



Environment, Housing and Infrastructure Scrutiny Panel

Quarterly Hearing

Witness: The Minister for Infrastructure

Wednesday, 17th December 2025

Panel:

Deputy H.L. Jeune of St. John, St. Lawrence and Trinity (Chair)

Deputy T.A. Coles of St. Helier South (Vice-Chair)

Deputy A.F. Curtis of St. Clement

Connétable D. Johnson of St. Mary

Witnesses:

Connétable A.N. Jehan of St. John, The Minister for Infrastructure

Mr. T. Daniels, Director, Jersey Property Holdings

Ms. E. Littlechild, Group Director, Operations and Transport

Mr. J. Littlewood, Head of Technical Support Services - Projects

[10:32]

Deputy H.L. Jeune of St. John, St. Lawrence and Trinity (Chair):

Welcome to this public hearing of the Environment, Housing and Infrastructure Scrutiny Panel. Today is 17th December 2025. This is the quarterly hearing with the Minister for Infrastructure. I would like to draw everyone's attention to the following. This hearing will be filmed and streamed live. The recording and transcript will be published afterwards on the States Assembly website. Please ensure all electronic devices, including mobile phones, are switched to silent. I will begin with introductions. My name is Deputy Hilary Jeune and I am the chair of the Environment, Housing and Infrastructure Scrutiny Panel.

Deputy T.A. Coles of St. Helier South (Vice-Chair):

Deputy Tom Coles, vice-chair.

Deputy A.F. Curtis of St. Clement:

Deputy Alex Curtis, panel member.

Connétable D. Johnson of St. Mary:

Constable David Johnson, panel member.

The Minister for Infrastructure:

Connétable Andy Jehan, Minister for Infrastructure.

Director, Jersey Property Holdings:

Tim Daniels, Director of Jersey Property Holdings.

Group Director, Operations and Transport:

Ellen Littlechild, Group Director of Operations, Transport and Sport:

Head of Technical Support Services:

John Littlewood, Head of Technical Support Services - Projects for Operations and Transport.

Deputy H.L. Jeune:

Thank you. Thank you, Minister. I would like to start with maybe things that we were discussing last week in the Budget and what comes next. Following last week's Budget debate, an amendment that allocates £500,000 from the infrastructure rolling vote between 2026 and 2028 to fund the neighbourhood improvement areas in St. Helier was accepted by the Council of Ministers. Do you believe this commitment aligns with your infrastructure and capital planning for the next 3 years?

The Minister for Infrastructure:

It is not new money, it is money that was agreed in the previous Budget. I think it was the right thing to accept that. I think it just helps people focus on the partnership working. I think when you go around St. Helier and see the improvements that have been made, I think it is very welcome.

Deputy H.L. Jeune:

Do you expect any projects or priorities will have to be deprioritised or delayed because of this move to specifically focus on this?

The Minister for Infrastructure:

As I said, it is not new money. I think the team will manage our workload accordingly. I think we inevitably will have to make some slight changes but we were committed 12 months ago to invest

this amount of money. From Deputy Gardiner's original proposal, this just ensures that it is spent annually, so I think we are quite relaxed.

Deputy H.L. Jeune:

Thank you. Last week as well some discussions were had around Fort Regent and some Members in the States Assembly questioned that they had not seen details around the business case and more details and understanding the Phase 1 and Phase 2. Just wondering if the business case for Fort Regent will be published or will be put into the public domain or to the Assembly, so there will be a bit more information of understanding what exactly will be done with Phase 1 specifically for the moment.

The Minister for Infrastructure:

Certainly Phase 1 is about making sure that the building is serviceable. It is about ensuring that we have got up-to-date electrical service, up-to-date plumbing, up-to-date railings and appropriate height, for example, ensuring that the asbestos - if we find or where we find asbestos; it is likely where we find and not if we find - is removed safely. That is very much about Phase 1 of the works. In terms of the Phase 2 element, then that is where we are still in consultation with different key stakeholder groups trying to formulate designs and talking to people about facilities. That will need to come to the floor of the Assembly to get additional funding.

Deputy H.L. Jeune:

Okay, then that will be when the Assembly Members would see more details.

The Minister for Infrastructure:

Yes, and I gave that commitment last week. I think it is important that we get there and I think I said last week that I had recently attended school council sessions and that is just a small part of the work that is going on behind the scenes.

Deputy H.L. Jeune:

That Phase 2, you have said before in public about the need to wash its face, whatever is put up there. What kind of visitors will need to go through, for paying visitors?

The Minister for Infrastructure:

We expect to need around 500,000 people footfall per annum. When you consider the footfall at the cinemas currently, that is around 160,000 to 180,000 people going through the cinemas currently. We do think that it is achievable. We do think that when you combine the leisure facilities, a concept like events facilities, that we will be able to achieve 500,000 visits a year.

Deputy H.L. Jeune:

Has there been analysis done and what happens if those levels do not get reached in that, depending on the population size or the tourist size and especially of course fluctuation during the year? Is there being a bigger analysis of where more the minimum ...

The Minister for Infrastructure:

That is the high-level number; that is not broken down to a monthly figure or anything like that. I was involved in a facility in St. John that used to see 60,000 visits a year. That is very small in comparison to what is going to be developed at Fort Regent. I think it is quite surprising how quickly. I think last week we heard on the radio about the footfall in St. Helier and one of the monitors recorded 400,000 people had passed or 400 passes of that monitor. I think that 500,000 is achievable.

Deputy H.L. Jeune:

Is achievable. Minister, you talked about what is, potentially, out there, including the cinema and you have mentioned also before the bowling alley, but obviously at the moment we have those facilities in other places in Jersey. What is the impact of these existing Island facilities? Are they assuming to be carried on? I assume we will not be able to have 2 lots of cinemas or 2 lots of bowling alleys. How does that work and what discussions have happened?

The Minister for Infrastructure:

They currently have 10-pin bowling facilities in St. Helier. I think that is a great opportunity to increase that sport, because my understanding is the current facility in St. Peter is getting tired, but this about coming to town with a new offering for the market. In terms of cinemas, then the land at the Waterfront, I think the Constable of St. Saviour always mentions that cinemas do not need a sea view and I think that is quite appropriate.

Deputy H.L. Jeune:

What we are saying is that the Waterfront plans for the cinema will be moved to the Fort Regent but with anything else with the facilities it is up to ...

The Minister for Infrastructure:

It will be down to private enterprise, will it not? Yes.

Deputy H.L. Jeune:

We have had some information about the trampolining sessions there were for those children who need sensory benefits or those with physical disabilities and additional needs. There is concern or

there was concern that there was not any gymnastic facilities to accommodate them. Is this being sorted out, have they been ...

The Minister for Infrastructure:

I am delighted to hear yesterday that the new gymnastics facility in town is being granted planning approval. I am not sure if there were any caveats to that planning. We are in discussions with 3, if not 4, people about providing gymnastic sessions at Oakfield. Part of those discussions will be to include an element of time for gymnastics for those children who used to be in the special gymnastics club. We are very keen to make sure that that is included. In fact only 2 weeks ago I had a phone call one evening from a parent who was very concerned about that. I have seen first hand the benefits of the special gymnastics and not just those people who go away and win lots of medals but to the families of those children that participated. Part of the challenge, we understand, has been around lack of volunteers. Hopefully, our discussions with potential providers at Oakfield will encompass some kind of facility for that. In terms of trampolining, specifically trampolining, I believe there is one, if not 2, secondary schools that are looking to accommodate some of that.

Deputy H.L. Jeune:

Fantastic, thank you, Minister. Coming back a bit to Fort Regent, as the Minister overseeing the project, what is your opinion on the fact that the delivery partner was not able to find or source a landscape architect locally to design the outside of Fort Regent?

The Minister for Infrastructure:

I have to say, personally, disappointing. I think the point was made that a number of local landscape architects have got U.K. (United Kingdom) partners. I was talking only yesterday about how the procurement is undertaken. I have to say, having attended one of those sessions or 2 sessions that were facilitated by the landscape architect, I was totally, totally impressed with the quality of the work. There were local people involved; members of the S.o.J.D.C. (States of Jersey Development Company) team were there involved with their sleeves rolled up. It was really great to see and I wish more people could have witnessed that.

Deputy H.L. Jeune:

Of course that is the designing of whatever is going to happen outside but obviously there is also the building and creating that. Will that happen with local landscape firms?

The Minister for Infrastructure:

We certainly will hope it will be with local contractors, absolutely.

Deputy A.F. Curtis:

Could I ask about how you can use your role as the Minister of commissioning the work to ensure that what you want to see from a capacity building in the Island goes forward? I know that the Minister for Treasury and Resources has been asked questions in the States but from your side, has seeing the landscape architectural work go, from what we understand, wholly off Island led you to want to firm up how you ask S.o.J.D.C. to deliver or contract in the future, such as partnering with local firms wherein off Island is the main procurer?

