



Common Strategic Policy Review Panel

Common Strategic Policy Review – Public Hearing

Witness: Minister for Infrastructure

Monday, 27th October 2025

Panel:

Deputy I. Gardiner of St. Helier North (Chair)

Deputy H.M. Miles of St. Brelade (Vice-Chair)

Deputy C.D. Curtis of St. Helier Central

Deputy M. Tadier of St. Brelade

Deputy A.F. Curtis of St. Clement

Witnesses:

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

Mr T. Dodd, Associate Director, Highways, Transport and Infrastructure

Mr A. Scate, Chief Officer, Infrastructure and Environment

[14:19]

Deputy I. Gardiner of St. Helier North (Chair):

Welcome to the public hearing of the Common Strategic Policy Review Panel. We will question today Connétable Andy Jehan, Minister for Infrastructure, around C.S.P. (Common Strategic Policy) deliveries, how it works in cross-cutting areas between departments, what the risks and outcomes are, and how we measure impact for Jersey? Before we start, let us do the introductions. Deputy Inna Gardiner, President of the Scrutiny Liaison Committee and Chair of the Common Strategic Policy Review Panel.

Deputy H.M. Miles of St. Brelade (Vice-Chair):

Deputy Helen Miles, Vice President of Scrutiny Liaison Committee and Chair of the Corporate Services Scrutiny Panel.

Deputy C.D. Curtis of St. Helier Central:

Deputy Catherine Curtis. I am Chair of the Children, Education and Home Affairs Panel.

Deputy A.F. Curtis of St. Clement:

Deputy Alex Curtis, member of the Environment, Housing and Infrastructure Scrutiny panel.

Deputy I. Gardiner:

And online with us...

Deputy M. Tadier of St. Brelade:

I am Deputy Montfort Tadier, Chair of Economic and International Affairs and Scrutiny.

Deputy I. Gardiner:

Thank you. Minister.

The Minister for Infrastructure:

Connétable Deputy Andy Jehan, Minister for Infrastructure.

Chief Officer, Infrastructure and Environment:

Andy Scate, Chief Officer for Infrastructure and Environment.

Associate Director, Highways, Transport and Infrastructure:

Tristen Dodd, Associate Director for Transport, Highways and Infrastructure.

Deputy I. Gardiner:

Thank you. Minister, we will start with the question, in what ways does your department's budget contribute directly to the delivery of the 13 Common Strategic Policy priorities?

The Minister for Infrastructure:

In a number of ways. We provide the services for things to happen, basically, so our budget is essential in terms of ensuring that traffic can move, sewage is moving and waste is processed. We then look at capital investment, and so we are helping the affordable homes that were passed, the land that was re-zoned in the Bridging Island Plan. We are doing a lot of enabling works to ensure that those properties – and existing homes, I should say – can connect to the mains drains. In terms

of St. Helier, we are investing in public realm initiatives which fit in with both the retail and the visitor strategies; we see that as vital work, and perhaps we will talk about that afterwards. So, we contribute in a whole range of areas, and hopefully we will have an opportunity to talk about Fort Regent as well.

Deputy I. Gardiner:

Thank you. Are there any Common Strategic Policy priorities within your remit that are at risk of delay or non-delivery due to budgetary or resource constraints?

The Minister for Infrastructure:

I do not believe that there are. We have had to be restrained in terms of increasing our charges because of the pressure on the cost of living. In fact, we have now started working with the bus provider to promote the benefits of a monthly bus pass, being £55 compared to £172 for a monthly parking permit. I have been trying to encourage our partner to do that for 12 months, and we have now started to do that with adverts on social media and the back of a double-decker bus. You might say: "Well, that is going to reduce your revenue in car parks" – or potentially it will – but we have got 44 per cent of bus riders doing so on a concessionary fare, and we need more people on buses paying for fares to help us get more concessionary fares.

Deputy I. Gardiner:

Can you tell us the main financial workforce or capacity risk for C.S.P. delivery in your area?

The Minister for Infrastructure:

I think if you look at our risks, and I think the risks are managed reasonably well within our area, but funding clearly ... both for revenue to ensure that we can keep doing what we have to do, but also capital funding so that we can provide much-needed new infrastructure, particularly around the sewage network, is absolutely key.

Deputy I. Gardiner:

For one side to say they had a capital budget, which you need to deliver; and you do have also a maintenance budget within each department, as you said, that your remit goes across most of the C.S.P. How is the decision-making process happening? How many working groups do you sit on? How do you work with other Ministers to ensure that there is a balance between Budget allocations?

The Minister for Infrastructure:

Clearly, it is about balance. I am sure Deputy Alex Curtis will be fed up of me talking about the fact that we have to prioritise, and therefore when it comes to property, for example, we have to focus

on the must-do – to ensure that we meet legislation, to ensure buildings are safe – which does not necessarily mean that they are painted as much as we would like them to be painted. But in addition to the Council of Ministers, I am on the Regeneration Steering Group, so we talk about capital initiatives there. We have got a Sports Ministerial Group where I work with the Ministers for Health, and Social Services, Education and Lifelong Learning, and Children and Families. We meet quarterly in that forum, and that has really helped us to finally gain access to the schools estate. I would say it has taken us a long time to get there, but we are there now, and I am really excited about the opportunities. I also work with Health, Home Affairs and Education on the casualty reduction parts. I work with the Minister for the Environment on things around the Carbon Neutral Roadmap, for example, and we meet fairly frequently, the 2 of us. Then, as I mentioned, the public realm; that is supporting the Department for the Economy, both the retail and visitor strategies. So I work across the piece, really, with all Ministers to varying degrees.

