



**OFFICIAL REPORT**

**OF THE**

**STATES OF DELIBERATION**

**OF THE**

**ISLAND OF GUERNSEY**

**HANSARD**

**Royal Court House, Guernsey, Thursday, 6th February 2020**

*All published Official Reports can be found on the  
official States of Guernsey website [www.gov.gg](http://www.gov.gg)*

**Volume 9, No. 5**

**ISSN 2049-8284**

**Present:**

**Sir Richard J. Collas, Kt, Bailiff and Presiding Officer**

**Law Officers**

Miss M. M. E. Pullum, Q.C. (H.M. Procureur)

**People's Deputies**

**St Peter Port South**

Deputies P. T. R. Ferbrache, D. A. Tindall,  
B. L. Brehaut, R. H. Tooley

**St Peter Port North**

Deputies, J. A. B. Gollop, C. N. K. Parkinson, L. C. Queripel,  
M. K. Le Clerc, J. I. Mooney

**St Sampson**

Deputies L. S. Trott, P. R. Le Pelley, J. S. Merrett, G. A. St Pier  
T. J. Stephens, C. P. Meerveld

**The Vale**

Deputies N. R. Inder, M. M. Lowe, L. B. Queripel,  
J. C. S. F. Smithies

**The Castel**

Deputies R. Graham L.V.O, M. B. E, C. J. Green, B. J. E. Paint,  
M. H. Dorey, J. P. Le Tocq

**The West**

Deputies A. H. Brouard, A. C. Dudley-Owen, E. A. McSwiggan,  
D. de G. de Lisle, S. L. Langlois

**The South-East**

Deputies H. J. R. Soulsby, P. J. Roffey,  
R. G. Prow, V. S. Oliver

**Representatives of the Island of Alderney**

Alderney Representatives S. Roberts and A. Snowdon

**The Clerk to the States of Deliberation**

S. Ross, Esq. (H.M. Deputy Greffier)

**Absent at the Evocation**

R. M. Titterington, Q.C. (H.M. Comptroller); Deputies M. J. Fallaize, S. T. Hansmann Rouxel and  
H. L. de Sausmarez (*relevé à 9h 57*); Deputy M. P. Leadbeater (*relevé à 11h 01*)

## **Business transacted**

Evocation .....	321
<b>Billet d'État IV .....</b>	<b>321</b>
III. The On-Island Integrated Transport Strategy – First Periodic Review – Propositions carried .....	321
IV. Requête – Towards a more effective structure of Government – Motion to withdraw – carried .....	354
V. Schedule for future States' business – Proposition carried as amended .....	357
<i>The Assembly adjourned at 12.26 p.m. ....</i>	<i>361</i>

*PAGE LEFT DELIBERATELY BLANK*

# States of Deliberation

*The States met at 9.30 a.m.*

[THE BAILIFF *in the Chair*]

## PRAYERS

*The Senior Deputy Greffier*

## EVOCATION

# Billet d'État IV

## COMMITTEE FOR THE ENVIRONMENT & INFRASTRUCTURE

### III. The On-Island Integrated Transport Strategy – First Periodic Review – Propositions carried

*Article III.*

*The States are asked to decide whether, after consideration of the Policy Letter entitled "The On-Island Integrated Transport Strategy – First Periodic Review" dated 27 December 2019, they are of the opinion:*

- 1. To note the progress to date on meeting the objectives of the On-Island Integrated Transport Strategy; and*
- 2. To direct the Committee for the Environment & Infrastructure to report back to the States with a second periodic review in 2023.*

**The Senior Deputy Greffier:** Billet d'État IV of 2020, Article III. Committee *for the* Environment & Infrastructure, the On-Island Integrated Transport Strategy – First Periodic Review.

**The Bailiff:** Good morning everyone. Debate will be opened by Deputy Brehaut.

5

**Deputy Brehaut:** Thank you, sir. In a moment of irrationality, lately, sir, I wrote the Bailiff a note suggesting we might be able to do this if we sat until 6 p.m. That was a little bit unrealistic on my part!

10

**The Bailiff:** I am sorry, if that would have been possible!

**A Member:** It would not!

15

**Deputy Brehaut:** Members, on-Island transport is vital to the economic, social and environmental wellbeing of this Island. It helps us to shop, to get to work, to stay in touch with friends and family, to contribute to society and access crucial services, such as education and health care.

Transport has changed beyond recognition over recent decades. A couple of generations ago, many more people would ride on public transport, or their own steam ... Shanks' pony, to get from A to B. Now we have become reliant on private vehicles to get around. In one respect, that has brought a great sense of freedom but, ironically, the more vehicles we use on our constricted road network, the more that personal freedom is constrained too.

A further irony is that car ownership has grown and our choice of alternative transport has shrunk. These are two sides of the same coin. When only one mode starts to dominate, others become practically and politically more challenging to support. This is why the Integrated Transport Strategy makes a conscious effort to achieve a better, balanced transportation system, and give people a greater range of viable options for different journeys.

I was born in 1963. At that time there were about 15,000 vehicles on-Island. My son was born in 2001. At that time there were in excess of 70,000 registered vehicles and 55,000 live licences. Today there are around 85,000 vehicles registered in the Island. That is around 1.3 vehicles for every man, woman and child that lives here. If we can believe Wikipedia, that puts us right at the top of the world rankings for vehicle numbers *per capita*. San Marino would be second, with 1.2, Monaco third, with 0.89, and the UK is much further down the list with 0.47 vehicles per person.

I will qualify that to say, without an accurate mechanism to truly register vehicles such as we had before motor tax, there is a margin of error within that figure of the total volume of vehicles that we have on-Island.

Cars have many benefits for the individuals that use them but we cannot ignore their impact on household expenditure and contribution to congestion and air pollution and the effect that they have on road safety, other people's travel choices and public health, also. We know, for example, that one of the main reasons people choose not to walk or ride a bike, even though they would like to do so, is because they feel vulnerable from motorised traffic. This turns into that negative feedback loop. There are too many cars for me to walk or cycle, so I will just drive.

As soon as you start talking about transport, people have a tendency to think about vehicles but that is not what transport is actually about. Transport is about people. We need to reconfigure how we think about transport and put people at the heart of the equation. Everyone should have a choice about how they move around the Island and everyone should feel safe in doing so.

That is what the Integrated Transport Strategy is all about, along with other benefits, as its vision explains. The aim is to facilitate safe, convenient, accessible and affordable travel options for all the community, which are time and energy-efficient, enhance health and the environment and also minimise pollution.

The strategy aims to encourage active travel as a priority, followed by the use of public transport. On the other side of the equation, it seeks to reduce vehicle movements, particularly the number of solo occupancy car journeys. Delivering the strategy has not been without challenges. It has been said before that at times it has seemed like Brexit has been all-consuming, using up a significant amount of time and resources and I will, here, make an apology for the late arrival of this policy letter. But bearing in mind the aspects of Brexit, particularly the Vienna Convention, staff that would ordinarily be drafting policy such as this were taken up with a great deal of other work in relation to Brexit.

The Committee has also faced the not insignificant challenge of delivering the objectives of the Strategy, which can only be done through meaningful change in the knowledge that there are plenty in the community who did not really welcome the prospect of meaningful change.

There was never going to be an easy – we know that – perfect way. Some members of the community think we should do much more while others would prefer very little, if any, change of very different types of changes. Just who would be a politician?

In implementing the Strategy, we have always looked for reasonable and proportionate measures, the middle way, rather than strong-armed or radical solutions. The strategy's effectiveness in meeting some of the objectives has, pretty much as anticipated, been diluted by the lack of several key policy leaders. These mechanisms, which were agreed in 2014 but revoked in 2015, would have been the main stimuli for that modal shift. They were paid. Long stay

70 commuter parking was one element that would have given us free bus travel and a meaningful first registration on the width as well as emissions. That is just a reminder. Currently the first registration duty covers emissions only and the width element was removed.

75 However, even with these challenges and without the key policy leaders, and despite Brexit, significant process has been made. Just a couple of examples of those successes. Vehicle use – public health bodies everywhere recognise that one of the best ways to increase physical activity in the general population is to get more people walking and riding a bike as transport because it is a simple and effective way to weave movement into people's everyday lives. The health benefits of being more active are significant. Active people have much lower risk of various health conditions, including cardiovascular disease, depression and type 2 diabetes.

80 Being physically active, on the other hand, does not just decrease the health risk to individuals, but societal level of poor health increases the cost – those who are less active within our community tend to be users of health care and there are costs associated with that. Active travel has significant environmental benefits as the replacement of even a small proportion of car journeys will lead to reductions in the levels of congestion, pollution and greenhouse gas emissions.

85 At a time when public finances are under increasing pressure, the potential of low-cost sustainable measures, such as walking and cycling, are attractive and effective ways of tackling these challenges. Improved walking and cycling infrastructure along that main commuter corridor and the rising popularity of e-bikes have enabled more people to choose to cycle or walk.

90 Without these initiatives, car journeys would almost inevitably have increased in recent years, especially considering the increase in the working population. Results to date have shown an encouraging shift away from car journeys, especially solo occupancy, at peak commuter times, despite the absence of the main push mechanism, that is paid long-stay commuter parking, and the main pull mechanism – free buses – envisaged in the original strategy objectives.

95 There has been, however, a reduction in traffic flows in the mid-morning commute of about 4.7% since 2004. Weekday average vehicle movements on key arterial routes in and out of town have also reduced by 1.6%, and I appreciate that is a modest figure, compared to 2014, and annual car registrations are down 14.9% since 2014.

100 Small cars continue to be popular in Guernsey and make up approximately 15% of annual new car registrations. Approximately 9% of cars registered in Guernsey are now small cars, compared to just 4% in the UK, and small car parking spaces around St Peter Port, in particular, are incredibly popular.

105 With regard to climate change, since mitigating climate change was agreed as a key area of focus for the States last year, this part of the strategy has taken on greater importance. The emphasis is not just on electric vehicles, though low-tech, low-energy travel modes are a far greater weapon against climate change and are therefore the main focus of any sustainable transport system.

110 EVs and other low-emission vehicles do have an important role to play so we should encourage and support their uptake as best we can. Our first registration duty is based on emissions and, in theory, incentivises cleaner vehicles. But, in reality, the duty is set at such a rate that it does not actually have any impact on consumer behaviour.

115 There has been, in fact, a notable increase of vehicles in the highest emissions bracket, which is evidence that the first registration duty is not at all effective in that respect and a concern in relation to climate change. The one emerging element, I think, is the popularity of SUV vehicles in design terms. We have seen a huge growth in what were called sports utility vehicles, which was a trend that probably was not on the horizon four or five years ago.

120 Other successes, then. A 14-fold increase in the number of electric cars and a four-fold increase in the number of electric motorbikes. Over 25% of the local taxi fleet is now hybrid and for those that are not, we assist taxi drivers in purchasing what are called hydrogen plates, which means that the taxis with very high mileages on them that have become increasingly more fuel efficient, if you have got a hydrogen unit at the pre-combustion stage of the vehicle, it burns fuel

at a lower temperature and the vehicle becomes increasingly more fuel-efficient and there are less emissions.

125 We have seen a very significant reduction in annual emissions from the States-owned public bus fleet. Yes, they may be diesel. We should not also ignore the fact that, in the years ahead, we could quite rapidly see the emergence of more affordable and reliable types of biofuels.

Everyone has a basic right to travel around the Island without fearing for their safety. As a Government, one of our responsibilities is to uphold that right and we do that through a Safe System approach, which is very simple. The focus is on safe road sign and management, safe  
130 vehicles, safe speeds and safe for road users, which all reduce the chances of mistakes having serious consequences.