The Minister for Infrastructure:

Yes. I think what is important is that the professional services typically make up around 10 per cent of the spend. I think it is vital that the construction work is carried out by local contractors in the first place. There is always a need and as a department I challenge almost on a weekly basis ... perhaps not quite weekly but I can assure you that yesterday I was challenging the spend on external consultants. I am delighted with the progress that we have made as a team. I think I would like to see that progress continue through the arm's length organisations. I think the Council of Ministers, as a whole, would like to see that as well.

Deputy H.L. Jeune:

As Fort Regent develops into that second phase, how will you ensure or each Minister for Infrastructure ensure that as they are overseeing the project that there will be more and more of local delivery partners and trying to ensure that we can get the best out of the local market?

The Minister for Infrastructure:

I think what we are going to be doing is trying to include something in the agreement between both parties. I think it is important that we do not limit ourselves. I think we can all see the value of the local pound and if that goes around how that generates, but we should not stifle certainly the creative elements because we are limited to the pool that we can fish in. We need to make sure that we get the best. I have to say I was totally, totally impressed with the team 2 weeks ago.

Deputy H.L. Jeune:

Thank you. Coming back to the wider overall major capital projects that we talked about last week in the Budget, and there is a number that are being planned or are underway, can you set out the current sequencing plan for these projects and how they intend to align over the next 5 years? Is there this wider plan and do we see that in this plan?

[10:45]

The Minister for Infrastructure:

There is and I think you are due to get a briefing on the I.C.E. (Island Construction and Engineering) programme in the coming weeks. I think we had hoped to have been able to do that before now but the Budget has firmed up confidence in some of those projects. I do not think it is going to happen before Christmas but I would like to think it is going to happen in early January. The I.C.E. project is about looking at not only what Government are going to be doing but also with our partners. Andium Homes, S.o.J.D.C., Ports of Jersey, what they have got in the pipeline is to try to help the construction industry understand what we are going to need in terms of professional services and construction going forward, but we have got a number of major projects currently. The team continue to do work on fire safety in the C.Y.P.E.S. (Children, Young People, Education and Skills) estate. That is an ongoing project which really is about making sure that the C.Y.P.E.S. estate is up to standard for 2026 and beyond. We are doing some work on Highlands College in terms of what the needs are and we have done work on the building but we are also looking at the future.

Deputy H.L. Jeune:

Yes, and I think those are things that we have definitely seen and heard from you, Minister. I think the next step for the panel is really understanding about those bigger projects that you were talking about, which is like South Hill, Waterfront, Fort Regent. Of course we just talked about the harbour, hospital, Gas Place, school. There is a number of really big projects that are coming along and have all been said will be coming shortly in a timeframe. It was wondering how you and officers - and I do not know whether that is part of the I.C.E. programme - assess how the local construction industry's capacity is to deliver these projects, to make sure that there is this sequencing or that some things we do concurrently because, of course, a number of the projects I have just said are also related to politics as much as just in capital projects and that is a big problem.

The Minister for Infrastructure:

That is a good point. The South Hill that you mention is much later than we would have hoped and anticipated. I understand there are revised plans with Planning again now. I think I read that in the newspaper. The sales have started at South Hill and they need to achieve a certain level of sales before they can start their programme, but that work we hope is going to start shortly. I think they have done some site work. We have seen at Overdale the hoardings, et cetera, have been put up, making good progress with the negotiations with the main contractor there. I would expect us to be going out to tender in January for the groundworks, again with a local contractor. I would fully expect that to be let to a local contractor.

Deputy H.L. Jeune:

In your view currently, do you think this Government capital programme and those big projects that we are seeing, obviously also with partners, is deliverable with capacity that exists on Island today?

The Minister for Infrastructure:

I think with the exception of the cost of the new hospital, the majority of that will be, but there are times when people will bring in specialist resource. I am always reminded by my team about the fact that we do not have people that can do everything in Jersey. We have got people who do most things but not quite everything, so there will be that. I am not sure who S.o.J.D.C. have selected for their programme at South Hill but they have in the past used a French company, which would have meant that workers would have been brought on to the Island at times.

Deputy H.L. Jeune:

Thank you. Passing over to Deputy Coles.

Deputy T.A. Coles:

Thank you. Minister, you have already mentioned about the I.C.E. programme, the Island Construction and Engineering programme, you have mentioned that we are going to have a briefing, but is there anything you can update us on today?

The Minister for Infrastructure:

I do not have the details of the programme per se in front of me. All I can say is that following the Budget last week, I think clearly we have got a lot more certainty, notwithstanding some of those projects that have got to go through Planning and we know the uncertainty that there can be around some of those things, but we do have lots of work underway. We have got lots of enabling works. I was delighted yesterday when I drove through Five Oaks to see the new homes being built opposite the old *Jersey Evening Post* facility at Five Oaks. Recently I was at Sion and was delighted to be involved in the topping out at new homes there. St. Peter, we have seen the progress. We have got the groundworks taking place on St. John's Main Road and at St. Peter. Those enabling works are well underway, yes.

Deputy T.A. Coles:

But what has been the delays around the publishing of the programme?

The Minister for Infrastructure:

We did share the information with the construction industry 12 months ago. One of the key things is around the certainty that we have got. Where we have got high confidence, we are able to say we have got high confidence, moderate or low confidence and really the industry is interested in where we have got high confidence and moderate confidence. If we have not got confidence, then it is not certain, is it? We are trying to make sure that what we present to yourselves and to the industry is relevant and is deliverable.

Deputy H.L. Jeune:

Just to go back to that delay, because of course we got briefed as well quite a while ago on I.C.E. Trying to understand your answer there, Minister, for the delay, is it because there was the lack of information to be able to put into the programme to be able to then publish it? Is that where we are in? Do you feel confident that it is there now and that kind of information will continue to be of that level going forward as well?

The Minister for Infrastructure:

Yes, certainly. The confidence increases on every Budget cycle. We have anticipated that we are going to be investing over £40 million at Fort Regent, but until the States Assembly votes one way or the other, we cannot have the certainty and that has still got to go through a planning process. We still need to get planning permission to do some of the works. That is what we need to explain to the industry, is where we are at with each stage. Clearly a lot of focus has been on the hospital and we are not going to release the figures for the hospital until we have signed the contracts because of the commercial negotiations. We had hoped to publish earlier. Then we are going to have the debate around investing in Jersey and that, again, depending on the outcome of that debate, will give us levels of certainty on other projects.

Deputy T.A. Coles:

One of the stated purposes of the I.C.E. programme was to prevent job stacking, when major Government projects compete for the same labour and resources at the same time. Without the programme in place, how are you currently assessing and managing the risk of overlapping in delivery, especially as within Government as well? We know there are limits on how much can be delivered at one time.

The Minister for Infrastructure:

I think it is really interesting, I have learnt quite a lot in the last 2 years about quarries and the like and production of materials, be that for construction and/or for roads, resurfacing, for example. There are challenges with what we can produce, right back down to the source of the product. We have not delayed projects because the market is too hot. Clearly there is demand in the market for work and so we are trying our hardest to get work. When I met with the Chamber of Commerce with the Chief Minister a couple of months ago when it explained the level of investment with local companies into some of our infrastructure programmes, you do not often see them. You do not see all of them because they are not above the ground. Oakfield is a great example of a project, over £8 million investment, local contractors, delivered on time and on budget. We are not stacking up work. We are mindful of, equally, we do not want to overheat the market but there is certainly capacity at the moment.

Deputy T.A. Coles:

Given the scale of forthcoming Government capital programme, what assessments are made of the likelihood that contractors will need to source labour from off Island to meet demands?

The Minister for Infrastructure:

As I mentioned earlier, I think that there is a general understanding that the hospital will require significant external resource to come and work on that. We hope local resource will also be involved and certainly a local contractor has put up the hoardings and a local contractor is fully expected to do the groundworks. There will be local contractors, I am sure, used for the project. Whether it is architects or structural engineers, support services, construction workers, I think there is capacity on Island at the moment.

Deputy T.A. Coles:

Okay. You mentioned obviously the I.C.E. programme is going to cover not just Government but also our arm's length bodies like Andium and S.o.J.D.C. What Government structures are currently in place to the platform to co-ordinating the I.C.E. programme to make sure that whoever manages the I.C.E. programme has sufficient authority to keep all that together and for cross-departmental?

The Minister for Infrastructure:

Part of the challenge and part of the delay is some of those arm's length organisations have changed business plans or adjusted their business plans recently that impacts on what their capital programme is going to be. When we talk about levels of confidence, an arm's length organisation's board will have had to have supported something that is on that programme, otherwise there is no point in us including that. Yes, so that is part of a mix.

Deputy T.A. Coles:

I suppose one of the other questions that comes back from that around the I.C.E. programme is how far back or forward in the process does it start before it gets registered? You are talking about support services; of course you have got architects, you have got planning consultants and they all start on that really early stage before you are even what you class as shovel-ready. Obviously you would have a programme like South Hill where it has been expected to happen for years, but at what point would that programme then appear in I.C.E.?

