

## Minister for Infrastructure

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### Connétable Mike Jackson Environment, Housing and Infrastructure Panel

Morier House  
St Helier  
Jersey  
JE1 1DD

7<sup>h</sup> March 2022

Dear Chair,

#### Quarterly Hearing – 15<sup>th</sup> February 2022 - Residual Written Questions

Thank you for your correspondence following the Quarterly Hearing on the 15<sup>th</sup> of February 2022. Please accept my apologies that it has taken me extra time to provide my responses.

#### Carbon Neutral Roadmap

##### **Decarbonising Public Transport**

*CAR – T3: Decarbonise the current public transport in Jersey by 2025, as well as making it more accessible and affordable, so that more people use public transport as their primary mode of transportation on the Island. - Accept*

It is our understanding from the Government's response to the Citizens' Assembly recommendations that the decarbonisation of Jersey's public transport and ways to encourage the uptake of public transport will be considered during the trials planned between 2022-24 under the Bus Service Development Plan (Policy TR8) and will feature as a requirement in the re-contracting of the public bus service.

Although a decision for the bus contract is expected by 2025, a zero-carbon bus fleet is only anticipated in the second stage of the delivery plan between 2026-2030. Could you explain the rationale for this please?

##### **Minister's response**

It is hoped that the company awarded the bus contract in 2025 will be able to procure a zero-carbon bus fleet as soon as reasonably practicable. However, to allow some flexibility for the desired transition towards a zero-carbon fleet the delivery plan allows for this target to be met by 2030.

Do you anticipate any challenges in actioning this recommendation by 2025 (to decarbonise the current public transport in Jersey by 2025) and, if so, how might you address any challenges identified?

##### **Minister's response**

As the bus service is a contracted service, the Government is reliant on prospective bus companies tendering for the 2025 contract, who in turn are dependent upon the ability and capacity of the bus manufacturing industry, to provide a viable zero-carbon fleet of buses that are suitable for Jersey's requirements in order to meet the 2030 ambitions. The terms of any tender will make clear the Assembly's – and by virtue the Government's – ambitions as they relate to decarbonising public transport.

### **Citizens' Assembly recommendation: Access to free bikes**

*CAR – T5: Encourage walking and cycling by making Jersey a safe and enjoyable environment for cyclists and pedestrians through investment in infrastructure and education. We want legislation to ensure a walking and cycling first transport model. - Accept*

A supplementary Citizens' Assembly recommendation was for the provision of access to free bikes, including e-bikes to incentivise their use. Although the Minister's response noted that the CNR would consider supporting the reduction in the cost to cycle, the universal free access to bikes would not be provided.

What measures will be taken to reduce the cost to cycle and what was the rationale for not including an incentive for low carbon technologies?

#### **Minister's response**

During the policy development stage, the merits of all incentives were weighed up to ensure the resources committed in the Carbon Neutral Roadmap have the greatest possible impact.

The Government does however intend to keep investing in Active Travel; including projects that improve cycling infrastructure. Examples can be found in Figure 7 - Active Travel infrastructure improvements delivered as part of the Sustainable Transport Policy Strong Start, contained within in the Second Interim Report on the Sustainable Transport Policy (Dec 2021).

### **Restricting the size and number of cars**

A further supplementary Citizens' Assembly recommendation was for Government to restrict the size of cars in Jersey and the number of cars allowed by 2027. Government's response posed that the increase in vehicle emissions duty will incentivise people to reduce the larger and more polluting cars.

In your view, will this incentive go far enough, or will some people choose to keep those cars despite the associated higher costs?

#### **Minister's response**

A large proportion of our community depend on a vehicle for transportation. Furthermore, some motorists are prepared to accept higher running costs for driving certain types of vehicles such as a high-performance car, an off-road vehicle or a classic car.

Whilst I support incentives which promote a shift towards more sustainable modes of transport, in my view, some motorists will still choose to drive a vehicle with an internal combustion engine for as long as it is permitted to do so.

I do not support taking away the choice from motorists to decide how they travel or what they drive by introducing 'bans'. In my view we need to encourage motorists to make the shift towards more sustainable transport by 'phasing out' vehicles with an internal combustion engine.

### **Carbon Neutral Roadmap - (CAR T6)**

*CAR – T6: Phase out fossil-fuelled private cars and reduce overall car use through the provision of safe, convenient, and affordable alternative modes of transport for all – Accept.*

Encouraging sustainable transport and provisioning safe, convenient and affordable alternative modes of transport will heavily depend on the successful implementation and alignment of the Sustainable Transport Roadmap (Policy TR8), the Bus service Development Trials (Policy TR9) and the Active Travel Plan (Policy TR10).

All these workstreams are heavily dependent on adequate resourcing capacity and alignment across multiple departments and resourcing issues have previously been highlighted as a reason for delay in progress of the Sustainable Transport Policy workstream.

