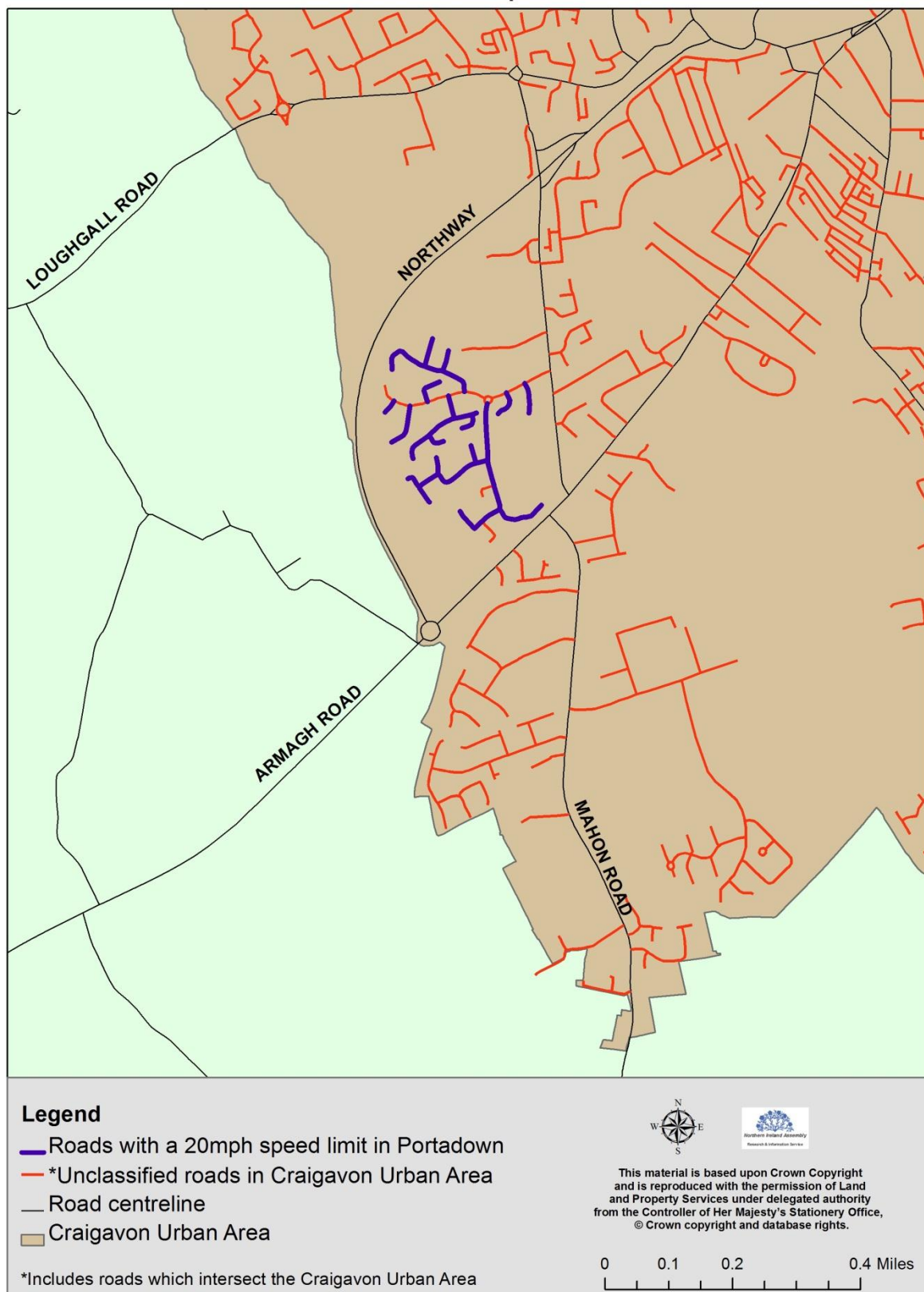
Unclassified roads and 20mph roads in Omagh



