



Speedweek 2021

Green-Schools Travel

Introduction

Green-Schools Travel Officers have been engaging with schools across Ireland since the Travel Programme was launched in 2008. The aim of the theme is to increase the number of students walking, cycling, scooting, using public transport or carpooling on the way to school. The programme, which is one of many Green-Schools' themes, has evolved and grown significantly as more schools and institutions have become involved. One important element of the Travel Programme is a comprehensive assessment of the infrastructure and general ability to actively travel to and from the school safely. Over the years, Travel Officers have noted that excessive speed is a common barrier to active travel, but this evidence has been purely anecdotal. This prompted further research into speed and speed limits in and around schools.

Travel Officers had been trialling speed testing with Green-Schools committee members in their schools, using radar speed guns. Subsequently, it was decided upon to devise a formal method of speed testing outside schools. Prior to Speedweek 2021, the Green-Schools Travel Programme was not aware of any 'school specific' speed testing being conducted in Ireland.

A method was devised that was compatible with current speed testing conducted by Local Authorities. Once this method was established, a dedicated week was selected, and a number of schools were selected to be surveyed. Separately, a survey was developed using Survey123 for the collection of the speed data by Travel Officers onsite and a GIS dashboard was created to display, analyse and communicate the data. This report lays out the findings collected during the five days of the study, from October 4th – 8th, 2021.

Aim and Objectives

The aim of the research was to gain a snapshot of driver speeds in the vicinity of schools across Ireland.

Objectives:

- i. Measure driver speeding behaviours outside a sample of Irish school environments using handheld speed guns.
- ii. Analyse driver speeding behaviours outside of school environments using descriptive statistics to describe patterns of behaviour.
- iii. Produce quantitative findings that can be tentatively generalised to other school contexts in Ireland with respect to driver speeding behaviours.

Sample and Study Design

Speedweek 2021 is a non-experimental, descriptive, cross-sectional study with a convenience sample. The quantitative research is a non-experimental, descriptive study as it observed and measured naturally occurring behaviours in a real-life setting without direct manipulation of the conditions. It is cross-sectional as the study conducted once-off measurements. The study used convenience sampling, which is a sample chosen on the basis of how easy it is to access. This method was chosen as Travel Officers work with a specified group of schools each year. Another consideration was the suitability of the surveying sites for speed testing in terms of space and sight lines.

Method

The first week of October was chosen for Speedweek 2021 as schools were open and settled after the summer break and October is a neutral month that's not impacted by the seasonal variation of traffic flows.¹ Travel Officers were asked to conduct two tests using Bushnell Velocity radar guns, one at school drop-off time and one shortly after drop-off time. Both tests were to last 30 minutes at a location of no more than 200m away from the school (See Appendices 1 and 2 for additional information on speed test delivery instructions).

52 schools were selected. Travel Officers in 24 out of the 31 Local Authority areas (see shaded in green in figure 1). Speed limits were recorded including periodic limits, where free passing vehicles, except for farm machinery, were recorded during the two half-hour periods. Speed limits ranged from 30km to 100km (see pie chart in figure 1 for breakdown of speed limit zones). Travel Officers were also asked to record variables such as weather and the presence of traffic calming measures, e.g., traffic wardens, horizontal and vertical deflections, etc. Vehicles were recorded in four broad categories: motorbikes, cars (including SUVs), vans and long trucks (including buses). These categories correspond with the categories used in some of the traffic counter devices that Local Authorities deploy to gather speed data. The data was then uploaded through the custom designed survey on mobile devices and subsequently analysed in the dashboard.