Deputy H.M. Miles:

Thank you. The Common Strategic Policy narrowed its scope down to 12 core priorities, later expanded by amendment to 13 for the carbon neutral implementation. Do you think narrowing that focus to a limited set of priorities has worked? Do you actually see that there has been some improvement to delivery?

The Minister for Infrastructure:

Yes, I subscribe to the approach of: get things done and, once you have done something, move on to the next thing, rather than trying to do everything and doing nothing. I really subscribe to that approach. Is it the right 13? We could be here all afternoon debating that. We have got 13 priorities. I am pleased that the 13th was added. But yes, I do think that by giving things focus, you actually do get things done. Broad Street is a great example. That road has been closed for 5 years and we have been talking about making it pedestrianised; now we are actually doing it. I think by focusing the mind, you actually can do things. We do that within the department as well. We really try to put in dates that we can achieve and deliver and move on, because there is nothing worse than ... I was talking to someone earlier today about a project that started 11 years ago and is no closer getting completed than it was 11 years ago, which beggars belief.

Deputy H.M. Miles:

In terms of funding allocation for your priorities, as a Minister around the C.o.M. (Council of Ministers) table, do you feel that you have had sufficient voice and been able to get exactly what you need?

The Minister for Infrastructure:

Yes and no. I am sure you are going to hear from all Ministers that they would like more and to do more, but have I been able to get my voice heard? I believe I have. Have I raised the profile of Infrastructure in the last 18 months? I believe I have done. There is a huge amount of work still to be done, but the very fact that we are starting major projects now is as a result of being heard. We can talk about health, we can talk about education, but if you cannot have sewers working, then neither of those are going to work either. We really have tried our hardest – supported by the team, we have got some great people in our team – to raise the profile. We are trying to do things differently. It is not a popular role, being the Minister for Infrastructure, but thankfully I am not worried about that too much. You know, we advertise 5 years in advance when we are going to do major roadworks and people see it as a surprise when it happens. We are now telling people that if you go through a road closure sign, you could be fined up to £1,000. We do not want to fine anybody, but equally we do not want to spend £200,000 on employing staff to ensure that the roads are safe for people to work on.

Deputy H.M. Miles:

Whereabouts have you had to compromise to allow those big increases in health and education?

The Minister for Infrastructure:

I am sure the man sitting to my right would tell me that I have got to do more work in terms of resurfacing roads, and we are actually looking at how we can do that – if we can do it differently, more efficiently. We have got colleagues going to see what they do in Guernsey; they do not reconstruct the roads to the level that we do when we reconstruct a road. I have to say, the reconstruction piece is fantastic. The micro-asphalt is an unnecessary evil at the moment, and we are looking to see whether we can cover the road surface with something else which has less impact on, particularly, cyclists and motorcyclists. We are trying to do things there, and to recycle some of the road planing. Tristen has probably got a long shopping list, but I would imagine that resurfacing the roads would be high up.

Associate Director, Highways, Transport and Infrastructure:

14.29.40 (inaudible) **[Laughter]** I am not going to bore you with the detail.

Deputy I. Gardiner:

Minister, we ask all Ministers ... because you, as a member of the Council of Ministers ... we know that to cover some of the Common Strategic Policy priorities, the decision was made to reduce the grant into the Social Security Fund.

[14:30]

Next year, it will be a reduction of £74 million per year, including £70 million for infrastructure. What are your views on reducing the grant to the Social Security Fund to fund ...

The Minister for Infrastructure:

I think it is a very different question to taking money out of the Social Security Fund. I would not support taking money out, but I am quite relaxed about not putting as much in. If you are asking me: "Should we take money out of the fund to do things?," I would probably have a different view to putting less money in. That would be my observation.

Deputy I. Gardiner:

If we continue this type of spending until 2035 ... I think it was mentioned that the fund will go and there are areas that are ongoing ... what was the discussion around the Council of Ministers when we introduce something that the public expects us to deliver going forward, but we do not have the mechanism after 4 years?

The Minister for Infrastructure:

Yes, it is a challenge. My preference would be that it was used on capital funding rather than revenue projects, but we have to get on and do some of the things that we have not done. It is not in my area, but I fully subscribe to the additional hours for young children, because I see people at my drop-ins who, quite frankly, are pulling their hair out as to they cannot go back to work, they can go back to work, et cetera, et cetera. I do not think these things are nice to have, but I do think we need to get on and do some things, because we have just delayed and delayed for so long. That is successive Governments. I know we went through COVID, which was difficult for everyone. I do think I would have a very different view if we were taking money out of the fund, but I am relaxed about putting less into the fund, if that makes sense.

Deputy I. Gardiner:

Thank you. Deputy Tadier?

Deputy M. Tadier:

Thank you, Chair. I want to move on to some of the other priorities in the key strategic priorities. Minister, C.S.P. Priority 11 includes a commitment to deliver a plan to revitalise town. How does Priority 11 align with Priority 8, which is about delivering more affordable homes and confidence for the rental sector? Also, if I can ask you about Priority 12, which is reform of the Planning Service and Sustainable Development.