Road safety can be measured in two ways, by the objective facts relating to data, such as collisions and injuries, driven speeds etc., and by people's perception of safety. Both are valid and relevant but there is often a mismatch between the two. It may be possible to demonstrate  
135 statistically that a road is relatively safe, that is to say there is a relatively low number of collisions and injuries. But if people do not feel safe riding a bike or walking, that then lived experience will be the more influential factor in how they choose to travel.'

We should not overlook the fact that our speed limit has been set over the years, many years ago, 40 or 50 years ago, by the speed at which it felt safe to drive a vehicle as opposed to the  
140 speed at which a pedestrian felt safe with a vehicle driving past the individual.

There are still many key roads in Guernsey that do not have adequate or any footpaths or adequate safe crossing points. We have widened pavements and introduced new crossings on numerous locations and we have added features such as dropped kerbs and blister paving to assist people with disabilities. However, many pavements are still too narrow for people to pass  
145 each other without stepping into the carriageway and there are still many key walking routes that are interrupted by the lack of safe crossing points. We have updated the policy to encourage wider pavements as a default but on the grounds that there is still a great deal more work to do.

There is certainly more work to do on our bike infrastructure too. We have made incremental improvements to the existing cycle paths and we have expanded the network. We know that  
150 separated cycle paths make all the difference to the large group of people who would like to ride a bike but do not feel confident mixing in such close proximity to motorised traffic.

Bikeability training is now being delivered across the Island in primary schools and can I perhaps ... Members will be familiar with what was the cycle proficiency test, but that test was really in a playground, usually overseen by a member of staff and a police officer and it was done  
155 over a very short timeframe. With Bikeability you have groups of people taking children out on the roads in bike trains and experiencing the road network, the lane network, and it gets them increasingly more confident as opposed to just riding a bicycle in a playground, which has been a safe environment anyway.

A reduction in the average in 85th percentile speeds has been achieved in areas where there is  
160 potentially greater conflict between motor vehicles and vulnerable road users. New pavements and other safety improvements have been introduced in a variety of locations. Moving onto accessibility, excuse me, it is easy to take for granted the ability to travel effortlessly from one place to another, but this is not the case for everyone.

For our ageing population and a significant number of people who have some form of disability, travelling around Guernsey can be far from straight forward. That is why the Committee  
165 has been working to ensure that people with disabilities, who do not drive or are on very low income can travel as easily and conveniently as everyone else does.

Extensive work has been undertaken to make more of our roads and public transport accessible. We have seen this in dropped kerbs, improved crossings and many bits of tactile  
170 paving have been installed. Our programme focussing on accessibility is starting to make travel easier for people with mobility issues or visual impairments, for example.

I think it may not be readily understood, when you approach traffic lights, or may not be visible to a number of people, because it is a relatively recent innovation, but there are many more



dropped kerbs and a great deal more blister paving, which helps people get across the road safely.

Public transport is vital for those who cannot drive or afford to run a car. Low fares to improve bus routes and accessibility schemes and training for public service vehicle licence-holders have all helped to improve the accessibility of our buses and taxis. However, there is still a great deal more that needs to be done to deliver real change for the people of Guernsey.

However, some changes in the public realm have been welcomed, and most certainly an enhancement. Access issues within Town and the Bridge cause real problems for people with disabilities and need to be addressed. Recent improvements undertaken at Market Street, Cornet Street, Le Truchot and the South Esplanade are positive, but improvements to the High Street and The Pollet would make even more of a significant difference.

Public realm enhancements are not the first thing that people might think of as part of the Transport Strategy but not only can they make places more accessible, they can also breathe new life into an area. Market Street is an excellent example of how a deteriorating road can be transformed into something far more practical from an accessibility perspective, and aesthetically pleasing on the eye, too.

More subtle changes being implemented at South Esplanade, La Vallette, have had similar results and further improvements are planned for the North Plantation. Public realm enhancements like these tend to have a positive impact on businesses and the locality and not only do they improve the general look and feel and ambience, but they also improve access to encourage more dwell time.

I stress this, I will just point this out again, these public realm improvements are delivered by First Registration Duty, which is ring-fenced. Some people would say a tax is a tax no matter how you dress it up and somebody is ultimately paying for it, but we should not overlook the fact that the person opting to buy a certain type of vehicle is aware that there is a levy on that vehicle and, if they had chosen another vehicle, the levy would not be on it. So there is an element of choice to the individual and monies used from First Registration Duty do most certainly enhance the public realm.

Moving onto buses. Although this Strategy's original objective of fare-free buses could not be realised, the Committee has worked hard to make bus travel more attractive. It has sought to improve service frequencies, operating hours and choice of route, as well as improving the buses themselves.

Value for money remains a priority, however, and further cost-efficiencies will be delivered through savings on the new bus contract and I am proud to say that our bus service is proving a success. The number of journeys made on public buses in 2019 has hit new record levels, as the service's popularity continues to grow, month on month, and year on year.

Since the introduction of the Integrated Transport Strategy, annual passenger journeys have increased by 476,155 across the network. This represents a 32.5% increase in just five years. Passenger journeys in all four quarters of 2019 were the highest recorded since records in the current format were introduced.

Just under two million passenger journeys were recorded on public bus services during 2019; an increase of 105,698 passenger journeys from 2018. These increases are particularly encouraging, given that the growth is in the winter, when most passengers are residents and significant growth in the winter, when most of the passengers riding the bus, of course, will be the resident population.

Fare income for 2019 has exceeded £1.25 million, an increase of around 120,000 on 2018. This is partly due to the introduction of the new £5 fare for using routes 91 and 92 for visitors wanting to travel around the Island, but also because of the large increase in fare-paying passengers using the service, an increase of some 74,000. The Night Owl service has continued to operate on the routes on Friday and Saturday evenings and remains popular, with an increase of 10.7% from 2018.

225 The importance of providing an affordable, reliable and frequent service has never been more important. Demand for the bus service continues to grow and we are committed to improving the bus service and facilities for passengers, with sustained investment in the buses and supporting the infrastructure. The buses now have free Wi-Fi and accept contactless payments. There are now more bus shelters around the Island, too, and we are installing lighting in them wherever that is most beneficial. It is solar lighting that can go on the canopy of a bus shelter, so you do not need the cable in the ground infrastructure, so it is relatively inexpensive.

The £500,000 additional bus journeys over the last five years we think may have reduced car journey miles by an estimated £1.25 million *per annum* on the Guernsey Roads.

235 The popularity of e-bikes is something that we also see as a success. Surveys of people who purchased an e-bike under the subsidy scheme in 2018 indicate an estimated annual saving on car miles of up to £265,000. Surveys along the sea front indicate a rise in both cycling and walking during the morning commute.

240 Sir, Members, when we walk down the revived Market Street, see a person with disability safely able to cross the road, or watch school children learning to cycle, we see the very essence of the Transport Strategy. This Strategy is helping to support and revitalise our community areas, making them more accessible, and giving people more genuine choice about how they want to travel – whether that is sharing a lift, hailing a taxi, hopping on a bus, jumping on a bike or setting out on foot.

245 More sustainable travel options have many wider social and environmental benefits, from better inclusion, to cleaner air to healthier people. The first periodic review demonstrates that the Transport Strategy is, almost against the odds, delivering real, tangible results that, however small in their own right, add to make a positive difference to Island life.

I did say, just at the end of the speech, almost against the odds and I think we need to just reflect, just as I conclude, on the context around the Transport Strategy. A previous Assembly roundly endorsed a minority report, a transport strategy and I well remember the Minister *for* Economic Development, the then Deputy Kevin Stewart, roundly endorsing the Transport Strategy. It was the better of the two documents. There was the document placed by the then Environment Department and yet it was the minority report, which came to be the Report. I think it is safe to say from this Assembly that document was roundly endorsed.

255 Now, there was some opposition to the Transport Strategy, he says in a very understated way. In fact, I believe a crowd in excess of 2,000 people gathered and, at this gathering of 2,000 people, the Transport Strategy was torn up by Deputy Stewart, who had roundly endorsed this strategy. But I think we should look at the lessons of history. I have, in my four-year tenure in this office, worked with a Transport Strategy that had the funding pulled from it, yet I am reporting on the progress of that Strategy, which really only salvaged one element from what would have been a more complete piece of work that would have delivered a free bus service for this Island.

265 So I would ask Members just to look at the lessons of history and sometimes, if I may say, we do get confused sometimes. In the UK the lines are very clear. People understand what a vested interest and what a lobby group looks like and sometimes there is not such a clear distinction on Guernsey. I look forward to any debate on the Strategy, sir.

**The Bailiff:** The three Members who were not here at roll call have now entered the Chamber. Deputies de Sausmarez, Fallaize and Hansmann Rouxel, do you all wish to be relevé?

270 **Deputy Hansmann Rouxel:** Yes please, sir.

**Deputy de Sausmarez:** Yes please, sir.

**The Bailiff:** Deputy Fallaize, do you wish to be relevé?

275 **Deputy Fallaize:** Yes please, sir.

**The Bailiff:** Thank you and I call Deputy de Lisle.

**Deputy de Lisle:** Thank you, sir.

280 I welcome this update and the emphasis also in the opening speech on meaningful change, reasonable and proportionate, to provide balance, choice and safety. I also note the point that was made with respect to looking and considering lessons of history because the strategy has gone over the top, at times, as along the front, with respect to closing the front and attempting change in the roadway, which of course cost retailers and cost a lot of considerable closing period  
285 for the changes that were implemented that were then withdrawn.

But to go on, the increase in alternative journeys by bus is encouraging and commendable: the fact that we are working toward, now, two million, if you like, ridership. I remember that the target I had in mind in 2007-08, was 1.5 million. I think we almost got there. But there was a reduction after my term, which is being changed at the current time, with these increases, that I say are  
290 encouraging and commendable.

I think also one has to be pragmatic, one has to consider also trying new routes, if you like, but also being able to turn around and say certain routes do not make economic sense. I have commented on the P2 in the past. Let us utilise economic sense and use the resources, perhaps, from the P2 and the 60, which are shown to not have the ridership, using those resources – the  
295 drivers, the vehicles – on other routes that perhaps make a lot more sense and that require additional resources.

I noted also that another success, of course, was the Friday/Saturday night service and the expansion there but there was no report on that success or otherwise in the Report. I can remember my frustration of walking at 11 o'clock, from the Airport, into L'Eree and that has been  
300 extended now, and changed. So that is another positive, I think, with respect to the bus service and I certainly commend those changes and the provision of the bus service into the west in the evenings, as it is being provided at the current time.

I also support the smaller car scheme, if you like to call it that, and increasing the number of small car spaces also available in Town, but not at the expense of providing more spaces for the  
305 average vehicle, please. We need more car spaces available in Town to maintain the Town's viability as a commercial retail centre. Any loss in market share, I am talking in terms of trade in town, could seriously impact on the future viability of Town, as a business and a retail centre.

Economies grow, and I think this is important to emphasise, as a result of the dynamism of their centres. I am talking about the main centres in jurisdictions. These are very critical to the  
310 growth of that particular jurisdiction and Guernsey is being overtaken by the growth of centres around it currently and I think we have to have some concern about that, so it is all a matter of balance when we look at parking in Town. I think it is a matter of making sure that we are providing the spaces that will facilitate growth in our Town in order to reflect growth in our economy, generally.

315 In terms of cleaner, low-emission vehicles, in a way we are not adhering to our own objectives, because we should have purchased or at least be testing an electric vehicle bus fleet, rather than continuing to run with diesels. The new purchase should concentrate on electric vehicles. The electric vehicle market share in Guernsey, generally, is well behind other jurisdictions and I think the public service with buses should be used as an indication of what Guernsey can do in the  
320 future and to really catch up with other jurisdictions. I notice that some jurisdictions now, in England, like Sunderland and others, are all electric buses.

The question of course is should we consider a subsidy on private purchase of electric vehicles for cars and so on? It may not be considered necessary, as running costs are less, but the purchase price for many is too high to adopt at the current time, so there might be consideration  
325 there to.

