

**FORM A**  
**DECISION NOT TO CARRY OUT A ROAD SAFETY AUDIT**  
**STATES OF JERSEY**

<b>Scheme Title</b>	Sion Village 20mph Speed Limit Changes		
<b>Project No.</b>	N/A		
<b>Purpose Of the Scheme</b>	To reduce the speed limit on La Grande Route de St. Jean in the area of Sion Village and its north and southbound approaches to 20mph. The 30mph limit to the north of Sion Village will also be emphasised as part of these works. The first 383m of La Rue Servais (POSJ) from its junction with La Grande Route de St. Jean will also have a 20mph speed limit put in place.		
<b>Main Elements of the Scheme</b>	Traffic signage and road marking amendments as well as gateway features at the north and south entrances to the new 20mph limit on La Grande Route de St. Jean and the entrance to the 30mph limit to the north.		
<b>Lead Designers</b>	[REDACTED] (GoJ) / [REDACTED] (WSP)		
<b>Stage(s) of Audit to which this form applies</b>	<u>1</u>	<u>2</u>	3

	Y	N
<p><b>Does the scheme have an impact on road user behaviour or adversely change the outcome of an incident involving an errant vehicle?</b></p> <p>Road users will be travelling at lower speed through Sion Village and on its approaches.</p> <p>Lower speeds will reduce the likelihood and impact of errant vehicle incidents.</p>	✓	
<p><b>Does the Scheme provide appropriate visibility for all road users?</b></p> <p>Lower speeds will improve intervisibility between vehicles/pedestrians/other road users.</p>	✓	
<p><b>Does the Scheme address a known accident problem?</b></p> <p>11no. Incidents have been reported within the works extent between May 2016 and May 2023.</p>	✓	
<p><b>Does the cost and/or health and safety risk of carrying out the audit outweigh the benefits in potential safety improvement to the scheme?</b></p> <p>Horizontal and vertical layout of the carriageway is not being amended.</p> <p>Road signage, road markings and surface colour changes applied to the existing carriageway are the only physical changes.</p>	✓	

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**Other supporting information considered.**

The surface colour material to be used for the 20mph and 30mph gateways will be red MMA (Methyl Methacrylate), with a specified skid resistance of >65 PTV.

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Scheme Value		(please tick)
£0 to £10,000	This form is to be signed by the Audit Sponsor	✓
£10,000+	This form is to be signed by the Client Officer	



I have considered the information provided and I consider that a Road Safety Audit ~~IS~~ IS NOT required .


**Additional Comments:**

**Signed:**

**Date:** 3<sup>rd</sup> July 2023



**Lead Designer:**  (GoJ) /  (WSP)

**Audit Sponsor:**  (GoJ)

**Client Officer:** (where appropriate)

## **Notes**

Maintenance Schemes that solely involve replacement or refurbishment of a highway feature that appears the same, located in the same position, performs the same function, and is constructed of comparable materials, need not be audited.

Temporary works where the traffic management arrangements are not complex and conform to Chapter 8 or "Red Book" layouts need not be audited, however audit should be considered where complex arrangements, multiple phases, or substandard layouts are required.

Minor works where the outcome of a collision would not be adversely changed by the works need not be audited.

Where a decision is taken not to carry out a Road Safety Audit, the decision must be recorded along with the information considered in making that decision, by the Audit Sponsor using FORM A. If the scheme cost is in excess of £10,000k, Form A must also be countersigned by the Client Officer, normally a DfI Director.