The Minister for Infrastructure:

If we want to provide affordable homes, particularly in St. Helier where the Island Plan really targets increased residence, then we have to make St. Helier a more pleasant place to live and work and visit. We have seen success with the work that the Parish of St. Helier did in Halkett Street, which we helped to fund. We have seen great success in the New Cut, New Street area where we have had at least 5 applications for additional *al fresco* licences. We have got to make the town somewhere where people want to come and where people are happy to live. I think also of people moving into rightsized properties. I know a number of people who have downsized and live at the waterfront, and they love it. We need to encourage more people to downsize and free up homes where there is a lot of capacity. In terms of the planning – you asked about planning – I think that, talking to the industry, planning has improved. I am sure that my colleague, the Minister for the Environment, recognises there is more to do, but I do think we have seen an improvement with that. Yes, I think we are making progress.

Deputy M. Tadier:

Minister, there was a division, I think, in the debate last week about what level of expectation town residents can have when it comes to their access to a private vehicle parking space. Has that been a difficulty in this Council of Ministers about a cohesive vision about what town should not only look like, but also what you should expect from St. Helier if you are a resident?

The Minister for Infrastructure:

I keep using the word “choice.” As a regular bus goer myself, I still rely heavily on my car and not very much on my bike, unfortunately. It is about choice and I can see both sides of the argument, but we have still got far too many people who live and work in St. Helier – 24 per cent of people – who drive to work. You are 50 per cent less likely to own a car if you live in St. Helier, which is great for those people who can go about their business. But a week ago I was at – and I think I referred to this in my speech – Brighter Futures, and some of their clients and some of their workers were explaining the challenges that young families had in terms of getting children and shopping, et cetera, from point A to point B, and I have to subscribe to that. Not everybody needs a car, but I think we should be providing more spaces. That does not mean to say “one space per bedroom” or anything like that, but I think it was the right decision that the Assembly came to.

Deputy M. Tadier:

The vision for what you are trying to do, is that generally shared by Council of Ministers, and is it something that is supported?

The Minister for Infrastructure:

Clearly, that proposal was supported. In terms of the vision, it is about choice and it is about making St. Helier somewhere where people are comfortable living, working and visiting. We have to invest in the product not only of St. Helier, but of Jersey itself. I was fortunate to go to a number of French towns and cities in the summer, and we are not reinventing the wheel with what we are trying to do here. It is very successful around the world, and not just in Europe. Where you invest in the public realm, you generally see fewer vacant shops and you see higher spend in those shops. We were in Belfast earlier this year at a British-Irish Council meeting and we went on a tour around Belfast. The guide told us, and this stuck in my mind, that people buy from shops, cars do not. I thought it was a very powerful message that we had from colleagues who work in infrastructure around the British-Irish community.

Associate Director, Highways, Transport and Infrastructure:

Just to add to what the Minister said, and I know Deputy Tadier has got an interest in France and the A.P.F. (*Assemblée Parlementaire de la Francophonie*). We also liaise with colleagues in Saint-Malo and in Ille-et-Vilaine to see what they are doing in France with *Voirie Pour Tous*, and we have adopted some of their materials, et cetera. We tend to learn from both sides of the Channel, recognising Jersey's mixed situation.

Deputy M. Tadier:

I slightly hesitate to get into too much detail, but there is clearly a drive to a certain extent to support more cycling in the Island and to St. Helier. When bicycle racks are put up, and I think in particular the 2-storey ones ... there seems to have been some criticism of the design of those, which is not really able to hold bicycles sufficiently or give them any stability, so you can buckle the wheels. Is proper engagement happening with stakeholder groups about the intention versus the reality of what people are seeing in St. Helier?

The Minister for Infrastructure:

Absolutely, and that is the first time I have heard the new cycle racks criticised. I do not know if the department have had any feedback, but we work with key stakeholder groups. We have introduced some 70 new bike parking spaces in St. Helier in the last 9 months. We have done a video to show people how to use the racks; that is on our social media. We have put bikes on the top rack to show people how to use the racks. These racks are commonly seen around the world now, and really it is about getting as much capacity in as small a footprint as possible, so we can get more bike racks. Sand Street is a good example. Before we did the work at Sand Street, it was a bit chaotic ... would be how I described it. Now we have got more capacity, and people are using them.

Deputy I. Gardiner:

Thank you. I would like to ask 2 questions connected to C.S.P. and the coming Budget. One thing in the C.S.P. is improvements to the Central Market and the Fish Market; what improvements were done in 2025 and what is planned for 2026 for the Central Market and Fish Market?

The Minister for Infrastructure:

I think our biggest improvement is to get people on to new leases. That is where a lot of our energy has been; people were on rolling 12-month leases. I do not think we need to spend – I think the figure I was told was £12 million – on redeveloping the markets. I think we have got to refresh the markets; the floor needs to be fixed. I have got an update with the Constable of St. Helier later this week – I think it is on Thursday – about what work we plan to do in the next 12 months. I think it is about making them smarter, rather than redesigning the whole market complex, which perhaps is some people's view, but not mine.

Deputy I. Gardiner:

Were the funds allocated in the Budget to make them smarter in 2026?