In terms of improving safety, I worry about my civil safety, certainly on the roads, particularly now with electric, motorised bicycles and you wonder whether, in fact, those vehicles should be

insured against critical accidents, as we have known that we have had here in the Island and other jurisdictions seem to have many accidents of that nature.

330 In terms of improving the public realm, the main centres, Market Street and its development, has it really addressed footfall? Because, if you look at Market Square, it is still a very barren space. Look at the cam and see if you can see any people walking around the Market Square and you will not see too many.

335 I worry about the time taken, too, for these projects when they are in development, and the effect on businesses while in progress. But the fact remains that the current streetscape, the high street, the Lower Pollet, as has been mentioned, need attention and public investment. As Guernsey's main centre, it is all a matter of reflecting pride in place to outsiders as well as ourselves. But I commend the fact that we have got an update here and that we are promised that there will be further updates in this whole area into the future to check on areas of continuing progress in the integrated Strategy. Yes?

340

**The Bailiff:** Are you giving way? If you are you should sit down, Deputy de Lisle?

**Deputy de Lisle:** I am giving way, sir.

345

**Deputy Inder:** Thank you for giving way, Deputy de Lisle.

I might be able to help some of Deputy de Lisle's cynicism. Only today – guess what? – I was drinking coffee this morning with a good friend of mine who happens to be the property manager for the market and we were talking about the efforts made and I think it was a seven-year process the market wanted to extend the end of the French Halls paved area, up to Mill Street, which we have seen.

350

She explained to me, and I do not fully understand how paving works, that has quite clearly been a success for her area of Town, has increased the footfall to that area of the market. Now Deputy de Lisle, I think, questioned whether that was the case or not, but I can assure him, if he speaks to the property manager at the market she can explain to him how that has actually worked and helped that area of Town.

355

**Deputy de Lisle:** Thank you for that intervention. But there are comments that I have received in respect to the opposite direction. Just to sum up, meaningful change, yes, reasonable and proportionate change, I think, with respect to the Integrated Transport Strategy but provide balance and not to go overboard and make some of the mistakes that we have made in the past.

360

Thank you, sir.

**The Bailiff:** Deputy Stephens.

365

**Deputy Stephens:** Thank you, sir.

I am very grateful to Deputy Brehaut and the Committee for the Report and it is good to read about the progress that is being made. I would like to draw Members' attention to section 1.9, which talks about new priorities that have been identified by the Committee.

370

One relates to road safety measures, another to workplace parking levies, a third to reviewing First Registration Duty rates but the one that I am really interested in is the first one that is listed, which is about improving access within the St Sampson's and Vale main centre and the main centre outer areas. I am hoping that Deputy Brehaut might be able to give us more information about that when he sums up.

375

Thank you, sir.

**The Bailiff:** Deputy Roffey.

**Deputy Roffey:** Thank you, sir.

380 I think this Report does half a job very well indeed and the other half not at all. We are here because of the old States' Resolution, which is contained in paragraph 2.2:

To direct the Environment Department to conduct a review of the Transport Strategy and report back to the States by December 2018, with an analysis of the effectiveness of the measures implemented and recommendations in relation to changes, which may be required in order to continue to deliver this vision.

Now this does a very good job of analysing the effectiveness of the Strategy so far but we are just asked to note it. There are absolutely no recommendations about how to make it more effective. Now I could live with that if E&I were saying, actually it is a really good strategy and  
385 therefore there is no need to do anything about it. But what I am hearing from them is this was a strategy that was emasculated and, as a result, is not working nearly as well as it should have done, and yet there are no recommendations to strengthen it.

Now I understand they do not want to go back to the old rejected proposals because they feel that would just be yo-yo Government and trying to get us to go around in circles, but if it is only  
390 of limited success, and I welcome that limited success and I love using the bus service, although I did not this morning because Deputy Trott picked me up when I was at the bus stop, but – I car shared, which was another part of it, and I actually got him to car share, which is really unusual – and I love using my electric bike ... So I am not trying to pooh-pooh what is being achieved but I thought a key point of this review would be to say what more can we do, what can we do  
395 differently.

Maybe that is one of the strands that is going to come out in the climate change policy letter that we are expecting in May, in which case fair enough. What I do not want to do today is just note the fact that it is of limited success that the Environment Department would really prefer to be achieving more but feel that they have had their hands tied behind their back but without any  
400 proposals to do anything about that. So I would just like either Deputy Brehaut or his Members, during the course of the debate, to say when are they going to propose something that actually makes the Strategy better.

**The Bailiff:** Deputy Dorey.

405 **Deputy Dorey:** Thank you, Mr Bailiff.

Just a couple of things that have been said in the debate so far. Deputy de Lisle spoke about the electric buses. I can assure him that the existing new buses were bought in two different phases and extensive investigations were done to see if there were viable buses available with the  
410 right range, size – and size is just incredibly important because the size of our roads is such it restricts our choice so much – that was available. And they just were not available.

We have another opportunity, because we still have, I think, eight of the old bus ones which were bought at a slightly later date than the original ones and they are shorter than the first set of buses that were bought, of the same make ... when those are replaced and I can assure you that  
415 we will do the same investigation and see if we can find suitable electric buses for Guernsey.

He mentioned about subsidising electric cars and I suppose that almost follows on what Deputy Roffey was saying. That was part of the proposals in the original strategy but, of course, the financing was taken away from it. So, because the financing was not there, we cannot do the subsidies. In terms of the Strategy, what is key to it is having the resources, which includes finance  
420 and, obviously, that has been subject to a separate debate, which is how we replace tax on fuel going forward with the predicted electrification of car transport. So really that is almost in a separate area.

Although it is called a review, I want to highlight some of the many projects, which are referred to in this Report, so that going forward you can see that there is considerable challenge and there  
425 are considerable resources needed. I was just going to go through some of these projects. Not all of them. They are not in any particular order, other than they appear in the Billet. But I think it just gives Members a flavour of the challenges facing the Committee.

Deputy Stephens mentioned paragraph 1.9, which is improving access from the St Sampson's and Vale main centre and I am sure the President will give more details on that, as he was asked to, but it has obviously been a point that many Members and people have brought forward, particularly with the challenge of the increased residential development and commercial development in that area.

Paragraph 5.2.2 talks about:

... the Committee is looking at ways to allocate more road space ...

– to travel modes of walking and cycling; for example, providing better pavements and cycling infrastructure, making roads one way, where necessary, which would have the added benefit of making roads safer, giving greater protection to vulnerable users and 'reducing pavement surfing', which has been a point that has been asked, which has come up in this Assembly when questions have been asked about it.

So that is a considerable piece of work but it is interesting that the answers can be ... like along the Vrangue where the road was actually widened, but pavement and zebra crossings were put in, but it actually improves the situation for the walker because they have got certainty that cars are not going to be driving on that pavement. But those opportunities are few and far between and involve considerable resources.

The Committee is also looking at a considerable project of creating an off-road foot and cycle path that will ultimately link the west coast to the east coast, from Cobo to St Peter Port. That is a considerable challenge but it is an idea which came from a local chartered architect and surveyors' firm, who looked at it, identified a possible way through and made the presentation to us. That is an opportunity to again increase the infrastructure for those vulnerable groups and also take those vulnerable groups off the Main Road.

There is also, again, a very significant project, to investigate the feasibility for producing a south-bound bus/taxi lane along parts of the east, to the seafront, between Bulwer Avenue and the Red Lion. This will make commuting by public transport more convenient, especially in the morning commute and possibly could save up to 10 minutes' time. But again that is a considerable piece of work.

The Committee's programme during the last two or three years has been considerably affected by the significant amount of work needed for Brexit, which has delayed other projects we would like to move forward. But, as a result of Brexit, one of the projects which we need to do is introduce the phased introduction of periodic road worthiness checks for all cars over five years old and motorcycles over three years old, which is planned to commence in 2021. Again, that is a considerable piece of work, which would improve the safety on our roads and also for everybody, by ensuring that as many of the garages told us, there are many cars on our roads, which garages see in their forecourts, which are not suitable in terms of brakes, etc. So there is an opportunity to improve road safety.

Again another, not of such great significance but again involves considerable media interest, which is the selling of cars from our coastal car parks. This is in paragraph 5.7.6. Particularly in my parish, Le Castel, there have been considerable complaints about our car parks being used as areas for selling cars and also in Bulwer Avenue. So we again have made a commitment to bring in legislation similar to what they have done in Jersey to stop this happening.

Again, going back to safety, many countries have a points system on your driving licences, and it gives the opportunity to record somebody who has driven perhaps just over the speed limit but it does not justify bringing it to court. It also saves time in terms of courts, but of course that has to be done with the Committee for Home Affairs, and also introduce fixed speed cameras. But greater enforcement of our speed limits and introducing penalties, which are right for the amount of speed that you are over the limit, is a way forward. I remember somebody saying to me that it also gives the opportunity to give speed awareness courses to people. It has, in other countries, caused people to re-think their attitude to speeding.

Personal electric vehicles: we know that there are e-scooters, self-balancing vehicles, motorised skateboards on various roads in the world. They all have their benefits and disadvantages. We just have electric bikes. It is clearly illegal to have these e-scooters, self-balancing vehicles and motorised skate boards on our roads in Guernsey but the Committee believes there would be benefit in clarifying the position moving forward and we have been particularly lobbied in terms of allowing e-scooters on our roads. So that is another area to look at.

My final point is on domestic cats. There have been a number of incidents where cats have either been killed or injured on our roads and people are not, by law, mandated to report those accidents. Current legislation does not require anyone to report an incident involving a domestic cat. Unlike horses and dogs, cats are not recognised as animals for the purpose of the relevant traffic laws. The Committee has resolved to investigate the current situation and come back.

As I said, there was a considerable petition, nearly 900 people put their names forward for this to be looked and the Committee has committed to investigate and I think it is something that many other countries are also looking at because they are often left by the side of the road and what it needs is somebody to report them so that they can be taken to the appropriate place to be either looked after or removed from the roads as a situation.

As I said, I have just highlighted some areas just to give Members a flavour of the considerable challenge that the Committee has going forward and the need for resources, in order for us to improve the situation. I have emphasised in a number of places, safety is the key issue and we should always be focussed on improving safety on our roads.

Thank you.

**The Bailiff:** Deputy Lester Queripel.

**Deputy Lester Queripel:** Sir, thank you.

I will start by focussing on one of the initiatives I do not support within the Transport Strategy. I have never and will never understand why the Department spent tens of thousands of pounds on bicycle shelters, when bicycles themselves are built to withstand the elements. I am a cyclist and I see no reason whatsoever for taxpayers' money, my money, to be spent on bicycle shelters to protect bicycles from the elements, when they are purposely built to withstand the elements.

When I asked staff in the Department some time ago about that, I was given a reason that made no sense at all to me. The question I asked was a simple question: why are the Department spending tens of thousands of pounds on bicycle shelters when bicycles are built to withstand the elements? The answer I got was because when bicycles are left out in the rain, the saddles get wet; therefore, by providing shelters for bicycles, we are ensuring that cyclists do not have wet saddles when they return to their bikes.

To which I replied: surely most cyclists would simply have a tissue in their pockets, or somewhere on their person, and they would just wipe the saddle dry? The answer I got to that was that most cyclists probably would, but some would not. So that is the reason why we provide bicycle shelters.

**Deputy Brehaut:** Sir, can I have a point of correction, if I may?

**The Bailiff:** Point of correction, if it is, Deputy Brehaut.

**Deputy Brehaut:** Can I just say Deputy Queripel may have spoken to a member of staff regarding the bike shelters, but from the Committee's perspective people invest a great deal in e-bikes now, they are very expensive pieces of equipment. People like to look after them and people like to have them under cover. You are right, they are meant for outdoor use but nevertheless people feel, in making such an investment, they want to protect that investment in some way, so putting a bike under cover makes sense.

