

STATES OF JERSEY



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

Lodged au Greffe on 3rd November 2010
by the Deputy of St. Mary

STATES GREFFE

1 PAGE 2, PARAGRAPH (c) –

- (a) For the words “a ‘vision zero’ target” substitute the words “an eventual ‘vision zero’ target”.
- (b) After the words “on Jersey’s roads” insert the words “, and to request the Minister to ask the task force to be set up by the Department for Transport and Technical Services to adopt formally within the first year a specific trend target for accident reduction by the end of the policy period, and to inform the States of this target and the rationale behind it”.

2 PAGE 2, PARAGRAPH (e) –

- (a) After the word “policy” insert the words “against the goals set out on page 8 of the Policy”; and
- (b) After the words “results” insert the words “at least”.

DEPUTY OF ST. MARY

REPORT

In two important respects I believe that this policy needs to be “beefed-up” by making more precise what is intended to happen.

Amendment 1

A “vision zero” target sounds quite ambitious, in fact one could argue that it is extremely ambitious, but coupled with the goal of “re-establishing a reducing trend in road injury rates” I fear that no action is the possible result.

Setting the task group the duty to “formally adopt within the first year a specific trend target for accident reduction by the end of the policy period” will serve to concentrate their minds and give the issue of road safety the priority it deserves.

By ensuring that the task group has to arrive at this target and justify it in a report to the States should make the group seriously consider the cost of accidents to the individuals involved and to society at large, seriously consider the causes of road accidents in Jersey as shown by the analysis they are tasked to carry out as part of their remit, and seriously assess the measures needed to cut the toll of injury and death.

Amendment 2

The reasons why the Island needs a sustainable transport policy are set out admirably on page 8 of the Policy. For ease of reference I reproduce them here –

- **reduce congestion;**
- **reduce local air and noise pollution;**
- **reduce our greenhouse gas emissions;**
- **increase our levels of physical activity;**
- **protect and improve the built environment;**
- **reduce the number of road injuries;**
- **provide access for everyone; and**
- **reduce oil dependency.**

It seems only sensible to ask the Minister to monitor the policy against this coherent and well-stated set of benefits, and then the public, the media and members can see where we are going and how we are progressing as a society towards a shared set of goals.

Financial and manpower implications

There are no additional financial or manpower implications arising from this Amendment as part 1 is simply a clarification of work to be undertaken by the task force which will be set up under the policy (see page 31); and part 2 is likewise a clarification of the work the Minister has said that he will undertake under paragraph (e) of his proposition, namely that he will monitor the impact and effectiveness of the policy, and publish the results. If this monitoring is carried out in intelligent ways, then there should be little or no cost attached to publishing interim reports on a rolling basis, in addition to one annual report.