

# STATES OF JERSEY



## **DRAFT ANNUAL BUSINESS PLAN 2010 (P.117/2009): FIFTH AMENDMENT**

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**Lodged au Greffe on 7th September 2009  
by the Deputy of Grouville**

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**STATES GREFFE**



**1 PAGE 3, PARAGRAPH (c) –**

After the words “to make to the States consolidated fund in 2010”, insert the words –

“except that the Financial Return to the States from the trading operation known as Jersey Car Parking shown in Summary Table B shall be increased by £500,000 with consequential amendments to the balances of the associated Trading Fund shown in the said Table”.

**2 PAGE 3, PARAGRAPH (d) –**

After the words “withdrawn from the consolidated fund”, insert the words –

“except that the following new item shall be added to Summary Table D under the heading ‘Major Equipment, Building and Civil Engineering Works’ –

		Proposed allocation £'000s
T&TS	Eastern Cycle Track	500

DEPUTY OF GROUVILLE

## REPORT

On page 95 of the smaller Annual Business Plan document in Summary Table B, it shows that the current financial return from Jersey Car Parking to the States is £2,200,000 and there is an operating surplus of £715,700. I am proposing to increase the financial return by £500,000 which will still leave an operating surplus. The only consequence will be a reduction in the overall capital balance in the Car Parks Trading Fund.

Transport and Technical Services may state that this will leave less money for future car park projects, extensions, repairs etc. but as the whole balance is not being used in 2010 (there is a Closing 2010 Balance predicted of £6,655,259) my amendment will simply therefore reduce the closing balance at the end of 2010 by £500,000.

Unlike the transfer already being proposed by the Council of Ministers of £500,000 from the Car Park Trading Fund to General Revenue, which is to be made up by increasing Car Park charges by 10% over inflation, I am suggesting that Transport and Technical Services balance their books by reducing their surplus in their Fund.

It is logical as well, that with an alternative transport provision, some future capital car park works, extensions, repairs etc. may not be necessary.

I am disappointed that Transport and Technical Services did not come up with an allocation for monies for this project themselves in the first instance. There is much talk about a sustainable transport plan, but without the resources to actually put in place and provide the infrastructure, that is all it is – talk. It seems to me that the proportion of monies actually allocated within the TTS budget to pedestrian and cyclist transport is extremely limited.

It should also be noted that £4 million is being allocated from the Economic Stimulus Package for roads.

Many members will know that I have been working on this project for many years now. From a very slow beginning when I was initially told that officer time could not even be allocated to meet with me to discuss it, and where such a project did not feature within any States plans, I have managed to persuade various departments and Ministers that such an initiative would have enormous benefits to Islanders, tourists and the Island's sustainable infrastructure.

I am glad to report that after years of pursuing this project, the Eastern Cycle Track now features in the following departmental plans –

- TTS – Draft Integrated Travel & Transport Plan for Jersey. Action Plan 2007 – 2011;
- TTS – Sustainable Transport Strategy;
- COM – Keeping Jersey Special Report 2008;
- ESC – Safer Routes to School;
- ED – Tourism Development Fund have supported many stages of the Western Cycle Network;

- ED – Rural Strategy to revitalise the Countryside;
- ED – Countryside Renewal Scheme, access to the Countryside provision of walkways, cycle and bridle paths;
- P&E – Draft New Island Plan in planning gains for sites falling within the proposed route;
- Health – Health for Life Strategy;
- Health – draft New Directions Strategy.
- Also in December, 2006, Jersey requested the extension of the Kyoto Protocol to the Island. The developing Energy Policy includes commitments to reduce greenhouse gas emissions.

The only thing missing from all these well intentioned plans and strategies is the commitment of monies to make it happen.

This proposition looks to the future and gives commuters a choice. Not only a healthy choice and the recognised benefits and savings that would bring in future health care, but a choice in having to pay increasing fuel charges, increasing car park charges and possibly the re-introduction of environmental taxes.

I also question the States capital expenditure on car park extensions when global petrol and diesel prices are only set to rise.

As I have said I have been working on this project for many years and I have a team of enthusiastic people who have been working with me. With their expertise and local knowledge we have been able to suggest a possible route for the track. It is not written in stone as we have been reluctant to approach all the landlords en route until the project looked viable with the allocation of funding. With local knowledge we are able to approach landlords sensitively and those on the initial stage that we have spoken to, have met this project very favourably.

My team also include legal minds and we have been able to look into leases, liaise with Sustrans – the organisation which builds and maintains Cycle Routes all over the U.K. I have also had the offer from the TA and visiting Regiments from the U.K., experienced in building roads and tracks, to help build some stages of the track as part of their excellent community based projects during the summer months. This enthusiastic involvement and goodwill should be nurtured and put to good use for the benefit of our community.

As we continue in recession a project and work programme such as this could not come at a better time. It will not only provide work but will also enhance the Island's infrastructure and provide a much needed community facility which will enhance Islanders health as well as being beneficial to our environment. It will also add to visitor interest in coming to the Island.

In building the Eastern Cycle Track many objectives in the Strategic Plan will be met such as –

- Support the Island community through the economic downturn;
- Maintain environmentally sustainable and diverse economy;

- Maintain and develop the Island's Infrastructure;
- Enhance and improve health care provision and promote a healthy lifestyle.

If this initiative to allocate monies towards this project are not grasped, I fear we will be sitting here in years to come, still no further advanced.

### **Financial and manpower implications**

Transport and Technical Services have estimated building costs of the initial stage of the Eastern Cycle Track to be £500,000. Manpower is difficult to quantify. The building of the track could be outsourced to road building firms which would assist in the Winter Work Programmes or indeed some assistance could be sought from visiting U.K. Regiments via the TA as part of their summer community-based building work.