

DRAFT HIGHWAYS (ROAD HUMPS) (JERSEY) REGULATIONS 200

**Lodged au Greffe on 8th October 2002
by the Public Services Committee**



STATES OF JERSEY

STATES GREFFE

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Report

These draft Regulations will make the use of road humps on public roads less prescriptive, by removing the need for speed reducing features on the approach to a hump.

The draft Regulations also take account of 15 miles an hour zones (green lanes) which were not in existence when the previous legislation was made. Road humps have to be lit and have the appropriate markings and signing, except in 20 miles an hour zones, where one or the other can be omitted. Under the new Regulations this exception will now apply to roads with a speed limit of 20 miles an hour or less, thus encompassing 15 miles an hour zones.

A Regulation, which restricted the use of humps near the brow of a hill, is now considered unnecessary and has been removed, to further simplify the Regulations.

The requirement remains that in the case of a by-road the highway authority must consult the Public Services Committee and in the case of a main road, the Committee must consult the Connétable of the Parish. While these draft Regulations will provide greater flexibility in the use of road humps, it is important that due care is provided, including obtaining professional advice, when deciding upon the provision of road humps.

Manpower implications

There are no manpower implications in adopting these Regulations.

Financial implications

There are no direct costs associated with adopting these Regulations.

Explanatory Note

These Regulations replace the 1994 Regulations with Regulations that allow more flexibility in the use of road humps.

Highways (Jersey) Law 1956

HIGHWAYS (ROAD HUMPS) (JERSEY) REGULATIONS 200-

(Promulgated on the _____ day of _____ 200-)

STATES OF JERSEY

The _____ day of _____ 200-

THE STATES, in pursuance of Article 3 of the Highways (Jersey) Law 1956, as amended,^[1] have made the following Regulations -

Interpretation

1.-(1) In these Regulations

“Committee” means the Public Services Committee;

“road hump” means an artificial hump on a highway that is designed to control the speed of vehicles on the highway;

“Pedestrian Crossings Order” means the Road Traffic (Pedestrian Crossings) (Jersey) Order 1982,^[2]

“Traffic Signs Order” means the Traffic Signs (Jersey) Order 1968.^[3]

(2) In these Regulations road humps on a highway are a series of humps if there are at least 2 humps and each hump is not less than 20 metres or more than 150 metres from the one next to it.

(3) A reference in these Regulations to a numbered Regulation is a reference to the Regulation so numbered in these Regulations and a reference to the Schedule is a reference to the Schedule to these Regulations.

(4) A reference in these Regulations to an enactment shall be construed as a reference to that enactment as amended by or under any subsequent enactment.

Consultation

2. A highway authority must not construct a road hump on a highway for which it is the highway authority unless it has, in the case of a by-road, consulted the Committee or, in the case of a main road, consulted the Connétable of the parish.

Circumstances in which road humps may be constructed

3. Except as provided by Regulation 6, a highway authority must not construct a road hump on a highway unless

- (a) the highway has street lighting that the Committee considers adequate; or
- (b) lighting approved by the Committee is specially provided for the hump.

Nature, dimensions, location and spacing of road humps

4.-(1) A highway authority must not construct a road hump that

- (a) does not comply with one of the sets of specifications in the Schedule; and

- (b) except in the case of a road hump constructed on a highway with a speed limit of 20 miles an hour or less, is not at right angles to an imaginary line along the centre of the carriageway of the highway in which it is constructed.
- (2) A road hump is to be taken to comply with one of the sets of specifications in the Schedule if -
 - (a) in the case of a vertical measurement, it varies from the corresponding measurement in the specification by no more than 12 millimetres; or
 - (b) in the case of a horizontal measurement, by no more than 5 per cent.
- (3) Except as provided by paragraph (4), a highway authority must not construct a road hump -
 - (a) within the limits of a zebra controlled area, as defined in Article 1(1) of the Pedestrian Crossings Order, or within 30 metres from the imaginary line along the centre of the pattern of black and white stripes specified in the Second Schedule to that Order; or
 - (b) within the limits of a pelican crossing as defined in Article 1(1) of the Pedestrian Crossings Order or within 30 metres of a part of such a crossing.
- (4) A highway authority may construct a road hump of a type that complies with the specifications shown in diagram No. 3 in the Schedule -
 - (a) so that an imaginary line along the centre of the hump from one side of the highway to the other is in the same position as an imaginary line from one side of the highway to the other along the centre of the pattern of black and white stripes specified in the Second Schedule to the Pedestrian Crossings Order; or
 - (b) along the centre of the limits of the crossing as specified in the Fifth Schedule to that Order.

