Message Key:



and

| From:            |   |
|------------------|---|
| To: K            | Levin Lewis   |
| Addressed To: k. | .lewis@gov.je   |
| Subject: Re      | e: Today's publications - lodged au Greffe - P.5.2021 Amd.(2) |
| Date: W          | Vednesday, March 03, 2021 07:49 UTC                           |

### Attachments:

File Name image001.png (17.2 KB) Outlook-cid\_image0.png (17.2 KB) Message Key 959BA813DDFBAADD505724D0DFAC9318 959BA813DDFBAADD505724D0DFAC9318

Thank you,

I have just sent to you what I will send to CoM at 9.45, attached is your Speech which has been tweaked by

Should I also forward the message to CoM on to the Constable of St Martin at the same time?

# Private Secretary to the Minister for Infrastructure +44 (0)1534

Government of Jersey Ministerial Offices | Ministerial Support Unit | Office of the Chief Executive 19-21 Broad Street | St Helier | Jersey | JE2 3RR

From: Kevin Lewis <K.Lewis@gov.je>
Sent: 02 March 2021 17:29
To:
Cc:
Cc:
Subject: RE: Today's publications - lodged au Greffe - P.5.2021 Amd.(2)

Yes that's fine.

Kevin Lewis Minister for Infrastructure

Direct +44 (0)1534 448394

Government of Jersey 19-21 Broad Street | St Helier | Jersey | JE2 3RR

From: @gov.je>
Sent: 02 March 2021 17:27
To: Kevin Lewis <K.Lewis@gov.je>
Cc: @gov.je>

Subject: Re: Today's publications - lodged au Greffe - P.5.2021 Amd.(2)

Hi Minister,

agrees that sharing this with CoM would be helpful.

Can I have your blessing to send?

Thanks

#### Private Secretary to the Minister for Infrastructure +44 (0)1534 Government of Jersey Ministerial Offices | Ministerial Support Unit | Office of the Chief Executive

19-21 Broad Street | St Helier | Jersey | JE2 3RR

| From:                      | <u>gov.je</u> >          |                        |                                  |          |           |
|----------------------------|--------------------------|------------------------|----------------------------------|----------|-----------|
| Sent: 02 March 2021 12:34  | 4                        |                        |                                  |          |           |
|                            | @gov.je>;                | @gov.je>; Kev          | rin Lewis < <mark>K.Lewis</mark> | @gov.je> |           |
| Cc:                        | @gov.je>:                | @gov.je>;              |                                  | @gov.    | <u>@g</u> |
| ov.je>;                    | @go                      | v.je>;                 | @gov.je>                         |          |           |
| Subject: Re: Today's publi | ications - lodged au Gre | ffe - P.5.2021 Amd.(2) |                                  |          |           |

I propose sharing the following with CoM tomorrow morning prior to the debate on P5/2021?

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#### Dear Council of Ministers

The Minister for Infrastructure recommends rejecting Senator Ferguson's Amendment P5/2021(Amd)(2) to P5/2021 Improvements to Road Safety.

(b) to request the Minister for Infrastructure to study the Direct Vision Standard, introduced in London in October 2019, and to introduce a similar standard in Jersey in order that pedestrians, cyclists and motorbikes are made more visible to the drivers of heavy goods vehicles and other commercial vehicles.

Transport for London Direct Vision Standard began on Monday 1st March 2021

#### Driver and Vehicle Standards provided the following points:

#### Vehicle Specific Considerations

- Currently 823 Heavy Goods Vehicles Circulating in the Island (+ 7.5T).
  - Commercial Goods Vehicles 766
  - Passenger Carrying Vehicles 29
  - Road Maintenance & Construction 28
- Cost of regulation (Government & Industry) Currently no system in place to ensure compliance, would require additional resource for Transport/DVS, and would require recovery of costs from Industry.
- Cost of achieving standard for current vehicles (Industry) Vehicles are not produced as standard to meet the London requirements and
  require additional specialist systems to be added. It is understood that no vehicles on Island would currently meet the (London Standard)
  and there would be significant cost to Industry to either replace existing fleet vehicles or retro fit systems.
- Exemptions, absolute/partial For vehicles where it is impractical to fit/meet the standard and an alternative method of compliance is required. This could be due to age or type of operation (Road Sweepers, Emergency Services, Mobile Cranes, Historic Vehicles).
- Compliance for visiting vehicles, specialist deliveries These vehicles would not normally be used in the London area and therefore
  would not be fitted to meet that standard. Therefore, consideration would have to be given to ensure that these meet any requirements.

#### **Transport General Considerations**

- Only applicable in London, no other Major UK cities have a similar system Due to infrastructure and complexity, such as ANPR and supporting IT system.
- From DVS perspective it is not common for us to be requested to examine vehicles that are involved in incidents involving those turning left and coming into conflict with other road users.

# Additionally it should be noted that the Proposition refers to the vehicle involved in the incident as being an HGV. In fact the vehicle was a **second state of the second state of the se**

#### Best regards

### Private Secretary to the Minister for Infrastructure

+44 (0)1534 Government of Jersey

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