- a. Minister, do you anticipate any resourcing challenges within the Department for Infrastructure, Housing and Environment and/or across SPPP and the legislative drafting team?

**Minister's response**

The introduction of a new suite of policies will, of course, require additional resources. Therefore, if the States Assembly approve the Carbon Neutral Roadmap, there is likely to be a requirement for additional resources for IHE and SP3 – I cannot comment on behalf of LDO as this a non-ministerial office.

- b. If so, how will this be appropriately managed to ensure the workstream is appropriately resourced for timely progress and to avoid delays?

**Minister's response**

Initial funding has been allocated in the draft Carbon Neutral Roadmap for approval by the Assembly and, going forward, it will be for the successive Assembly, EHI Panel, and the Council of Ministers to ensure this importance work continues to be funded.

**Carbon Neutral Roadmap**

Minister, should the draft Carbon Neutral Roadmap be passed by the States Assembly, the stage one delivery plan of policies between now and 2025 will be put in motion. How confident are you that the current resourcing capacity and flexibility will be appropriate to facilitate immediate action?

**Minister's response**

See previous response.

*In the absence of the required resourcing capacity for this workstream, has any recruitment initiative commenced?*

- a) *If so, what approach its being followed to encourage the timely recruitment of staff?*

**Minister's response**

See response above.

- b) *If not, when will a recruitment campaign commence?*

**Minister's response**

See response above.

## **Decarbonising school transport**

With regard to decarbonising school transport, we understand that a transition plan for the bus fleet will be developed but what consideration is being given to other incentives for shared transport from Parishes and the provision of free Evie bike and scooter hubs at schools?

### **Minister's response**

Later this week officers will present a report to me as part of the 'our school travel planning work'. This work is considering the full range of travel options available for travelling to and from schools.

## **Decarbonisation programme to inform future Government fleet**

Can you update us on the progress regarding the work to develop a decarbonisation programme to inform future Government fleet contracts based on the recommendations made through the Government's commissioned review of its Government of Jersey fleet, in July 2021?

- a) When do you expect any tangible outcomes to be realised from this workstream?

### **Minister's response**

Progress to be made in 2022

#### **Increase the number of Electric Vehicles**

IHE will take the lead with fleet decarbonisation in 2022. This will commence in Q2 of 2022 with the 1-year lease cars replacement with Electric Vehicles. Jersey Fleet Management vehicles will be replaced at the next cycle, where suitable to ensure best value for the Government.

#### **Policy**

A new policy for purchasing and using Electric Vehicles cars by default will be developed.

#### **Prioritising Vehicle Replacements Efficiently**

A vehicle phasing plan will be produced to identify where reductions and efficiencies can be made within the fleet and to prioritise which vehicles should be changed to Electric Vehicles first to provide best long-term benefits for Government.

#### **Preparing charging infrastructure**

A plan is to be developed to assess requirements for new charging infrastructure to ensure that when Electric Vehicles are purchased, the equipment required to get best value is in place.

#### **Gathering better data**

Investigation of new vehicle management software will commence to ensure that data and vehicle telematics can help us demonstrate the progress we are making and ensure we are targeting the big wins.

## **Carbon Neutral Roadmap - Review of the Roads Laws**

Ensuring the legal provision for any future low carbon forms of transport will be dependent on the Review of the Roads Laws (Policy TR6) can you briefly outline the scope of the review please?

- a) As a result of the Review of the Roads Law, what legislative changes are you envisaging and how will those changes impact the carbon reduction technologies that Jersey will be able to adopt/implement?

**Minister's response**

The Road Law review will consider ways to facilitate carbon neutrality in Jersey by introducing measures to facilitate active travel (e.g. safe walking and cycling) and the use of other ultra-low and zero emission vehicles referred to in the document 'A Framework for a Sustainable Transport System 2020-2030'. The aim of the review is to create futureproof primary legislation that supports sustainable transport into the future by incorporating known / anticipated requirements and by providing a framework that is adaptable over time to take account of rapid technological developments.

**Government Plan 2022 Review - Ministerial Response to S.R.18/2021**

We were made aware in our Government Plan review hearing in October last year that bus ridership was still down 65%. Has this percentage changed? Do you have any updated figures, Minister?

**Minister's response**

Bus passenger numbers are currently around 76% of same period in 2019. 3.0 million journeys last year as opposed to 5.0 million in 2019.

*Recommendation 3 of our Government Plan 2022 scrutiny report recommended that an evaluation be undertaken of the reasons for decreased bus ridership and that an analysis be carried out on suitable measures to promote and incentivise bus ridership as a sustainable transport option. We recommended that this be carried out by the end of the quarter two this year, however, we note from the Ministerial Response that this work will not be completed until the end of 2022 "to suit established government work programme". Please can you expand further on the rationale for not having prioritised this work sooner?*

**Minister's response**

Section 8 of the [Second Interim Report on the Sustainable Transport Policy December 2021](#) set out progress with the Bus Service Development Plan and the work that remains to be completed.

