

STATES OF JERSEY



GREEN LANES AND QUIET LANES: PRIORITY TO PEDESTRIANS, CYCLISTS AND HORSE RIDERS (P.79/2020) – AMENDMENT

**Lodged au Greffe on 7th July 2020
by the Comité des Connétables**

STATES GREFFE

GREEN LANES AND QUIET LANES: PRIORITY TO PEDESTRIANS, CYCLISTS
AND HORSE RIDERS (P.79/2020) – AMENDMENT

1 PAGE 2, PARAGRAPH (a) –

In paragraph (a), for the words “designated Green Lanes and designated ‘quiet lanes’ ”, in both places they occur, substitute the words “designated roads”.

2 PAGE 2, PARAGRAPH (b) –

In paragraph (b), for the words “designate the Green Lanes and ‘quiet lanes’ in the Parishes” substitute the words “designate roads”.

3 PAGE 2, PARAGRAPH (c) –

In paragraph (c), after the words “the first quarter of 2021” add “, if considered practicable by the Comité and the Minister”.

4 PAGE 2, PARAGRAPH (d) –

In paragraph (d), for the words “Green Lanes”, in both places they occur, substitute the words “designated roads”.

5 PAGE 2, PARAGRAPH (e) –

In paragraph (e), for the words “Green Lanes” and ‘quiet lanes’ ” substitute the words “designated roads”.

COMITÉ DES CONNÉTABLES

Note: After this amendment, the proposition would read as follows –

THE STATES are asked to decide whether they are of opinion –

- (a) that priority should be given in law to pedestrians, cyclists and horse riders in **designated roads** in the Parishes and that vehicular traffic should only be allowed in such **designated roads** for essential travel;
- (b) to request the Comité des Connétables, to **designate roads** in Parishes where priority should be given, as requested in paragraph (a) above;
- (c) to request the Comité des Connétables, in consultation with the Minister for Infrastructure, to bring forward for approval the necessary changes to legislation to give effect to paragraphs (a)

and (b) by the first quarter of 2021, if considered practicable by the Comité and the Minister;

- (d) to request the Comité des Connétables, in consultation with the Minister for Infrastructure, to update the current road signs and markings for designated roads in order to show that priority is given in the use of designated roads to pedestrians, cyclists and horse riders; and
- (e) to request the Comité des Connétables to undertake a public awareness campaign in conjunction with third parties, as appropriate, regarding the use of designated roads and the priority given to pedestrians, cyclist and horse riders.

REPORT

The Connétables wish to work collaboratively with States departments and other groups to support and encourage better road safety. The Comité was therefore pleased to be able to meet with Deputy R.J. Ward of St. Helier this week to discuss his proposition and gain a better understanding of his aims and objectives.

From our discussion it seems clear that the Deputy is seeking the development of road networks across the island where priority is given, in law, to pedestrians, cyclists and walkers.

‘Green Lanes’ are roads on which there is a 15 mile per hour speed limit. As they are intended principally for enjoyment by pedestrians, cyclists and horse riders (see the Jersey Highway Code) they appear to be a logical starting point for a sustainable network.



However we understand from Deputy Ward that it is not his intention that all ‘Green Lanes’ should be designated for ‘essential travel’ (part (a) of the proposition). Nor is it necessarily the case that all ‘quiet lanes’ should have a 15 m.p.h. speed limit.

The proposed amendments to paragraphs (a), (b), (d) and (e) are therefore to amend references to Green Lanes and to ‘quiet lanes’ so that they refer instead to “designated roads”. Designated roads would be those on which priority is given, in law, to pedestrians, cyclists and horse riders.

The phrase “essential travel” is not defined in the report and requires careful consideration. The use of Green Lanes by motor vehicles is intended in the Highway Code as being “for access or for sightseeing” – would sightseeing be considered essential? There are groups of islanders for whom the only mode of transport is vehicular and we would not wish to limit their ability to enjoy the country lanes by preventing access for sightseeing.

The question as to which roads would become ‘designated roads’ is for future consideration by Connétables and Parishes. Work is already in hand to review the use of, and speed limits on, Parish roads. This work arises from the Speed Limit review (ongoing across the island) and the Sustainable Transport Policy.

The Connétables are also working with the Minister for Infrastructure and a group including Deputy C. Labey of Grouville and Advocate C. Scholefield (representing the community group Cycle4Jersey) on the development of cycle routes. It is clearly

important that all these different initiatives dovetail to ensure the results provide the holistic network we desire which meets the needs of parishioners and Islanders.

The amendment to paragraph (c) seeks to provide some flexibility on the target date for the work. Whilst we wish to see progress there will clearly be a need for consultation and the impact of COVID-19, and continuing restrictions on meetings, are likely to impact on the timing and method of that consultation.

Financial and manpower implications

There are no additional financial and manpower implications arising from adoption of this amendment.