

## **2.8 The Deputy of St. Mary of the Minister for Transport and Technical Services regarding specific research on the effects of differing speed limits on accident and injury rates:**

Following his answers to my written question on 9th March 2010 can the Minister inform the Assembly why specific research on the effects of differing speed limits on accident and injury rates and severity of injuries did not form part of the speed limit review? Furthermore, what specific examples of speed limits and their effects elsewhere were advised to the working group and what discussions took place about these?

### **Connétable M.K. Jackson of St. Brelade (The Minister for Transport and Technical Services):**

The working group made up of the Connétables of St. John and St. Saviour, and Deputies Fox and Lewis considered evidence from many different sources, weighed that evidence and then determined their recommendations to me. I have considered those recommendations along with advice from the Law Officers and will be lodging a report and proposition proposing a slightly revised policy to that agreed by the States of Jersey in 2004, during the course of this summer. The States will have the opportunity to endorse or otherwise the recommendations made by the review group and if the Deputy considers that ... well, should I say that as is usual with my department's policy decision the recommendations of the working group will be forwarded to Scrutiny for appraisal and comment prior to bringing the report and proposition forward. The Deputy of St. Mary, as a member of the relevant panel, will no doubt have input into that and I look forward to receiving it.

### **2.8.1 The Deputy of St. Mary:**

As the Minister well knows, Scrutiny has got plenty on its plate. In London recent research shows that killed and seriously injured in 20 mile an hour zones goes down by 42 per cent, and that is across London, and with children killed and seriously injured goes down by 50 per cent. In Hull, the figures were even higher. In the debate on cycle helmets, speaker after speaker in this Chamber got up and said if one life is saved, or one injury is saved, then we must do it. The Minister now tells this House that nothing, no evidence has been taken about the effects of 20 mile an hour zones across the U.K. in the speed limit review. Would the Minister agree ... well, I just put that to the Minister and invite his comments.

### **The Connétable of St. Brelade:**

That is not correct, the department is fully aware of the impacts of speed and reduction of speed on accidents and clearly that was taken into account by the review group. The recommendations of that group in fact reduce speed limits in the Island to, in a lot of areas, 20 miles an hour so I suspect that the ambitions of the Deputy will be achieved as they, in common with me, I am keen that all accidents and any fatalities are reduced.

### **2.8.2 The Deputy of St. Mary:**

As pleasing that there appears not to have been a formal review of the evidence, but can the Minister then... I am quite encouraged by what he just said, but will the Minister give an assurance to this House that the review will assess this evidence about 20 mile an hour zones and present it as part of the report and will include 20 mile an hour limits as appropriate in the report and proposition?

**The Connétable of St. Brelade:**

The workings of the review group are complete and they have taken this evidence on board and made their recommendations accordingly. I think when the Deputy sees the report of the group he will be satisfied that the recommendations will reduce speed where necessary, certainly in built-up areas.