**The Bailiff:** I am not sure that was a point of correction. Deputy Lester Queripel.

530 **Deputy Lester Queripel:** Sir, I would have given way to Deputy Brehaut, if he had wanted me to give way.

He made a point, sir, but that point does not make any sense to me. I have got an e-bike. I am out in the rain on it sometimes. It is wet. That is the way of it. Some cyclists also do not even have mudguards. You see cyclists cycling around without mudguards in the pouring rain. So they are getting a double whammy. They are getting soaked from the rain and they are getting soaked from the front because the wheel is throwing up water onto their legs, and they are getting soaked from the back because the water is smacking them all up the back. This is why I just do not understand why tens of thousands of pounds are spent on bicycle shelters.

535 What people really need is more bus shelters, not bicycle shelters. *People* need shelters, not bikes. Quite why they are called bus shelters, when they shelter people has always intrigued me but I am not going to go down that road! (*Laughter*) I appreciate the Department have put several new bus shelters in place, but there are still dozens of bus stops all over the Island where bus shelters do need to be installed. So, instead of wasting tens of thousands of pounds on bicycle shelters to protect bicycles from the elements, I think what the Department should really be doing

540 is spending that money on shelters to protect people.  
I just want to emphasise, sir, before I move on, that I am talking about the actual bicycle shelters. I am not talking about hoops. I can see the need for hoops. But bicycle shelters, to me, are just a complete waste of taxpayers' money.

Now, moving onto the good stuff. If we look at the list in paragraph 5.2.19, we see there are 21 initiatives either completed or in progress and that is a really impressive list. And it gets even better than that, because in the annual monitoring report of the IDP, this list is expanded to 63 initiatives either completed or in progress and there are only two on that list that I do not agree with and those, of course, relate to bicycle sheds.

545 It is a great shame, I think, that E&I have been subjected to so much criticism regarding some of the road safety initiatives they have carried out. Focussing on just two of them, the improvements at Richmond Corner and those at Salerie, in particular, in my view, they were crucial, absolutely crucial. In the eyes of some members of the public they are unnecessary and a waste of money and I have to say I despair when members of the public complain about road safety initiatives that have been introduced for their safety.

550 Why anyone complains about money being spent on their safety is beyond me. It makes no sense at all. So I welcome all of the road safety initiatives we have introduced and are also currently pursuing. I applaud the Committee and the staff for all they are doing to improve road safety in the Island.

I do have a plea, actually, for Deputy Brehaut and his Committee, which is this. There are certain roads in the Island that offer no protection whatsoever for pedestrians, and they need road safety measures introduced now rather than wait for the results of yet another survey. A road that is constantly brought to my attention is the Coutanchez. So I ask the Committee to please make introducing road safety measures a priority.

565 Please do not wait for another survey, the results of another survey. Those measures are needed now. And I ask the Committee, if you have not gone down the Coutanchez recently, please go down there, particularly at peak times, of course, and you will see. I am sure they have all done this, sir, but it is just to strengthen my plea, please go and look at the traffic causing pedestrians problems at the Coutanchez.

570 Another initiative I applaud wholeheartedly is the placing of solar-powered studs in some of our roads that lead into dangerous corners. I would like to see more of those, please. That is an excellent road safety initiative.

So in general I have nothing but praise for the Committee and the staff and I just want to spend a moment giving credit to the staff who maintain our roads. They do a difficult job and they do it very well. On three occasions, not recently, but in the not-too-distant past, I reported major



potholes in some of our roads and, on every occasion, those potholes have been filled in in a matter of days.

On one of those occasions, I reported a really dangerous pothole right in the centre of Bouet traffic lights, by Beeton's chip shop, right on the crossroads. The crossroads was then closed just three days later for that extremely dangerous pothole to be repaired. So I applaud the staff for their alacrity, because sooner or later there was going to be an accident caused by that pothole.

Sir, the recommendation of Proposition 1 is 'to note' but, in closing, I ask the Committee to please note what I have said about cycle shelters and improving road safety, particularly at the Coutanchez.

**The Bailiff:** Deputy Soulsby.

**Deputy Soulsby:** Thank you, sir.

I just would like to pick up on a few points that relate to the mandate of HSC. Members will be aware that recently we issued, through the Public Health team, the results of the Health and Wellbeing Survey for Guernsey and Alderney and this gives a really rich source of information, which could be used across Government to support policy development.

As such, we sent a copy of the survey to all committees at the same time as reminding them of the Resolution approved by the Assembly of their requirement to consider health in all policies, as well as the social determinants of health and aspects of the survey that impact on their mandates. One issue that came out of the survey, so far as is relevant to this Report, is in relation to transport. Particular questions were asked about barriers to transport and it was astonishing to read that more than a third of respondents had been prevented from where they wanted or needed to go because of one of the following factors: bus routes or timings; costs of buses and taxis; cost of owning and running a car; feeling unable to walk or cycle safely; having to stand to wait for a bus; being unable to get somewhere by oneself or needing to ask for help and availability of transport to suit physical needs. The most frequently selected issues were unsuitable bus routes or timings and cost of taxis.

The results show that some are disproportionately affected by transport or mobility issues, compared to others. Overall, younger people reported facing more transport barriers than older people. For example, 24% of 16-24-year-olds reported that bus routes or timings had prevented them from getting where they needed to go, whereas this was cited as a preventative factor by just 6% of over-75s.

Now the King's Fund has done work on the importance of active travel, saying that poor planning and regulation leads to preventable deaths and injuries, particularly among vulnerable groups. It also leads to air pollution and social and economic isolation and acts as a disincentive to people making healthier choices like cycling and walking.

Physical inactivity increases the risk of chronic conditions, including heart disease, diabetes and other obesity related illnesses. Eight out of 10 people do not do the recommended level of physical activity and the poorer people are, the less likely they are to do so, which reinforces other health inequalities.

Greater vehicle use also causes high levels of air pollution, which may increase cardiovascular and respiratory conditions and contributes to global climate change. Wherever you are, whether an inner city or Fountain Street, cycling to work reduces the relative risk of mortality by almost 40%, through reducing the risk of cardiovascular disease, obesity and general health improvement, and results in lower absenteeism.

So, to promote active forms of travel, they recommend, amongst other things, working with employers to promote cycling to work, which reduces the risk of cardiovascular disease and obesity and leads to better general health, resulting in lower absenteeism, the use of NICE guidance for local authorities to design and implement policies that promote cycling and walking as forms of travel or recreation, changing public perceptions about cycling being dangerous by promoting the message that its health and indeed cost benefits outweigh the risk of accidents,

and working with clinical commissioning groups – that would in our world be your local, friendly Committee for Health & Social Care – to jointly commission effective cycling and walking interventions, which will deliver savings to our budget.

635 And on the latter, I think it is fair to say there has already been excellent joint working between officers at HSC and E&I; together with the support of staff and service-users that has made a real difference at the PEH. Changes to parking arrangements, free public transport has been taken up by over 100 staff members and a cycling scheme has been offered.

640 I used to get complaints on a weekly basis about the parking at the PEH and now I do not get any. Added to this, we have just this week opened new female staff changing facilities to support active travel options and will shortly be introducing a staff permit scheme.

645 The work the committees have done together demonstrates just what can be done and I hope our experiences at the PEH can be shared across HSC, as well as the wider States of Guernsey. I think we have shown we have led by example and now is the time to really push out there, because it can be done, it is not something done by a few wacky people that just want to get us out of our cars. It is something that is absolutely making a difference and for the good of the Island.

Thank you, sir.

650 **The Bailiff:** Deputy Tindall.

**Deputy Tindall:** Thank you, sir.

655 Whilst we are only asked to note the progress made in meeting the objectives of the On-Island Integrated Transport Strategy, it is worth making some points about the strategy and how it works and could work better with other policies of the States. Deputy Soulsby has, obviously, just highlighted the way in which it has helped HSC and how HSC has taken on board those aspects.

660 Also, I think it is worth noting at this point what a different world we live in, now when we are getting this update, compared to when it was actually approved in the first place. It is a different climate, if I may use the phrase, that we are discussing this now. The policy letter details many achievements which I will not go into, but also further actions which should be investigated. Deputy Dorey has highlighted some great initiatives, but I would like to mention, particularly, the efficiency of junctions in increasing traffic flow, workplace parking as a benefit in kind and the increase in the rate of the First Registration Duty on high-emission vehicles.

665 I particularly endorse the reconsideration of the introduction of the First Registration Duty on wider vehicles and, frankly, was at a loss why it was not approved at the time. Whilst I was supportive of that duty, albeit from afar then, the policy letter sets out an aspect of it, which I did not truly appreciate at the time. It is not surprising but it is disappointing, the growing proportion of large vehicles on our roads, considering the derisory amount for duty. It is not surprising that, and I quote:

These high emissions vehicles are likely to be largely models, such as sports utility vehicles, which typically consumer around a quarter more energy than a medium-size car.

670 So, whilst I know the effect of a reduction in larger vehicles on the climate and to some extent on other road-users, I did not realise the true extent. In the objective to improve safety for all road-users, particularly vulnerable road-users, it says that:

Road safety can be measured in two ways: by the objective facts relating to the data, such as collisions and injuries, driven speeds etc., and by people's perception of safety.

In further paragraphs, it says:

Subjective data shows that people can feel vulnerable walking or cycling in Guernsey and the size, width, volume and perceived speed of vehicles are a concern to many. If the rise in high emission vehicles identified through First Registration Duty equates to a greater number of SUVs on Guernsey's roads, this will have implications with respect to this objective. SUVs have a disproportionately negative impact on road safety compared with other personal motor

vehicles. A range of factors including their height, weight, shape, rigidity and headlight line combine to make SUVs significantly riskier to all road-users, including their own occupants, people in passenger cars with good safety standards, and especially people who are not inside a vehicle. Once SUVs establish a foothold in a market, sales tend to increase sharply. Economist Michelle White describes this phenomenon as an “arms race”<sup>16</sup>: as more SUVs appear on the roads, people in passenger cars feel increasingly vulnerable and are more likely to switch to an SUV, strengthening the feedback loop.

675 I read this out in full because I do not know if SUV drivers appreciate the effect of choosing these cars and I hope this will make them think twice. Not just about buying a new SUV but driving such a car in Guernsey or, indeed, at all.

I would like to add some brief observations of mine from a DPA perspective; from the perspective of what I call the sister committee of E&I in this respect, as this Strategy and climate change mitigation are important elements which inform our work. The Island Development Plan, 680 which, by virtue of its spatial policy seeks to reduce the need to travel, requires a successful transport policy to ensure good accessibility to public and other sustainable modes of transport. The IDP’s spatial policy directs the majority of development to areas well-served by shops and services, which will assist in reducing the need to travel by motor car and develop sustainable communities.

685 However, this needs to be complemented by improvements in public transport and that alternative travel options to the motor car are indeed attractive, practical and safe. The number of users of the buses is impressive and an important step, but also improving the number and type of buses and routes, the bus stops, or bus shelters – as we have heard – and the app to know when your bus is coming all help to do so. But also more routes. In Malta, you stand at a bus stop 690 for no more than a few minutes and a bus is there to take you to the most popular locations. I must recommend a trip to Malta just for the buses.

Managing the supply of car parking is also a key factor in addressing traffic congestion, encouraging people to use more sustainable modes of transport, making more efficient use of land and creating better places for everyone to use and enjoy. The introduction of a benefit in 695 kind charge for those given car parking spaces at work will make people think twice about the best mode of transport to work. It does only take a few to change their behaviour to make a difference.

There is also a balance to be struck between finding an appropriate level of car parking within the main centres, to enable convenient access to the shops and services within them, and the 700 need to reduce our car dependency. We need to support our retailers but we also need to ensure those who need a space near the shops and that they can access them.