*I explained in my introduction to the report that "Since the Sustainable Transport Policy (STP)1 was adopted by the States in early 2020, the world we live in has changed..." and "The work that was promised in the Sustainable Transport Policy Framework will be brought together in a Sustainable Transport Roadmap, published in 2022, based on the new evidence and the views of islanders and stakeholders. This Roadmap will set out the long-term changes to the Island's transport systems – including identification of the level of funding required to support investment in sustainable transport infrastructure that is needed to achieve the States Assembly's vision that, "By 2030, our transport system will make our everyday lives better, support businesses, encourage us and our children to be healthier and make our Island greener".*

The restrictions required to manage the Covid pandemic had a significant influence local and visitor travel, only as we exit these will we begin to understand how new ways of working will affect local transport requirements and change travel habits.

**Affordable Housing: Supply and Delivery Review – Ministerial Response to S.R.14.2021**

**RECOMMENDATION D4:** *The Council of Ministers should consider the release of Government-owned sites for affordable housing at less than their market worth. Any subsidy thereby invested in schemes could be protected by means of a second charge on the resultant development schemes.*

Recommendation D4 recommended that Government-owned sites for affordable housing should be released at less than their market worth. We note from the Ministerial Response that “consideration of this nature is already established as part of the Estates Strategy and is undertaken by the Minister for Infrastructure”.

*Minister, can you elaborate on how this is being further considered under the Estates Strategy, as well as how this will be implemented?*

**Minister’s response**

The Limes site was transferred to Andium for no cost for their development and as each site is released a valuation is carried out to ensure that it can deliver the optimum mix of rental and first-time buyer units.

**RECOMMENDATION G3:** *The Minister for the Environment should consider, in consultation with the Minister for Infrastructure and industry stakeholders, how planning requirements for parking provision on new developments can be suitably relaxed with the aim of promoting better scheme viability. Consideration should be given to how this policy can be flexible to recognise demand for parking in town may be less than that of developments out of town. Moreover, it is important that planning policy of this nature suitably aligns with the Sustainable Transport Policy where the aim is to reduce vehicle usage.*

In response to recommendation G3 of our report, it is commented that “supplementary planning guidance in relation to parking standards is under development and will suitably align with the Minister for Infrastructure’s objectives set out in the Sustainable Transport Policy.”

Minister, are you in discussions with the Minister for the Environment on what this supplementary guidance will include? If so, please can you advise us how it will demonstrate flexibility in relation to requirements for parking provision for new developments?

**Minister’s response**

Not at this stage, however, I expect to be in discussions with the Minister for the Environment at the internal consultation stage.

Do you have a view on whether previous planning policy has unduly hindered the viability of new affordable homes being developed because of restrictive requirements for a certain quota of parking spaces?

**Minister’s response**

I believe that the parking policy is evolving to facilitate more affordable homes, particularly where the development is on brownfield sites or in urban areas.

**Reducing use of Plastics in Jersey – Ministerial Response to S.R.5/2019**

*Minister, a number of the recommendations made in the Panel’s ‘Reducing use of plastics’ scrutiny report were accepted and were to be implemented as part of developing Government’s workstream on the new Waste Strategy.*

*Given that work on the Waste Strategy has been deferred owing to lack of resources, what assurances can you provide that this work will be prioritised moving forward and the Panel’s recommendations implemented*

### **Minister's response**

The vacant post of Recycling Manager within the solid waste team was successfully filled in November 2021 which allows the department, at an operational level to take forward many of the recommendations in the report. As already identified the Recycling Manager will need to work closely with the Strategic Policy, Planning and Performance team to support the production of the updated Island Waste Strategy upon which many of the agreed recommendations rely to be fully progressed.

With the relaxation of working restrictions visits to the HRRC and La Collette site have been taking place and many more are booked to support engagement with the public and schools. This helps to spread awareness of what can be recycled and why it is important in reducing the overall levels of waste in the Island. Liaison is also taking place with local charities, business groups and organisations to further build the necessary understanding of plastic material in the consumer market and the routes to reuse, recycling and ultimately disposal.

Access to kerbside recycling collections continues to be supported by IHE with 3 of the 4 remaining Parishes starting collections during 2022, and the Recycling Manager supporting these Parishes during the implementation and delivery of the services. Discussions continue with St Clements as the remaining Parish not providing this service, and a Parish Assembly on the 3 March will give an indication of the parishioner's appetite to support kerbside recycling.

Thank you once again for your patience awaiting my response,

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'K. Lewis'.

**Deputy Kevin Lewis**  
Minister for Infrastructure