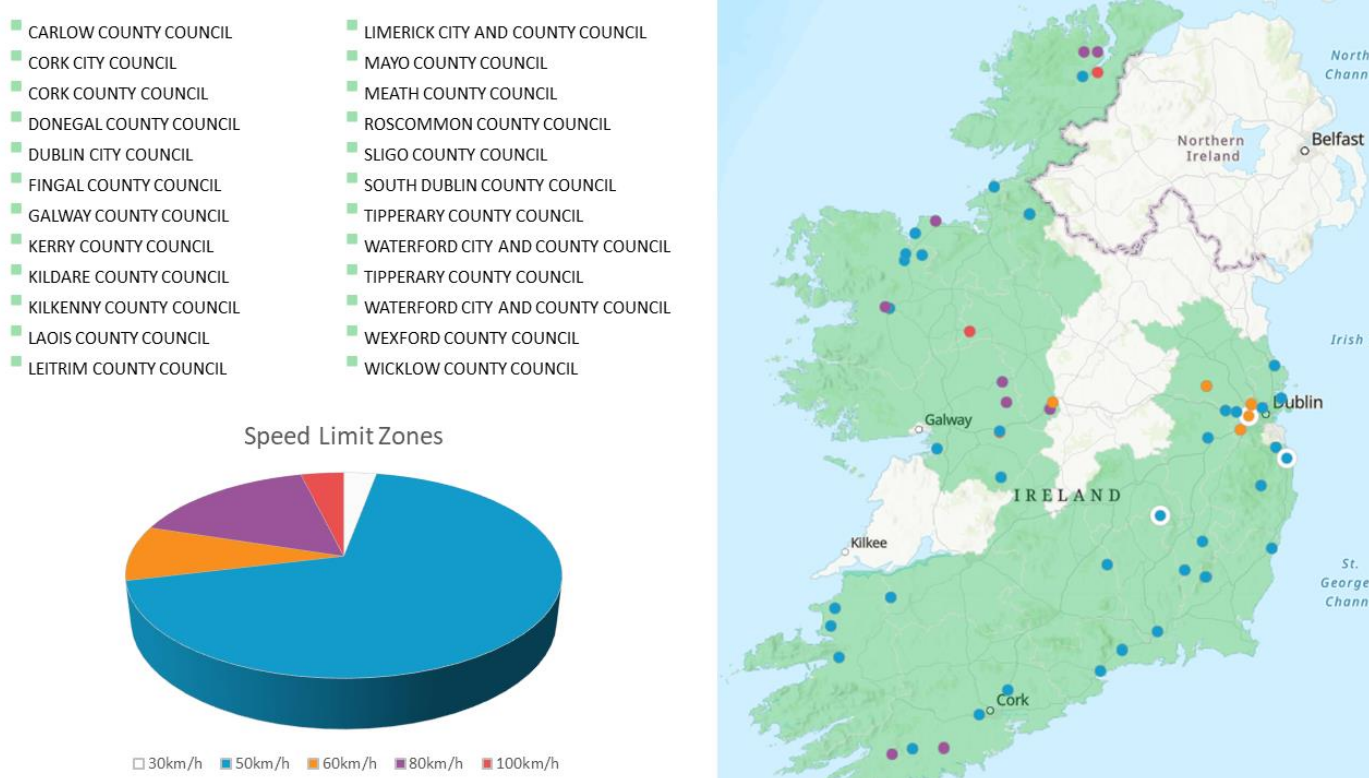


Figure 1: Nationwide Speedweek survey coverage

¹ Highways England, 'CA 185 Vehicle speed measurement Design Manual for Roads and Bridges' (2019) p.9

Results and Analysis

A total of 7,449 individual speed recordings were taken during 104 surveys across 52 different schools during Speedweek 2021. This was broken down to include 4,226 results during the morning drop-off time and 3,223 results after drop-off time. Speed limits ranged from periodic 30km/h zones to 100km/h fixed zones.

The majority of surveys were conducted outside primary schools (81%), 18 (17%) were conducted outside post-primary schools and 2 surveys (2%) were conducted outside an early years' service (figure 2). Most of the speed surveys were conducted in fixed speed zones (88.5%) with just 11.5% of the surveys conducted in periodic speed zones, as illustrated in figure 3. Nearly 40% of the surveys were conducted in wet conditions, while 60% were conducted during dry weather. No surveys were conducted in icy weather conditions (figure 4).

