

**WRITTEN QUESTION TO THE MINISTER FOR TRANSPORT AND TECHNICAL SERVICES
BY DEPUTY G.C.L. BAUDAINS OF ST CLEMENT
ANSWER TO BE TABLED ON MONDAY 22nd SEPTEMBER 2014**

Question

Given the number of different speed limits being introduced across the Island, would the Minister clarify the current policy and criteria used in calculating appropriate speed limits on roads under the department's control and further state whether the department monitors the success (or otherwise) of implementing 20 mph and 30 mph limits on those roads?

Answer

In accordance with the policy set out in P1/2004, the following broad speed limit categories are applied, subject to site specific reviews where lower limits could be deemed appropriate and applied due to site specific road safety improvements and / or collision history.

- A 40mph speed limit on all roads not subject to a lower speed limit
- A 30mph speed limit for all vehicles with a laden weight of 3.5t or over on all roads with a 40mph speed limit
- A 30mph speed limit on all roads in the urban / built-up area, as guided by the Island Plan, and not subject to a lower speed limit
- A 20mph speed limit, to be considered on a case by case basis, for primarily residential roads on non-main routes, where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds, residential estates, tourist areas and other areas
- A part time 20mph speed limit, electronically signed, around schools not subject to a permanent 20 mph
- A 15mph speed limit for all roads designated with Green Lane status

In addition, TTS has a programme of village centre improvements providing traffic calming and streetscape improvements such as is currently under construction in St Aubin. Further village centre treatments are in development for St Mary, St John and St Lawrence. These schemes will make the areas safer, less car dominant and more pedestrian and cyclist friendly. Traffic speeds will be reduced principally through physical measures, rather than through enforcement and I have, as a complimentary measure, introduced 20 mph limits at St Aubin, St Mary and Ville es Renauds, Grouville as part of that process.

The above broad speed limit categories aim to ensure that speed limits are set in a consistent way that drivers understand and which promote road safety. It should however be noted that drivers have a responsibility to drive carefully and safely, in accordance with the prevailing conditions on any road, which can often mean travelling at speeds considerably lower than the posted maximum limit. A speed limit is not a target speed.

Guidance indicates that existing traffic speeds must be close to the proposed speed limit, to ensure compliance. If speeds are too high, then other measures may be considered to physically control speeds in exceptional cases where a speed limit reduction is recommended for safety reasons.

However, the desire for lower speeds has to be balanced against the need for reasonable journey times and the position of the road within the roads hierarchy. TTS aim to set speed limits that take the above factors into account and allow vehicles to travel at an appropriate speed for the main use of the road.

Therefore in addition to the broad speed limit categories a number of site specific factors are taken into account in the assessment of a road or area for a speed limit as it is noted that broad categories are not appropriate for all roads. These factors include:

- General character of the road or area
- Type and extent of roadside development
- Traffic composition
- Accident history
- Current traffic speed
- Enforcement
- The frequency of junctions
- Presence of amenities that attract pedestrians and cyclists
- Environmental impact such as increased journey times, vehicles emissions, and the visual impact of the signing.

To be effective and influential a speed limit depends on drivers responding to these factors, particularly those with a visual impact. The speed limit should provide a key indication of the nature of the road or area and the activity of motorised and non-motorised road users. In this sense, the speed limit should fit the location so that the majority of drivers keep to the limit with minimal police attention.

Vehicle speed data is regularly collected for roads where concerns and issues are highlighted or where they form part of a specific improvement study enabling further detailed investigation and the determination of suitable speed limits and management features.

The department has an ad-hoc programme of vehicle speed and volume data collection and there are a number of examples whereby before and after surveys have been conducted to monitor the impact of speed changes.

A road safety strategy is nearing completion and a review of speed limit policy is to be included in that document. The speed limit policy will be subject to a separate public consultation in advance of the strategy being finalised.