

**WRITTEN QUESTION TO THE MINISTER FOR INFRASTRUCTURE
BY DEPUTY P.F.C. OZOUF OF ST. SAVIOUR
QUESTION SUBMITTED ON MONDAY 10th MARCH 2025
ANSWER TO BE TABLED ON MONDAY 17th MARCH 2025**

Question

“Will the Minister explain the current policy and process for setting speed limits on public roads, and to what extent, if any, parish input is sought or considered during this process?”

Answer

Current Speed Limit Setting Process

The Island Speed Limit Review Process was agreed with the Parishes as part of the 2016 ‘Island Road Safety Action Plan’. The plan included a jointly agreed framework for how speed limits would be applied based on the character of the surrounding road environment (unless, for example, a known road safety issue required a different limit).

The process is comprehensive and uses the following broad stages:

- Stage 0 - Preliminary engagement with Parish Roads Committee: Briefing on process, preparation, and distribution of current speed limit information / maps.
- Stage 1 - Initial Speed Limit Review: Infrastructure & Environment (I&E) technical review of all parish roads against speed limit framework (below) and parish dialogue – this process can be heavily directed by the Parish Roads Committee in determining the draft speed limit changes, particularly in relation to the application of Green Lanes and village settings.
- Stage 2 - Public Consultation: The type and extent of public consultation is directed by the Parish and can include hard copy questionnaires at the parish hall, parish hall drop-in public briefings, a full parish assembly, or a public on-line consultation (via Gov.je). All consultation material and consultation result analysis is prepared by I&E.
- Stage 3 – Pre-Order Drafting Preparation: We review the location of needed sign poles, utility service records, signage schedules etc. and prepare a Ministerial Report and legislative drafting instructions.
- Stage 4 - Order Making
- Stage 5 (Parallel to Stage 4) – Site Implementation & Publicity: Signs are fabricated, new sign poles are put into location and signs bagged until the new speed limits come into force. Speed limit changes are advertised via social media and/or a media release. Honorary Police will initially attend new speed limit zones to further make the public aware of the speed limit changes. I&E can help with the installation of signs / poles on by-roads if requested.

Steps	Stage 0 - Preliminary Engagement	Stage 1 - Initial Speed Limit Review	Stage 2 - Public Consultation	Stage 3 - Pre Order Drafting Preparation	Stage 4 - Order Making	Stage 5 - Site Implementation & Publicity	Follow up Actions
1	Create Existing Road Map and current Speed Limit Schedule	Initial IE Technical Review	DPIA Signoff (only if comments are invited during consultation)	Obtain Formal Parish Change Request	Instruction to Law Drafters (Change Schedule + Drafting Notes)	DLO Work Material Purchase or Contractor Engagement (tender?)	Site Checks / Audit
2	Initial Parish Briefing and Issue Maps & Speed Limit Schedule	Parish Tie-ins / Cross Parish Boundaries Review	Consultation Comms Prep and Handover	Site Signage Location Review - Prepare Signage Plan	1st Draft Check	Confirm Utilities Info is adequate	Update Master GIS Dataset
3		Hand Over to Parish & Initial Parish Review	Brief Minister	Utilities Records Requests (Notify DLO Signage Team)	Final Draft	Inform parish of pending implementation	Parish Recharges
4		Confirmation by Parish of draft speed limit changes	Consultation Period	Hand Over to Parish Draft Change Schedule (Incl. site signage positions) - Parish Sign Off?	Statutory Parish Consultation	Implementation on site (DLO or Contracted Out)	Parish Follow-Up - 3 Months
5		Signing Sense Check	Consultation Results Paper Copies Pickup & Collation	Change Schedule + Drafting Notes Complete?	Ministerial Briefing & MD 2 & Report (upload to Dynamics)	Advanced Media Coverage	
6		Draft Speed Limit Changes Agreed?	Data Reviewed & Parish Report Prepared	Agreed Implementation slot and Date in Force? (DLO or Contracted Out)	Order Signing		
7			Publish Consultation Results on Gov.je Consultation Page	Email separately: Constable, Signage team, Law drafter to check implementation slot	Stages 4 & 5 run in parallel		
8				Ministerial Briefing & MD 1 & Report (upload to Dynamics)			

DPIA – Data protection impact assessment

DLO – Direct labour organisation

Speed Limits Policy

The Island Speed Limit Review Process was agreed with the Parishes as part of the 2016 ‘Island Road Safety Action Plan’. The plan included a jointly agreed framework for how speed limits would be applied based on the character of the surrounding road environment (unless a known road safety issue required a different limit, etc.).

The policy is set out on gov.je as follows:

“The Comité des Connétables has agreed a framework against which speed limits will be reviewed and standardised across the Island. We want Jersey’s roads to be enjoyed by everyone.

Managing the speed of traffic helps other road users feel safer and encourages people to walk and cycle. This is especially important for those travelling to and from school.

Speed limits are set according to a framework that provides consistency across our Island. We are in the process of reviewing all speed limits across the Island against this framework.”

Speed limit	Description
40 miles per hour	The all-island maximum speed limit is 40mph, or 30mph for vehicles over 3.5T or towing a trailer
30 miles per hour	All roads in the urban or built-up area should be subject to a 30mph speed limit, with extensions into rural areas where appropriate
20 miles per hour	<ul style="list-style-type: none">• Village centres, typically where people might be walking between a church, a Parish Hall, a shop or a pub, for example, should be 20mph• Tourist bays where pedestrian and cycle movements are likely to be high should be 20mph• Part-time 20mph zones may be signed around schools, at times when children are present
15 miles per hour	Green Lanes have a 15mph speed limit. Motorised vehicles should give priority to pedestrians, cyclists, and horses at all times

The policy is graphically communicated though the following images and text:

Framework for Speed Limits

We want Jersey's roads to be enjoyed by everyone

Managing the speed of traffic helps other road users feel safer and encourages people to walk and cycle. This is especially important for those travelling to and from school.

Speed limits are set according to a framework that provides consistency across our Island. We are in the process of reviewing all speed limits across the Island against this framework. Details are set out below:



40

The all-Island maximum speed limit is 40mph, or 30mph for vehicles over 3.5T or towing a trailer.

30

All roads in the urban / built up area should be subject to a 30mph speed limit, with extensions into rural areas where appropriate



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Village Centres, typically where people might be walking between a church, a Parish Hall, a shop or a pub, for example, should be 20mph



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Framework for Speed Limits



Residential areas that are not "through routes", where pedestrian and cycle movements are likely to be high should be 20mph.



Tourist bays where pedestrian and cycle movements are likely to be high should be 20mph.



Part-time 20mph zones may be signed around schools, at times when children are present

Green Lanes have a 15mph speed limit. Motorised vehicles should give priority to pedestrians, cyclists, and horses at all times



Please note that where the framework indicates a 40 or 30mph speed limit, a lower speed limit may be applied for road safety reasons.