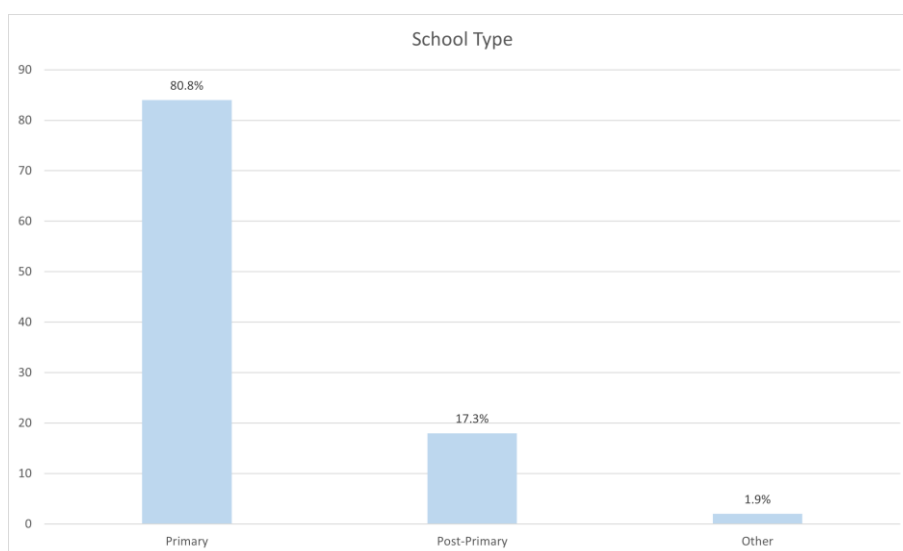


Figure 2: School type

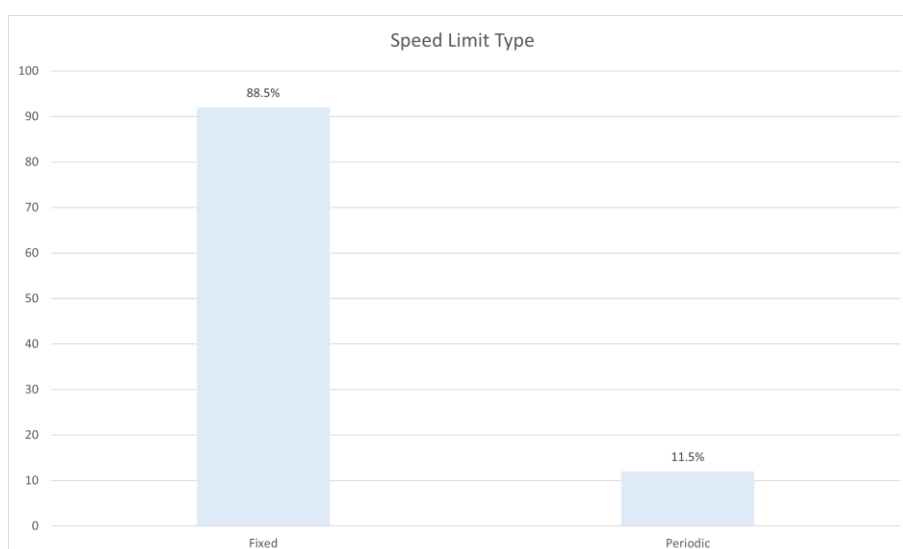


Figure 3: Speed limit type

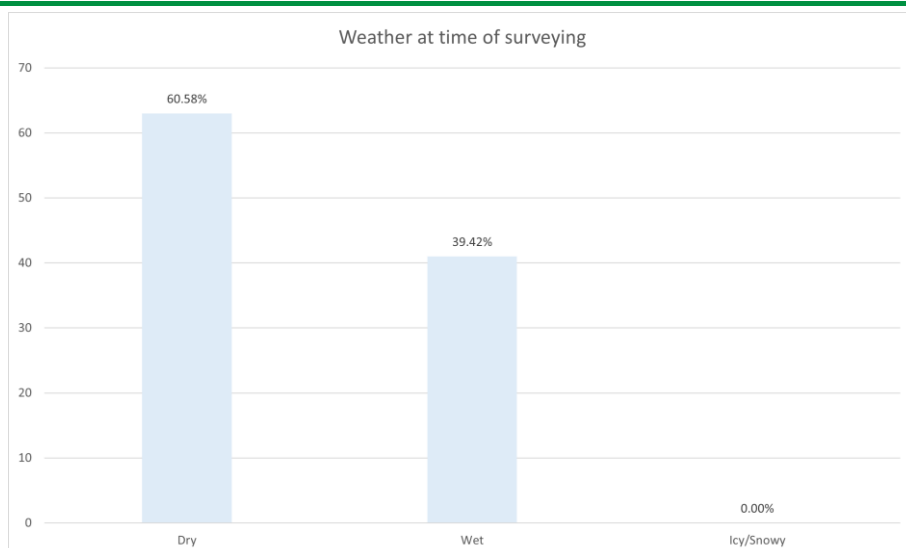


Figure 4: Weather at time of surveying

Traffic calming measures were recorded in 84 out of 104 of surveys. The most common traffic calming measures recorded were school-ahead signage with lights, followed by road markings; school-ahead signage without lights; horizontal and vertical chicanes; crossings; driver feedback signs and traffic wardens (figure 5).

