

**INFRASTRUCTURE HOUSING AND ENVIRONMENT
DRAFT ROAD TRAFFIC (SIGNS) (JERSEY) ORDER 202# - REDRAFTING
APPROVAL**

Purpose of the Report

To gain approval for the revising / redrafting of the Draft Road Traffic (Signs) (Jersey) Order 202_ (authorised by the Public Services Committee on 23rd July 2001) with further changes necessary to address technical limitations with the current '1968 Order' and to incorporate new signs and markings which are considered appropriate to accommodate new developments in transport policy and road user behaviour into the current draft.

Background

The Traffic Signs (Jersey) Order 1968 (the 1968 Order) is made under articles 69, 72, 74 and 84 of the Road Traffic (Jersey) Law 1956. It commenced on 15th July 1968, since then it has been amended 21 times, most recently in May 2021 although from a drivers perspective the most recent amendment was in 2008 with the introduction of part time speed limits around schools.

Having considered the amendments already made to the 1968 Order and the inconsistencies between the 1968 Order and the 1968 Vienna Convention on Road Traffic (ratified by the UK with an extension to cover Jersey), on 23rd July 2001 the Public Services Committee Authorised its officers to instruct the Law Draftsmen's Office to draft a new Order to consolidate and update the 1968 Order.

IHE officers and Legislative Drafters have prepared a new traffic signs Order (the Draft Order) to replace the 1968 Order and the provisions of the Road Traffic (Pedestrian Crossings) (Jersey) Order 1982, made under the same articles have also been incorporated into the new Order. The draft Order, which includes road markings, is in line with the UK "Traffic Signs Regulations and General Directions 2016" and with European conventions on traffic signs but supplemented by specific Jersey provisions.

However, since the initial changes approved in 2001 further developments in transport policy and road user behaviour now necessitate further changes to the draft Order before it is enacted.

Give Way Markings

The 1968 Order contained provision for Give-Way road markings, in particular the traditional Jersey 'yellow line'. The 2001 Instruction to the Law Draftsman removed the

yellow line from the new draft Order, allowing only for the internationally recognised double white broken line. Following wider consultation with the Comité de Connétables it is now proposed to retain both options thus allowing the yellow line to remain in use at the discretion of the Minister for Infrastructure as one of Jersey's distinguishing features.

The approach to be applied is outlined in 'Table 1: Proposed Junction Signs and Road Marking System at Junctions' and is intended to provide a 'coherent system' as required under the international obligations Jersey has undertaken under 'Article 4 (Signs and signals) of the Vienna Convention on Road Traffic', that:

“All road signs, traffic light signals and road markings installed in their territory shall form a coherent system and shall be designed and placed in such a way as to be easily recognizable;”

In practice it is proposed that all yellow lines on a road forming a junction with a IHE administered main road (just under one thousand yellow lines) will be replaced over time with either an equivalent double white broken line or a single white solid Stop Line. It is felt that this is a proportionate approach that reflects the more traffic demanding environment on main roads and the need to meet international standards.

The time required to complete this change will be assessed in due course (e.g. 10 years?) and allowed for in the new Traffic Signs Order. Discussions will also be held with Parishes regarding the allocation of costs in relation to road markings change on by-roads but the aim is to allow a sensible time scale for changes such that costs will most likely be met from existing operational budgets.

Discussion of other Proposed Changes

There are a wide range of other changes which are considered appropriate at this time to accommodate developments in transport policy and road user behaviour. These are explained in further detail below. In each case the desire is to introduce signing which is within the spirit of the Vienna Convention whilst retaining local nuances to fit Jersey's unique character.

Signs for Cyclists

Since 2001 cycling has become more commonplace, although the draft Order contains a number of new signs for cyclists the only directional signing included is for the Tourist routes. New signing is therefore required supplementing the directional signing for motor vehicles and pedestrians to direct cyclists.

Amendments should also include signing giving instructions to cyclists such as the need to re-join the carriageway and signing advising cyclists, for example to give way to pedestrians when on shared use facilities.

Cycle Crossings

In 2016 a new road marking was introduced in the UK to mark a place where Pedal Cycles may cross a carriageway either under signal control or as a Parallel Crossing (in the same manner as how a Pedestrian uses a Zebra Crossing). These markings, sometimes referred to as 'Elephants Footprints' are in turn based on similar markings in use across continental Europe.

With the increase in cycling and the move towards more sustainable modes of transport it is pragmatic to include an equivalent marking in the new Order thus enabling Jersey's cycling infrastructure to be interpreted consistently with our near neighbours.

On the promenade cycle track there are frequent pedestrian routes leading across the cycle route. On some occasions it could be desirable to install a simplified Zebra crossing to give priority to pedestrians over cyclists, whilst already permitted minor changes to the regulations would make the installation more appropriate to a route free from motor vehicles.

Cycle Facilities at Traffic Signals

One of the biggest obstacles for new cyclists to choose cycling is the perception of road safety and fear of other traffic. This is especially so for commuter cyclists negotiating busy junctions. To implement a comprehensive eastern cycle network, as well as routes elsewhere, it is likely that innovative solutions will be required at major intersections to create safe spaces for cyclists without compromising pedestrian safety or impacting inappropriately on normal traffic flow.

Without wishing to pre-empt any specific design solutions in any specific locations the traffic signs Order nonetheless needs to provide the legislative basis for the development of such solutions. Advanced cycle stop lines are already included within the draft Order, however at this time it is considered appropriate to include other measures used elsewhere such as provision for handling segregated cycle facilities at traffic signal junctions.

