

**REPLY BY THE PRESIDENT OF THE COMMITTEE *FOR THE*
ENVIRONMENT & INFRASTRUCTURE
TO QUESTIONS ASKED PURSUANT TO RULE 14 OF THE
RULES OF PROCEDURE BY DEPUTY R. LE BRUN**

Question

Given the Committee's confirmation in its reply to Rule 14 Question 2026/26 that no specific risk assessment, safety analysis or monitoring programme exists in relation to its own guidance on pavement driving, why has the Committee not applied accepted risk-management principles to this known vehicle-pedestrian conflict? And given the incidences of pavement driving will continue to increase and become more frequent with vehicle registrations and average vehicle sizes both increasing, will it now undertake the necessary assessments and develop a programme of infrastructure and traffic management design and adaption improvements aimed at removing the need for vehicles to mount footpaths?

Answer

The Committee recognises that interaction between vehicles and pedestrians on Guernsey's roads can present road safety concerns, particularly on narrow roads and in locations used by children, older people, people with disabilities and other vulnerable road users. The Committee's responsibility is to manage that risk in a practical, proportionate, and deliverable way, recognising that the historic constraints and the piecemeal ribbon development that has contributed to Guernsey's current road network cannot all be resolved at once. That means prioritising the locations where vulnerable road users are most exposed and where intervention is likely to deliver the greatest safety benefit.

Risk management in highway and traffic management is not reliant on a single intervention and does not always take the form of a standalone assessment of one provision of legislation or guidance. Risks are considered through a range of mechanisms, including road safety reviews, site assessments, collision and concern data, traffic management decisions, infrastructure and engineering schemes, school travel and safety work, stakeholder engagement, education, and enforcement.

When the Road Traffic (Guernsey) Ordinance, 2019 was developed, the appropriateness of the wording of the relevant provision was carefully considered before the Ordinance was submitted to the States and before the Highway Code for Guernsey was laid before the States. The Committee has previously confirmed that no specific risk assessment, safety analysis or monitoring programme was undertaken solely in relation to the Highway Code guidance on pavement driving. That does not

mean that road safety risks are not assessed or managed. Rather, they are managed through the Committee's wider highway and traffic functions, taking account of the practical circumstances of individual locations.

The legal position also reflects the physical reality of Guernsey's road network. Many roads are historic, narrow, and constrained by existing buildings, walls, private property, limited footway widths and other physical features. In some locations, it may not be possible for vehicles to pass without one vehicle mounting the footpath. The relevant legal provision permits this only in limited circumstances and subject to where the footpath is used for the passing of another vehicle or animal, this must be done with due care and regard for the safety of pedestrians and other road users.

The Committee recognises that factors such as vehicle size, traffic volumes and changing travel patterns may place additional pressure on our constrained network. It also recognises that, where vehicles mount and traverse footpaths, this can create concern and potential risk for pedestrians, particularly vulnerable pedestrians.

A range of measures, including engineering solutions, traffic management, road safety initiatives, education, and enforcement, may need to form part of the consideration of how to reduce or resolve issues caused by inappropriate driving or riding. However, there is no single solution that can be applied universally across the island's road network. Each location has its own characteristics, constraints, and operational challenges, and must be considered on its own individual merits.

Any potential intervention must be assessed not only in terms of the immediate location, but also in the context of the wider transport network and the effects it may have on surrounding roads, communities, traffic flows, accessibility, road safety and the movement of people and goods. Measures intended to address one issue can, if not properly considered, create adverse consequences elsewhere. Therefore, proportionate assessment is undertaken taking account of local circumstances, while also considering the wider area and the long-term objectives for the island's transport infrastructure.

It would not be realistic to suggest that the issue of vehicles mounting footpaths can be removed across the island in the short term, or that all historic constraints in the network can be resolved at once. Significant highway changes may require design work, consultation, traffic assessment, funding, legal or land considerations, officer capacity, physical works and contractor availability. They may also affect access to homes and businesses or create new safety issues elsewhere on the network.

For that reason, the Committee's approach is to prioritise available resources towards the locations where the risk is greatest, where vulnerable road users are most exposed, and where intervention is likely to deliver the clearest safety benefit. Depending on the

location, the appropriate response may include engineering measures, traffic management changes, speed management, improved pedestrian infrastructure, education, enforcement, or a combination of measures.

Through its strategic objectives and the prioritisation of workstreams for on-island travel and transport, the Committee agreed that a Road Infrastructure and Improvement Plan should be developed and submitted for its consideration as a priority. That workstream is progressing and is expected to inform the Committee's consideration of future infrastructure priorities. In doing so, the Committee recognises that Traffic & Highway Services must balance this work with other operational and statutory demands including providing informed responses to FOIs and other Parliamentary questions and prioritise available capacity towards the work that will have the greatest practical benefit for road safety and the island's transport network.

The Committee will continue to take road safety seriously and to progress improvements where they are practical, proportionate and deliverable. Its focus will remain on protecting vulnerable road users, giving consideration to areas of known concern first, and managing Guernsey's road network in a way that balances safety, access, deliverability, and the needs of the island as a whole.

The total time spent compiling the information required to respond to the original and follow-up questions is 7.5 hours.

Date of Receipt of the Question: 10 August 2026

Date of Reply: 20 August 2026