The Minister for Infrastructure:

I believe it is in I.C.E. and it appears to be on ice as well, is it not?

Deputy T.A. Coles:

But I mean talking in that overall view about how a project would start to appear in I.C.E.

The Minister for Infrastructure:

It is back to that point around it is all subject to funding. In terms of the length of the I.C.E. programme, it is for the Budget period, but confidence has got to be based on whether a project has or has not got planning permission, whether we believe it is going to get planning permission. Hopefully, we believe that everything we put forward is going to get planning permission, but we know that some sites are trickier than others. I think with the South Hill project, I am confident it was in the draft that we saw probably 12 months ago and it will certainly be in this programme.

Deputy T.A. Coles:

Okay. Has anybody got any more questions on I.C.E. before I move on?

Deputy H.L. Jeune:

No.

Deputy T.A. Coles:

No, okay. Minister, I am going to move on now to P.F.A.S. (perfluoroalkyl substances). Obviously we know you are not the Minister who is responsible for the environment. However, you will be a Minister who might have a large involvement with P.F.A.S. This morning the Independent P.F.A.S. Scientific Advisory Panel published its interim results of testing P.F.A.S. levels in food and the environment. The panel notes that concentrations of P.F.O.S. (perfluorooctane sulfonate) in enhanced treated biosolids have decreased since the cessation of groundwater disposal from the airport fire-training ground into the foul sewer network. What assessment has your department made of the current levels of P.F.A.S. in biosolids produced by the sewerage treatment works? How are they being monitored and managed going forward?

The Minister for Infrastructure:

As you say, the report was released, I think, at 9 o'clock this morning and I probably saw it at 9.55 a.m. I have had a quick read of this. It is important to us, not only from a solid waste but also a liquid waste perspective. Is there anything you want to add, Ellen, on that?

Group Director, Operations and Transport:

Yes. As you rightly say, Deputy Coles, the levels are low, as you have seen in the report, from the effluent. What we are continuing to do is obviously monitor the biosolids that are going on to land and to continue to monitor obviously the soil and the land that it is going on to. We have been doing in recent months monthly monitoring and we will be reviewing that process in the future and seeing whether that should be quarterly moving forward.

Deputy T.A. Coles:

In light of the evolving understanding of P.F.A.S. risk, do you anticipate these frameworks needing to be reviewed?

Group Director, Operations and Transport:

Yes, certainly, yes.

Deputy T.A. Coles:

Okay. Given that La Collette's waste exception criteria were revised in 2020 to impose a zero tolerance policy for P.F.A.S. contaminated waste, yet P.F.A.S. contaminated waste material has since been accepted for disposal, why has this criteria not been updated to reflect the practice? Will any retrospective approvals or remedial actions be pursued to ensure compliance?

Group Director, Operations and Transport:

People have been doing an awful lot of work with the P.F.A.S. Working Group and certainly our colleagues that work on the waste acceptance criteria will be reviewing that. We have been doing testing down at La Collette for the soils around those cells. We have been doing testing on the leachate from those cells moving forward and also looking at the biosolids that go into land. Again, as much as the liquid waste team have been doing that review, there has been a steady review and monthly testing within that team in conjunction with having conversations with the P.F.A.S. team that works within regulation. Our waste regulators will be looking at what we need to do and review that in the future if it is needed.

[11:00]

Deputy H.L. Jeune:

Sorry, just to make sure we understand when you are saying you are testing, what are you finding?

Group Director, Operations and Transport:

At the moment the levels have been very low and within range and within that limit and that is what we need to continue to look at as well in the future and check that nothing does happen or nothing is different.

Deputy H.L. Jeune:

When you say review, at the moment because it is low which way would the review go towards saying that is a zero tolerance?

Group Director, Operations and Transport:

Reducing the testing, at the moment we have been doing it monthly but looking at that probably to quarterly testing.

Deputy T.A. Coles:

Okay, testing the leachate from the cells at La Collette. If you detect presence of P.F.A.S. in it, would that leachate still be taken to Bellozanne for processing? Would that then still be discharged into St. Aubin's Bay?

Group Director, Operations and Transport:

I think that would depend on the reviews. At the moment the levels have been so low that there has not been a concern. Obviously there is lots of conversations now that if the levels were high and, hopefully, that will not be the case with our waste acceptance criteria moving forward, then we would have to manage and see what is the best option to be able to deal with that material.

Deputy H.L. Jeune:

At the moment that will be new waste coming in is then tested and if that is not higher, then what is allowed to be in? Where does the waste go?

Group Director, Operations and Transport:

It depends on what type. If it is waste that is coming in over our weighbridge and we are doing testing, generally that would go into an area and that will be down to the individuals or the organisations that brought that to be able to deal with that material on that side, because we do not accept that at La Collette pre our testing side.

Deputy H.L. Jeune:

Okay. Do they have avenues to get rid of it? Do they have to clean it? How does it work?

Group Director, Operations and Transport:

I think that obviously there are lots of conversations and the report is being released at the moment. Again, there will be recommendations about what those organisations or businesses should be doing with that waste on that site.

Deputy T.A. Coles:

Yes, excavating contaminated soils, even once, is hazardous and costly when highlighted by the St. Helier Waterfront excavation and large quantities of them contaminated landfill. Minister, what are you doing to apply a dig-once principle for known or suspected P.F.A.S. contaminated areas?

The Minister for Infrastructure:

I think part of our waste strategy is around what we charge people for contaminated waste. We expect to see less contaminated waste presented to us because of the economics of it, basically. People perhaps who had considered going down a certain depth will review their plans and not go down as deep and, therefore, we should not receive as much as was anticipated. I think that was part of the planning permission that we received in terms of La Collette.

Deputy H.L. Jeune:

Is there a worry that people will dispose of that in other ways, rather than going through the official channels?

The Minister for Infrastructure:

I believe that is down to the enforcement, which comes under the Minister for the Environment rather than myself. I think that is right.

Deputy T.A. Coles:

Minister, are you aware that the S.o.J.D.C.'s website under their Waterfront development pages states that: "The Government of Jersey's planning application to extend the capacity at La Collette has been approved, thereby providing necessary capacity for excavated waste arising from the Waterfront. In addition, J.D.C. will rationalise the proposed basements in order to minimise the waste arisings."?

The Minister for Infrastructure:

Yes, I think it will come down to basic economics, whether they can afford to dig down and pay the fees for us to handle the waste or whether it is cost efficient not to do that.

Deputy A.F. Curtis:

We will be talking about waste shortly, Minister, do not worry.

Deputy T.A. Coles:

Are there constraints around P.F.A.S. contaminated waste disposal now affecting other major projects beyond the Waterfront? If developments, such as the new Overdale hospital or planned harbour improvements or Gas Place, uncover P.F.A.S.-contaminated soil, what is the plan for dealing with it?

The Minister for Infrastructure:

While I have only scanned the report that came out earlier this morning, I think it is important to remind ourselves that many samples were below detectable levels. The findings I found were encouraging, if that can be said, in relation to P.F.A.S. That does not mean to say that we can relax

and not worry about P.F.A.S., but I think it is less of a problem than perhaps I and others may have been anticipating.

Deputy T.A. Coles:

We have the plume area, which is the very widely-known area which takes us on to the end of St. Peter's sewage attenuation tank. Can you confirm whether any full planning conditions have been formally discharged for the sewage tank?

The Minister for Infrastructure:

I need to check it with officers but I cannot imagine we would have started work without discharging those conditions.

Head of Technical Support Services - Projects:

I believe they have been.

Group Director, Operations and Transport:

They were discharged.

Deputy T.A. Coles:

Discharged. What assessments was undertaken to ensure that the conditions still meet the requirements set out within the Island Plan and the 2017 supplementary plan in guidance on contaminated land?

The Minister for Infrastructure:

Okay, I am not an engineer, so I am going to have to hand over to people that know what they are talking about.

Group Director, Operations and Transport:

All the technical documentation, so everything that was requested for us is from the regulators on that side, was discharged and we provided all the documentation to make sure that our contractors and our workers are complying and making sure that we are dealing with the soils in the right way.

Deputy H.L. Jeune:

Just to be clear as well, there was tests before that. What level of P.F.A.S. was found in the soil there? Was it lower than what we ...

Group Director, Operations and Transport:

There is a lower level than the standard that was checked.

Deputy H.L. Jeune:

Than the standard and will that continually be tested as it is being extracted, the soil being extracted?

Group Director, Operations and Transport:

Yes, there will be continual checks as part of that process as well.

Deputy T.A. Coles:

Do you what regular intervals they test it? This tank is like 7 storeys down.

Group Director, Operations and Transport:

It is documented, I can get back to you and let you know the exact monitoring process on that side.

Deputy T.A. Coles:

Okay, that is good.

The Minister for Infrastructure:

Again, if you want to go as a panel to see that project, I would be quite interested in going myself and help to facilitate that.