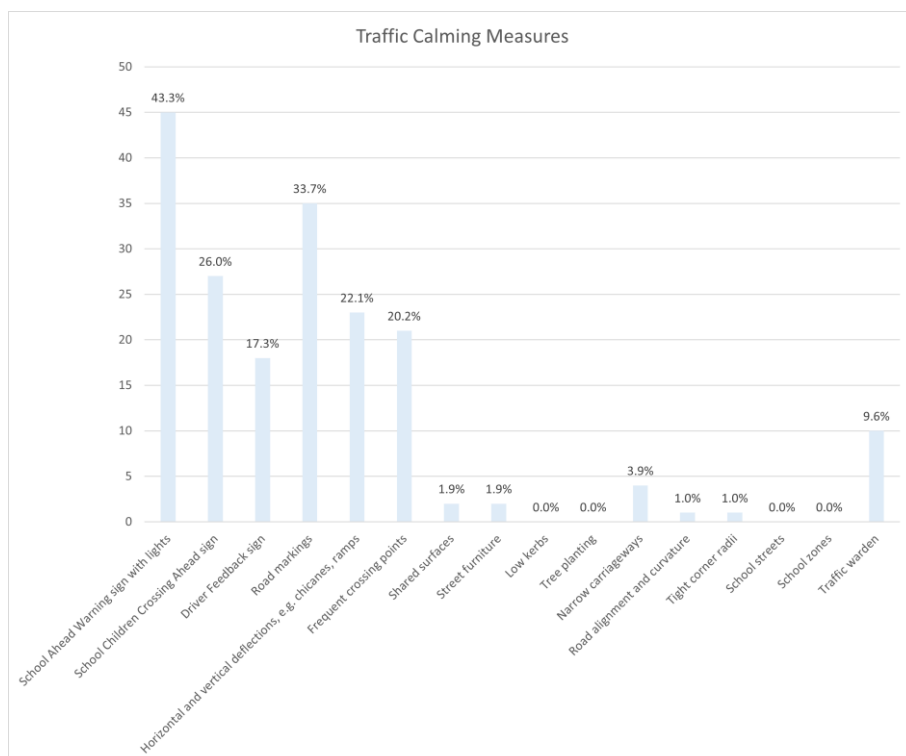


Figure 5: Traffic calming measures at location

The most common vehicle recorded over the course of Speedweek was the car (88.3%) followed by vans at 7.5%, long trucks at 4.1% and motorbikes at less than 1%.

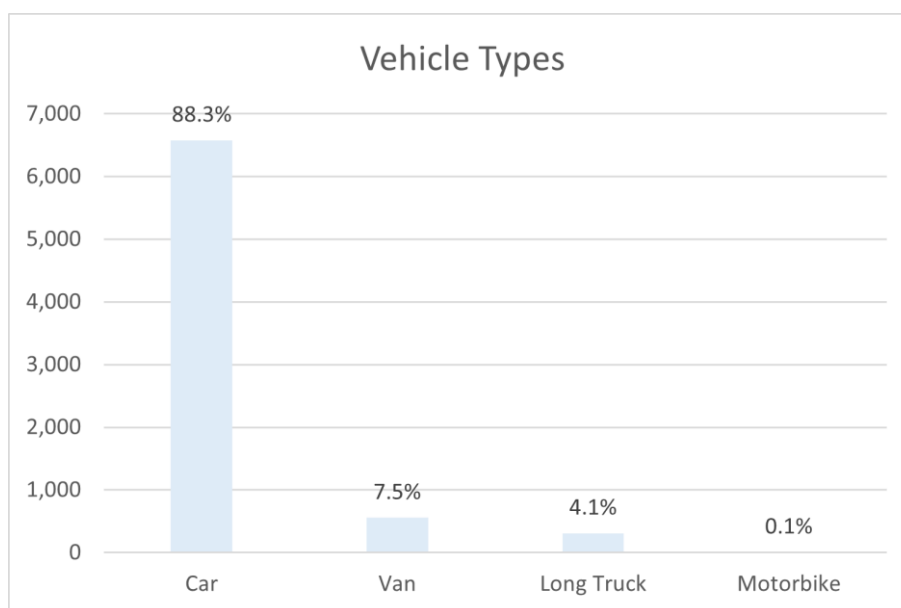


Figure 6: Vehicle Types

The number of vehicles exceeding the speed limit across both time categories was 2,711 or 36%. The number of vehicles exceeding the speed limit at the morning drop-off was 1,624 or 38%. The number of vehicles exceeding the speed limit (ETL) after the morning drop-off time was 1,087 or 34%.

Speeds were recorded in the following periodic zones: 50km/h to 30km/h, 60km/h to 30km/h, 60km/h to 50km/h, 80km/h to 50km/h and 100km/h to 60km/h. The special speed limits applied during drop-off times at these locations. When the special speed limits were in place, 526 out of 624 of vehicles recorded were ETL (84%).

Table 1: Key results across all speed limit zones

Time of Day	Speed Limit	Number of Vehicles recorded	Number of vehicles exceeding limit	% of vehicles exceeding limit
Drop-off & After drop-off	All speeds	7449	2711	36%
Drop-off	All speeds	4226	1624	38%
After drop-off	All speeds	3223	1087	34%
Drop-off	Periodic	624	526	84%

In 60km/h zones, the proportion of vehicles ETL at drop-off time and after drop-off was 65% and 41% respectively. In 80km/hr zones, the pattern is similar with the respective figures being 33% at drop-off time compared with 29% after drop-off. Again, a similar pattern applies in 100km/hr zones, where the proportion of vehicles ETL at drop-off time was 22% compared with a lower figure of 9%

after drop-off. Speed surveys were not conducted in fixed 30km/h zones, only periodic zones, hence the absence of data from 30km/h zones during off-peak times.