Whilst I do not agree with Deputy de Lisle when he mentioned Market Street, about the decrease in footfall, I do actually agree with one thing he said, which was it was going in the opposite direction. Because I would like people to go in the opposite direction as well and that is 705 up Mill Street, because that will be a fantastic place to have, as I have said before, something like Brighton Lanes, and really regenerate that area. The DPA, once we have finished the Leale’s Yard development framework, will be embarking on the other regeneration area development frameworks.

Finally, as a cat-lover, I cannot help but applaud the Committee for resolving to improve on 710 the current situations when cats are run over. I am sure this will be proportionate but I would also point out that owners should microchip their cats.

As with the Island Development Plan, this policy letter notes numerous occasions for the need for cross-committee working. I do hope that this is something the new Assembly will take to heart and this will be essential for work to be done to mitigate climate change. But more importantly, 715 we should all take personal responsibility to look after this Island and this planet, which we call home, and to make the compromises now, for the benefit of those to come.

So I wish to thank the Committee for making such improvements, against the odds, taking steps to change people’s habits, and making people think about their actions, how it affects the climate and their health and how they can improve other people’s road safety.

720 Thank you, sir.

**The Bailiff:** Deputy Brouard.

**Deputy Brouard:** Thank you, sir.

725 First of all, I would like to thank E&I for the update. I think the Report is very clear, it is very readable, and I have very few issues with the Report at all. Just a couple of points, from my point of view. I would very much like to see more work and visibility on travel plans. I think that is one of the keys to unlocking some of the traffic issues on the Island, so it would be perhaps very helpful if Deputy Brehaut, when he sums up, just to give some idea, because I know it has taken a little  
730 while to get the staffing ready for this and the funding for that particular area.

I think the buses have been a success. I think the minimum fare that they have is very reasonable. I certainly appreciate, certainly for those out west, the night bus service; I think it is very good indeed. The use of electric vehicles for those who do high mileages is a very good move for the planet. I would just be mindful of the waste hierarchy. To re-use and mend is ahead  
735 of replace. There is a substantial carbon footprint. Environmentally, there are many issues over battery construction for an electric car, especially if the new electric car replaces a very low mileage, little-used, well-maintained, petrol or diesel car.

The carbon footprint of a new car may not add to our carbon take in Guernsey or Alderney but it is a take to our planet and we all live on that. Also, just as well, we talk about the motorist and  
740 carbon and how we need to reduce journeys, also just think about carbon if we are looking at the wider travel aspect. Air travel, in particular, to different destinations, whether that is the Mediterranean, America or wherever it is, that is a very high effect on the planet, where the carbon is placed right up in the atmosphere. So, please, do not demonise someone for doing a small journey into Town and then take a three-week holiday to the other end of the Earth.

745 I would just pick up on one of the paragraphs, 6.4.2, about paid parking, especially on the long-stay areas, which was not part of the Transport Strategy. There are several of us in the States who tried to ensure that it was not. I note that the Committee will therefore be investigating whether the paid parking workstream should be reviewed; I would encourage them that probably not at this time. The commuters who park on the piers are the engine room, or one of the main  
750 engine rooms, of our economy.

They are not able, all, to fit into the corporate garages. They are our sons, they are our daughters, they are middle Guernsey. And towns in the UK are also reviewing their policies, where the high streets have been suffering from lack of a footfall of customers, partly driven by the internet and then, when you combine that with very high parking charges and access, the high  
755 street then suffers. So, please, I would discourage a look at this at the moment and please do not under-estimate how strongly I feel about it and some of my colleagues as well.

I commend the PEH for their travel plans, which they are starting to put together. I would also just mention that I think part of it was done by creating extra parking spaces, so please, the car is not always –  
760

**Deputy Soulsby:** Just a point of correction, sir. They are temporary spaces, so once work gets underway we will lose other parking spaces anyway, so it is not just about that provision.

**Deputy Brouard:** Thank you.

765 So finally, I also commend the Department for some of the work that they have done in the public realm. I think the quality of the workmanship is really good and I really hope that they are able to maintain that standard. So the Environment Department also is reporting a fairly upbeat, successful report, for what they have done with the Transport Strategy; so, in answer to that, I say paid parking is not necessary, nor a free bus service. That has been my lesson from history.

770 So thank you to Members of E&I for a comprehensive Report and a job well done.  
Thank you.

**The Bailiff:** Deputy Inder.

**Deputy Inder:** Thank you, sir.

775 Just following on from Deputy Al Brouard, the 2012 Retail Strategy came out, I think, in November 2012 and the Transport Strategy actually came out three months later and they did not marry up with each other in any way, shape or form. I am going to just talk about, I am afraid, the use of the car and how I think it was an ex-Environment Minister who said it would be very hard to winkle a Guernseyman out of his car.

780 The reality is, if you look at the 2012 Retail Strategy, accepting it was seven or eight years ago, Town was the most popular destination for non-food shopping and it went on to say that back then what influenced their decision to shop was parking, 49% – 49% – of customers said parking was effectively what influenced their shopping. That included things like the Aladdin's Cave with its parking, probably Town with its parking, Marks & Spencer with its parking. We cannot ignore  
785 the fact that the car, unfortunately, currently is capital K, King, and I wish it was a smaller k but it is the reality of the situation. I am not giving way.

Also, because these are facts –

**Deputy Tindall:** Point of correction, sir.

790

**The Bailiff:** Deputy Tindall, point of correction.

**Deputy Tindall:** The most recent survey actually says it is 26% of people consider parking is the most important.

795

**Deputy Inder:** Okay, fascinating stuff. Right, so back in 2012, parking influenced by 49%. The proximity to home was 26%. So, again, this is about being able to access your home normally by car and the location on route to work, and you are not going to be doing it on electric cycle, motorcycle, probably on the bus, is 25%. So these are the influencing factors for the retail sector.

800 Actually, places of work where you are actually working is 25%. Where does everyone work? We have got the schools, the retail, the Harbour, the Civil Service, all in Town. That is the effect, where people are working is the effect on retail. So the car, unfortunately, is King.

Now the Chamber of Commerce went on to say in 2012 about paid parking, they said in their report, that there was no clear view on whether there was enough parking in Town. But they  
805 clearly said that they were against paid parking. Three months later, the Transport Strategy came out and it utterly ignored the working people, the merchants, the people who will actually keep Town going, those who put their livelihoods on the line, those who were trying to keep Town, it utterly ignored.

It was ideological. Paid parking was absolutely ideological and it paid no attention to the  
810 actual facts of the merchant class that are in Town trying to keep Town together. Now that may have changed since then but I will point out that it was absolutely ignored by the then Environment Department. It paid no heed to it at all.

I do wish these policies, which seem to come from the minds of people that never take the risk, they always work on a sort of level where they have got some kind of ... I do not know where half  
815 of this stuff comes from, to be perfectly honest with you, but whatever happens in the future, and I have heard, I think it was Deputy St Pier mention – and I am happy for him to correct me – I think he said there was a revenue stream of something like £440,000 potential from paid parking. I believe he said that. He is looking quizzically at me, but I am fairly sure there was a mention in a debate recently, there was something like half a million pounds could come with paid parking.

820 An easy grab for that could have a much greater effect on the retail itself. I do not like that as an admission, because I genuinely would like to see an Island with less transport in it. But the reality is that politicians making decisions for the merchant class need to start listening to the merchant classes. It is very easy for them to stand here in the States and say, 'We are going to do

825 this, we are going to change it all, everyone is going to be healthier.' But if they are closing their shops around them because of your decisions, I would be very careful indeed.

So I would ask a future Committee to think very carefully about the revenue stream being paid parking. Because it was never fair.

830 **Deputy St Pier:** Sir, point of correction.

**Deputy Inder:** I might have got it wrong ...

**The Bailiff:** Point of correction, Deputy St Pier.

835 **Deputy St Pier:** Thank you, sir.

I am conscious that I need to make a point of correction whilst Deputy Inder is standing. It was not me who made that statement. I think it was another Member of the Assembly, but it was not me.

840 **Deputy Inder:** Okay, I apologise for that. But the point remains that it is now seen more as a revenue stream than anything else. Again, like I said, I would be very careful. I was hoping Deputy Roffey was in the room actually, because I think I found something where me, Deputy Paint and him can actually agree on – scooters and motorbikes.

845 They do not appear to feature in any great degree in the Transport Strategy and I found that very strange, because they are clearly more fuel efficient, they generate less greenhouse gases, they obviously reduce commuter congestion by a greater factor than a small car would, versus an SUV. The actual distance that you use for your car space is probably fairly minimal. If you are driving, you are driving. The body costs are lower and they generally last longer than cars.

850 I think there is something strangely missing from this Transport Strategy that does not recognise the fact that scooters and motorcycles could form a part of it.

I will give way to Deputy de Sausmarez.

**Deputy de Sausmarez:** Thank you, Deputy Inder, for giving way.

855 He is quite right in the points that he is making and that is why the place of motorbikes and scooters are recognised in the transport hierarchy as being above solo occupancy vehicles and cars, he is quite right, but it is recognised in the Strategy.

860 **Deputy Inder:** I personally would like to see – I know a lot of people are probably more scared of motorbikes than they are SUVs – as a motorcyclist, they have saved me an absolute fortune, I can get far, get around the Island a heck of a lot faster and I can throw the damned thing anywhere and they are just great things to have. In fact, I have even recently bought my own daughter an electric one. I know I can get around faster, as I have been told. Yes, alright – okay.

865 I have recently bought my daughter an electric one. I am not entirely sure the battery technology is there yet. Unlike us, when we were nippers, we had single piston combustion engines, driving around the Island, we would do 100 miles a day. The battery technology is coming on, so I genuinely would encourage a future committee, which would be in 2023, to put a little bit more focus on the use of motorcycles and electric motorbikes.

But, apart from that, I am sort of at one with Deputy Brouard on my fear of paid parking, unfortunately, and the effect it might have on the retail centre.

870 **The Bailiff:** Deputy Paint.

875 **Deputy Paint:** Sir, larger cars. I go to France once or twice a year. I do about, 2,000 miles each time. Last year, I went twice and I took particular notice that I did not see one charging point anywhere along any road or motorway or hotel I stayed in. Now I feel safer in a larger car in

France, because the speeds are faster. I am not a fast driver, in fact my very good friend here tells me I drive too slow; but I do not. (**A Member:** You do!) I drive to the speed I feel safe in.

880 I have to have a larger car, simply because I have got fruit that I sell and I have got to take it to the markets. I do one shop a week, with my wife and myself, for four of us, and the boot is full every week. It costs me a fortune but that is the way it is. My cars drive about 550 miles to one tank full of fuel. I do about 10,000 miles a year, in France and on this Island, so that would be about 8,000 miles a year here, if I only go once to France.

885 Yes, you burn more fuel. I bought a scooter to come to the Royal Court as a Deputy but it was not to save fuel, it was to not pay paid parking. (**A Member:** It works!) I think it was £165 a year we were expected to park when we came to Court. So I would not do that. I would not give anybody money to waste. I am a bit mean like that! (*Laughter*)

890 So if I can just tell you of one example of what happened to me. It was before the cranes were built in the Harbour. I had to see the harbourmaster about them, at 8 a.m. – that is the only time he could see me. So I went to see him. Then I went for a cup of tea and I went to St Sampson's to order some fuel for my central heating, then I went home and did some paperwork. Then I had to go to the Douzaine, because I was still a Constable then, to discuss something with somebody there. Then in the afternoon at 2.30 p.m. I had to go for the presentation at the Airport for the runway. Then in the evening I had to go to St Martin's for another meeting.