Deputy H.L. Jeune:

Thank you.

Deputy T.A. Coles:

Yes, that would be really good. The only other question around this area is on the boreholes and wells that are in private ownership there. Are you confident in your department's understanding of how P.F.A.S. and other contaminants could migrate during the excavation and future operation of the tanks? What assessments have been undertaken to evaluate those risks?

The Minister for Infrastructure:

Again, I am going to have to pass to officers, but before I do that I have every confidence in the team. The tanks are going to be sealed, so, therefore, there should not be any leakage from there, but I have to pass to officers for advice.

Group Director, Operations and Transport:

Again, in accordance with the regulators and in agreement with the regulators, there is a monitoring procedure that is being set up to make sure that nothing does change or, if something does change,

we will be able to deal with that in that timely fashion. Again, if the panel require more information, I am happy to share that after the meeting.

Deputy H.L. Jeune:

Boreholes and wells around that area are being tested.

Group Director, Operations and Transport:

I think that is being done by the regulators on some of that side, as part of what their requirements are and what they are looking at as part of the work that they are doing on P.F.A.S. in that sense.

Deputy A.F. Curtis:

Moving to waste, Minister, we will talk about both liquid and solid waste today, but first, looking back to our Budget review public hearing, you noted that: "The terms of reference for the liquid waste charging should be finalised shortly. We then need to go out to consultation about the scope of the charging and the method of charging and what the public expect from their liquid waste." What progress has been made since then on the terms of reference and their finalisation?

The Minister for Infrastructure:

John, can you tell me that?

Head of Technical Support Service - Projects:

I think we are just about there on terms of reference. In fact it is probably my delay, I apologise, on this. I need to take them back to the Minister but I think we are just about there on the terms of reference. We had done a briefing paper for the Minister on some potential options as well. There is work going on in the background where we just need to sort of button down one or 2 things on the T.o.R.s (terms of reference).

Deputy A.F. Curtis:

Minister, when do you think you will be briefed? Maybe it is best to ...

The Minister for Infrastructure:

I would expect it is going to be early January.

Deputy A.F. Curtis:

Early January.

The Minister for Infrastructure:

We are keen to progress this work. We have to progress this work because currently we know there is going to be a shortfall and, therefore, we need to move on.

Deputy A.F. Curtis:

Yes. Given the high public interest in this area, will the terms of reference on how you plan to work through this policy area be published?

The Minister for Infrastructure:

I think they have to be published. For me it is about engaging with stakeholders and that includes the public. I think what we have tried to do is to demonstrate to people what the need is. We have started some major projects but that is what it is, it is a start. For us to ensure we have got a network which is capable of dealing with the liquid waste on the Island and we are also mindful of issues and challenges around flooding on the Island, this is not something we can put on the backburner and forget about. We have got to progress. I gave a commitment that while I was sitting in this chair that I would try and progress it and that is exactly what we are trying to do. It is not popular. I can tell you most of the things we do are not popular but we are trying to do them.

Deputy A.F. Curtis:

I presume the plan being finalised they come to you as to how to progress and this will involve consultation and an approach to consultation.

The Minister for Infrastructure:

I would expect it to include consultation and communication.

Deputy A.F. Curtis:

Communication. Perhaps to your officers, what thought has gone into how consultation will gather evidence around equity and, in particular, around the fact that liquid waste already has some challenges with regards to those who are on private connections, who already pay a charge with regards to liquid waste?

The Minister for Infrastructure:

I will follow officer answers. I am really keen on equity because, as Deputy Johnson will remember, I was on the other side of the table last time and it was not equitable and it was not fair. The proposals at that time were for small businesses to be paying a waste charge and large properties not to pay a waste charge and that was not fair or equitable. I am very mindful of the fact that we have got some people, hundreds of homes who have to pay for their waste to be taken away. We have to find mechanisms. I was really interested to watch a report on the local television about Guernsey's challenges in the same area recently, but I will pass you to John.

Head of Technical Support Services -Projects:

There are a number of different ways that charges could be brought in and I think depending on what we end up choosing will determine the relative merits of equitable solutions, to be honest with you. We have got to have a balance between what we can practically do, look at the administration of it as well but primarily focus on what the impact analysis is on the customers. I think in order to bring something like this in you have got to demonstrate that the charges are fair and equitable and that is one of the prime drivers of the methodology behind what we will try and do with it really.

Deputy A.F. Curtis:

Given you mention there is a number of ways one can enact a waste charge, different levers, different mechanisms, what, Minister, will you be receiving in your briefing in January? How far developed are those options? Is it going to contain the different policy actions yet or is it open? Again, I ask to you but perhaps the person who is going to brief you will know how far along the work is.

The Minister for Infrastructure:

If I knew what I was going to receive in my briefing I would suggest I have been briefed but I will wait until January.

Deputy A.F. Curtis:

It is for John to say. There are mechanisms people talk about, whether it be the rates, whether it be the water, whether it be self-sufficient, whatever it might be, is what is being developed within the department to go forward at a stage where those options are down on the table or are you not at a stage where ...

The Minister for Infrastructure:

I am sure by the time they come to me, all those options will be included. There are people who are absolutely opposed to rates system being used for waste charges and there are people who think it is the best way to do it. As always with infrastructure projects, we will not be able to please everybody. There is a lot of people would like to see it done, as in most areas, where it is done on the water usage, but that does not take into account recycling of grey water, et cetera. There is a whole range of options which I hope are going to be presented to me in the briefing, because if it is going to be true consultation we will be putting all the options on the table.

Deputy A.F. Curtis:

You hope to get the options and then you hope to present all the options publicly and get some really good feedback?

The Minister for Infrastructure:

I do not think at this stage, if we are serious about going out to consultation, we should be ruling anything in or anything out. I may or may not have a personal preference but we should be asking, if we are going for consultation let us do that and let us consult.

Deputy A.F. Curtis:

Brilliant, solid waste ...

Deputy H.L. Jeune:

Can I ask before that? Maybe just the timeframe of how far you think you will be able to get before we have the inevitable break to the next Government?

[11:15]

The Minister for Infrastructure:

Well it is certainly not going to conclude but we certainly will have launched the consultation and I fully expect that. If I am briefed in early January, I would like to think that we will be starting towards the end of January, if not early February. This is something that I have said we are not going to hide behind and I do not think we have hidden behind anything. While I have been Minister we have tried to tackle things head on, however unpopular they may be at times. This is a necessity for the Island. We have got Victorian drains running underneath the streets of St. Helier, which have done a fantastic job for over 100 years but they are unlikely to do another 100, so we need to start addressing that.

Deputy A.F. Curtis:

Brilliant. On to solid waste and the panel understands that a solid waste strategy is due to be published in 2026, not least because we had an officer-led briefing yesterday. Can you outline your vision for the strategy and what it will include?

The Minister for Infrastructure:

I think you were lucky to have the briefing yesterday because I would have quite enjoyed joining you at the briefing. A number of us attended a briefing recently about waste and I am really keen on this personally and fully support initiatives like Rag Trade, which generally sees, in the case of Rag Trade, predominantly clothing reused rather than sent as waste. We have got some great examples with Durrell and Hospice and Acorn where they do lots of, what I call, proper recycling, where things get reused. I am very happy to go to those places and buy shirts and the like and also donate to those organisations. St. Martin's have just joined us with recycling. I would love to see all of the

parishes have a uniform recycling approach. I think the next Comité des Connétables have got a real opportunity in front of them to work with Government to get that in place. I am fully aware that 2 parishes still do not offer kerbside recycling, which I think is a travesty. It will be 20 years next year that St. John have done that as the first parish. I was really interested to learn about what is happening in Newport with the organisation there, a charity which educates and helps and encourages people and they have seen fantastic results. I would like to go and visit Newport early in the new year to see what they do and how they do it. I know someone who has just been there and they were very complimentary about the operation.

Deputy A.F. Curtis:

Of course solid waste covers everything from the recycling of various materials to some of the bigger volume challenges of inert and contaminated waste. The extant solid waste strategy from 2005 highlighted many of the challenges. However, in the intervening period the department's handling of waste did not necessarily respond to the challenges, such as ensuring adequate capacity for contaminated waste. This led to the unlawful creation of mounds that had to be regularised. How are you going to ensure that the solid waste strategy sets out a plan that means the department can both fulfil its obligations and set forward a path that means it acts in accordance with the strategy in the future, unlike what happened with the 2005 strategy?

The Minister for Infrastructure:

I do have some sympathy towards the department and the challenges it faces. We are often faced with the need to come up with practical solutions and I do not think that the department would have done what they did unless they absolutely had to. 2005 is 20 years ago. We have really got to, as we are doing, have another look at what we do and how we do it, but work with industry, work with the public. I always get kicked under the table sometimes because I do not mention often enough about reducing waste in the first place, reusing before you recycle. There are some terrific examples. If you have not visited the recycling operation at La Collette to see the aggregates that are created there and now the concrete plant there is absolutely first class ... I do not know if your panel has or has not been there but if you have not it is somewhere else that I would really highly recommend you go and see.

