

STATES OF JERSEY



SPEED LIMITS: REVISED POLICY (P.167/2010) – SECOND AMENDMENT

**Lodged au Greffe on 5th January 2011
by the Connétable of St. Helier**

STATES GREFFE

1 PAGE 2, PARAGRAPH (a)(iii) –

In paragraph (1), after the words “distinct residential” insert the words “and tourist”.

2 PAGE 2, PARAGRAPH (a)(iii) –

After paragraph (2) insert a new paragraph as follows –

“(3) on all public roads within the St. Helier Ring Road”.

3 PAGE 2, PARAGRAPH (b) –

After the words “Appeals Panel should be established” insert the words “, whose membership shall include representatives of the Roads Committee of the Parish involved in any particular Appeal,”.

4 PAGE 2, PARAGRAPH (c) –

For the word “minor” substitute the word “certain”.

CONNÉTABLE OF ST. HELIER

REPORT

The Parish of St. Helier Roads Committee considered P.167/2010 in open session on 10th November 2010, and resolved to seek a number of amendments to the proposed policy on speed limits.

The Committee wishes to see the 20 mph zone made applicable to the area bounded by the St. Helier Ring Road, given the combination of significant vehicular traffic and high numbers of the most vulnerable categories of road-users in this area at the same time.

Other areas of the urban parishes, including St. Helier, which are 'distinct residential areas' as described in paragraph (a)(iii)(2) of the proposed policy, such as may be found at First Tower, Havre des Pas, and La Pouquelaye, for example, will presumably be entitled to receive the protection of designation as 20 mph zones; however, concern has been raised in the past that the promenade at Havre des Pas might not fit these criteria. While it is accepted that Havre des Pas has lost most of its major hotels, it is still regarded as one of St. Helier's key tourist areas, due to the number of guest houses and restaurants, the bathing pool and beach. The purpose of the first amendment is to allow it to benefit from a 20 mph speed limit along the promenade in a similar way as operates in St. Brelade's Bay. The amendment, if adopted, will confer similar protection to users of other public roads in tourist areas of the Island.

The proposal to set up an Appeals Panel does not specify membership of such a Panel, but it is considered essential that the Roads Committee of the Parish concerned, being the parochial Highway Authority, should be included.

Finally, I have taken the opportunity to replace the word 'minor' in paragraph (c): while the phrase 'minor traffic offences' may mean something in policing terms, it is entirely inappropriate that it should be used in a States proposition to describe the offence of speeding.

Financial and manpower implications

The financial implications will depend on the signage used to denote extra 20 mph zones, but this sum will be insignificant when compared with the costs involved in attending a speed-related collision, and the medical costs that may be involved. There are no significant manpower implications for the States' civil service. Past projects funded by the Urban Renewal Fund have required a partnership approach from Transport and Technical Services and Parish of St. Helier stonemasons and road gangs, and there is no reason to think this would not apply for the erection of necessary signage, reducing any impact on States' programmes of work.