The Minister for Infrastructure:

We have put some money in the Budget to do some ... it would be classed as maintenance work, but it will be improvements at the same time as maintaining it. The flooring, I would say, is probably one of the worst aspects. We spent a lot of money recently on the roof at the market, making it safe for people to work on the roof. If you remember, there was scaffolding there for a long time. We missed the trick, in my opinion, in not painting it at the same time we had the scaffold up, because I would try to do 2 things at once but ...

Deputy I. Gardiner:

Okay. The second thing; you mentioned Halkett Place, which was a really good joint project between the parish and the Government. We did have some allocation for the next 4 years which did not come to fruition this year. Do you plan to get this type of joint project between parish and the Government in 2026, and would some of the funds that were agreed last year come towards the parish?

The Minister for Infrastructure:

If I said Halkett Place, I apologise; Halkett Street is where we did the works. Sorry.

Deputy I. Gardiner:

Halkett Street, yes.

The Minister for Infrastructure:

Yes, I think not only the Government and the parish working together, but I also would like to see more work done in terms of public and private partnerships. With one of my other hats on for Sport, for example, there is a lot of opportunity for us to do more working with the community and getting other people to invest, and we should be seen as enablers, in parts.

Deputy A.F. Curtis:

A couple more questions on this theme of revitalising town. Part of what we have been talking to Ministers today about is how different priorities are balanced. To return to your parking example, you have got multiple competing interests versus keeping fees and charges low, investing in town, revitalising town, and – what I will get on to shortly – the carbon neutral roadmap. I wanted to drill in specifically on how you have been balancing the policy setting around car park charging. I think members will know the change you made to Charles Street, originally to make it a longer stay and then shortening that. I just wondered if you could talk about how, in a day-to-day setting – specifically around car parking – you have balanced these pillars of different C.S.P. priorities?

The Minister for Infrastructure:

It is not easy. I think car parking in Jersey is incredibly good value for money. Then when you look at how many people get free car parking, it is even greater value for money. It is a challenge, but we do recognise that we are in a challenging time from an expenditure point of view for the public. That is why we were restrained in increasing our car parking charges. We tried the different times until 10.00 p.m., initially, at Charles Street because the request came from the business community and, I think, the theatre community about access to parking to enable people to have dinner and go to shows. What we did not appreciate was that if you parked at 7.00 p.m. or 6.00 p.m. and had dinner, then you could have a problem at 9.00 p.m. in getting your car. So, we listened to the feedback and we amended that to 8.00 p.m. It is the same with weekend parking at Charles Street, where we charge differently to other areas. But we are seeing that there is capacity there, and therefore, the hospitality industry in particular in the evenings, and hopefully retail, have benefited from those additional spaces.

Deputy A.F. Curtis:

Okay, so is that an area where actually balancing priorities has worked as a good activator for revitalising town?

The Minister for Infrastructure:

I am probably the wrong person to judge if it has worked or not, but we took feedback from people and we made that change. Should we charge similarly in Minden Place? Should we charge similarly in Sand Street? You could argue both ways, I think.

Deputy C.D. Curtis:

You mentioned about the bike racks and encouraging people to use their bikes and so on, but a lot of people do not because they find it too dangerous. Is there any funding going into making safer routes, especially from the east? This has been going on for a while, has it not?

The Minister for Infrastructure:

I think we could do the eastern cycle route very cheaply, and we are trying hard. Some people say that we are trying. We found a route, working with interested parties, to go from Gorey up to Bagatelle. To make that the best it could be, would be to make one road a parish by-road, a no-through road.

[14:45]

It is used as a rat run in the morning for people heading into town and, surprising, it is used as a rat run in the evening for people heading out of town. To make it safer for people to cycle, if we did the same as happened at Maupertuis Lane and made the road a no-through road, we would have a cycle corridor along there very quickly and very efficiently. Fountain Lane is another area which is 2 parish roads ... St. Helier and St. Saviour both own parts of the road. Again, if that was made a no-through road, that would make the thoroughfares in and out of St. Saviour's School area. We have invested around £500,000 this year in the Five Oaks Bagatelle area with the introduction of the crossing at the college. We have got the trial going on at Clarence Road; as I have been stood there in the morning watching people arrive, talking to parents and children and teachers, they believe it is working well. We hope to do more work at the top of the La Varine(? 14.46.06) next year, and there is money to do some of the work there. The main project at Bagatelle is to create a footpath in a current field, which needs planning permission, and I hope to meet the St. Saviour elected representatives mid-next month to go through where we are with that. So, we are investing all the time in terms of planning and design. Each school has got a Safer Routes to School programme and plan. For us, we are trying to get ... we saw this in Guernsey, where in the playground they have got what I would call the old cycle proficiency marked up in the playground. We think that is great and we are trying to encourage schools to adopt that. We have provided more cycle parking in a number of schools. I think the school that I look to with envy is Les Landes, because I think they do such a great job there with their cycle bus. I have been out to meet the headteacher and talk to the pupils and parents that participate in that. So, there are some good

examples, but it is back to the point about, what can you do with the money you have got available? If you gave us a big wedge of money to spend on safer routes to school, we would invest that money, but we can only do what we can each year.

Deputy I. Gardiner:

Thank you. We are going to the carbon.