Table 2: Breakdown of results across different speed zones

<i>Time of Day</i>	<i>Speed Limit</i>	<i>Number of Vehicles recorded</i>	<i>Number of vehicles exceeding limit</i>	<i>% of vehicles exceeding limit</i>
Total	30km/h	144	127	88%
Total	50km/h	5194	1737	33%
Total	60km/h	1075	610	57%
Total	80km/h	585	184	31%
Total	100km/h	451	53	12%
Drop-off	30km/h	144	127	88%
Drop-off	50km/h	2964	915	31%
Drop-off	60km/h	690	451	65%
Drop-off	80km/h	336	111	33%
Drop-off	100km/h	92	20	22%
After drop-off	30km/h	No data	No data	No data
After drop-off	50km/h	2230	822	37%
After drop-off	60km/h	385	159	41%
After drop-off	80km/h	249	73	29%
After drop-off	100km/h	359	33	9%

In 50km/h zones, where deflections were in place for speed calming (i.e., chicanes and speed bumps) at drop-off time, 12% of vehicles were ETL in comparison with 31% ETL in 50km/h zones where deflections were absent. This demonstrates a 19-percentage point decrease in the proportion of vehicles that were ETL where deflections existed at drop-off time.

In 50km/h zones, where deflections were in place after drop-off time, 18% of vehicles were ETL. This figure compares with 37% ETL where no deflections were in place. This also demonstrates a 19-percentage point decrease in vehicle numbers ETL where deflections existed after drop-off.

In 50km/h zones, where there was a traffic warden in place at drop-off time, 24% of vehicles were ETL compared with 31% of vehicles ETL where there was no traffic warden. This shows a 7-percentage point decrease of vehicles ETL when a traffic warden was in situ.

Table 3: Influence of Traffic Calming in 50km/h zones

<i>Time of Day</i>	<i>Speed Limit</i>	<i>Traffic Calming</i>	<i>Highest (km/h)</i>	<i>Mean (km/h)</i>	<i>Number of Vehicles recorded</i>	<i>Number of vehicles exceeding limit</i>	<i>% of vehicles exceeding limit</i>
Drop-off	50km/h	Traffic Warden	83	42	626	149	24%
Drop-off	50km/h	Deflections	73	36	917	109	12%
After drop-off	50km/h	Deflections	84	41	758	138	18%

Analysis of the speeds recorded during drop-off time in dry conditions versus wet conditions show that in 50km/h, 80km/h and 100km/h zones the proportion of vehicles ETL in dry weather was 33%, 45% and 36% respectively, compared to respective figures of 28%, 28% and 16% in wet weather. The opposite was true in 60km/h zones during drop-off where the proportion of vehicles ETL was higher in wet weather (74%) than in dry weather (63%). No corresponding analysis is available for 30km/h zones as all recordings in these speed zones were taken during dry weather only.

Table 4: Influence of weather on speed

<i>Time of Day</i>	<i>Speed Limit</i>	<i>Weather</i>	<i>Number of Vehicles recorded</i>	<i>Number of vehicles exceeding limit</i>	<i>% of vehicles exceeding limit</i>
Drop-off & After drop-off	All speeds	Dry	4134	1723	42%
Drop-off & After drop-off	All speeds	Wet	3315	988	30%
Drop-off	All speeds	Dry	2370	1034	44%
Drop-off	All speeds	Wet	1856	590	32%
After drop-off	All speeds	Dry	1764	689	39%
After drop-off	All speeds	Wet	1459	398	27%
Drop-off	Periodic	Dry	624	526	84%
Drop-off	Periodic	Wet	No data	No data	No data
Drop-off	30km/h	Dry	144	127	88%
Drop-off	30km/h	Wet	No data	No data	No data
Drop-off	50km/h	Dry	1578	526	33%
Drop-off	50km/h	Wet	1386	389	28%
Drop-off	60km/h	Dry	521	326	63%
Drop-off	60km/h	Wet	169	125	74%
Drop-off	80km/h	Dry	102	46	45%
Drop-off	80km/h	Wet	234	65	28%
Drop-off	100km/h	Dry	25	9	36%
Drop-off	100km/h	Wet	67	11	16%
After drop-off	30km/h	Dry	No data	No data	No data
After drop-off	30km/h	Wet	No data	No data	No data
After drop-off	50km/h	Dry	1273	499	39%
After drop-off	50km/h	Wet	957	323	34%
After drop-off	60km/h	Dry	385	159	41%
After drop-off	60km/h	Wet	No data	No data	No data
After drop-off	80km/h	Dry	106	31	29%
After drop-off	80km/h	Wet	143	42	29%
After drop-off	100km/h	Dry	No data	No data	No data
After drop-off	100km/h	Wet	359	33	9%

The 85th percentile speed, the speed at and below which 85% of vehicles within a measurement sample are travelling, is used by road engineers as a guide to set the speed limit at a safe speed. The analysis of the findings from Speedweek 2021 showed consistency in the 100km/h zones where the 85th percentile speed was 99km/h. In the 80km/h zones and 50km/h, the figure was higher than the speed limit, at 87km/h and 59km/h respectively. The findings showed a significant disparity

between the 85th percentile and the relevant speed limit in the 60km/h and 30km/h zones, with figures of 84km/h and 60km/h respectively.

