

## **2.8 The Deputy of St. Mary of the Minister for Transport and Technical Services regarding urban and residential area speed limits:**

Concerning P.167/2010 - Speed Limits: revised policy - can the Minister inform Members what the difference is between “urban built-up areas” and “distinct residential areas”; why he proposes a speed limit of 30 for the former and 20 for the latter and, furthermore, what consideration he gave in preparing this proposal to establishing residential zones similar to Woonerfs in Holland, Spielstrassen in Germany or “home zones” in the UK?

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

The underlying aim of the speed management policy is to provide a simple to understand safe range of speed limits for use on different road types and in different surroundings. Speed limits should be self-explained and to encourage self-compliance should seek to reinforce the driver’s own perception of what is a safe speed to travel on that particular type of road in that particular environment. The Speed Limits Review Panel working group decided upon the Island Plan’s designation of a built-up area as the definition of an urban built-up area. These areas are clearly marked in white on the Island Plan map, which is available on the States website. Broadly they include the town of St. Helier and its surroundings, the coastal strip stretching from Beaumont to Fauvic, the Parish villages and the larger rural settlements. The group recommended a speed limit of 30 m.p.h. for through roads in these types of areas. Distinct residential areas were not as clearly defined by the group and a commonsense approach is required. I consider distinct residential areas to be road environments with houses on both sides, such as cul-de-sacs or housing estates, and roads in housing areas that are not principal through routes or main roads. These criteria are similar to those used for the residential home zones schemes referred to and will allow such zones to be established in Jersey. The group recommended a speed limit of 20 m.p.h. for local access roads in these types of areas. So the group has proposed a simplified hierarchy of speed limits, which balances the need for travel and commerce with the safety and comfort for all road users - not just motorised vehicles - as well as residents. When coming to their conclusions the group had the benefit of a public consultation survey, which had 800 replies broadly supporting this approach as well as a submission from the States of Jersey Police. I agree with the working group that a balance of 30 m.p.h. for strategic distributor roads in urban built up areas was appropriate and 20 m.p.h. was appropriate for local access roads in these distinct residential areas. I have submitted their recommendations in their entirety to the Chamber for debate in January.

[10:15]

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

The Minister may not be aware but Woonerfs and Spielstrassen have lower speed limits than 20 m.p.h., that is my understanding, and they have a complete package of ways of making interaction between all road users safe. Part of my question was did those zones in the U.K. and in Germany and Holland, were they looked at by the department as a model, and what conclusions did the department draw about that?

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

No, I do not think they were looked at specifically, but having said that, the group did look at areas generally in the U.K. and came to the conclusions that they have and will be debated in January.

**2.8.2 Deputy R.G. Le Hérissier:**

Is it the Minister's intention to deviate from this highly rational policy he has outlined and, in a personal way, grant Parishes dispensations in line with his own view of their situation?

**The Connétable of St. Brelade:**

I think there will be dispensations brought by the various Connétables of the various Parishes, and I suspect that St. Peter's is probably a case in point where the 20 miles an hour zone probably does not comply, but in all truth the public have got used to it. I am fully prepared to accept recommendations from individual Connétables.

**2.8.3 Deputy R.G. Le Hérissier:**

Does the Minister not accept this is going to lead totally back to the patchwork quilt approach to setting speed limits?

**The Connétable of St. Brelade:**

No, I think the group have proposed 40 m.p.h., 30 m.p.h. and 20 m.p.h. and that seems to be a simplified system. I think there is merit in avoiding disparity on a particular route, shall we say, short distances of different limits. I think that is the confusing area which needs to be addressed.

**2.8.4 The Connétable of St. Helier:**

Would the Minister explain how it can be fair and right to allow a 20 miles an hour limit to persist in St. Peter's village, which I support, and yet to deny that to the residents of Great Union Road or St. Marks Road or Stopford Road, which have a lot more people living there? **[Approbation]**

**The Connétable of St. Brelade:**

After the new proposals are put in place, and I hope agreed by the House, I do not think it will be a question of denying anything, and if the Connétable has got any particular areas he wishes addressed, I am sure we can jointly do that.

**2.8.5 Deputy J.A.N. Le Fondré of St. Lawrence:**

I think my initial question has probably been answered, so if I am to understand that the Minister is saying the 20 miles an hour in St. Peter and possibly in St. Mary, although they would not fit the criteria would, if the Constables make relevant submissions to him, they will be looked on favourably to be kept. Perhaps he could answer yes or no on that one. My question therefore is how are those submissions are to be made?

**The Connétable of St. Brelade:**

Those who have read the proposition will note there is an appeal mechanism, which the Connétables are open to take up. So, it does leave the situations open to debate, should they so wish.

**2.8.6 The Deputy of St. John:**

Will the Minister confirm that this report is evidence-based? I have a couple of concerns given that I see a recommendation for the reintroduction of police motorcycles, and also a concern that under 3.9 on page 22, that it is claimed that it would be difficult to sign or legislate for.. it is 3.9 in the report. Could you tell us if this is evidence-based please?

**The Connétable of St. Brelade:**

I do recall that Deputy Fox was on the panel, he is not here at the moment, so that may have a connection with the motorcycles. I have to ask the Deputy to remind me what 3.9 was because I do not have the report in front of me.

**The Deputy of St. John:**

Continue on, Sir. By the time I have found it we will have wasted another couple of minutes.

**2.8.7 The Deputy of St. Mary:**

The Minister has admitted that there has not been a look at home zones and Woonerfs, and similar zones, can I ask him to confirm that the work that went into this proposition did not either look at research into 20 miles an hour speed limits and their huge impact on killed and seriously injured, and if he did not look at that research into the incidents and the severity of accidents, how can he justify having 30 m.p.h., for instance, on main roads without pavements which we find in many places? How can he in fact justify 30 m.p.h. in urban areas at all, given the huge impact that 20 miles an hour has on accident rates and accident severity?

**The Connétable of St. Brelade:**

Firstly, I think I must emphasise the point that the group did examine 20 miles an hour limits in detail, and the results and the consequences of the limits, and also of course 30 m.p.h. We are well aware of accident statistics and their results of the report were based on that. I think I must emphasise the point that the speed limits in Jersey have to adapt to not only the car, but also bicycles, motorcycles, pedestrians and residents. Inevitably there is a compromise to be made.

**Deputy G.P. Southern of St. Helier:**

May I, through the Chair, apologise to the House for not being in my seat when question number 8 came up, and congratulate you on the speed with which you are processing through questions and ask whether I might be allowed to ask my question.

**The Bailiff:**

Only if there is time at the end, Deputy.