Deputy A.F. Curtis:

Minister, we are going to move to the Carbon Neutral Roadmap, in particular because it is a priority in the C.S.P. and, of course, the E.H.I. (Environment, Housing and Infrastructure) Panel is looking forward to its wider Budget hearing with you next Monday. Specifically in how the C.S.P. acts as a guide to your decision making and your voice around the Council of Ministers table, could you explain how the Carbon Neutral Roadmap as agreed, as a priority, influenced the Budget arrangements in the Budget 2026? That is, funding for any of your operations, from J.P.H. (Jersey Property Holdings) through to transport or any of them, with all your hats.

The Minister for Infrastructure:

We have got a number of initiatives that I think I mentioned when I was asked about how I worked with the other Ministers. We work with the Minister for the Environment, clearly, on this area. In terms of the Budget, we have done a number of initiatives. We have done the single-use vapes; I know that is only small, but it is a significant step around the single-use vapes. We are trying our hardest. We have got the investment in the Western Bus Gateway, which at peak times will save around 3, 4, 5 minutes per vehicle journey. If you have got 50, 70 people on the bus, that is a significant saving by accelerating the western buses, just as we have done with the eastern buses going in front of the Pomme d'Or Hotel. That is a significant investment there. People will jump on a bus if it is cheaper, if it is comfortable, and if it is convenient. I have told you about the price; our partner is investing in a new bus fleet; and so we have to make it convenient. How do we make it convenient? We have got to speed up that process. We have to watch what is happening elsewhere in terms of petrol and diesel vehicles. I remember in a previous life introducing a significant number of electric vehicles more than 10 years ago, so I am quite familiar.

Deputy A.F. Curtis:

I know Deputy Tadier has put his hand up; after this question, I am sure he will jump in with his supplementary. What we are trying to understand is how the priorities set by the Assembly are reflected through the Budget-making process and how competing priorities are addressed. The Minister for Environment, in our hearing with him about half an hour ago, highlighted the ultimate challenge that now it feels like environment and sustainability are the first things to drop off the radar

when priorities are needed. This Panel is quite interested to know, to what extent have you been able to drive sustainability as a shared responsibility in the Budget? Has having the Carbon Neutral Roadmap in the priorities helped change the funding allocations compared to where it might have been, and do you rely on it?

The Minister for Infrastructure:

I think I said at the outset, and I was not listening to my colleague, but I think having the 13th priority is essential. That is a personal view. I say that as someone who has won a national award for Green Fleet, so I can talk with a little bit of experience in that area. What strikes me, being in government compared to being in business, is the time it takes to do things. If I think of putting solar panels on our public buildings and public land, why has it taken me 18 months to get to where I have got to today – which is close to a signature but not with a signature – to put solar panels on car parks and on schools, for example? What I want is to see the money that we generate, which is not significant from that, reused so that we can make more of our buildings greener and more efficient. There is a reluctance in Government to ring-fence funds, and we are just starting that discussion now to see whether or not any income we generate from solar can be used to provide heat energy pumps and the like.

Deputy A.F. Curtis:

In your position, do you think using the States-agreed Common Strategic Priorities is a lever to further your cause? Is it an effective method of explaining why you want to hypothecate the money?

The Minister for Infrastructure:

It is, because a challenge you have got in Jersey – which, again, I am very experienced with – is that the low amount of mileage that we do on the Island means that it is not easy to make a business case to switch to alternative fuel. That is a challenge for us. If you are in the U.K. (United Kingdom) or Europe, you could make a business case because using greener energy would be cheaper, and you would save money over the lifetime of the vehicle. You have got to extend the lifetime of the vehicle to make it commercially viable. Having this as a priority of Government is a lever that we can use.

Deputy M. Tadier:

Is it fair to say that there is some aspiration in Government to address either emission reductions or generally more green initiatives? If I take the buses for example, you mentioned that it is a great idea to say to people it is cheaper to buy a bus pass than it is to pay for a month's parking ticket, but if you get free parking in town, of course the break-even point may be completely different for you. Similarly, if your experience of using the bus is such that, if you get a bus at 4.00 p.m. and you are

not at the bus station, but you are at the second or third stop and the bus is full and the next bus is not for an hour, that might give you a really negative experience of using the bus service. Has there been any joined-up thinking about both ... you have got the carrot and the stick, essentially, so do you make improvements to the bus service first, before you encourage people to buy their bus tickets, and then maybe tax people who do not make green choices in life?

The Minister for Infrastructure:

I think our bus operator deserves a lot of praise, actually. Only last week, as I said, I was answering questions in the different forum where somebody said: "The last bus is at 7.00 p.m." In fact, you can get a bus to that location at 11.00 p.m. When I used to get the bus, it used to be 6.10 p.m. was the last bus; so, the frequency has improved, particularly on the southern routes. The capacity has improved, and we continually monitor and measure the usage of the buses to ensure we have got the right size bus or additional buses so the route ...

Deputy M. Tadier:

I get that, but would you answer the question? If you are a professional who needs to be at work at a certain time and you finish work at a certain time, and the bus is full when you try and get back on it and you have to wait another hour, that is also the reality, notwithstanding the improvements that have been made.