The highest speed detected during Speedweek 2021 in the vicinity of a school was 134km/h in a 100km/h zone during drop-off time. The highest speed in a 60km/h zone was 120km/h, also detected during drop-off time. In 50km/h zones and 80km/h zones, speeds of 114km/h and 108km/h respectively were recorded, both of which were detected after drop-off time. A speed of 90km/h was recorded in a 30km/h zone during drop-off time, a figure of 3 times the limit.

Analysis of the speeds recorded in 30km/h zones shows a significantly higher mean speed of 43km/h. The respective figure in 60km/h zones was marginally higher at 61km/h. The mean speed in the 50km/h, 80km/h and 100km/h showed mean speeds of 45km/h, 68km/h and 87km/h respectively, which are significantly lower than the respective speed limits.

Table 5: Mean, high and 85th percentile speeds

<i>Time of Day</i>	<i>Speed Limit</i>	<i>Highest (km/h)</i>	<i>Mean (km/h)</i>	<i>85th percentile (km/h)</i>	<i>Number of Vehicles recorded</i>
Total	30km/h	90	43	60	144
Total	50km/h	114	45	59	5194
Total	60km/h	120	61	84	1075
Total	80km/h	108	68	87	585
Total	100km/h	134	87	99	451
Drop-off	30km/h	90	43	60	144
Drop-off	50km/h	102	44	59	2964
Drop-off	60km/h	120	66	87	690
Drop-off	80km/h	105	68	87	336
Drop-off	100km/h	134	93	106	92
After drop-off	30km/h	No data	No data	No data	No data
After drop-off	50km/h	114	48	60	2230
After drop-off	60km/h	91	53	71	385
After drop-off	80km/h	108	68	86	249
After drop-off	100km/h	118	88	98	359

Conclusions and Recommendations

The aim of the research was to gain a nationwide picture of speeds outside school. The findings from Speedweek 2021 show that over one third (36%) of the 7,449 vehicles recorded were exceeding the speed limit at the time of recording. The speed zones with the highest level of non-compliance were the 30km/h zones with 88% of vehicles ETL, followed by the 60km/h, 50km/h and 80km/h zones where the respective figures were 57%, 33% and 31%, and in contrast with 12% of vehicles ETL in 100km/h zones.

The study design set out the requirement to conduct both on-peak and off-peak surveys at each site to ascertain whether a difference in driver behaviour could be observed between the two periods. Speed recordings taken in 50km/h zones show a small increase in the proportion of vehicles

ETL after drop-off than during drop-off time, at 31% and 37% respectively. This is to be expected as traffic congestion at drop-off time influences the speed at which vehicles can travel at. However, the opposite pattern is seen in the 60km/h, 80km/h and 100km/h zones, where the proportion of vehicles ETL at drop-off time is higher than that after drop-off time. No surveys were conducted in 30km/h zones after drop-off.

It can be concluded that horizontal and vertical deflections, such as chicanes and speed bumps, had a positive influence on driver behaviour as the presence of these deflections in 50km/h zones shows substantial percentage decreases in non-compliance of 63% during drop-off and 51% after drop-off. This points towards appropriate engineering having an important role to play in increasing safety at school gates. A significant reduction of 23% in non-compliance was evident with the presence of traffic wardens in 50km/h zones during drop-off time, suggesting that this is an area for further research.

When special speed limits were in place in periodic speed zones, 84% of the 624 vehicles passing schools were ETL. Whilst this sample is small, the high proportion of vehicles ETL is significant and suggests that these periodic zones are not effective and require additional intervention to achieve lower vehicle speeds at these locations. This figure was only exceeded by the proportion of vehicles ETL in 30km/h zones. Since 30km/h zones have supporting infrastructure, it can be concluded that there is a requirement for increased enforcement as our findings show that traffic calming measures alone do not result in speed compliance in these low speed zones.

Analysis on 85th percentile of speeds recorded show that the greatest difference between the speed limit and the 85th percentile speed was seen in the 30km/hr zone, which had an 85th percentile speed of twice the speed limit (60km/h), followed by the 60km/h zone, where the equivalent was 84km/h. Across both time categories, these two speed zones also had the highest proportion of vehicles ETL in the study. The same speed zones had the highest speed in relation to the speed limits; 90km/h in a 30km/h zone and 120km/h in a 60km/h.

Analysis of the findings show that apart from the 60km/h zones, there was a lower proportion of vehicles ETL in wet weather than in dry weather, which is to be expected as stopping distances are longer in wet weather.²

In partnership with Wicklow and Donegal Local Authorities, traffic counters were erected at some sites for the duration of Speedweek 2021. Four surveys were conducted by Donegal County Council. The traffic counters were operational for 24 hours for the 5-day period. With the exception of one site, the 85th percentile figure was lower than that of the speed limit at the other three sites. One of these three sites has a special limit of 60km/h in a 100km/h zone, and deeper analysis of these findings revealed significantly higher 85th percentile figures and average speeds than the speed limit of 60km/h, i.e., most vehicles were speeding, which correlates with the results from this study. At the Wicklow site, the traffic counter was in operation for a 4-day period (commencing 05/10/22), while the data in this study relates to the day prior to that. Notwithstanding, analysis on speed compliance for both the drop-off times and after drop-off times on each of the 4 days is largely consistent with that of our findings for the corresponding time frames on the day of testing, with the percentage of vehicles ETL after drop-off being at least 3 times the percentage of vehicles ETL during drop-off time.