895 How could I have done that on the buses in that time? It was impossible. It would have been impossible. All these meetings to go to, so I had to use my car. I did not have my motorbike then. Paid parking was not even suggested then. So, because I am a Deputy, why do I have to think that I am different to anybody else? There are women having to take their children to a doctor's, to school or wherever, every morning, in pouring rain, at times. (**A Member:** Women?) So why do I have to think I am different to anybody else. Most people need a motor car of some sort or other.

900 So I just do not understand where this is going. I used to think that actually the amount of cars on the road, since all this has come in, has increased. It has increased. Just going to one part of the thing that we have seen lately, traffic lights put at Richmond Corner. I go along there nearly every day and I have not seen them used once since they have been there. Is that a waste of money?

905 Thank you, sir.

**The Bailiff:** Deputy Leadbeater, do you wish to be relevéd?

910 **Deputy Leadbeater:** Please, sir.

**The Bailiff:** Deputy Merrett.

**Deputy Merrett:** Thank you, sir.

915 I feel quite similarly to Deputy Roffey, although he is far more diplomatic than I will ever learn to be, I expect, regarding just 'to note' this policy paper, because there was an opportunity from the Committee to have taken it further. Although I do understand potentially why they have not, because they have had a lot of criticism in this political term, rightly or wrongly, and when I have actually engaged with people and said, 'Do you want a better environment, do you want better infrastructure?' 'Well, yes.' 'Do you have any concerns about climate change?' 'Well, yes.' 'So what is it you do not like?'

920 When you then ask them about the toucan crossing or the crossing at Salerie Corner, and you say, 'Actually the car should be king, the car should have priority at Salerie Corner.' So you come off the cycle lane at the end, by La Grande Maison, but so what? You should give the priority to the car. When I point out, actually, sir, if I am on the bicycle or on foot, I am actually more vulnerable than somebody in a car with air bags, and blah, blah, they say, 'Actually, yes, pedestrians should have priority. You should, yes.'

So there is a complete disconnect from, 'I do not like this,' to, 'actually, do you understand why it is there?' and it does actually encourage people to have a choice of how they choose to get around our Island. The infrastructure, after all, is there for human beings, members of the community, and I want to choose please whether I walk, cycle, get a bus or take my car, because I like to make an intelligent, informed choice on a daily basis, in regard to how I want to travel around the Island, and I can make that choice and this morning I cycled, the other day I got a bus. So what? I have got the choice. That is what I really want.

I want people to make an educated and informed choice and what I do not want, sir, is that we wait until one of our community is killed, whether it is cycling etc., before we actually go, 'Yes, that is a dangerous area.' The entrance, for example, that used to be the other entrance to Salerie Corner, we should not have to wait this long.

That brings me onto my next point, which is about near misses. I have a lot of near misses, usually when I am walking or cycling and less so when I am actually in a vehicle. It is primarily when people try to overtake a cyclist and they think, 'You have slowed me down,' – I am also a car driver, clearly – 'and I will whizz round you quickly, while I can.' Just in the last two or three weeks, oncoming vehicles have been beeping horns and flashing their lights and, as a cyclist, you do feel incredibly vulnerable when you hear somebody revving around you and you can see that a car is approaching or a vehicle is approaching and yet they continue to overtake you.

You do feel vulnerable and there are lots of near misses. I certainly encounter them. What we do see is, from opposition that is vocalised, it can be very militant, but actually members of our community that are thankful for these changes are not as vocal or as militant; and I wish to place on record my thanks because I do use those crossings and I also see many members of our community doing it, whether they are minors getting off a bus, or whether they are adults negotiating it on foot or negotiating it on bicycles. I think these are positive changes but I do not think they are vocalised enough.

It reminds me of one article I read somewhere and it said, 'Deputy Brehaut should come down to Braye Road', I think it was Braye Road, sir, 'and sit in my garden and see the people speeding past my house'. I would just counter that and say should that be Deputy Brehaut or should that be the President of Home Affairs? Because if somebody is speeding past your house then my assumption actually is it should not be Deputy Brehaut that is sat in that garden, maybe potentially it should be somebody else. I think that is the disconnect and the reality of the public perception.

I wish to draw Members' attention to 5.5.5:

Phase 2 of the Island Speed Limit Review is likely to concentrate on areas around schools, States' housing estates and areas where speeding is known to be a potential problem.

I am not quite sure how it is known and then it is just potentially a problem but I think Deputy Lester Queripel spoke to this. I brought to the Committee's attention Rue des Cottés, which towards the end there are two densely populated housing estates. I stand to be corrected but I believe they are private ownership and not States' housing estates. I would like some reassurance that the Committee, if there are these known to be potential problems – I would argue actually they are problems they are not potentially a problem, they are a problem – I have been contacted by members of our community who are having near misses again, coming out of their driveways

In fact, not even near misses. Their vehicles have actually been hit as they tried to come out of their driveway because the speed limit is 35mph, and it is a road, clearly it is a road, there is a bend on the road, there is no pathway on part of that road and it does cause some real problems for people on a daily basis.

So Deputy Lester Queripel was speaking about bike shelters and got quite into detail of it, but I put to Deputy Lester Queripel that actually, when I am planning my day, if it is a lovely sunny morning this morning but I know it is going to be pouring with rain later on, I will still cycle in but actually I will probably put my bicycle under a bicycle shelter, because I have looked at the weather forecast and I am planning my logistics for the day to get to various meetings and see



various constituents. So that is what I will do. It is not just having my saddle dry, because actually I have got a saddle cover, it is about actually protecting my bicycle from the elements when it does not need to be in the elements.

980 My bike, maybe it is or maybe it is not, but it is very rusty and it is very rusty because it gets wet on numerous occasions. That is why I, on occasion, deliberately go and find a sheltered space, because I have read the weather forecast and I think, do you know what, I want to protect the asset. Because it has cost me money and I want to protect it, so I do not think that is unreasonable.

985 Further, if you have a tow on the back of your bike, which is basically for children, you would not want to leave your bike just in the pouring rain the whole day, knowing that you will then put children in it on the way home. So it is not just to protect the bike, you can also have your tow-along on it, which I have seen under shelters more often than not. So yes, I do not have a slightest problem with offering some protection. Further to that, sir, if it is pouring with rain, I go back to my bike and it is under a shelter, guess what, I stand under the shelter myself, with my bike, until  
990 the rain stops – if I have time.

So I was a bit confused by all of that but I think we should accept that we do need some shelters and there are benefits as well as detriments to having them.

Deputy Brouard, I was a bit confused, and I did ask him to give way but I do not think he saw me –

995 **Deputy Inder:** Sir, point of order, if you do not mind.

**The Bailiff:** Point of order, Deputy Inder. Is it a point of order?

1000 **Deputy Inder:** I believe so, because I think Deputy Brehaut made the answer for Deputy Queripel about the bus shelter and I am getting the impression from this speech it is almost as if Deputy Merrett is summing up.

1005 **The Bailiff:** She is replying.

**Deputy Merrett:** I fail to see how that is a point of order, sir.

**Deputy Inder:** It is repetition.

1010 **Deputy Merrett:** I fail to see how that is a point of order.

**Deputy Inder:** Tedious repetition.

1015 **The Bailiff:** It is always difficult. The Rule says ‘tedious repetition’ and of course what is tedious to one Member is not necessarily tedious to other people.

1020 **Deputy Merrett:** That said, I am glad Deputy Inder is in the Chamber to hear it. So I will then go on to, Deputy Brouard mentioned about consumer versus customer space on – no, not customer, consumer; I have got it, it is what I am looking for, commuter, thank you! – commuter versus consumer space and I think that is the real tension, because retail, hospitality and services want members of the community who want to come into Town to access it easily, whether it is cycle, bus, walk or car. But also they want space for their workers to block or hold that space, which is a finite resource, for 10-12 hours of the day. So that is the tension, I think, that we need to recognise.

1025 Okay, I am not summing up, I am just replying to Members who have said things that I do or do not agree with. I do not think that is summing up, sir, but that is up for other Members to decide. I was concerned by Deputy Tindall’s comments about SUVs and I say this because –

**Deputy Paint:** Sir, point of order.

1030 **The Bailiff:** Deputy Smithies.

**Deputy Smithies:** One repetition is one repetition, but three does start to become tedious.

1035 **Deputy Inder:** Hear, hear.

**Deputy Merrett:** I am getting totally confused, sir. Three repetitions of what? But I am not giving way. I am not asked to give way.

1040 **The Bailiff:** The point of order is that, I think what is being said is you have made your point about bus shelters. Deputy Lester Queripel said what he said. Deputy Brehaut then said what he said. I think you are agreeing with what Deputy Brehaut said and that is what you are saying. The allegation is that you are repeating it to the point where it is becoming tedious for some Members. But I think you are about to move onto another point, so ...

1045 **Deputy Merrett:** I may be in a bit of a time lapse to the rest of the Assembly. Maybe this side of the Assembly is in a different time lapse to that side of the Assembly, sir, because I am talking about SUVs, which Deputy Tindall spoke about. Because I really do believe in giving people the freedom of choice to make informed decisions for themselves and for their best family scenario at the time and, as our life cycles change, we may want to have a bigger car at certain parts in our life, smaller in others. So I do believe in the freedom of choice.

1050 There is a different reason why people choose SUVs and I would not want to put my personal opinion or ask them to consider what they are doing because I live to believe that people already do consider their actions. I do trust in our community to consider their actions.

1055 So those are the things ... I am not going to let this one go, actually. Because Deputy Paint said women need to take their children to schools and hospital appointments. I just wonder if Deputy Paint would agree with me that actually men can do that too. It has not got to be –

1060 **Deputy Inder:** Point of correction, sir. I heard it. Deputy Paint did not say women need to take their children to school.

**Deputy Merrett:** I would like it noted actually that men, fathers, whoever can also do things, as in take children to school and take them to medical appointments.

1065 Right, so a couple of things I would like to ask Deputy Brehaut, please, which have not been mentioned yet in debate. I have suggested before to the Committee and I would suggest again that there is some benefit to a version of Boris Bikes in Guernsey, whether they are electric or whether they are not.

1070 There are two key areas of Admiral Park which are densely populated through office workers, who could potentially come into Town to the main hub, well St Peter Port, or obviously go to the Bridge. Topography-wise it is quite flat. They may have driven into their parking space, but they may wish to come in and I just think that would potentially help not only less movement of vehicles, as in motor vehicles, but also help people move around in their lunch hours if they were able to have some sort of Boris Bikes and, also, many places now have the bike scenario where you go to visit a different country – visit St Peter Port – and you want to get about and you can hire a bike just to go backwards and forwards. I think that is something that I am disappointed I have not seen mentioned or any progression on.

1075 Then my last thing, I think, sir, is we want safe and secure travel and public service vehicles and I have a bit of concern. I will look for clarity from Deputy Brehaut when he sums up, because I am led to believe that bus drivers and drivers who have contracts with the school bus services to

1080 move them about, have full DBS checks and they are checked. But I am led to believe that taxi drivers are not.

**A Member:** They are, but nobody asks.

1085 **Deputy Merrett:** That just is a little bit of a concern, because obviously there are public service vehicles so I was wondering if that is the case or not, because people have asked me before and I am unsure, so if Deputy Brehaut could let me know that, it would be appreciated.

Anything else? No, I think I will leave it there for now and I will look forward to listening to other Members in debate and I will just politely ask them to give way if I wish to make a point that has not been raised previously.

1090 Thank you, sir.

**The Bailiff:** Deputy Oliver.

1095 **Deputy Oliver:** Thank you, sir. Can I invoke Rule 26(1)?

**The Bailiff:** Yes. Will those who have not yet spoken in this debate and wish to do so please stand in their places? I see two Members standing. I put to you the motion that debate be terminated. Those in favour; those against.

*Some Members voted Pour, others voted Contre.*

1100 **The Bailiff:** Certainly, on volume, the *Pours* have it, but I am not sure whether in number. I think it has got to be a recorded vote.

