

# STATES OF JERSEY



## **SUSTAINABLE TRANSPORT POLICY (P.104/2010): SECOND AMENDMENT (P.104/2010 Amd.(2)) – COMMENTS**

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**Presented to the States on 12th November 2010  
by the Minister for Transport and Technical Services**

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**STATES GREFFE**

## COMMENTS

The proposals in the Connétable of St. Helier's amendment are generally in accord with proposals within the proposed Sustainable Transport Policy (STP) and I am therefore minded to support them subject to certain changes that I have proposed in my amendment to the second amendment.

The Connétable may have over estimated TTS resources to develop the considerable number of initiatives which will require attention should the Sustainable Transport Policy be approved and I have therefore proposed an additional year to develop certain schemes.

Most of the proposals in Part 2 will require significant funding. The Connétable mentions that a scheme at Midvale Road could cost £379,000 and implies that some financial support may be forthcoming from Parish funds. The majority of funding however for all the measures proposed will need to be met by States budgets. It is not reasonable to suggest that a pedestrian scheme in Halkett Place for example would cost nothing other than negotiation and political will. Part 2 is therefore dependent on Part 3 of the Connétable's amendment, which seeks additional funding.

Should the amendment be considered in part rather than as a whole it is fundamental that Part 3 is taken first as there is little likelihood of Part 2 being affordable in the proposed timescales within the currently proposed STP budget.

I would comment on the individual components of the Connétable's amendment as follows –

### **Part 1**

This will allow for other measures beyond those prescribed in the STP and is supported.

### **Part 2(b)**

This will require TTS to produce walking and cycling strategies in 2011. This is consistent with proposals within the STP.

### **Part 2(c)**

A review of the blue badge scheme is supported.

### **Part 2(d)**

The obvious means of improving the safety of pedestrians on Midvale Road would be to make the road one-way. A scheme has been developed by TTS in conjunction with the Parish of St. Helier. This would be consistent with the principles of the STP and analysis of the traffic flows suggested that the increase in traffic delay on the surrounding road network would be modest. It should be noted however that a proper public consultation including with emergency services has not been carried out and would need to be before plans were finalised.

### **Part 2(e)**

The STP contains a proposal to develop a pedestrianisation scheme in Halkett Place south of Waterloo Street “subject to adequate arrangements for servicing deliveries and shoppers parking for the markets and north town centre as well as progress towards the traffic reduction targets within this policy”. Whilst consistent with the aims of the STP, removal of through traffic will cause a deterioration of conditions on the surrounding road network and the proposal is known to be unwelcome by a number of town retailers, particularly within the central market. Much work needs to be done to develop a scheme which enables the town centre to function successfully and adequate access maintained in particular to the central market. Given the clear opposition of a number of businesses a trial scheme is considered to be the best way forward.

### **Part 2(f)**

Whilst the Connétable’s amendment addresses a level of detail which would not normally be appropriate in a States debate on transport policy, TTS will develop pedestrian improvements at these and other locations in accordance with the principles of the STP. Mindful of the significant resource implications of the many issues to pursue following adoption of the STP a deadline of 2012 rather than 2011 is proposed.

### **Part 2(g)**

There are many significant issues to consider with regard to the possibility of a shopper’s car park at Snow Hill which will principally involve Jersey Property Holdings, the Planning Department, TTS and Education Sport and Culture. Various schemes involving parking, housing and new access have been mooted but detailed feasibility work and its associated funding would be required to bring a scheme forward. Subject to funding a deadline of 2012 rather than 2011 is proposed.

### **Part 2(h)**

Transport and Technical Services does not lease out private parking spaces. Conversion of a proportion of States owned privately leased parking spaces to shopper or motorcycle parking would be broadly consistent with the STP but no evidence is offered as to whether 25% is an appropriate figure, the effect this would have on States budgets, or whether demand for shopper or motorcycle parking at a particular location would justify the proposal. I therefore recommend that the value of 25% is changed to “a proportion”.

### **Part 2(i)**

Our research identified that the decrease in vehicles parked in public car parks as the 15% reduction in peak hour traffic is achieved will more than negate the potential increased income from increased parking charges. However should our predictions be wrong, then any income beyond reasonable requirements of the car park trading fund would be most appropriate for STP funding. Changes to the States of Jersey code of directions would be required to facilitate this.

### **Part 2(j)**

This requires TTS to bring forward proposals to extend the opening hours of Liberation station in conjunction with late bus services. This is simply an issue of cost to meet additional manpower requirements. It has been estimated that keeping the station open to 10 p.m. would cost £36,000 per annum and not be a cost effective use of limited funds. If additional funds are forthcoming the proposal is welcomed.

### **Part 2(k)**

This will add that “smaller” as well as “low emission” vehicles will be encouraged and is entirely consistent with STP principles.

### **Part 3**

Part 3 requests that the Chief Minister makes provision in future draft Annual Business Plans for at least £1,000,000 to be made available to fund the STP. The Connétable of St. Helier mentions in his report that this would be half of the predicted income from vehicle emissions duty (VED). VED is expected to raise funding of £2 million per annum of which £1 million is to be allocated to fund the Energy Policy and £1 million allocated to TTS to be split between the STP and recycling initiatives. The STP has therefore been developed on the understanding that £500,000 per annum would be available. The STP identifies that significant benefits will arise from a more sustainable approach to travel in Jersey, considerably in excess of £500,000, although few of those benefits are “cashable” in the short term. The major benefit to health through more active travel will arise many years into the future.

I believe that an argument can be made for increased funding, but it must not be at the cost of the recycling budget.