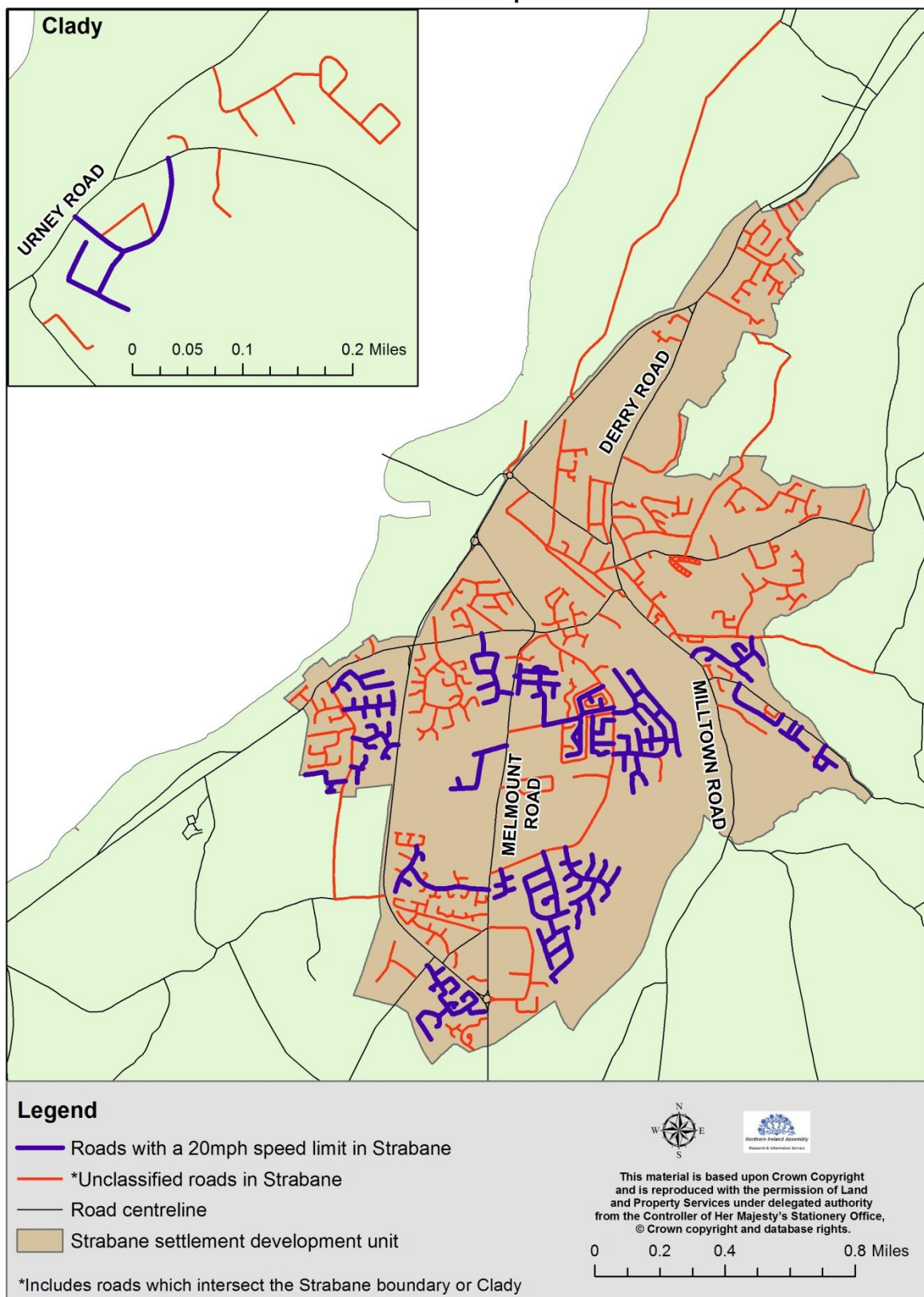
Unclassified roads and 20mph roads in Pomeroy



Unclassified roads and 20mph roads in Portadown



Unclassified roads and 20mph roads in Strabane



Notes

A few differences in road names were found between the DRD road dataset and LPS road dataset which were used to produce the maps. Where possible, these differences were resolved. The following information gives details of the differences found.

The table shows street names with a 20mph speed limit which could not be found in the GIS road dataset. Unless otherwise stated the street names also could not be found in Google Maps. In some cases an alternative street replaced the unfound street. For example, it was stated that Oval Street, Belfast has a speed limit of 20mph, but Oval Street could not be found in the GIS road dataset. According to the LPS road dataset the only street name starting with “Oval” in Northern Ireland is Oval Court; it is located in Belfast and is joined to other roads with a 20mph speed limit. It is therefore assumed that Oval Court has a 20mph speed limit.