² Department for Infrastructure, NI 'The Official Highway Code for Northern Ireland' (2021) p.42

Recommendations from this study are as follows:

- Additional traffic calming to be introduced outside schools in lower speed limit zones to address speeding, i.e., 30km/h, 50km/h and 60km/h zones.
- Increased enforcement in lower speed zones, i.e., 30km/h, 50km/h and 60km/h zones.
- Further research to explore the effects of deflections and traffic wardens on driver behaviour and to enhance the data gleaned so far.
- Continued use of the speed testing equipment and the methodology devised only serves to enhance the existing data set, therefore an additional recommendation is for further Speedweeks in 2022 and beyond to be held. The additional data along with that from independent speed testing carried out by Travel Officers throughout the school year would generate a more robust data set each year.
- Partnering with Local Authorities to conduct speed surveys focusing specifically on front of school areas at peak times.
- Partnering with An Garda Síochána's traffic divisions to analysis the effect of enforcement at these sites during drop-off time.
- Further research into speed compliance in 30km/h zones internationally, to identify potential solutions that could be implemented in Ireland.
- Recording before and after speed data at the new front of school zones that are being rolled out nationally, to ascertain whether a change in driver behaviour is observed after works are completed.

Acknowledgements

The authors would like to thank all Travel Officers that participated in Speedweek 2021, without whom this study would not have been possible. The authors would also like to thank Donegal and Wicklow Local Authorities for their support before and after Speedweek, particularly for setting in place traffic counters at our sites and sharing with us the findings from these devices. Finally, the authors would like to thank the management of each school for permitting us to conduct speed tests outside their schools during Speedweek 2021.

Appendix 1

Data Collection Recording Sheet

DATA COLLECTION



Date:			
School Name:			
Location:			
Speed limit type:	Fixed ☐	Periodic ☐	
If fixed, choose the speed	30km ☐	40km ☐	50km ☐
	60km ☐	80km ☐	100km ☐
If periodic, choose the speed	60km/h reduced from 100km/h		☐
	60km/h reduced from 80km/h		☐
	50km/h reduced from 80km/h		☐
	50km/h reduced from 60km/h		☐
	40km/h reduced from 50km/h		☐
	30km/h reduced from 60km/h		☐
	30km/h reduced from 50km/h		☐
Time of day:	Drop-off time		☐
	After Drop-off time		☐
	Collection time		☐
	After Collection time		☐
Weather: <i>*Options 1 & 2 cannot be selected together</i>	Dry		☐
	Wet		☐
	Icy/Snowy		☐
Are there other traffic calming measures in place?	Yes ☐	No ☐	

DATA COLLECTION



If yes, choose the measures present:	School Ahead Warning sign (with lights)	
	School Children Crossing Ahead sign	
	Road markings	
	Horizontal and vertical deflections, e.g. chicanes, ramps - chicanes	
	Frequent crossing points	
	Shared surfaces	
	Street furniture	
	Low kerbs	
	Tree planting	
	Narrow carriageways	
	Road alignment and curvature	
	Tight corner radii	
	School streets	
	School zones	
Other		
Start time:		

Note: Survey123 app will geolocate recording position

Vehicle Codes		<i>(The Car category includes SUVs and the Long Truck Category includes buses)</i>
M	Motorbike	
C	Car	
V	Van	
LT	Long Truck	

DATA COLLECTION



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DATA COLLECTION



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Appendix 2

Travel Officers' Guide to Speed Testing

TRAVEL OFFICERS' GUIDE TO SPEED TESTING



Speed Data Collection Methodology

Aim: Record vehicle speeds in a consistent manner to enable the building of a robust data set.

Before the visit:

- Communicate with the school principal prior to the survey.
- If you don't have a speed gun, use [this form](#) to book one.
- If possible, arrange for the Green-Schools committee or a class to conduct another speed survey with you after their little break. It's likely that you'll notice a difference in results due to the visibility of the group.
- Refer to the 2-page [Speed Gun Guide](#) (a 3-minute read)

Survey location:

Travel Officer (TO) to position themselves at or as close to the front of school as possible. Your position is capped at a distance of 200 metres from the school.

TOs can record speeds by standing on the roadside OR positioning themselves inside their vehicle.

Positioning of recording in relation to traffic flow:

Speeds can be recorded for both sides of the road in locations where the traffic flow is light, otherwise it's recommended that speeds are recorded for traffic travelling on the same side of road on which the school building is situated.