The Minister for Infrastructure:

Generally, where we have seen that happen, we have seen larger vehicles put on to those routes. I know that with the bus you and I get, the Number 5, there is a larger bus in the morning and there is a larger bus in the evening to manage some of those capacity challenges. When we get another 60 houses built along the route with very little parking, we are going to see bus ridership rise again, and part of the planning obligation agreement is for further investment in the bus routes along that road. We are seeing investment, and it is in the bus company's benefit to ensure they have sufficient capacity because they want to encourage people. I think an area where we must improve is in terms of communication on the buses; so, telling people where they are, when they are going to get into town. That is a key thing for me to get sorted out. But you can go on the app and find out where the bus is. I was on a bus recently which was 10 minutes late, and at least half a dozen of the regular people who would get that bus had chosen to go to work another way because the bus was 10 minutes late. We have to keep on with the communication, but where we have been able to increase capacity and/or frequency, we have.

Deputy A.F. Curtis:

Minister, we are going to move from Carbon Neutral Roadmap and the climate emergency to capital delivery and long-term infrastructure planning, which also features within Common Strategic Priorities. One thing that is of note is that since the last C.S.P. Review Panel meeting, Investing in Jersey has since been launched. Given a lot of Investing in Jersey is about long-term capital planning and where one goes, is it possible to explain how you felt that build process of Investing in Jersey aligned with the Common Strategic Priorities agreed by the Assembly?

The Minister for Infrastructure:

I think it is really important because, as I said, I have been banging the drum about infrastructure, whether that is resurfacing roads, whether that is improving sewage networks, whether that is improving or replacing existing sporting facilities. We have to have a plan. Then, of course, you have got the coastal defence, which is vital. We have to find a way of funding those projects without them getting changed every 4 years; some of these projects are multi-year projects just in the planning of them. Think of the coastal protection; that is a significant project and it is not a “nice to have.” If you look at the maps and our risk register, flooding is one of our highest risks on the Island – the concern for flooding. We have to invest long term, and so the Investing in Jersey programme is essential for us to give surety for some of these projects which are going to outsee Governments.

Deputy A.F. Curtis:

Given the adjacency of some of these key pieces like coastal defence works on the climate emergency on ensuring homes for Islanders, are you satisfied with where the Budget got to in funding things like coastal defences and the certainty that there will be for capital delivery on some of these key areas?

The Minister for Infrastructure:

Listen, I think the great thing about things like the coastal defence is how we are looking long term. We are looking at running services underneath the coastal defence works, so that in the future when they need to be replaced or repaired, we do not have the disruption we currently see. We are looking on top of those areas to make recreational areas, but also corridors for cycling and walking. I think the team are doing a great job in terms of their plan and their vision. We keep challenging them to say: “Is there anything else we can do there?” The other area is the potential for parking, particularly around the Havre des Pas area. Can we get additional parking in part of that addition? We are doing the work to secure the shoreline, for want of a better description, but we are looking to see what opportunities we can get there. In terms of Budget, which I am sure is where you want me to go to, we have got the money to keep going on the project for planning, but we need to make sure that we ... there is a lot of work that has taken place with stakeholders and will take place with

stakeholders, but having the Investing in Jersey programme should give us the surety that we can actually do that work.

Deputy A.F. Curtis:

That there will be funding?

The Minister for Infrastructure:

Yes.

Deputy A.F. Curtis:

For that. Another place to note where these overlap would be the Fort, and that is a piece of long-term infrastructure that aligns with revitalising in town. But the Budget does not provide the funding to create a usable fort; it provides the funding to provide a weather-tight, water-tight and safe fort. Just trying to understand the deliverability of the ambition that is both agreed in investing in Jersey and the shared direction, and how this works in the Budget-making process?

The Minister for Infrastructure:

We are still working in terms of the design.

[15:00]

There has been a change in the design to move the concert hall from the Gloucester Hall to the Queen's Hall. That is planned to be raised so all of the mechanics are underneath. I think there is an update for States Members early next month, so perhaps I should not tell you too much detail. But what we have to do is make the Fort safe. Even if we do nothing, the cost of doing nothing is over £30 million because we have got a structure there which has got challenges and we have got to make it safe. What we have done with this Budget is we have put in a sum of money, £43 million I think it is, to enable us to do works next year and in 2027, by which time we will have a full design and we will be able to come up with detailed pricing.

Deputy A.F. Curtis:

Okay.

Deputy C.D. Curtis:

I have some questions about the Age-Friendly Infrastructure Framework. We just questioned the Minister for the Environment and I think this is coming into your area. Are you ensuring that this framework is fully aligned with the C.S.P. commitment to prepare for demographic change?

The Minister for Infrastructure:

Do I need to declare an interest? **[Laughter]**

Deputy I. Gardiner:

That is what the Environment Minister said.

The Minister for Infrastructure:

Yes, clearly, we need to be mindful of it and I can make light of it, but we are very conscious of that. I think the most recent piece of work I have seen is the work that D.B.S. are doing with the Parish of St. Helier in trying to provide a solution for a buggy to take people around St. Helier who have got challenges with mobility. That work has also been done with the diversity and inclusion group in C.L.S. (Customer and Local Services); so, there are some practical things there. Broad Street, the work we are doing in Broad Street is designed to ensure there is enough seating so people can stop and rest. We have invested in the last 12 months significantly in toilets at Bel Royal and at West Park, bringing them up to a much better standard than they were before we started those works. The hopper bus is a great thing not only for the aging demographic, but for the young demographic, where we are seeing increased ridership. We have added 3 new bus stops around St. Helier. But we really need to tell more people, and we are due to get ... I think it is called "flags" where it identifies the hopper bus stop, which I think it is going to happen before I retire, which ...

