

STATES OF JERSEY



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

**Lodged au Greffe on 9th November 2010
by the Minister for Transport and Technical Services**

STATES GREFFE

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

- 1 PAGE 3, PART 2, PARAGRAPH (d) –**
After the words “by the end of 2012” insert the words “subject to appropriate consultation”.

- 2 PAGE 3, PART 2, PARAGRAPH (e) –**
After the words “create a” insert the word “trial” and after the words “by the end of 2011” insert the words “subject to appropriate consultation”.

- 3 PAGE 3, PART 2, PARAGRAPH (f) –**
For the date “2011” substitute the date “2012”.

- 4 PAGE 3, PART 2, PARAGRAPH (g) –**
For paragraph (g) substitute the following paragraph –
“(g) to carry out a review of the proposal for increased shopper car parking at Snow Hill in conjunction with Jersey Property Holdings, subject to availability of funding for feasibility studies, and to bring recommendations to the States by the end of 2012”.

- 5 PAGE 3, PART 2, PARAGRAPH (h) –**
For the words “at least 25%” substitute the words “a proportion”.

- 6 PAGE 3, PART 2, PARAGRAPH (i) –**
For the words “the revenue” substitute the words “any additional revenue”.

MINISTER FOR TRANSPORT AND TECHNICAL SERVICES

REPORT

The proposals in the Connétable'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 the above changes and as discussed in my submitted comments.

The Connétable may have overestimated TTS resources to develop the considerable number of initiatives which will require attention should the STP be approved, and I have therefore proposed an additional year to develop certain schemes.

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 consultation with the public and the emergency services has not been carried out and would need to be done 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 for adequate access to be 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)

TTS 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 the 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. I have proposed an amendment to clarify that only additional revenue beyond the normal income including inflation increases would be eligible.

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). The STP has been developed under the understanding that, although £1,000,000 from VED would be made available to TTS for environmental initiatives, this would need to also cover recycling costs, and therefore only £500,000 per annum would be available for the STP. The STP identifies that significant benefits will arise from a more sustainable approach to travel in Jersey, considerably in excess of £500,000. I believe that an argument can be made for increased funding, but it must not be at the cost of the recycling budget.

Financial and manpower implications

The proposals within the Connétable of St. Helier’s amendment are dependent on an additional £500,000 funding from the Annual Business Plan. My amendment will extend the timescale for a number of the Connétable of St. Helier’s proposals and therefore improve the proportion of design and implementation work which can be provided “in house” by TTS officers, and spread the cost of the proposals over 2 years, rather than one year’s budget. The transfer of privately-leased spaces to shopper car parking or motorbike parking is likely to impact on other States Department’s budgets, particularly Harbours, and my amendment’s proposed change to “a proportion” rather than “at least 25%” will enable a more balanced approach to be taken to ensure that alterations are reasonable.