

STATES OF JERSEY



PEDESTRIAN PRIORITY IN BROAD STREET, ST. HELIER (P.28/2021): AMENDMENT

Lodged au Greffe on 19th April 2021
by Deputy I. Gardiner of St. Helier

STATES GREFFE

PEDESTRIAN PRIORITY IN BROAD STREET, ST. HELIER (P.28/2021):
AMENDMENT

PAGE 2, PARAGRAPH (c) –

For paragraph (c) substitute the following paragraphs and re-designate the subsequent paragraphs accordingly –

“(c) to review and, where necessary, take the necessary steps to improve –

- (i) cycling access to Broad Street, and within the pedestrian-priority area; and
- (ii) servicing and delivery access to business premises in the pedestrian-priority area.

(d) to introduce by 31st July 2021 –

- (i) extra on-street parking for disabled drivers in the central town area, particularly in close proximity to Broad Street; and
- (ii) following consultation with LibertyBus, bus services to, and from, the pedestrian-priority area.”

DEPUTY I. GARDINER OF ST. HELIER

Note: After this amendment, the proposition would read as follows –

THE STATES are asked to decide whether they are of opinion –

to request the Minister for Infrastructure -

- (a) to maintain the current pedestrian-priority restrictions in Broad Street, St. Helier, for the remainder of 2021;
- (b) to work with the Parish of St. Helier, and other interested parties, to facilitate and enable initiatives that enhance the appeal and the vibrancy of the pedestrian-priority area, subject to any public health restrictions, for shoppers, workers, visitors to St. Helier and residents;

(c) to review and, where necessary, take the necessary steps to improve –

- (i) cycling access to Broad Street, and within the pedestrian-priority area; and
- (ii) servicing and delivery access to business premises in the pedestrian-priority area;

(d) to introduce by 31st July 2021 –

- (i) extra on-street parking for disabled drivers in the central town areas, particularly in close proximity to Broad Street; and
 - (ii) following consultation with LibertyBus, bus services to, and from, the pedestrian priority area;
- (e) to monitor the operation of the scheme and work with the Parish of St. Helier to carry out public consultation on its operation; and
- (f) to report back to the States on the success or otherwise of the scheme by the end of 2021.

REPORT

Whilst I am fully supportive of the of the proposition, I believe that to include the review stipulated in part (c) of the proposition will merely prolong the difficulties that have been encountered by sections of the public since the pedestrianisation of Broad Street in May 2020. The purpose of my amendment is to remove the need for this review, thereby allowing steps to be taken **without further delay**, to improve the issues raised in part (c) [but with particular emphasis on those that pertain to the elderly and the disabled].

I have been in receipt of [numerous] complaints from elderly and/or disabled constituents who now have to walk/travel some distance from either the nearest bus stop or disabled parking spaces to reach Broad Street. Some constituents having previously relied on the bus service (and were happy to do so), have resorted to driving their own vehicles into town while others have made the decision not to visit town at all.

Concerns have been raised in the States throughout the pandemic in relation to the mental health of individuals who, for whatever reasons, have had to isolate or “shield” for long periods, many of these because of age and/or underlying health conditions. Although restrictions are lessening as part of the “Reconnection Plan”, the opportunity to visit, for example, the main Island Post Office in Broad Street remains an issue for the elderly and the disabled because of the suspension of the disabled parking bays and the diversion of the bus routes.

“Reducing car usage¹” features on the Green Travel section of the Government website suggesting that taking the bus is a more environmentally friendly choice of transport. This option is not, and has not, been available to certain vulnerable sectors of the community in relation to Broad Street for almost a year.

The States Assembly approved the Sustainable Transport Policy (“STP”) in March 2020². Within the STP, there were details of the actions identified within the Government of Jersey’ Disability Strategy, launched in 2017. Actions identified from evidence showing that 41% of disabled islanders experienced difficulty travelling around Jersey.

Those actions included a review of the availability of disabled parking spaces. This review was identified within the Disability Strategy as having a short-term timeframe starting in May 2017 but still appears in the STP as an action required. The STP then states that “the 2020 Delivery Plan details the initiatives planned next year to start these improvements”. However, the 2020 Delivery Plan appears to have no relevant reference to disabled parking spaces.³

A STP Status Update⁴ was presented to the States on 7th December 2020 (R.137/2020). There was no reference to disabled parking within this update either.

¹ Reducing car usage

<https://www.gov.je/Environment/GreenerLifestyles/GreenerTravel/MotorVehicles/Pages/Cars.aspx>

² Sustainable Transport Policy - A Framework for a Sustainable Transport System 2020-2030

<https://www.gov.je/SiteCollectionDocuments/Environment%20and%20greener%20living/R%20Sustainable%20Transport%20Policy%20Report%20200918%20RH.pdf>

³ Sustainable Transport Policy – Sustainable Transport Strong Start Delivery Plan 2020

[https://www.gov.je/SiteCollectionDocuments/Environment%20and%20greener%20living/R%20STP%20Strong%20St](https://www.gov.je/SiteCollectionDocuments/Environment%20and%20greener%20living/R%20STP%20Strong%20Start%202020%2030.12.19%20FINAL%2020191231%20HL.pdf)

⁴ Sustainable Transport Policy – Status Update November 2020

<https://statesassembly.gov.je/assemblyreports/2020/r.137-2020.pdf>

The STP Status Update provided a summary on the Impact of Covid-19 on both travel and the delivery of the STP travel. The section “Update on the Strong Start Implementation projects – Related Activity” states:

“Significant work has been undertaken to support and maintain the public bus service given the impacts of COVID-19. Ensuring Islanders continue to have access to a public bus service is a fundamental priority for government. In common with other places, bus ridership in Jersey has decreased significantly due to changes in working patterns, public health requirements and personal choices in the pandemic context. Following an initial 70% drop, numbers have returned to around 50% of previous ridership levels. The Minister for Infrastructure will continue to work closely with Liberty Bus to ensure a safe, accessible public transport service will continue to be provided. This includes the provision, proposed in the Government Plan, of an additional £2m of non-recurrent public funding in 2021.”

The Minister for Infrastructure commits to provision and support for a ‘safe, accessible public transport service’. Accessibility should be maintained by minimising walking distances required for both the elderly and the disabled.

The Minister for Infrastructure, in his responses to Questions in the States Assembly (OQ.221/2020⁵ and OQ.321/2020⁶) has referred to discussions with Liberty Bus and the cost of altering bus routes but has not put forward any solution. This is unacceptable and goes against the statement in R.137/2020 that ***“Ensuring Islanders continue to have access to a public bus service is a fundamental priority for government”***.

The issues are very clear, and action is needed now.

Financial and manpower implications

This amendment removes the financial implications of further review of the situation.

⁵ OQ.221/2020

[https://statesassembly.gov.je/assemblyquestions/2020/\(221\)%20the%20con%20st%20helier%20to%20dfi%20re%20cl%20sure%20of%20broad%20street.pdf](https://statesassembly.gov.je/assemblyquestions/2020/(221)%20the%20con%20st%20helier%20to%20dfi%20re%20cl%20sure%20of%20broad%20street.pdf)

⁶OQ.321/2020

[https://statesassembly.gov.je/assemblyquestions/2020/\(321\)%20dep%20gardiner%20to%20dfi%20re%20no.%2019%20bus%20service.pdf](https://statesassembly.gov.je/assemblyquestions/2020/(321)%20dep%20gardiner%20to%20dfi%20re%20no.%2019%20bus%20service.pdf)