Associate Director, Highways, Transport and Infrastructure:

Should be going out this week. **[Laughter]** 15.02.54 (inaudible)

The Minister for Infrastructure:

I may be waiting longer than I expected. But we really want to tell people about that, and all of the buses have got accessibility for everyone. I think we are making progress. We are very conscious of the challenges, as well as the opportunities it brings us. Interestingly, we tried a park and ride scheme, and it was our more senior residents who took up the park and ride scheme, because they felt it was easier to park at a football pitch than in a car park, and they had their concession bus fare so they used it. We were trying to get commuters to stop driving to town, but every silver lining, every cloud.

Deputy C.D. Curtis:

All these projects that you have mentioned, will they come into a delivery plan for the framework?

The Minister for Infrastructure:

I have to say, I do not know if there will be a delivery ... I go back to the point that was raised right at the outset about narrowing things down to just 13 priorities. My focus is on getting things done rather than writing reports, so I challenged the team about: "How can we be more efficient? How can we do things simpler?" If somebody is sent away to write a report, I would prefer that we are doing some action; so, I do not know if it will be collated into a report. You are going to tell me yes, Tristen?

Associate Director, Highways, Transport and Infrastructure:

We put down in the answer to the States Question that everything we do is has been part of business as usual for such a long time for us. The provision of drop kerbs and tactile paving, disability training for all P.S.V. (Public Service Vehicle) drivers, the buses being accessible, the people who undertake our street works being trained in how to accommodate people with disabilities to move around those road works, and ensuring that the barriers have tap rails so someone with a cane can follow them, the street works design where we engage with EYECAN and other groups to ensure that they are accessible. It really has been a fundamental part of our work for a long time, which is why St. Helier and other areas ...

The Minister for Infrastructure:

Yes, I had a briefing on Friday about the public realm works we are doing. The designer who works for us, employed by us, is constantly engaged with both EYECAN and Enable to ensure that we do address the challenges that some people have. I am quite encouraged by the work that happens in that arena.

Associate Director, Highways, Transport and Infrastructure:

The Minister has provided this year alone an additional 18 Blue Badge spaces. We support BeachAbility by providing areas where they can store those special wheelchairs, and we comment on every planning application which we have got remit in, to ensure that it is accessible.

Deputy H.M. Miles:

I just wanted to ask about the relationship with the parish, because some of the building work that is put up obstructs the pavements. To what extent are you able to influence what the parishes do?

The Minister for Infrastructure:

I think the team have a good relationship with the parishes, in general. Clearly, most of the work is happening here in St. Helier. I think the Infrastructure team in the Government have a good relationship with their colleagues at Infrastructure within St. Helier. Every application to put scaffold up or do works needs to go through the Trafficworx system; so, that is recorded. But if you have got

examples, then we are happy to take them out of this forum. But in my experience, working with particularly the parish of St. Helier, I think they are up to speed with ...

Deputy H.M. Miles:

You are pulling in the same direction.

The Minister for Infrastructure:

Yes, I think so.

Associate Director, Highways, Transport and Infrastructure:

Absolutely. We speak with officers of the Parish of St. Helier daily and we share the knowledge that we have with them.

Deputy I. Gardiner:

One of the things around the Age-Friendly Infrastructure Framework is to create a framework that ... regardless if it is private, parish- or States--owned or charity, what they are delivering will be delivered to the same standard. The question is, by July 2026, would we have this framework that it will not have this conversation about what the parish is doing? They all need to 15.07.12 (inaudible).

The Minister for Infrastructure:

I had a meeting last Thursday or Friday with the Constable of St. Martin because we have got Ports of Jersey, we have got Infrastructure, we have got Property Holdings, and we have got the parish. All have got different pieces of land, and so we have committed to go away and write up a guide. I am not sure what the terminology is, but it is basically a product guide so that we are not choosing out of 4 different catalogues what kind of dustbin we have or what kind of railing we have. We have a design specification for that area that we all subscribe to, and if it is all silver dustbins or blue dustbins or green dustbins, that is what we all go for. We have got that expertise in-house; what we do not have is lots of money to be doing lots of things at Gorey, but what we can do is share our expertise. It was a very short meeting actually, because the Constable was pushing at an open door.

Deputy I. Gardiner:

The question, what does it need to take even further? At the recent public hearing with the Public Accounts Committee, we questioned Ports of Jersey and the S.o.J.D.C. (States of Jersey Development Company). A question was asked: "What are you doing with the hard borders where the Ports finish and the waterfront starts?" I know, certainly with St. Helier, the team who were ...

road signage and guidance signage, I think we are just about there in terms of agreeing not necessary colours, but a formula that we all use. So, we are making progress in that area and, again, Tristen's team have got good relationships with both of those organisations you mentioned.

Associate Director, Highways, Transport and Infrastructure:

What we have done is ...

Deputy I. Gardiner:

Because here you have parish, Government and both organisations, and everyone has their own vision.

The Minister for Infrastructure:

Yes, and I think some people want to know what is a parish road and what is a Government road. That is understandable. But you can have a similar sign with a parish crest and with a Government crest. You know, we have got every bollard available, plus about 4 extras that no one knew existed. People go out and they choose what they like, rather than choose something that is going to be consistent. We are aiming, not only at Gorey, but certainly in the work we are doing in St. Helier, to reduce the amount of products that we introduce and get a little bit more consistency.