Group Director, Operations and Transport:

Also, as part of that planning application, as you are aware, we had conditions. Part of that was to develop a hazardous waste management plan. That condition was discharged. We sent that through to Planning in October this year. We still have not had a response from our Planning colleagues but that would be really helpful. We are looking at trying to commission a piece of study to look at what we and the Island is going to require for future hazardous waste.

Deputy A.F. Curtis:

Okay. I will note that I chaired the meeting that both approved that application and added that condition to the application. But I guess your sympathy, Minister, on this comes from the fact that it sounds like the department had to keep receiving at some times - and we have seen historical figures - vast volumes from certain developments. Will the new strategy perhaps change the mandate of the department to do things such as in line with the conditions imposed, reject waste when it is egregious, when it is utterly unnecessary?

The Minister for Infrastructure:

I think there is more understanding. I think there are more options than perhaps there were back then. We do not accept conditions with the intention not to meet those conditions. We will accept the conditions in good faith and that is why, for example, the charges for contaminated waste will be significantly different to what they were then. If you were a developer and you were able to dispose of your contaminated waste almost for nothing, then you would just generate that waste and pass it on to somebody. Again, this is a decision we have made which I believe is a sensible decision to increase the costs, but if you are a developer you would probably think that it is not reasonable for me to increase the costs and that is a challenge that we have, I am afraid.

Deputy A.F. Curtis:

It sounds like you would also like a bit more briefing on the solid waste strategy like we had, but can you update us on the timeline for publication and any publication method and consultation?

The Minister for Infrastructure:

I do work reasonably closely with the officers in waste, so I do not want you to think that I do not know what is happening within waste. Only 3 weeks ago we met somebody who had an opportunity, if I can describe it as that, for disposal of a certain type of waste, which was a really interesting programme, possibly not appropriate for Jersey but we have invited that person to bring colleagues to the Island to see what we do going forward. In terms of publication then, I would imagine that will be in Q1 next year.

Deputy A.F. Curtis:

Yes, thank you.

The Connétable of St. Mary:

Moving on to the happier subject of roadworks; I am not sure it is. The northern sewer network upgrade on La Grande Route de St. Jean is a 2-year project running from November 2025 to February 2027. Can you please provide an update as to progress?

The Minister for Infrastructure:

I just want to correct you, it is not quite 2 years; it may seem like 2 years or 10 years for some people. In fact last night somebody asked me if I knew where they lived and I said, yes, the M1 because they live right in the middle of the diversion. The amount of traffic passing them has increased significantly. Progress is good, I understand. Again, I am told that by officers but I am also told that by householders who speak to the people on the job. I am told progress is good. It is fair to say that we have started on what would be described as the easiest parts of the job. If you imagine from the Union Inn to the crossroads, La Rue Du Becquet Vincent, there is very limited in the way of services entering the road. When we get to the crossroads with Surville Cemetery; that is when we start to get very complex. It almost looks like spaghetti junction when you see the amount of services that are coming into the road and the sewage pipe is often underneath those services. I thank particularly the residents of the affected areas. I know it is difficult for everybody, compounded in the last couple of weeks on Mont Felard with an emergency excavation for gas, which meant traffic lights were put there. You certainly would not plan to close Mont Felard at the same time as you have got La Grande Route de St. Jean closed.

The Connétable of St. Mary:

I have encountered those, okay.

The Minister for Infrastructure:

Yes, so have I. But those lights were taken away last night, I am pleased to say. The works are progressing well. We have got 2 local contractors doing the job to try and condense the time it takes, but it is essential, it is compounded. I went with the Roads Committee of St. John and Trinity, some of the Honorary Police, to look at the site a couple of weeks ago so that we could fully understand the complexities of the job. They have got to excavate in some parts up to 4 metres deep, which means that there is a lot of shoring up to be done to make it safe for people to work in that space. I was very impressed with the professionalism of the people doing the works. There is over-pumping, so sewage is literally taken from the sewer in-pipes, pumped along the road and then back into the sewer afterwards. It is a complex job. It is a difficult job but it is essential.

The Connétable of St. Mary:

But again on progress, it is according to plan?

The Minister for Infrastructure:

I understand we may be a day or 2 ahead but that is about it. We are on plan and we finish, I think it is, 23rd December and we are not removing the diversions because it would take another week to set it all up again. We ask for people to have patience through that time.

Deputy H.L. Jeune:

Minister, you talked about the emergency need for works in Mont Felard but there has been quite a few other noted road closures that have been those feed roads because of the main roads in both St. Peter and on St. John's Road have closed. With the co-ordination, are all these roadworks in the same category as the Mont Felard where it is emergency or is there a way to be able to co-ordinate a bit more to say maybe those works cannot be done now? It just feels that some ...

The Minister for Infrastructure:

Okay. The only works that I have been asked to approve is works on Mont Fallu in St. Peter, which are for 3 days, which is to ensure that people retain the telephone signal. I dare say that people that live and work in that area will be appreciative of retaining the telephone signal and the people that commute that way will be disappointed. We have agreed to those works being done in the school holidays when we see around a 20 per cent reduction in traffic. If you have been anywhere near the west of the Island you will have seen prior notification has been put up as much as possible. There is a huge amount of work that goes on in terms of co-ordinating works. We have got the 5G masts go out. We have got the J.E.C. (Jersey Electric Company) doing significant upgrades to their network; I think they call it the big dig. We have seen Jersey Water at times have to open up roads when there is a leak. We have got the Island Energy who have to open up a road if there is a problem with gas and that is unavoidable. If you go online on our Government website you can see the next 5 years of road resurfacing programmes and all of that is co-ordinated with the utilities. The utility companies will go in before we resurface a road to ensure that they do not break an embargo and have to pay for full reinstatement. Monthly meetings take place with the utilities and the parishes and ourselves. Everything goes on to the system called TrafficWorx. Recently we delayed some work in St. John because we know we already had an application from Infrastructure for drains and the J.E.C. want to go on the same road. It transpired it was going to be different contractors; they were not going to use the same trench. We reluctantly approved 2 closures instead of one closure.

Deputy H.L. Jeune:

We have heard from you, Minister, about these co-ordination meetings. I think where the discussion is, is there then, within those co-ordination meetings, a way to see how the traffic flows, being the most important is that can people get from A to B with that traffic flow? Understanding those road closures, it is not just about announcing that there is going to be road closures but seeing ...

The Minister for Infrastructure:

Yes, it is a good question. At times you would think that there was no co-ordination at all, but I can assure you and members of the public that there is huge effort that goes into the planning for any major roadworks.

[11:30]

The team that have done the northern sewer extension and the St. Peter's works, they are local people with local knowledge and local experience. We have in the past used U.K. people who are very experienced in Jersey for some of our resurfacing works. But before any of those major projects are undertaken there is dialogue with the local Roads Committees. The northern works, I think we were talking to Trinity, St. John and St. Helier back in April; that is when the first correspondence was received by those parishes. There is a huge amount of work that goes underway and I have to give credit to the team who listened to the feedback from people who know the local areas better than they do perhaps. They adopted suggested changes, which came from Roads Committees and residents and businesses. It was not cast in stone. We had a good plan and that plan, I think, has been enhanced. Disruption is always difficult for people. I was late at a doctor's appointment the other day because of the lights on Mont Felard but I got there and I got seen. If I had known the lights were there, I would have left earlier, I dare say.

The Connétable of St. Mary:

Thank you. Yes, and I can confirm that certainly our parish has regular consultation with you if there is going to be major development in St. Mary. Yes, going back to St. John's Main Road, businesses reported that they fear they will not survive a year of rolling road closures. How do you respond to those concerns of such businesses, particularly where disruption is prolonged?

The Minister for Infrastructure:

I understand that and I have spoken to a number of those businesses personally. I am having some dialogue with colleagues about what, if any, help could be given. I think some of the challenges are if a road is dug up for a week that is disrupting to businesses and individuals but a week is very different to 15, 17 months. I think the longer roadworks, we are looking to see if there is anything we can do. It is too early to see whether we can or we cannot. Always if it involves funding, that money has got to be found. We have just heard how challenging it is to provide the sewer network that we need to without funding businesses that are closed. But I have spoken informally with both the Chief Minister and the Minister for Sustainable Economic Development and we are due to have further discussions when people return from holidays.

The Connétable of St. Mary:

Thank you. I think you have answered and spoken to my next 2 questions, one which was going to refer to the written answer from the Minister for Sustainable Economic Development confirming there will be such conversations and potential options. When are you due to discuss and when might we hear some result?

