

# STATES OF JERSEY



## **GREEN LANES AND QUIET LANES: PRIORITY TO PEDESTRIANS, CYCLISTS AND HORSE RIDERS**

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**Lodged au Greffe on 15th June 2020  
by Deputy R.J. Ward of St. Helier**

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**STATES GREFFE**

## **PROPOSITION**

**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 Green Lanes and designated ‘quiet lanes’ in the Parishes and that vehicular traffic should only be allowed in such designated Green Lanes and such designated ‘quiet lanes’ for essential travel;
- (b) to request the Comité des Connétables, to designate the Green Lanes and ‘quiet lanes’ 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;
- (d) to request the Comité des Connétables, in consultation with the Minister for Infrastructure, to update the current road signs and markings for Green Lanes in order to show that priority is given in the use of Green Lanes 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 Green Lanes and ‘quiet lanes’ and the priority given to pedestrians, cyclist and horse riders.

DEPUTY R.J. WARD OF ST. HELIER

## REPORT

For many years the network of Green lanes in Jersey have been a feature for Islanders and tourists alike. The Green Lane signage being familiar to many –



The Green Lane speed limits are designated under the [Road Traffic \(Speed Limits\) \(Jersey\) Order 2003](#) under Schedule 3.

This only makes the speed limit 15mph. The [Jersey Highway Code](#) then gives the general purpose of the green lane as follows –

### **“Green Lanes**

*These lanes are intended principally for enjoyment by pedestrians, cyclists and horse riders. Motor vehicles should try to keep off these lanes and should only use them if absolutely necessary for access or for sightseeing.”*

### **The speed limit is: 15mph**

If the driving falls below the required standard driving without due care and attention or driving without due consideration for other road users or Dangerous Driving offences could be considered.

Therefore, there is no legal framework for enforcing the principles outlined in the highway code for Green Lanes.

This proposition puts these intentions into law and therefore enforceable. More importantly, it allows a ‘relaunch’ of the Green Lanes network and quiet lanes for Parishes not in the scheme, for cycling, walking and horse-riding at a time when these sustainable networks are needed.

The second part of the proposition empowers Connétables to recognise the appropriate lanes in their Parishes. It is fully understood for the need to take these decisions to Parish Assemblies. It recognises the local knowledge within Parishes of the best routes to change.

Part (c) is where the necessary legislation will be enacted. I recognise the need for work with the Infrastructure Department in this. But we have a Sustainable Transport Policy

that can support this productive change in order to enable more active travel. A target date of 1st quarter of 2021 is a reasonable time span; legislation may well be possible before this date.

Part (d) is the opportunity to update road markings to better identify lanes re-designated. There are many possible ways forward here and the opportunity for creative thinking to promote this network for travel.

One idea is shown in the picture. A green hatched system that also deters speeding cars and new signage over an appropriate timescale.



The nature of this marking is up for discussion and could be used creatively. Perhaps with Parish colours in each section. Creating a tourist attraction and greater recognition of the Parish boundaries.

The final part of the proposition is about delivering an education and information programme as the Green Lane system and quiet lanes are relaunched. This can incorporate all or some of the following –

1. Schools via projects, competitions and general involvement of child led interest groups.
2. The Parish system via parish halls and Connétables.
3. Use of Eco Active.
4. The Government's communication team that already exists.
5. The Environment Department.
6. Existing interest groups such as Cycle4Jersey.
7. Via support groups that could be set up from Parish Assemblies from those with interests in supporting the parish networks.
8. Sport Jersey.
9. Groups such as Cycle4Jersey.

### **Benefits of this change**

Too many Green Lanes are recognised as cut throughs for traffic and become the classic 'rat run' at times of day. The emphasis on the legal requirement to obey priorities and speed limits provides a stimulus for the behavioural change needed. An example is Vallée de Vaux in St. Helier.

The gradual change of Green Lanes to a cycle- and pedestrian-friendly environment creates a cycle network across Jersey. As we emphasise the shift to more sustainable transport, we can increase cycle ridership and walking. It would serve as a stimulus for the development of more walking and cycling groups for all sections of our population. The numerous health benefits from this type of activity is clear. We have an Island-wide resource that we are not using to the full.

### **Possible issues around this change**

#### Specific events

I do not see that specific events such as the Jersey Rally will be impacted. This event is well publicised, and roads can be lawfully designated to this event 'necessary' for the period of the event.

Events such as the Jersey Marathon can be enhanced by this change. Lead cars in the marathon would have a specific purpose and therefore a necessary vehicle.

### **Financial and manpower implications**

The law change will require normal officer time.

The changes to road markings can be part of budget allocated to infrastructure from the Climate Emergency Fund.

This cost could be raised via sponsorship from companies wanting to promote active travel and 'Green' initiatives.