Bus Lanes

Jersey has not traditionally had Bus Lanes with the Bus Gate at Bel Royal the only example of special provision for buses, however in recent years further measures have been introduced with special provision for buses. In anticipation of wider promotion of

public transport it is appropriate to include further signing to support Bus Priority and Bus Lanes. Such signing should include for a wide permutation of vehicles such as Taxis, Motor Cycles, Pedal Cycles etc. to use the designated routes.

Car Clubs

In 2019 the Minister approved the introduction of Car Clubs utilising on-street spaces as a trial. As the trial proved successful it is appropriate to formally include the sign and roadmarking into the Order.

Electric Car Charging

Although Public Electric Car Charging does not currently take place on the Public Highway there may be a desire for this to be permitted in the future. Similarly, it may be appropriate at some point to formally sign some off-street public electric car charging locations. Therefore, appropriate signing and road markings, including the internationally recognised symbols should be included within the Order.

Personal Light Electric Vehicle and E-Bikes

Jersey already has a fleet of publicly available e-bikes and there is discussion around the introduction of other mobility solutions such as e-scooters that have recently been introduced in the UK and have been available in other jurisdictions for some time. Whilst updating the Order foreseeable provision should be included for such mobility solutions to enable their introduction, if desired, at a future date. Such provision would include signing for parking/charging spaces, signs showing areas where use is/is not permitted and other associated signage.

Speed Limit Signing

The draft Order includes the speed limit road marking already used widely within the green lane network, however it's use is limited to only at a change of speed limit when used in conjunction with the corresponding road sign. Feedback from the Speed Limit Review process has highlighted sign clutter as a key concern and there are frequent campaigns on this issue. It is therefore felt appropriate to include further provisions for this road marking to be used without, or instead of, traditional road signs.

In many places where speed limits change it can be difficult to introduce signing in the normal way. The use of a speed limit sign with a 2-way arrow underneath opposite a junction to indicate the change of speed limit when joining a main road has been common in Jersey and broadly aligns to international standards so should be explicitly permitted.

Sign Sizes

The size of signs provided for follows sizes used in the UK; these sizes were implemented when 30mph was the lowest speed limit in force. Jersey now has a wide network of 15mph roads as well as many 20mph roads. It would be appropriate to allow for additional smaller sizes to be used which are commensurate with these slower speeds.

School Wig-Wags

With the increasing prevalence of 24 hour 20mph speed limits past schools which have previously had part-time 20mph speed limits there is no clear signing which can be used to maintain the prominence of the school provided by the part-time limits. There is a need for a new sign for this situation.

Warning Signs

Jersey has no allowance within the 1968 Order or the draft Order for any signing warning of wildlife or horses, however such signs have from time to time been used based on the UK standard. It would be appropriate to include such signs in the new Order to formalise their use in appropriate situations.

There is an increasing need to reduce signing clutter whilst also to provide more information to drivers. In a similar fashion to the speed limit roundel it is likely that increasing use of sign designs as road markings could help to address these conflicting demands.

Consultation

Prior to requesting that the Minister makes any new Order Officers will consult with the Parishes (the Comité de Connétables and Road Committees) representing the Parish Roads Authorities.

Recommendation

The Minister is requested to approve the request changes to the current draft Order.

Reason(s) for Decision

The revising / redrafting of the Draft Road Traffic (Signs) (Jersey) Order 202_ (authorised by the Public Services Committee on 23rd July 2001) with further changes is necessary to address technical limitations with the current '1968 Order' and to incorporate new signs and markings which are considered appropriate to accommodate new developments in transport policy and road user behaviour.

Resource Implications

IHE Officer and Legislative Drafter's time. Subsequently cost required to phase out Yellow Give-Way road markings (i.e. yellow transvers lines and triangles) at all main road junctions, most likely be met from existing operational budgets.

Action Required

Officers are to instruct the Principal Legislative Drafter to draft provisions accordingly in the revised draft Order to replace the Traffic Signs (Jersey) Order 1968 for subsequent submission to the Minister.

Written by: Carl Dodd – Principal Engineer – Network Management

Approved by: Director of Transport

Attachments: Table 1: Proposed Junction Signs and Road Marking System at Junctions (After new TSO)

Table 1: Proposed Junction Signs and Road Marking System at Junctions (After new TSO)

Junction Types	Stop Line			Give Way					Roundabout		
	Stop Single White Solid Transvers Line	“Stop” Sign	“Stop” Road Marking	Double White Broken Transvers Line	Give Way Sign	White Triangle Road Marking	Yellow Transvers Line Road Marking	Yellow Triangle Road Marking	Single White Broken Transvers Line	Double White Broken Transvers Line	Give Way Sign + “To Traffic on Right” Plate
Main Rd to Main Rd	Yes	Yes	Yes	Yes	Yes	Yes	No	No	NA	NA	NA
By-Road (minor) to Main Rd (major)	Yes	Yes	Yes	Yes	Yes	Optional?	No	No	NA	NA	NA
Main Rd (minor) to By-Road (major)	Yes	Yes	Yes	No	Yes	No	Yes	Optional?	NA	NA	NA
By-Road to By-Road	Yes	Yes	Yes	No	Optional?	No	Yes	Optional?	NA	NA	NA
Roundabout	No	No	No	No	No	No	No	No	Yes	No	Yes
Mini Roundabout	No	No	No	No	No	No	No	No	Yes	No	Yes + Blue Circle with White Arrows