



Speed Limit Review

Technical guidance for parishes when conducting reviews

General Principles

Changes to speed limits should be in line with the framework set out in the Road Safety Action Plan.

This is available online at:

<http://www.statesassembly.gov.je/AssemblyReports/2016/R.132-2016.pdf>

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| All-Island maximum limit | 40 m.p.h. |
| All-Island maximum limit vehicles over 3.5t or towing trailers | 30 m.p.h. |
| All roads in the urban/built-up area, with extensions into rural areas where appropriate | 30 m.p.h. |
| Village centres | 20 m.p.h. |
| Residential areas, not through routes where pedestrian and cyclist movements are high | 20 m.p.h. |
| Tourist bays where pedestrian and cyclist movements are high | 20 m.p.h. |
| Part time 20 m.p.h. electronically signed at schools | Part-time 20 |
| Green lanes | 15 m.p.h. |

Speed limits should not be shorter than 500m (550yds)* as drivers will be slow to change their speed and many are unlikely to comply with a short limit.

When changing the speed limit on a main road, also consider speed limits on side roads and how these may be affected.

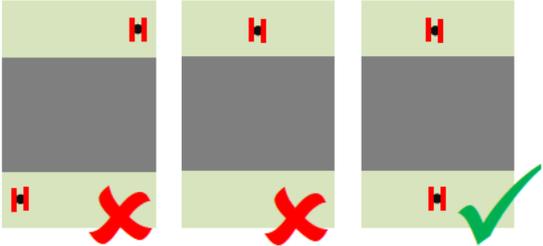
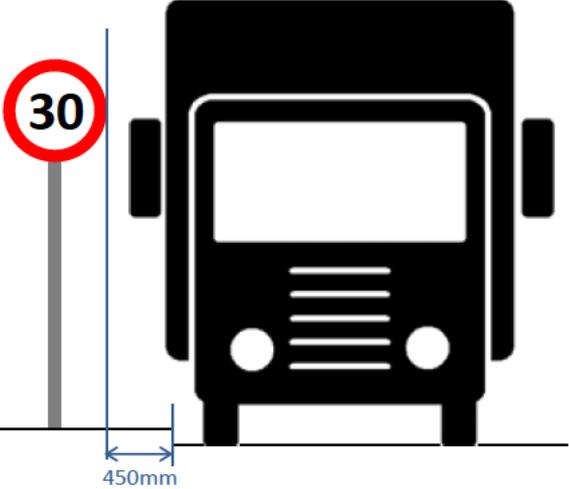
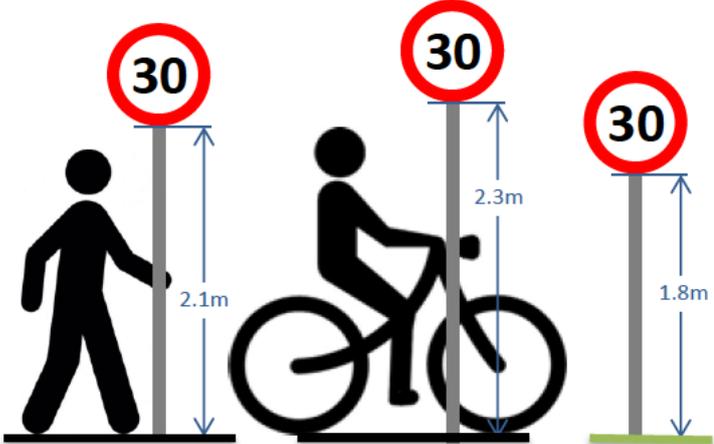
* Scottish guidance: Setting Local Speed Limits 2006 para 37: "The minimum length of a speed limit should generally not be less than 600 metres ... in exceptional circumstances this can be reduced to 400 metres or even 300 metres ..."

Signage – Technical Considerations

A speed limit can only change where a sign can be erected to communicate that change.

Where the speed limit changes at a junction the signs must be located within 20m (22yds) of the junction. These signs will typically be 600mm (60cm, 2') in diameter (but may be bigger).