**Deputy Lester Queripel:** A recorded vote, sir, please.

1105 **The Bailiff:** Yes, it has got to be a recorded vote. Certainly the volume was higher, particularly from my left hand side! (*Laughter*)

*There was a recorded vote.*

*Carried – Pour 18, Contre 19, Ne vote pas 1, Absent 1*

<b>POUR</b>	<b>CONTRE</b>	<b>NE VOTE PAS</b>	<b>ABSENT</b>
Deputy Graham	Deputy Green	Alderney Rep.	Deputy McSwiggan
Deputy Paint	Deputy Dorey	Snowdon	
Deputy Le Tocq	Deputy Brouard		
Deputy de Lisle	Deputy Dudley-Owen		
Deputy Prow	Deputy Langlois		
Deputy Oliver	Deputy Soulsby		
Alderney Rep. Roberts	Deputy de Sausmarez		
Deputy Parkinson	Deputy Roffey		
Deputy Lester Queripel	Deputy Ferbrache		
Deputy Le Clerc	Deputy Tindall		
Deputy Leadbeater	Deputy Brehaut		
Deputy Mooney	Deputy Tooley		
Deputy Trott	Deputy Gollop		
Deputy St Pier	Deputy Le Pelley		
Deputy Inder	Deputy Merrett		
Deputy Laurie Queripel	Deputy Stephens		
Deputy Smithies	Deputy Fallaize		
Deputy Meerveld	Deputy Lowe		
	Deputy Hansmann		
	Rouxel		

**The Bailiff:** The voting on the guillotine motion was 18 in favour with 19 against and one abstention. I declare it lost. Debate will continue. So does anybody wish to speak or can we go straight to voting? Deputy Gollop.

1110 **Deputy Gollop:** Actually, I was worried about tedious repetition but I think actually unless SACC are reinventing the Rules, the Members do have a right to mention lots and lots of points that other Members have made and that is not necessarily a summing up. What I would say is that if enough Members leave, you can take the States out of quorum and then the speaker does have to stop but that is a different constitutional issue.

1115 Like Deputy Brehaut, I was born in 1963, a vintage year, and I have had a degree of form in the area as well. I was a Friends of the Earth traffic and transport co-ordinator in the 1990's. I sat on the old States' traffic committee for seven years. I was on a committee with Deputy Brehaut and the then Deputy Yvonne Burford, who worked hard on the old Environment Department, with the chequered history that we had, but with some successes as well.

1120 And I have been a past president of Living Streets and sit on the committee, as a declaration of interest, and I am a bus-user and have been a member of the bus-users, and I understand the argument Deputy Paint is making and sometimes I will go up to him or other Members and say, 'Can I have a lift please?' But generally speaking I get around the Island on foot or by bus and I do pack in as much as most other States' Members, perhaps do. But then of course you have to carry the carrier bag. I do not know about these ideas of electric skateboards that we could be going along ...

1130 What I would say though is I support, actually, the Report and I support most of the underlying principles behind the traffic and transport strategy. In a way I identify with the speeches Deputy Roffey and Deputy Merrett have made, relating to the fact that this is more of a holding operation and I think we have seen in this States, to my amazement really, given the high calibre of Members in it and their industriousness, quite a lot of workstreams, which have not progressed much in this Assembly. Whether that is due to a Civil Service resource problem or a reluctance of political will to push marginal decisions further, I do not know.

1135 I think one area, for example, that has not gone really according to plan has been the seafront enhancement development and maybe, again, it has been an inability to get the right number of senior officers involved in a way that they concentrate on that task and they can bring in freelance professionals who are focussed on development and planning and that is mentioned quite a lot here.

1140 I support the key achievements. But what we have not done is discuss the Report very much. We have discussed things that are not in the Report, like for example, whether to go back on the paid parking issue. But if you, for example, look on the key achievements listed by strategy objective, we have not seen the expected 10% reduction in peak hour traffic. We have seen 1.6% to 3.4%.

1145 Now that was kind of when the *Press* declared a failure. You always have to bear in mind, though, as one Member said, there may have been an increase in cars or mobile population, so actually not growing is itself an achievement. We also have not seen the real breakthrough on accessible taxis. We have not seen most of the taxi fleet being hybrid or electric. We have not seen a massive growth in electric cars and I think we do need to very much focus on that.

1150 We have not really seen what Deputy Stephens, I think, is wanting to see, which is an integrated strategy covering every permutation and eventuality for the north of the Island, for the Bridge, for Leale's Yard, for the developments that were potentially approved under the Island Development Plan.

1155 The bus lane and bus and taxi lane will only be effective if it is part of a strategy which increases the bus services. We do have a lot of kind of views, are the bus services not great? Hang on a minute, the service to the Bridge is every 15 minutes nowadays. In the other direction it is a bit more random. It was every 10 minutes in the 1950's and the 1960's, but the choice that Deputy Merrett and other Members want to see is therefore a lesser choice in a more mobile society on

some parts of the Island. I might agree with Deputy de Lisle that one or two of the routes are not that well used, 60 and P2, but the Committee is trying to enhance a new route and those routes could be improved as well.

The Report makes a lot of emphasis on social equity and in my view a Transport Strategy would be more effective if it emphasised social and economic points rather than just environmental points. We happen to put our bus subsidy predominantly through the Environment channel but, arguably, people with disabilities, people on lower incomes and others should have access to lower fares. Of course, tourism relies extensively on the bus services.

So I think we should very much focus more on developing better public transport, electric buses, that people have said, and also concentrating on the vulnerable road-users. Some Deputies, I think Deputy Lester Queripel, referred for example to the Coutanchez. What we have not seen as part of active travel, we have actually seen a slight reduction of services to the hospital, by the way, and although I support Deputy Soulsby's community hub initiative, some of the sites they initially looked at, were actually on hilly areas, where there are no bus routes, currently, or where buses could not even get to. So you have to look at this very holistically.

But Deputy Lester Queripel mentioned the Coutanchez. We at Living Streets have long-believed that one possible answer to the roads issue is to look creatively, imaginatively, at one-way systems. We praised the Baubigny system. That is an argument on both sides of the education debate, as to what capacity that road has. But we are not appreciating that was an initiative that was unpopular at the time.

If we are going to improve the usability of many of the Island's comparatively narrow roads, which have to manage cyclists, pedestrians, people with buggies, scooters and everything else, we do need to look more seriously at the one-way system and not necessarily listen to the reservations in that respect.

I would also say that one elephant that has not reared its head in this debate but has to be considered is one of the reasons we have continued to have exceptionally high transport use, and I do not want to demonise people that ride in cars, they have them for all kinds of reasons, but one of the reasons why we have a lot of congestion is transport to and from schools, of parents or pupils, and that has to be an integral part of our thinking in relation to the wider educational debate context and opportunities for active travel plans across schools and colleges.

**The Bailiff:** Deputy de Sausmarez

**Deputy de Sausmarez:** Thank you, sir.

When people say transport, the first thing that springs to most people's minds is vehicles and that is not really what it is about, it is about people. When you start looking at transport as a means of getting people and goods, but predominantly people in the context in which we are talking about today, when you start looking at transport in terms of how people move around then actually vastly more opportunities and options become available.

Deputy Paint did something that crops up in every single debate about transport and it is a common thing. It crops up in all sorts of conversations about transport as well, which is, 'Well, I absolutely could not have got through this particularly busy day without a car.' That is absolutely fair enough but it does sort of miss the point of what this Transport Strategy is trying to do and that is very much what Deputy Merrett touched on, which is choice. It is not necessarily about saying you need to find different ways to travel around for all of your journeys. It is about being able to make the most appropriate choice of mode of transport for whatever your journey is. Sometimes that might be in a car and sometimes that might be on a bike or in a bus or on foot.

That is really what it comes down to. But it does really open up, when you start giving people more choice, (a) that is just the right thing to do but, (b) if every commuter in Town wanted or chose to take a bus into work for one day a week, that would be a 20% reduction in commuter traffic. So even small individual changes can really accumulate to have a big effect. Choice is

absolutely fundamental to this Transport Strategy and we have to remember the impacts that certain choices make on other people's choices.

So Deputy Merrett took issue with Deputy Tindall's referencing of SUVs and I would agree with Deputy Merrett that it is important that people have choice but I think what is equally important is recognising the impact that some people's choices have on other people's choices and we know, from a lot of different sources of data collected locally and, indeed, further afield as well, that one of the biggest barriers to people choosing to walk or cycle here in Guernsey is the volume of traffic and the proximity to it because of a lack of adequate infrastructure, sometimes, for people who want to walk or ride a bike.

I just want to spend a little bit of time on buses. I think Deputy Merrett answered Deputy Lester Queripel's question on bike shelters. I would also add that, if you are like me and you like a really comfy saddle, they do have the unfortunate side effect of being a lot like a sponge, so you do get soggy trousers sometimes. That is another good reason for providing cycle shelters and I have to say they are very well used. That does speak to the demand for them.

But Deputy Lester Queripel is quite right in saying that there should be more focus on bus shelters and this is absolutely something that the Committee agrees with him on and we have really been concentrating on trying to get more bus shelters up. I have to say that these things are insanely time-consuming. It takes such a frustrating amount of time to get all the right permissions.

We have got such complicated land ownership issues sometimes. You think it is simple, it is straight-forward. Obviously, there should be a bus shelter there but, actually, when you start looking at certain planning requirements and land ownership, it is incredibly complicated and so we are really frustrated that we have not been able to progress more rapidly than we have. But Deputy Lester Queripel is absolutely right, that should be a focus. I can reassure him that it is a focus and, specifically, in places which are hubs where people might need to change between buses in order to make use of more than one route. So I thank him for those comments.

Deputy Heidi Soulsby, I thought her speech was magnificent and it has saved the Assembly at least 15 minutes of me rambling on, on a similar theme. She did it far more concisely than I would have done so you can all pat her on the back afterwards for saving time. But one of the things that she drew out from the survey results that she was referencing was that people wanted more convenient bus routes.

Yes, while I would wholeheartedly agree and I think we would love to be able to provide more bus routes, there is always a tension there. First of all, you know, I think as ridership grows that becomes a more viable option. But actually one of the limiting factors is our land-use patterns. Guernsey is absolutely blighted, if that is not too harsh a word, by ribbon development. We are characterised by ribbon development and ribbon development actually makes planning bus routes incredibly difficult, because we cannot just send buses down every single road that people live on.

I hate to hold Jersey up as a good example, but their land use is far more concentrated into distinct parishes and the village structure and it is much easier to organise a public transport network around distinct hubs. So we have got a bigger challenge in Guernsey in terms of how our land-use patterns dictate what is viable and what is not.

But do not worry, there is a solution. One of the things that has not really got a mention today that is referenced somewhere in the policy letter – I am afraid I do not have a reference – is demand-responsive service. To me this is something very dear to my heart, it is very dear to Deputy Hansmann Rouxel's heart as well, because not only does it potentially bridge a bit of a gap between a scheduled, fixed route service and the ultimate flexibility that you might get with a taxi service. But it also could, potentially, help with one of the problems that I think goes under the radar a lot.

Deputy Soulsby talked about young people actually having greater barriers to transport and that is absolutely correct. It is important to remember that, by definition, people under the age of 17 just do not drive, for example, and that can put a burden on parents having to act as taxi of

mum and dad. But it limits their choice, it limits that choice that Deputy Merrett was talking about. So she was absolutely right to highlight the challenges for younger people.

But older people, that is something that is very dear to my heart. I see this with people in my parents' generation. There just comes a point in many people's lives, where they start to lose confidence about driving in certain conditions, for example at night time or at dusk, or in certain weather conditions. Again that is something that starts to impact on their choice of how they want to get around the Island.