The Minister for Infrastructure:

We had hoped that we could have had those discussions before today but I have been a little distracted at times in recent days and weeks. One of the suggestions that I have made is whether or not we can do something similar to COVID with some kind of payroll support. In theory, that could work but who do you include? What are the rules that you put in place? What is the length of time when it is activated or not activated? Where does the money come from? There is lots of ifs, buts and maybes but we are very aware of the challenges. All of the businesses retain access throughout the works, I think that is important to say. We are encouraging people to continue to use those businesses. Some of the businesses that are concerned have seen a terrific increase in the amount of passing trade. I am always surprised not to see a noticeboard outside those businesses advertising their business. I think a lot of businesses have done what they can. If you get to Haute Croix I think I am right in saying there is a sign there to say business is open as usual. There is not one sign to say what those businesses are. In other areas businesses have gone out and put up signs and done what they can.

The Connétable of St. Mary:

We are taking all that on board. Going back to my earlier point, your discussions with your colleagues and can we expect some sort of statement or even a consultation paper or whatever?

The Minister for Infrastructure:

I certainly would have expected those discussions to take place before we sit again in the Assembly on 20th January, yes. It is very easy to come up with a payroll support scheme but the complexity is in where do you find the money and what are the parameters?

The Connétable of St. Mary:

Right, we noticed the problems about the finding the money, okay. Looking at individual roads for me, the panel notes that roadworks have produced public reactions, depending on where they are. For example, the Trinity and recent St. Peter stages drew vocal criticism from traders and motorists, while that for the Esplanade road contraflows did not. How do you explain the difference between these public reactions?

The Minister for Infrastructure:

It is probably time, is it not? The Esplanade works have been going on for a number of years, dare I say, in terms of doing it in a staged approach. The traffic can see where they would normally drive and they are just in a contraflow system, so people accept that. When you have to divert down lanes that you might not normally use it probably feels different. I have to say I regularly take one of my family members to the airport and pick them up from the airport almost on a weekly basis and it probably takes me 2 minutes longer but that is about it. If people follow the signs and follow the

speed limits the traffic really does flow. It is when people ignore traffic signs and/or ignore speed limits that we have problems.

The Connétable of St. Mary:

Okay. You are straying into my next question I think, which is the main problem in distraction relates to the public not observing signage. What assessment has your department undertaken to determine whether the signage system is itself contributing to non-compliance and what changes would you like to see if that proves to be the case?

The Minister for Infrastructure:

Quite frankly, I would like to see technology used and cameras used. Where you have got a sign telling people that you could face up to £1,000 fine if you ignore the sign and people just drive around that, I think that is wholly inappropriate. I have been sent a number of photographs of vehicles totally ignoring that, including commercial vehicles. I think the signage has been tweaked, certainly on the St. John's project, I think also on the St. Peter's project. But it takes some explaining to me when you have got a sign that says no left turn, then you have got a no entry, which underneath it has got a sign that says £1,000 if you come up this road. You watch people ignore the left turn and ignore the no entry sign; it is bemusing to me.

Deputy H.L. Jeune:

Minister, a number of those vehicles, I have had personal conversations with people because they are coming at me in the wrong direction as I am trying to get home, whether it is walking or in the car, and often it is very panicked people because they know they are not right. You were talking about technology, they are saying that Google Maps is not telling them how to get to where they need to go. I am just wondering whether ...

The Minister for Infrastructure:

Other map providers are available.

Deputy H.L. Jeune:

Yes, but I think it is more about understanding people's behaviour and trying to work out how to. At the moment the situation is people panic, or potentially some people are panicking, because they know they are going down the wrong way, so they go faster to get out of the situation, which will cause even more of concerns. Luckily so far not accidents, but it is in a way more dangerous because they know that they are doing it wrong and they are continuing because they need to get to the other end and they do not know how to ...

The Minister for Infrastructure:

We held 7 drop-in sessions - 2 at St. Helier, 2 at Trinity, 2 at St. John's Parish Hall and a further drop-in session at the U.R.C. (United Reformed Church) at Sion - for local residents. We have publicised and publicised. For some of these people you have to question whether they should be driving because if they knowingly have gone down a one-way street the wrong way, one would question whether they should be allowed to drive a vehicle. I have seen it myself where people do not think the sign stands for them. Conversely, I have had people write to me this week saying: "We love the one-way system, can you make it permanent?" It is difficult. I understand that a number of people have been warned to attend Parish Hall inquiries when they have been found to be going the wrong way down a one-way. At the start of the roadworks on the northern sewer there may have been an excuse because signage was not as good as it should have been. There is no excuse. Somebody drives around that site at least 3 times a day and we continually try to make improvements. There is no excuse. People are ignoring no entry signs, road closed signs and they are not optional. They are there and it is not Infrastructure that polices things; it is either the States of Jersey Police or the Honorary Police. We are not the enforcement. We have to think about the safety of residents and also the workers because it is not practical to have one lane of traffic running while those roadworks are happening. We have looked at the possibility of those; it is just not feasible, it is not safe.

The Connétable of St. Mary:

Thank you. Going back to signage in relation to businesses, our understanding is that you will provide extra signage if businesses ask. We have received reports from some saying they had to make their own signage. What is the policy there? Did you go out to ...

The Minister for Infrastructure:

I may be wrong but I believe every junction has got a sign to say businesses are open as usual. If you want to put your brand up, we have helped people to do that, but we cannot be putting up different brands for different people and ignoring people. We cannot be selective. By putting that generic sign up to say business is open as usual, yes.

The Connétable of St. Mary:

It is up to the business and you reckon to approach you if they want more.

The Minister for Infrastructure:

If a business approached me about a sign in St. John I would speak to the landowner and say: "Can we put a sign there for 3 months, 6 months to help this business?" I would be fairly confident that the landowners, where appropriate, would help us, yes.

The Connétable of St. Mary:

Then my last point in this area really is the C. & A.G. (Comptroller and Auditor General) recently issued a report *Critical Infrastructure Resilience - Transport Links*. Do you anticipate any changes in the roads as a result of that?

The Minister for Infrastructure:

I read the transport links as being more to do with boats and aeroplanes. We are doing a huge amount of work on the Roads Law and the team there are making, I would say, good progress but, yes, I am not sure if we will see change there.

The Connétable of St. Mary:

Still on legislation, the Road Traffic Law Drugs Limits (Jersey) Amendment Regulations. What specific drug-driving limits, substances and threshold levels are being proposed under these regulations?

The Minister for Infrastructure:

I have to say I am frustrated with the length of time it has taken but I believe we are making good progress. I think there are going to be 2 limits, which is not uncommon. There is a limit of 5, I think it is µg/, which does not mean anything to me.

Head of Technical Support Services - Projects:

Micrograms per litre.

The Minister for Infrastructure:

Thank you. Micrograms per litre for regular drivers but a limit of only 2 for professional drivers. If you are driving a vehicle, a heavy goods vehicle or a passenger-carrying vehicle, you would have a lower limit. At the moment we have a sobriety test and it is very difficult for the police to have successful prosecutions. We see in other jurisdictions - and we have no reason to see why Jersey would be different there - drug driving is as big, if not bigger, problem as drink driving. I met only last week one lunchtime with a concerned resident and the Head of Road Traffic Policing, who has reported on a number of occasions people who are openly smoking weed or whatever it is called and driving.

[11:45]

It is a real concern, it is a real concern. We hope to be able to brief, the drafting is complete. I just need to check with my colleagues in Health and Justice and Home Affairs. They need to notify the Council of Ministers and provide documents and briefing to your panel, the Justice and Home Affairs Panel and the Health Panel. I think, we will try and deal with that together before lodging it because

we really want to be able to progress this really important work. We have looked at it to do it as simple as possible to start with because something is better than nothing and then that can be added to in the future. I think if we tried to do everything at once it would never happen. I know the Head of Road Safety in Infrastructure has worked tirelessly with colleagues to get as far as we are. I do not go and meet him without asking him a question. We are getting close and I hope we can count on your support once you have seen the detail to get this through.

The Connétable of St. Mary:

Yes, thank you.

Deputy T.A. Coles:

You said about the 2 and 5 milligrams per litre of blood. Is that for specific substances or is that T.H.C. (tetrahydrocannabinol) or is that going to be ...

The Minister for Infrastructure:

That is cannabis and I think there is ...

Deputy T.A. Coles:

Because obviously we have other drugs in ...

The Minister for Infrastructure:

I think the only other drug included at the moment would be cocaine. I do not think that gets away from the fact that you should not drive while using drugs but this is for roadside testing. We will have the ability to do roadside testing and if someone proves positive and they have got above that limit in their body, then they would be able to be prosecuted. I think for other drugs it would still currently rely on the sobriety test. But I think when we give you the briefing we will be able to explain more detail of that and you will have someone that understands that or not.

The Connétable of St. Mary:

Going back briefly and down to my final question I am sure on this, yes, we obviously welcome such a briefing but can you give any indication of timeline on that?

The Minister for Infrastructure:

It looks like we are going to be busy in January. But I certainly would like to think that is going to be in the first 2 weeks of January because if it is not I will not be very happy. I know the officers have done everything they can to get it here and I pay tribute to them because they have worked tirelessly; it is not easy. There is real genuine concern from some doctors about the level of whatever it is in people's blood. What is it, John?