Placing of traffic signs

5.-(1) Except as provided by Regulation 6, the highway authority of a highway must place and maintain the following traffic signs in respect of a road hump it constructs in the highway, namely -

- (a) traffic sign No. 557.1 in combination with traffic sign No. 557.2, 557.3 or 557.4 placed in positions the Committee considers provide adequate warning to people using the highway of the presence of the road hump or series of road humps;
 - (b) except in a case mentioned in sub-paragraph (c), traffic signs Nos. 1060 and 1060.1 or Nos. 1061 and 1061.1 on the road hump or on each hump in a series of humps;
 - (c) in respect of a road hump placed on a highway in accordance with Regulation 4(4)(a), traffic sign No. 544 facing traffic approaching the pedestrian crossing together with traffic sign No. 547.5;
 - (d) in respect of a road hump placed on a highway in accordance with Regulation 4(4)(b), traffic sign No. 543 facing traffic approaching the pedestrian crossing together with traffic sign No. 547.5.
- (2) In this Regulation a reference to a road sign by number is a reference to the road sign shown in the diagram so numbered in the First Schedule to the Traffic Signs Order.

Humps on highways with a speed limit of 20 miles an hour or less

6. If a road hump is constructed on a highway with a speed limit of 20 miles an hour or less the Highway Authority may decide, after consulting the Committee, that either Regulation 3 or 5, but not both, shall not apply in respect of the road hump.

Revocation

- 7. The Highways (Road Humps) (Jersey) Regulations 1994^[4] are repealed.

Citation and commencement

8. These Regulations may be cited as the Highways (Road Humps) (Jersey) Regulations 200- and shall come into force seven days after they are made.

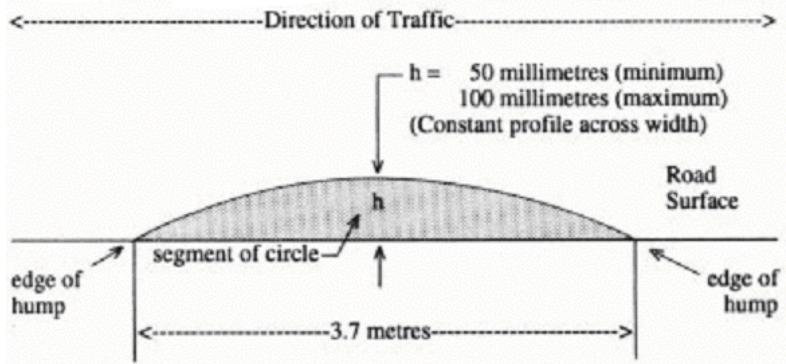
SCHEDULE

(Regulation 4)

CROSS SECTIONS AND HUMP DIMENSIONS

Diagram 1. Round Top Hump

Longitudinal Section



Note:

This hump normally extends across the highway from kerb to kerb.

A permitted variant is given in diagram 2a below.