Deputy I. Gardiner:

More consistency.

The Minister for Infrastructure:

I think where you see virtual footpaths around the Island that we have created in parishes, the only difference is the parish crest that is in the wooden post, and I think that is the type of standard we should be aspiring to.

Associate Director, Highways, Transport and Infrastructure:

What we have done is we have developed a Public Realm Style Guide, and we have consulted on that with the Ports and with the parish, and we are basically learning as we do it where it needs to be tweaked. The aspiration is to have that, at some point, in planning guidance.

Deputy C.D. Curtis:

You mentioned about the consultation groups like EYECAN and Enable. Do you also consult with any groups representing older people's needs in general?

The Minister for Infrastructure:

Yes, I have attended the Arthritis Association, I have hosted a meeting for Blue Badge holders who predominantly are more senior residents, and I have also attended the forum in New Street whose name escapes me.

Deputy H.M. Miles:

Age concern.

The Minister for Infrastructure:

No, I think it is Older People's Forum or something, is it? It was at the Age Concern building, but they had different representatives there. I spoke to them about a range of issues, from buses to Blue Badge parking, to different things. Yes, I am very happy to engage with all people like that.

Deputy C.D. Curtis:

Do you feel the older person's voice is getting heard?

The Minister for Infrastructure:

Yes, it is. We are happy ... it is no good us designing something that people are not going to use or that people are not comfortable with. There are times we have to make decisions, and I will go back to Broad Street because there are some people who do not like Broad Street. But interestingly, when I went to the Older People's Forum, not one of those people spoke out against Broad Street. There are very sound commercial reasons for investing in our public realm, and at times you have to make decisions and stick to them. I think we have got to do it to the best of our ability. We introduced the blue signs in Blue Badge parking bays as a result of the meeting I hosted in June last year and, anecdotally, talking to the Parking Control Officer, we have seen fewer people abusing those. What we have done is increase the amount of time we spend policing, so the fines are on a par, but we invest far more time now in policing them than we did before. We do not have a like-for-like comparison, but we believe those signs are effective. The Parish of St. Helier are introducing them to theirs, and we are trying to encourage other people to do that as well. We started within the ring road and we are trying to ... it is not a cheap process, but we think it is worth doing.

Deputy C.D. Curtis:

It is much more visible.

Associate Director, Highways, Transport and Infrastructure:

Just to add to Deputy Curtis' question, there are national best practice manuals. We designed the Better Streets manual, which obviously incorporates all of those needs of the different groups who use the street and sets standards.

Deputy C.D. Curtis:

Okay. I think this will be the last question from me. What collaboration has taken place between Infrastructure and Environment and other departments, such as Health, Education, Home Affairs, Economic Development, to deliver services with inclusive outcomes? I know you have mentioned about your discussions with the Parish of St. Helier, your work with them, but how effective is it with the other departments?

The Minister for Infrastructure:

I think it is reasonably so. We all have similar challenges. Home Affairs, we have been working with them on the drug driving limits and roadside testing. That legislation, hopefully, is going to be lodged in the not-too-distant future. I mentioned at the outset, when I was asked how I worked with other departments, about the work we do on the Regeneration Steering Group, the sports group, the work with the Minister for the Environment. Yes, we do work, I would say, well together.

Deputy I. Gardiner:

Any more questions?

Deputy A.F. Curtis:

I have got one more, out of the Budget but on the Common Strategic Policies, and it is to do with the Road Works and Events (Jersey) Law and the new permitting and licensing. Now, this is the last time this Panel will meet with you before this comes live and a new scheme of licensing, mandatory training and permitting is coming into play. I wanted to understand what consideration, in line with the C.S.P.s, of reducing red tape and keeping fees, duties and charges as low as possible, was considered in the decision-making process to the scheme?

The Minister for Infrastructure:

I think, since you asked the question of the Chief Minister last week in the Assembly, we are going to have another look at it. I would say that it is important to reduce red tape, but the Health and Safety at Work Law is not something I would scrap tomorrow. You would not let people go on to a construction site if they did not have their ticket to operate and they knew the basic safety things. We used to have people coming in from the U.K. to train people up to a certain standard; that training is now carried out locally. I think it was as much as 40 per cent of obstacles in roads were unlicensed, and we are trying to co-ordinate where we have got disruptions in road, believe it or not.

[15:15]

So, we are going to have a look at the timing, but we have to make sure that not only is it safe for the public, but it is also safe for operators. I am about to go to a drop-in session at Sion about the roadworks which are going to take around 13, 15 months on St. John's main road. In parts there, we are going to be digging 4 metres deep – so that is probably the height of this room, or close to the height of this room – and 2.5 metres wide. Anything over, I think, 1.2 metres has got to be sheeted so that the trench does not fall in on people working in the trench; so, we are going to have a look at the timing and the costs, but predominantly it is driven by health and safety requirements.

Deputy A.F. Curtis:

Okay. But it sounds like the C.S.P.s are now going to be part of the conversation as to the refining of the system.

The Minister for Infrastructure:

Yes. The Road Works Law has been in place for 9 years, since 2016.

Deputy I. Gardiner:

Thank you very much. Any other questions? Minister, thank you for your time and thank you for your answers.

The Minister for Infrastructure:

Pleasure.

Deputy I. Gardiner:

The public hearing is closed.

[15:16]