Head of Technical Support Services - Projects:

The T.H.C. is delta-9-tetrahydrocannabinol.

The Minister for Infrastructure:

There is real concern, genuine concern from general practitioners who are seeing patients who are professional drivers with high levels in their blood. We have to do a lot of work around education but we also have to give the enforcement agencies the tools to do their job.

The Connétable of St. Mary:

I have got 2 more detailed questions that may be better left for the meeting, but one question is: how will the regulations, if you are able to say, differentiate between impairment and legitimate prescription medicinal drug use and what safeguards can we put in place to cover that?

The Minister for Infrastructure:

Occasionally my lovely wife tells me to have a glass of wine or a pint of Guinness but that does not allow me to drive my car afterwards. I do not think that there will be any difference between those prescribed and non-prescribed, is my understanding. There will be a difference between professional drivers who will have a lower threshold than non-professional drivers.

The Connétable of St. Mary:

You say you have the feedback from medicinal practitioners. Is that the main area of consultation there has been to date?

The Minister for Infrastructure:

No, I think there has been some consultation with other areas, but it is G.P.s (general practitioners) that have approached us with their concerns, genuine concerns, yes.

Deputy A.F. Curtis:

A couple of questions on the roadworks and events permitting scheme, because this is the last time we will see you before that comes into play. Have you received any update as to the uptake through the provider for safety as to how many people have, in essence, become qualified, given that is now going to be the statutory requirement for trading?

The Minister for Infrastructure:

Sorry, I have not had an update in terms of number. The provision is now done locally by a local company, which was where we started our conversations an hour ago, talking about on-Island provision rather than people coming to the Island to provide that service. It is very similar - I think I

have mentioned this before - to somebody going on to a building site and needing to sign, as we do when we go and visit sites, to say they have had a health and safety briefing. We are trying to ensure that it is practical, but I do not have the numbers. I will have to write to you with the numbers of people that have done it.

Deputy A.F. Curtis:

Okay. Part of moving to the RWX card for Jersey is to not accept U.K. or similar qualifications but to allow transfer of that. What leeway from January onwards do you hope will be given to those who are found to have a valid piece of qualification but not necessarily of transfer to the Jersey one for whatever reason?

The Minister for Infrastructure:

I would like to think that there would be a common sense approach taken. I have not discussed that with officers but I will have to come back to you on that. The team that do this work I find incredibly helpful and I think they want to help with educating people, rather than enforcement in the first instance. We do see some horrific things on the road at times, horrific things which frighten me, but in general the main contractors, who we have just been discussing on the roadworks, all know what they are doing. I think signage around our roadworks has improved over the years. I was in France in the summer and kept coming up against roadworks which were just like a barrier in the road. I am not sure which is the right approach; I dare say somewhere in the middle is probably the right approach. At times there are so many signs it just looks as though it is a wall of yellow, does it not, at the end of the road? I would like to think that our officers will help organisations and prosecute if there is a repeat, rather than in the first instance. I think that would be the approach.

Group Director, Operations and Transport:

Yes, that is the approach from the team, that the team has taken.

The Minister for Infrastructure:

A very practical team.

Deputy A.F. Curtis:

Useful to hear. We are going to move to sea defences and the Shoreline Management Plan. On sea defences in particular, Minister, you might be aware that concerns have been raised by members of the public in particular around the sea walls and responsibility of areas of the wall in Greve d'Azette. Minister, are you aware that concern has been raised about the ownership of that and the maintenance of areas and, if so, how has your department been working with landowners on establishing a way forward?

The Minister for Infrastructure:

I am aware of one property in that area. I think that is subject to some form of inquiry. I am not sure what we can and cannot say on that, I do not know. I am looking for advice as to ...

Director, Jersey Property Holdings:

I think there is a complaint ongoing, but certainly concerns have been raised and I think that we are limited in what we can say.

Deputy A.F. Curtis:

Okay. Yes, you are limited to what you can say.

The Minister for Infrastructure:

I think I am limited. What I would not want to do is to say something at a public hearing which I am told I should not have said.

Deputy A.F. Curtis:

Okay, I had quite a few questions on that, if that is where we get to.

The Minister for Infrastructure:

Perhaps we can discuss it at the end of the hearing.

Deputy A.F. Curtis:

I would say we would appreciate an update there. The Scrutiny Panel have also been party to seeing correspondence and no doubt we would like to understand the situation and also understand when the public can also understand the situation as well.

The Minister for Infrastructure:

Yes, yes.

Deputy A.F. Curtis:

However, we understand that those areas would be covered in a long-term part of the Shoreline Management Plan. How is the plan for the Shoreline Management Plan being developed? Are responsibilities at a general level being understood between public and private stakeholders?

The Minister for Infrastructure:

A really good question. I think there has been a lot of stakeholder engagement. I think the proposals would alleviate the problem that has been highlighted, regardless of the ownership element. I think people have asked for privacy to be retained where possible. It would make sense to put any kind

of planting against an existing property, rather than putting that near the sea and having the pathway next to the house. I think the design will be sympathetic, I would like to think, to preserve properties' privacy.

Deputy H.L. Jeune:

Does it not go further, because it goes into that issue of the big chunks of the sea wall that are going round the Island? It is not just the particular place where there is going to be that extension out and new land in a way being made. It is more about also understanding that those responsibilities ...

The Minister for Infrastructure:

Certainly when it comes to the sea wall we have seen the successful work that has taken place at Beaumont near the Gunsite where we have changed the design and it stops the overlap and then that has been very successful. Other parts of the sea defence and Shoreline Management Plan sees us increasing the height of a new wall and extending that wall out into the sea by a number of metres. I think it is different treatments for different parts of the Island.

Deputy A.F. Curtis:

Then at a general level, what is the department's approach to ensuring that residents and businesses understand their responsibilities and then those of the Government when it comes to any elements of shoreline defences?

The Minister for Infrastructure:

What I have tried to do since I have arrived is to try and resolve a number of issues where there may or may not have been infractions in the past and I think we have managed to do that in the main. We are just taking a consistent approach to that, as far as I can tell. Where somebody currently has steps on to the beach, in the future they may have to cross a footpath and a cycle path and walk between a garden to get to the beach. Their access will change, will it not?

Deputy A.F. Curtis:

Yes, okay.

Deputy H.L. Jeune:

Thank you. Thank you, Minister. We are on to our last area of questions for today, Havre des Pas and Lido; of course no surprise that we have some questions for you there. In your statement in the States Assembly on 12th December you stated that: "Following Jurat Olsen's findings and the withdrawal of R.158/2025, we will rerun the second part of the process. I feel that this must be undertaken externally to Jersey Property Holdings. I, therefore, ask Jersey Business to run and oversee this process to a conclusion and that negotiations will recommence with Love our Lido to

seek to agree a lease by the end of January 2026.” Could you explain the process in relation to the second stage of the expression of interest? Give us a bit more detail of what this means.

The Minister for Infrastructure:

Love our Lido will be invited to meet with Jersey Business with the aim of agreeing a lease. Yes, I think it is important to note that Jurat Olsen said that all parties had the draft lease from 23rd May and it was a pretty simple lease, which was part of his report. We have got one party who believes they can operate for the £60,000 that the Government have offered. If the Love our Lido want to participate we would expect them to do it for the same price.

Deputy H.L. Jeune:

Yet there was a number of elements where Love our Lido was asking for further information, not just talking about the financial aspects but there was information to help them to get to that understanding. Will those documents be provided to them? Is that something that is part of the ...

The Minister for Infrastructure:

I am not sure if there was any outstanding information. I think there was concern over the time it had taken for them to get some of the information.

Deputy H.L. Jeune:

Have they now been provided that?

The Minister for Infrastructure:

My understanding is they were provided that at the start or mid-September. I am not sure that there was anything outstanding. What has happened is colleagues from Property Holdings and the Law Officers’ Department have met with Jersey Business to give them the information they need. We are waiting to hear back from Jersey Business.

Deputy H.L. Jeune:

We are waiting to hear, so that the deadline is the end of January.

The Minister for Infrastructure:

Yes.

Deputy H.L. Jeune:

What are the implications you believe for rerunning the second phase for both the shortlisted parties? Is there anything that could be of concern because of this ...

The Minister for Infrastructure:

I would really hope that both the parties could talk to each other because I do firmly believe that both parties could work together. It is an opportunity. I think we all want the same thing. It is important to note that people are able to swim at Havre des Pas, the toilets are open, the changing rooms are open and will continue to be so. Yes.

[12:00]

Deputy H.L. Jeune:

Both of those parties, of course, put that to be able to create that, the money that they needed to help maintain the site is by utilising the event space that is currently there and the different concessions that are there. Will the facilities still be there? Will the equipment be there for them to be able to set up and go?

