

STATES OF JERSEY



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

**Lodged au Greffe on 29th December 2010
by the Minister for Economic Development**

STATES GREFFE

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

PAGE 2, PARAGRAPH (a)(iv) –

For the words “20 miles per hour” substitute the words “15 miles per hour”.

MINISTER FOR ECONOMIC DEVELOPMENT

REPORT

Jersey's Island Plan made first mention of 'Green Lanes' in 1986, and was approved by the States of Jersey on 10th November 1987. The Plan referred to the identification of tree lined lanes which "were particularly attractive or of great character and antiquity" and stated that, "in co-operation with landowners, parishes and States' departments, every effort would be made to ensure that their character is maintained".

The Island Plan further stated that "the aim will be to maintain the quiet, unspoilt and natural character of the countryside for people to enjoy. The provision of facilities will be kept to a minimum and every effort will be made to control the impact of cars and car parking in the countryside".

Quite simply, the Island Plan identified the need to maintain the natural beauty of the Island's narrow, tree lined lanes and wished to create a sustainable leisure amenity for walkers, cyclists and horse riders where people, not the car, had priority.

The 'Green Lanes' in St. Peter with the distinctive road sign and 15 miles per hour speed limit were introduced on St. Peter's day on 29th June 1994.

Discussion

Whilst supportive of articles (a)(i) to (iii) and articles (b), (c) and (d) in the Report and Proposition, it is felt that it has been mainly written from a car user's perspective and perhaps insufficient credence has been given to non car users of the Island's road infrastructure.

There currently exists 50 miles of Green Lanes, some 10% of the total road infrastructure and this facility is a key part of Jersey's walking and cycling offering.

It is felt that more cars will be encouraged to use these small lanes if the speed limit is increased – conversely making it less attractive for use for walkers, cyclists and horse riders.

UK Government statistics state that if someone is hit by a car at 20 mph they are 10% more likely to be killed than by a car travelling at 15 mph.

If the speed limit is increased, 'Green Lanes' will in effect, be no different to the remainder of the road infrastructure with a 20 mph speed limit. Thus, the existing unique Green Lane sign will no longer be relevant and will have to be replaced at significant cost at a time when public expenditure is being reduced.

Jersey Tourism has, since the introduction of the Green Lane network, marketed the island as a premium walking destination with the result that a third of all staying leisure visitors now come to Jersey to walk (visitor survey 2008) (No. of staying leisure visitors in 2009 – 340,500. On island staying leisure visitor spend £150 million 2009 'Jersey Tourism – a Year in Review').

In Tourism terms, the Green Lanes and other 'soft adventure' opportunities are of huge importance, particularly in the current economic climate and in competition with other tourism destinations.

The existing Cycling (100 mile) network was developed by Sustrans, the Bristol based charity responsible for creating the UK's cycle network, and is based largely on and connected to the Green Lane network. If the speed limit is increased, Jersey Tourism would no longer wish to recommend its use by visiting families and other staying leisure visitors on safety grounds.

The 100 mile Cycle network has cost over £1 million since its inception in 1997. All funding has come from the Tourism Development Fund.

Jersey Tourism is aware of the huge interest in this award winning scheme from its European Markets. The concept of 'Green Lanes' and the fact that a small island had put "people before the car" has achieved enormous press coverage over the years in Europe, particularly in Germany, Holland, Switzerland and Scandinavia, where environmental concerns are given a high profile.

Jersey needs to protect its assets and unique selling points in the current economic climate. To lose the Green Lane network and to impact adversely on the existing Cycle network would cause irreparable damage to the Island's visitor offering, and destroy the peaceful infrastructure in which we have invested so significantly for the benefit of both our visitors and local residents.

Green Lanes also form part of existing 'safe routes to schools' and increasing the speed limit could dissuade parents from encouraging their children to walk to school which could impact on the current strategy regarding health and obesity.

There are no financial or manpower implications for the States of Jersey.