

STATES OF JERSEY



SUSTAINABLE TRANSPORT POLICY (P.128/2019): SECOND AMENDMENT

Lodged au Greffe on 27th February 2020
by Deputy R.J. Ward of St. Helier

STATES GREFFE

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At the end insert the following words “, with the addition of approval of a bus pass scheme for all people eligible to pay fares aged under 21, for which a charge of £20 per annum should be levied, to commence from 1st April 2020 and to be reviewed by the Minister for Infrastructure with a view to assessing overall cost, take-up and customer satisfaction, the outcome of the review to be published by the end of the third quarter of 2021”.

DEPUTY R.J. WARD OF ST. HELIER

Note: After this amendment, the proposition would read as follows –

THE STATES are asked to decide whether they are of opinion –

to receive the Sustainable Transport Policy for Jersey, as contained in Appendices 1 and 2 to the Report, and, specifically, to approve the supporting principles of the Sustainable Transport Policy for Jersey, as set out in Chapter 8 of Appendix 1 to the Report, ‘A Framework for a Sustainable Transport System 2020-2030’, with the addition of approval of a bus pass scheme for all people eligible to pay fares aged under 21, for which a charge of £20 per annum should be levied, to commence from 1st April 2020 and to be reviewed by the Minister for Infrastructure with a view to assessing overall cost, take-up and customer satisfaction, the outcome of the review to be published by the end of the third quarter of 2021.

REPORT

This amendment to [P.128/2019](#) creates a bus pass system for young people up to the age of 21. It has an annual fee of £20 that would pay for administration costs of the scheme.

This will enable all under 21 years old to access the bus network for free. This addresses the younger generation and encourages behavioral change away from reliance on private vehicles.

It is a tangible move to encourage younger people onto buses and away from the use of private cars. It will include those who are starting their careers, often in St. Helier, and who may be on lower incomes.

This would enable both travel to school on school buses, and to school and college on the bus network. It will also give access to future developments, such as the skate park at Les Quennevais, thus encouraging exercise and active lifestyles.

Financial and manpower implications

The costs of this change are difficult to estimate. The answer to [WQ.186/2019](#) on the cost of school bus travel stated –

“The cost of introducing free bus travel for young persons is not simply the value of the current fare revenue that would be foregone, as the elasticity of demand for bus travel amongst this group is unknown, therefore it is impossible to determine a figure.”

Therefore, a step needs to be made to make a behavioral change, and to be reviewed after one year.

Costs can be taken from future climate change funds. This allows recovering of known costs after the review, without delaying the provision of the service. It is in tune with climate “action” measures.