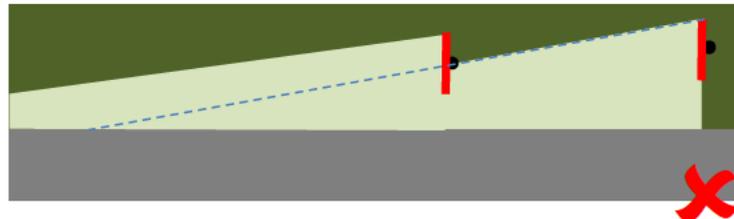
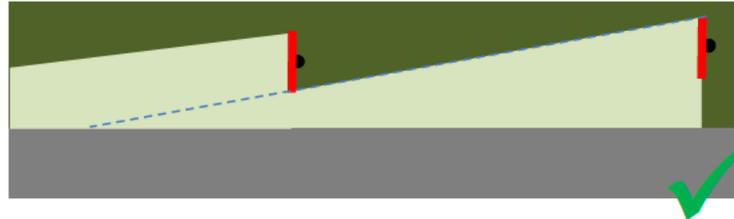
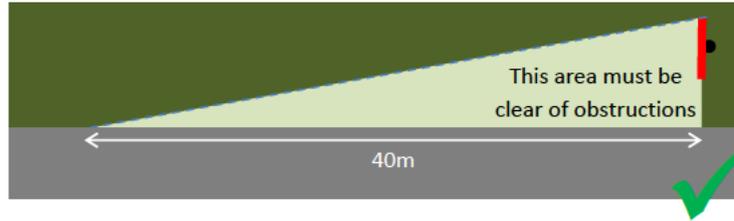
Where the speed limit is not 40mph consideration should be given to regular repeater signing to remind drivers what the speed limit is. Repeater signs will be 300mm (30cm, 1') in diameter and should be located every 400m (440yds).

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| <p>Where a speed limit changes signs will be required on both sides of the road in the same place</p> |  |
| <p>Signs will need to be positioned to the side of the road so that a tall vehicle will not hit the sign; ideally there will be a 450mm (45cm, 18 inches) gap between the edge of the carriageway and the sign</p> |  |
| <p>Signs need to be located a minimum distance above the ground:</p> <ul style="list-style-type: none"> • In most cases pedestrians are likely to walk past so signs should be at least 2.1m (7') high • Where cyclists are likely to cycle past signs should be at least 2.3m (7' 6") high • In all other cases signs should be at least 1.8m (6') high <p>Visibility to signs needs to be maintained all year around so tree branches must be clear.</p> |  |

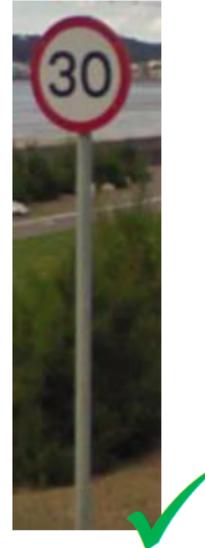
Signs will need to be positioned so that road users can see them from around 40m (44yds) away and should not obstruct other signs

or

If at a junction signs will need to be visible as you turn in

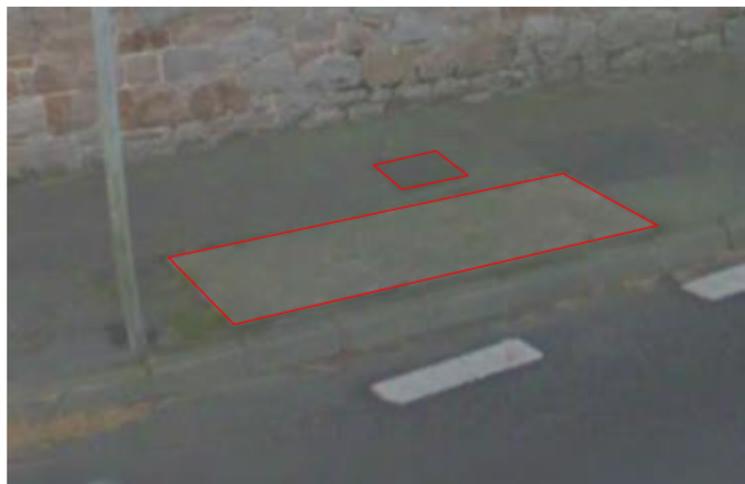


Ideally signs where speed limits change will not be positioned with other signs



There needs to be land available to place a sign pole. Consider:

- 'who owns the land?'
- 'are there any buried pipes or cables?' – check for covers and trench reinstatements



General Notes

- Reducing the speed limit and changing the signs is no guarantee that drivers will slow down
- Signs will need to be reflectorized and comply with the Traffic Signs Order

Process

1. Ask for an initial meeting with DfI before starting, or soon if you have already started
2. Once you have a plan submit it to DfI who will carry out a Technical Review
3. If there are any changes required or recommended we will speak with you to agree revisions
4. Once Parish Officials and DfI agree the Parish plan we strongly recommend that a thorough community consultation takes place, with plans published and events held to give the community the opportunity to make comments
5. The responses to this consultation should then be taken to the Parish Assembly to agree the plan to be implemented
6. Any changes may require further technical review by DfI
7. Any major changes may warrant further consultation with the community
8. Once a plan has been agreed a formal request can be made to the Minister to change the speed limits

Contact Details:

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