The Minister for Infrastructure:

The current licence is quite clear inasmuch as the current operator is able to take away the moveable things and anything that is fixed is part of the property. I understand that Jersey Business are due to go and have a look at the site in the coming days and just compare itinerary lists as to what is and what is not part of the property.

Deputy H.L. Jeune:

If those moveables go, because of course that lease is coming to an end on 25th December and they have already closed, were any of the shortlisted parties' proposals utilising those moveables or would they have to bring in their own moveables and will that delay either parties from setting up their own ...

The Minister for Infrastructure:

There are different views, I think, as to what is and what is not included in the lease and our view is very clear. It is important to note that people had booked events for next year and paid deposits for events next year at a venue that the tenant had been given notice more than 12 months ago from now, so they ...

Deputy H.L. Jeune:

I do not think that is the question.

The Minister for Infrastructure:

I think it is important. If you are concerned about whether someone can operate on day one, I think it is important that we understand the picture. Deposits were taken for a venue that the tenant had

no surety of being at that venue. A liquor licence, a renewable liquor licence has been renewed when the person who renewed the liquor licence knew full well that notice had been served for 25th December.

Deputy H.L. Jeune:

At the moment those questions were about the new parties that would be and both of them have both expressed that they will be utilising those spaces in different ways but, potentially, with certain licences and certain equipment that they would need is currently there. My question is whether those will be then removed and is part of the expression of interest part of the discussions with the licence where both these parties would have to start again or would they then be taking over a certain amount of ...

The Minister for Infrastructure:

I think the 2 parties have probably got different expectations. There are facilities which stay with the building as part of the licence and there are moveable assets which do not stay with the building.

Deputy H.L. Jeune:

Will this be known to the parties before they sign the lease? Would that not be something as part of a business plan you take forward?

The Minister for Infrastructure:

I believe so. If there are any variances or questions I will expect our colleagues in Jersey Business to come back to us and talk to us about it.

Deputy H.L. Jeune:

Would that be given in time enough for the lease to be signed at the end of the month, enough time for either party to make those decisions?

The Minister for Infrastructure:

Yes, I think so. We are due to get vacant possession on or before 25th December.

Deputy A.F. Curtis:

Could I just ask, just to go back to what the Chair was saying about the line that negotiations will recommence with one of the parties, the former preferred bidder? I think obviously it was reassuring to read that Jurat Olsen found your officers to be honest and hardworking. Although he focuses on fairness, how are you going to ensure that Jersey Business retain fairness for both parties, knowing that, ultimately, first point, who became the preferred bidder, albeit apart from what might be considered a technical element of communication, were able to comply with the lease requirements,

whereas Love our Lido could not? Are you happy that Jersey Business will not change the parameters at all to ensure fairness to both parties and nothing changes?

The Minister for Infrastructure:

I do not see any need to change the parameters. I made that point, I believe, in the States last week. Jurat Olsen's report, which was very thorough, was against a set terms of reference. One could argue if the terms of reference has been broadened, he may have come up with additional findings. Jurat Olsen's report, I think, is to be commended in terms of its quality and thoroughness, based on the terms of reference he was asked to look at.

Deputy A.F. Curtis:

But the work by Jersey Business arguably with Love our Lido will not be a period for negotiation as to what a lease will look like, what the terms are. The terms are exactly set as was presented to both parties and it is about if they can meet that they can choose to and obviously work on that, but there is not a chance to negotiate outside of the formal E.O.I. (expression of interest) process that both parties would have had a fair chance to ...

The Minister for Infrastructure:

The E.O.I. process has not changed and I think it was the Chair who asked the question in the Assembly about £66,000, which was wrongly reported by some media. It has always been £60,000. Again, Jurat Olsen commended the quality of the description of what was on offer. Therefore, I think it must, therefore, be pretty clear to those people, who have bid for the work under those terms, and put expressions of interest in. Therefore, I expect that Jersey Business have been told in their meeting that those are the terms that are on offer.

Deputy H.L. Jeune:

Then moving on to something that the panel has asked before in this area, that the location is in a designated Ramsar site. Could you confirm what explicit considerations was given to Ramsar obligations during this procurement process and also if it is mentioned in the lease at all?

The Minister for Infrastructure:

I could not tell you that. I do not know if you can, Tim.

Director, Jersey Property Holdings:

I think the lease requires the occupant of the site to meet all such regulatory requirements. It is quite broad purposefully in that respect to put the onus on the people who operate the site to meet the requirements.

Deputy H.L. Jeune:

They are aware that that sits within a Ramsar site?

Director, Jersey Property Holdings:

They have had the terms for 8 or 9 months and that due diligence would be for the people who are bidding. It was not specifically mentioned by the independent panel as being an issue for concern. I was not part of that process, so I do not have immediate awareness, but the fact that it was not mentioned by the independent panel would indicate that if it was covered, then those parties that were applying for the lease were aware of it.

Deputy H.L. Jeune:

If it is not mentioned maybe that is because it was not thought of. I think our question is: were environmental protection mitigating requirements ever in an evaluation of the criteria even for the independent panel? In a way, was that given due consideration? All statutory obligations ... of course many businesses and organisations would not necessarily be operating in a Ramsar site. That is another level or maybe they are not aware of such ...

The Minister for Infrastructure:

My understanding is that at least one of the parties is aware of the challenges when it comes to cleaning and the opportunities when it comes to cleaning on that site because of the special nature of it.

Deputy H.L. Jeune:

But it was not specifically mentioned in the criteria to begin with.

Director, Jersey Property Holdings:

I was not party to the independent panel and, again, I think Jurat Olsen mentioned his appreciation of the particulars at the beginning of the process. I cannot answer that specific question but we will go away and have a look.

Deputy H.L. Jeune:

Thank you. That would be really useful and especially if it is then also mentioned in the lease as well. As I say, it is a step difference to normal operating, business operator. Also, of course as the main landlord at the end of it, how to ensure that whoever is the operator will carry out activities that will not damage the marine environment.

The Minister for Infrastructure:

Of course.

Deputy H.L. Jeune:

Of course we want mitigating, not having it after the fact. I was wondering if the landlord has put it in the lease. I suppose we are talking about also the fact that any operator will be maintaining the site. The question is: will the Government retain the ability to vary the contract should maintenance prove insufficient or detrimental to the condition of the Lido or the surrounding area?

The Minister for Infrastructure:

That is in all of our leases. If somebody does not comply with the lease, then you have broken your contract.

Deputy H.L. Jeune:

This is relating to the maintenance of the Lido. Is there then going to be monitoring regularly with Jersey Property Holdings to ensure maintenance is ...

The Minister for Infrastructure:

I think that is an area that Property Holdings can improve upon. I am well aware of local companies that take photographs when people go into buildings, during the tenancy and when they leave buildings. I think that is a better practice and I think that is an area that we can improve upon. I think that is fair to say.

Deputy H.L. Jeune:

Yes, and for landlords who have to do it, it is law for condition reports, so that would be useful. Do you believe that all recent tender processes within your remit, Minister, have followed this best practice or are there any areas that you think could benefit from the review that we have just heard and the process that we have just heard? Is there any way we could see changes?

The Minister for Infrastructure:

Again, this was mentioned in the Assembly last week. Undoubtedly La Croix worries me in terms of the time it has taken to what appears to get nowhere. I did indicate that I was going to review La Croix. I have not this week but I will either between Christmas and New Year or the first week of January.

Deputy H.L. Jeune:

Okay, thank you. From that, would you then take these 2 experiences with your review coming and this to put together some lessons learnt in the tendering process? Do you see that there are changes to that?

The Minister for Infrastructure:

Undoubtedly there has been lessons learnt and none of us are perfect. It is not something we do or have done often in the past and undoubtedly there are lessons learnt. I think I said with hindsight it would have been much better to have kept independent oversight throughout the process. Perhaps that is something we should consider going forward. I would be very happy to do a lessons-learnt review after that process. Indeed, this evening I am doing a lessons-learnt review from the Christmas Tractor Run; there we are.

Deputy H.L. Jeune:

Thank you, Minister.

The Minister for Infrastructure:

Thank you.

Deputy H.L. Jeune:

I wonder if the panel has any other questions. We can gift you for Christmas 15 minutes of your time back, Minister.

The Minister for Infrastructure:

It is gratefully received and I shall return the compliment; there we are.

Deputy H.L. Jeune:

Thank you very much. Thank you for attending all our quarterly hearings this year, Minister. I do not believe that we have that many left before the end of our term, but we do have at least one more, if not 2.

The Minister for Infrastructure:

I am already looking forward to it, I am sure.

Deputy H.L. Jeune:

Thank you very much. Thank you very much, officers. Thank you.

The Minister for Infrastructure:

Thank you and thank you, officers, as well. Thank you for the interest you have shown. I know you have done a number of site visits and not only the work you do preparing for these things. You have been out and seen things, which is appreciated, not only by myself but I know by the team. We thank you for your genuine interest in the subject we look after. Thank you.

Deputy H.L. Jeune:

Thank you very much.

[12:13]