

STATES OF JERSEY



SUSTAINABLE TRANSPORT POLICY (P.104/2010): THIRD AMENDMENT

Lodged au Greffe on 16th November 2010
by the Connétable of St. Mary

STATES GREFFE

PAGE 2, PARAGRAPH (b) –

In paragraph (a), after the words “Transport and Technical Services”, add the words –

“, but to acknowledge that for some sections of the Island community the private car remains the only practical option and to agree that the cost of motoring (including parking) should not be disproportionately increased until a viable alternative method of transport is available to all”.

CONNÉTABLE OF ST. MARY

REPORT

Many people have said that Jersey people are just not prepared to give up their cars in favour of public transport. This may or may not be true to some degree, but this amendment is not about that issue. This amendment is to remind members that there are whole sections of the community for whom the public transport system simply does not meet their everyday needs.

This may be because, in the remoter areas for instance, the bus service is just not adequate in terms of frequency and/or coverage, or it may be that their journeys are either too frequent, too time-critical or too complex to allow them to use a bicycle or walk and use public transport, and they may need to run a motor car. The standing costs of car ownership mean that most people cannot afford to have a car and then leave it idle, paying again for public transport – the first “double whammy”, if you like. The second “double whammy” is that these people are probably taxpayers and are already contributing to the cost of public transport whilst not being able to benefit from it.

I do not think it is morally justifiable to increase the costs of travel for this section of the community when there is no viable alternative put in place; and my amendment seeks to focus the Minister’s attention on putting the alternatives in place *before* disproportionately increasing the cost of motoring.

Financial and manpower implications

Manpower – none foreseen.

Financial – there will be a reduction in the funds available to implement areas of the draft strategy, equal to the proposed increases in parking and motoring costs, and the Minister will need to work within these constraints.