For data accuracy, keep the angle between the gun and vehicle as small as possible, i.e., as close to a straight line as possible and not perpendicular. You can record the speed of vehicles that are oncoming OR vehicles travelling away from you on the school side where you are positioned.

Please refer to page 2 of the [Speed Gun Guide](#) for more information on angle skew (1.5-minute read).

TRAVEL OFFICERS' GUIDE TO SPEED TESTING



Method:

The survey will seek to record as much of the 'free-flowing' traffic as possible within the allotted time.

- Conduct 2 x 30-minute surveys in total (one on-peak and one off-peak)
- On-peak times are during morning drop-off and afternoon collection. **In the case of primary schools please use the Junior & Senior Infant collection time only.**
- TOs are strongly encouraged to conduct the on-peak surveys during the morning drop-off time where possible. Otherwise, TOs may survey during collection time to gather on-peak data.
- Commence the on-peak survey 15 minutes before school drop-off (or collection time).
- In a situation where a periodic/special speed limit is in place, conduct the on-peak speed test during the time when the special speed limit applies. You may need to consult the Speed Limit by-laws for the LA for this information.
- Use the [Speed Test Recording Sheets](#) to record as many speeds (passing vehicles) as possible, noting the vehicle type along with the speed
- Input the data from the on-peak survey into the Survey123 app.
- Commence the off-peak survey either directly after the on-peak survey, where the on-peak survey has been conducted during the drop-off time, or before the on-peak survey, where TOs are using the collection time to conduct the on-peak survey.
- Input the data from the survey into the Survey123 app.
- Include only free flowing traffic.
- Do **NOT** record:
 - Agricultural traffic
 - Vehicles picking up, dropping off or stopping at the school.
 - Vehicles turning left or right adjacent to the school.

NOTE: During Covid times the drop-off and collections may be staggered – work with this to the best of your ability.

Tips:

- Conduct the two formal speed surveys without students.
- Remember Travel Officers can involve students in a separate speed survey after they have completed their own surveys.
- Drivers may reduce speed if they spot an obvious speed camera operator/TO, so don't make yourself too obvious.
- In-vehicle recording can work well as the oncoming drivers are much less likely to notice the speed gun and passing drivers less likely again. Use your driver or passenger seat as appropriate in terms of that straight line.
- Whilst the aim is to collect as much data as possible within the allotted time don't worry if you miss a number of vehicles, as accuracy is more important.
- Where two or more vehicles are travelling in succession, record **ONE** vehicle only.

TRAVEL OFFICERS' GUIDE TO SPEED TESTING



Timeline (print this page as reminder on the day)

Equipment checklist:

- Fully charged work phone with the Speed Data Collection survey downloaded in the Survey123 app
- Vehicle charging adaptor
- [Speed Test Recording Sheets](#), clipboard and pencil (works in the rain)
- Speed gun and spare set of 2 'C' batteries
- Antiseptic wipes to clean speed gun if conducting a separate survey with students.

Conducting the two surveys:

1. Arrive at school 20 minutes before you are due to start recording.
2. Use the hard copy recording sheet to record the speeds of traffic during your first survey for the duration of 30 minutes.
3. Open the Speed Data Collection survey on Survey123
 - a. Page 1: Enter the details ensuring that you change the time to reflect the time that you commenced the survey. **NOTE: It is necessary to complete Page 1 at the exact location of recording so that the app can geolocate the recording spot.**
 - b. Page 2: Enter the speeds recorded and vehicle type (The Car category includes SUVs and the Long Truck Category includes buses)
 - c. Page 3: Screenshot the summary information
 - d. Submit the survey
4. Repeat the above process when you have recorded your second batch of speed data.

After completing both surveys:

1. Send and/or present a screenshot of summary information to the coordinator and Green-Schools committee/class, if appropriate.
2. If summary information shows a speeding issue outside the school or if the school feels the current speed limit is inappropriate, the following could be considered:
 - Agitate for change via the council
 - Share Love 30 Campaign material
 - Suggest the school hosts a Slow-down day etc.
3. If possible, meet with Green-Schools committee/class and deliver [this presentation](#) on vehicle speed before conducting a 30-minute speed survey demonstration with the students and discuss findings with the group.
4. Await the ArcGIS report and subsequently share with the school.

TRAVEL OFFICERS' GUIDE TO SPEED TESTING



Speed Data Collection Survey:

To download the Speed Data Collection Survey

1. Click on the Survey123 icon on your phone 
2. Click on the TW at the top right of the screen for Team West of equivalent depending on what team you're in
3. Choose 'Download Surveys'
4. Scroll down to 'Speed Data Collection V1' and click on the cloud symbol to download
5. Click the arrow back on the top left of screen
6. Click into the Speed Data Collection V1 survey

Appendix 3

ArcGIS Dashboard