Diagram 2a. Round Top Hump - tapered sides

Transverse Section

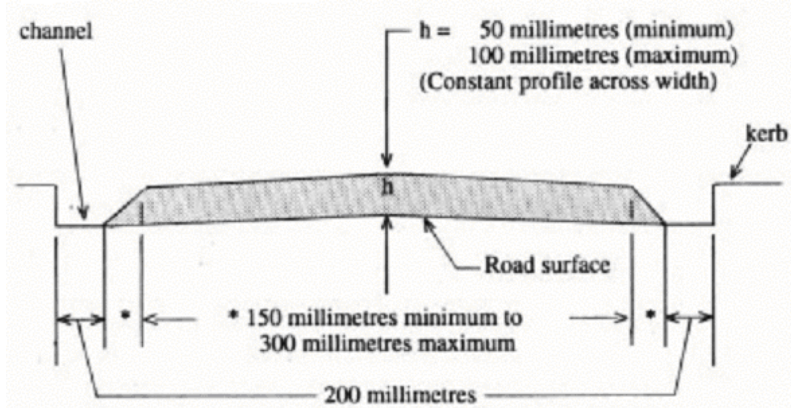


Diagram 2b. Round Top Hump - tapered sides
Plan View

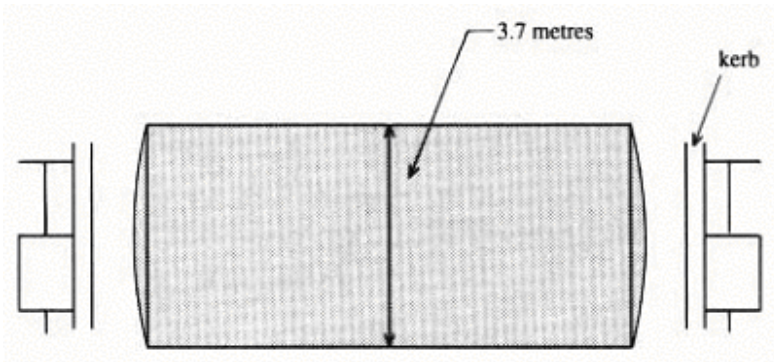
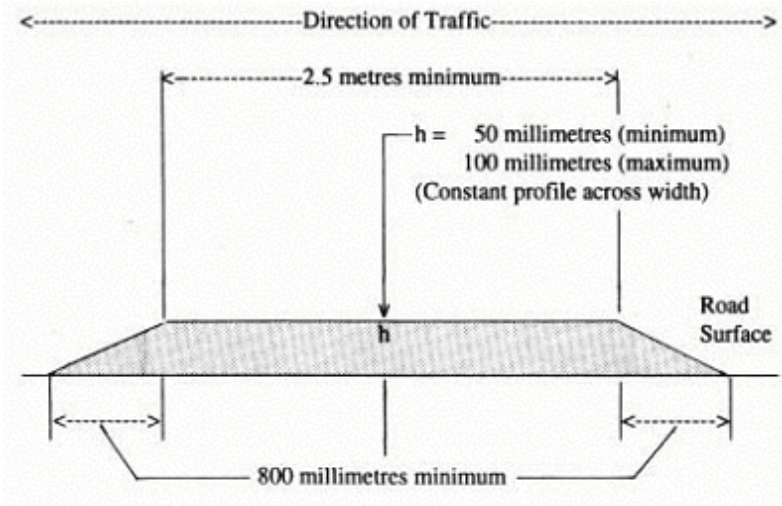


Diagram 3. Flat Top Hump
Longitudinal section



Note:
This hump normally extends across the highway from kerb to kerb.
A permitted variant is given in diagram 4a below.

Diagram 4a. Flat Top Hump - tapered sides
Transverse Section

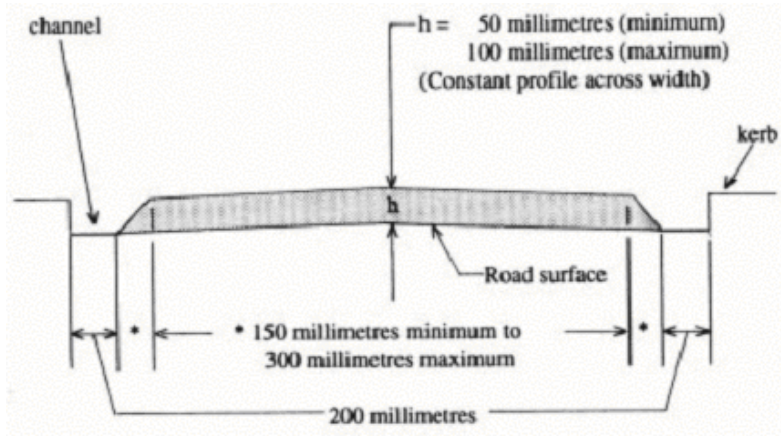
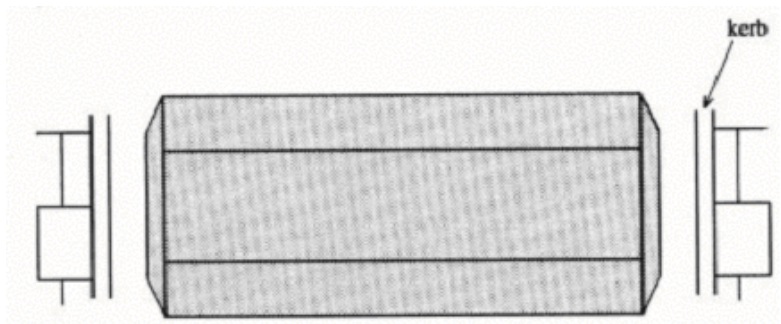


Diagram 4b. Flat Top Hump - tapered sides
Plan View



[1] Recueil des Lois, Tome VIII, page 502.

[2] Nos. 7050 and 7152.

[3] Nos. 5114, 5514, 5684, 5884, 5948, 6069, 6339, 6507, 7034, 7063, 7212, 7304, 7631, 7793, 7798, 8167, 8664 and 9301.

[4] No. 8659.