Settlement	Street name not found in LPS road dataset	Alternative street mapped as 20mph
Belfast	Oval Street	Oval Court
	Collingwood Road	
	Kitchener Drive	
	Malton Fold (In Google Maps as small cul-de-sac)	
	Velsheda Way	Velsheda Court
	Divismore Way	
	Springhill Mews	
	Ardmonagh Way	
	Bloomfield Manor (In Google Maps)	
Omagh	McClay Drive	McClay Grove
	Westview Alley	Westview Terrace
Castlederg	Hillview	Hillview Park
Strabane	Ballycolman Lane	

Strabane

- Assumed “Ballycolman” referred to “Ballycolman Estate”
- It is stated Lisnafin Road from its junction with Urney Road, Route B85 to its junction with Lisnafin Park has a 20mph speed limit. Using GIS, Lisnafin Road is found to be located approximately 8km from Lisnafin Park and not joined to it or the Urney Road. Lisnafin Road could therefore not be mapped as a road with a 20mph speed limit.

Annex 2 - NI public road lengths by local government district and Roads Service division by type of road: 2013

Local government district/Roads Service division	Motorway	A Roads		B Roads	C Roads	Unclassified	All road types (km)
		Dual c'way	Single c'way				
Antrim	20.3	9.1	81.0	82.0	172.5	450.4	815.3
Ballymena	7.3	19.1	76.3	130.7	192.7	584.9	1,011.0
Ballymoney	0.0	0.6	31.4	121.0	117.8	301.9	572.7
Coleraine	0.0	4.4	110.6	124.7	119.9	505.1	864.7
Larne	0.0	6.0	70.8	75.7	97.4	240.4	490.2
Limavady	0.0	0.0	72.0	107.3	92.3	393.4	665.0
Londonderry	0.0	17.5	56.6	70.8	149.4	633.4	927.7
Moyle	0.0	0.0	78.5	100.4	113.1	233.1	525.1
Northern Division	27.6	56.8	577.1	812.5	1,055.2	3,342.6	5,871.7
Ards	0.0	8.7	123.7	28.3	133.4	480.3	774.4
Armagh	0.0	0.1	130.7	202.3	335.0	1,064.1	1,732.2
Banbridge	0.0	26.2	53.6	96.6	227.7	634.8	1,039.0
Craigavon	23.2	4.3	56.4	100.8	138.1	535.7	858.7
Down	0.0	0.0	162.9	108.5	227.9	656.0	1,155.4
Newry & Mourne	0.0	28.9	150.9	171.7	345.7	1,058.8	1,756.0
Southern Division	23.2	68.3	678.3	708.2	1,407.9	4,429.7	7,315.6
Belfast	12.4	14.1	81.3	43.8	22.8	705.7	880.1
Carrickfergus	0.0	1.2	15.7	29.9	18.7	162.3	227.8
Castlereagh	0.0	8.8	24.8	7.8	39.9	274.0	355.2
Lisburn	25.6	10.2	97.5	141.3	200.3	714.5	1,189.4
Newtownabbey	15.0	4.8	30.4	68.3	66.7	344.9	530.1
North Down	0.0	18.1	12.7	29.5	31.4	276.6	368.3
Eastern Division	53.0	57.3	262.3	320.6	379.9	2,477.9	3,550.9
Cookstown	0.0	3.9	31.3	136.1	199.1	532.4	902.7
Dungannon	11.1	21.2	96.1	179.1	329.9	925.7	1,563.1
Fermanagh	0.0	0.0	223.4	236.7	433.8	1,175.4	2,069.3
Magherafelt	0.0	2.1	97.8	96.1	170.3	559.9	926.2
Omagh	0.0	0.0	78.0	228.2	447.2	1,143.4	1,896.8
Strabane	0.0	0.0	34.9	186.4	301.6	869.2	1,392.1
Western Division	11.1	27.2	561.4	1,062.6	1,882.0	5,205.9	8,750.1
All Divisions	114.9	209.5	2,079.1	2,903.9	4,724.9	15,456.0	25,488.3

Source: DRD Roads Service