The terrible thing about this is that they are faced with a pretty awful choice because on the one hand they might not feel confident or safe driving in some circumstances but, on the other hand, they know that if they give up their driving licence then they might lose quite a significant bit of independence and that is something that I do not think we, as a society ... we should not be putting them in that position.

So I think finding ways to support people who, for whatever reason, whether that is because they are very young or because they are getting older or indeed because they have got some other medical condition, which means that they cannot drive – epilepsy is classic, I have got a few epileptic friends who are not able to drive – we need to be able to give those people the same range of choices as other people, or at least as good as we possibly can. It is particularly important for older people and their independence. The Isle of Man has got an interesting, very successful example of a demand-responsive service, and so that is something that I am personally very keen to look into in greater detail.

Deputy Gollop mentioned the sort of rate of progress and this has been a source of much personal frustration for me. It really can be like wading through treacle, sometimes, and I would say he did hit the nail on the head, actually, in terms of resourcing, but it is not necessarily a financial resourcing issue. It is much more having enough people with the right skills and the right ability to navigate their way through the many systemic hoops that we put in their place. It really does take a huge amount of time and these things are just much slower than I would like them to be.

I think it also points to a problem that I suspect people in other Committees face, which is in terms of staffing. We do have a system that seems to put the brakes on replacing people in good time and it is very difficult, if you have got someone moving on, it is often an internal recruitment, they might be serving a month's notice, by the time that month's notice is up we have barely got a job advert out because of the hoops that we have to jump through in order to advertise and then there are obviously weeks beyond that before you can get someone in that role.

So I think that is probably an issue that is much more widely shared than just in the area of transport but certainly we have got people who work very hard in Traffic and Highways and in our Active Travel team (**A Member:** Blame P&R!) – and as P&R have left the room, I have been told to blame them! – but yes, it is a real frustration. Personally, I would like P&R, whenever they are back in the room, to look at how we can make that process or processes like it much more efficient.

We have similar issues and it also touches on things like the hoops that you have to jump through for any major project. I am thinking of the bus procurement programme, for example. It was such an incredibly time and labour-intensive process to just access the capital for something that everyone knew needed to be done.

Just quickly, I know that Deputy Dorey did shoot the unicorn about electric buses but Deputy Gollop did then mention it again. I will say it in a different way, so as not to be accused of tedious repetition, but I cannot stress enough how fervently I tried, and other Members of my Committee tried, to find electric buses. They certainly did not exist at the time that we were going through the phase one and two procurement phases for the bus replacement programme.

I am hoping that they will exist soon, but the limiting factors – there are electric buses everywhere and there was actually something on the news this morning about investment in a big fleet of electric buses – we are constantly being sent examples of this city or this country, which is electrifying their bus fleet and, brilliant, I am so glad to see it. But they do not have the limiting factors that we have here in Guernsey, which are specifically vehicle width, because of the width of

our roads, the range and the capacity. So we have never yet found an electric bus, a model of electric bus, that can meet those three key criteria.

1315 But please be assured we are really trying. So I hope that one day we or a future E&I Committee will be able to stand up and share some excellent news that we can indeed be looking at electric buses. But in the meantime it has to be said that the new bus fleet is much cleaner than the fleet that they replaced and I think that is a real step forward.

1320 I sense after the motion of no confidence, there is not much appetite for a lengthy debate so I think I will guillotine myself. Yes, the guillotine motion, sorry. So I think I am just checking I have not missed anything that I want to say. In general terms, it does come to down to choice and all the rest of it and these things are not rocket science.

1325 I was watching a really interesting interview with someone from Norway because there was something on the news about their electric car market share, busting through the 50% barrier, so they have got more electric cars on the road than any other type of car, and the British interviewer was asking this Norwegian person who had some sort of official role in all of this, how do you do it? She looked at the interviewer as though she could not believe what a stupid question it was and said something along the lines of, 'It is really not rocket science. We encourage the things that we want to encourage, that we think are going to be good, and we encourage them by making them easier and more convenient and we do not tax them. Then we decide about the things that we do not want to encourage and we make them less convenient and we do tax them.'

1330 It is not just about tax, obviously. Our Transport Strategy does not really touch on any of that, but it does come down to the fundamental principle that, in order to encourage something, it makes sense to make it easier, safer and more convenient and then you start to get a positive feedback loop and you will start to see all those things that people welcome start to really take off.

1335 So I am delighted that we are able to report some positive progress. I think there is an awful lot more progress that I hope will be made in the future by a future Committee, but yes, I think it is heading in the right direction.

1340 **The Bailiff:** Deputy Lowe.

**Deputy Lowe:** Thank you, sir.

1345 Right, I am not going to go into any long speeches. It is on *Hansard* with my previous views of the Transport Strategy. Some parts I agree with and some I do not. I am not going to repeat all of those, just go back to *Hansard* some other time because nothing much has changed.

1350 I will speak in a moment on the stance from Home Affairs but before I do so can I just make a plea to E&I and any other committees in the future that, when it says 'executive summary' it means executive summary? We have got 30 pages here and then it goes straight through the appendix. I was just waiting to get to the end of the executive summary and was page after page. I have not seen that before so, please, if there is an executive summary, there is no need to paste and copy what is already on the appendix, just have an executive summary.

1355 From Home Affairs, which I will now speak of, the Home Affairs Committee understands the motivation of the Committee *for the Environment & Infrastructure* to progress the many initiatives within the Transport Strategy. I have noted a number of constructive references in the documents to working with Home Affairs and Home Affairs recognises that inaction is not a wise option when it comes to transportation, not least when one considers the devastating impact of climate change and recognising that each of us has a role to play in being part of the solution – a practical example being that of encouraging greater bus usage. This debate, however, is not an environmental platform. It is first and foremost about the efficient movement of goods and people on-Island. In this respect, it is helpful to see the recognition that making this work requires liaison and partnership with Home Affairs and, in particular, with Law Enforcement.

1360 This is where I offer my only cautionary note, after reading the Report, and it is over how much the E&I might be looking for the Police to do. Certainly where evidence-gathering can be



1365 streamlined, then that is to be welcomed, and if it means greater use of recordings from dashboard cameras then that is no doubt something that Law Enforcement can explore.

Precautionary notice over the comment in the policy letter that:

The strategy is reliant in part on the enforcement of both existing and any new road traffic legislation.

1370 This statement is not wrong but it does need to be read in the context of all the other legislation the Island has and which needs policing, including child protection, theft, violence, financial crime, sexual offences, affray, criminal damage, disturbing the peace and much more.

1375 While, understandably, the enforcement of traffic legislation may be seen as a priority for Members of the Committee *for the* E&I, it does not always follow that this will necessarily be the operational priority of the Head of Law Enforcement and his command team, who have to consider the full range of legislation and current risk levels. He and his team are constantly reviewing and assessing the pressure points and prioritising the deployment of officers accordingly.

In conclusion, the Committee *for* Home Affairs welcomes the positive messages from E&I in this update report and looks forward to future updates where it is hoped there will be further tangible progress to report.

1380 Thank you, sir.

**The Bailiff:** Deputy Le Pelley.

**Deputy Le Pelley:** Thank you, sir.

1385 Obviously I support everything my President has just said, from Home Affairs. But I did have one little comment that I wanted to make of my own and that really is in response to the second point that we are asked to do here, which is to direct the Committee *for the* Environment & Infrastructure to report back to the States with a second periodic review in 2023.

1390 It is one thing that I would ask that particular review to consider and that is the use of motorcycles by the group of 14-18-year-olds. If you go back historically, I think you will find that an awful lot of motorcycle usage, and they were not the sort of high-powered motorcycles that you can get today, a lot of these vehicles were actually used when the school leaving age was 14 and youngsters who were going into work, sometimes starting work very early in the morning, were not provided with an adequate bus service to actually get from one particular point of the Island to another, which, even when all the buses were available, might need two bus changes.

1395 So the idea of actually having a motorcycle was quite a useful thing for a 14-year-old school leaver to actually take up employment with. Having spoken to several senior police officers, it would appear that one of the biggest time-takers of Police time is business to deal with that 14-18-year-old age group and to do with motorcycle either usage or mis-usage, whether it be insurance business, whether it be speeding, whether it be vehicles that are not up to the right sorts of standards of being roadworthy, all that comes into play.

1400 I think also with the possibility with this two-school model, or one school on two sites model comes through, when youngsters of 17-plus are not going to be able to use their vehicles to get to and from school, there could well be an encouragement for those youngsters to actually get motorcycles.

1405 I am just going to give you my family example. I was in a position where I could say to my children, 'Look, I would much rather you do not have motorcycles or, worse, at 14, and in order to actually encourage you not to try and pester me into having one, I will buy you a car at 17, or fund you to buy a car at 17.'

1410 My worry here is that if that option is not available for many parents because their children are going into full-time education post-16, that they cannot have their car to actually park it where they are going to be going to school, if they are still in full-time education, the offer of saying, 'do not go on a bike,' is going to be lost. Because they will then say, 'Do you know what? I cannot

1415 park the car, therefore I am going to need a motorcycle. I can get it at 16. Do you know what, I might as well get it at 14?’

1420 The trouble then is we are going to have lots and lots of youngsters and many more youngsters on the roads at those susceptible ages because they are not experienced road-users at that age. My worry also is that, if this particular education model goes through, if those youngsters are then expected to get from one site to another, and they use their own transport – something for the Committee *for* Education in their thoughts to address, I think – what will happen if all these youngsters go off in cohorts from Site A to Site B, *en bloc*, racing, chasing and all the rest of it? It does put more people at risk.

So I hope both Education and E&I will take that into consideration when they are doing their next review.

1425 Thank you, sir.

**The Bailiff:** Deputy Tooley.

**Deputy Tooley:** Thank you, sir.

1430 I am hoping that I can briefly give some comfort to Deputy Le Pelley and the concerns he has just raised. As the parent of a 14-year-old, actually, in this day and age, and with younger children, I can reassure Deputy Le Pelley and other members of our society that the word ‘no’ still exists and that it is entirely possible, when requests are made by children and young people for things, which as a parent, you consider not to be safe, to simply say, ‘I am afraid that is not safe and therefore this is not something I am going to permit.’

1435 There are also other angles with which to deal with such situations without resorting to bribery or blackmail, which potentially the promise of jam later because I am not saying yes to butter today could be seen as.

1440 There are also many other options as alternatives to young people who are looking for ways in which to transport themselves around the Island and, as has been pointed out numerous times during this debate, that would include the use of a pedalled bicycle, the use of an electric bicycle, the use of the substantial infrastructure of transportation through buses and so on around the Island and I do not think we need to assume that because a minority are in the position where they could potentially to afford to help their children, their young people, their teenagers to afford cars, that actually makes the use of those young people’s legs an impossibility.

1445 In addition, I do not think there should be any suggestion that children or young people who might have less use of a car in future would automatically require use of a motorcycle of sorts at an age when they are, potentially, too young to really understand the roads. So I hope I can give Deputy Le Pelley some comfort that is not where any of this needs to lead.

1450 Thank you.

**The Bailiff:** Deputy Brehaut will reply.

**Deputy Brehaut:** Thank you, sir.

1455 I think I will reply to Deputy Le Pelley because he was the last person to comment who is on my mind. I thank him, actually, for raising the issue of 14-year-olds riding mopeds. When the school leaving age was raised to 16 I think there was an opportunity then, and he is absolutely right to remind us of the history of exactly why children – which is what they are bearing in mind, boys do not mature until the age of about 14 – to have children on mopeds.

1460 Actually my children, the cohort, the friendship group they have, a number of them have spent time in A&E, in fracture clinics, at the doctor, in physiotherapy and of course the emergency services call out, the ambulance calls out, the road has to be cleaned up. There is much more hidden cost in what seem to be seemingly small RTAs, as they are referred to.

1465 I thank Deputy de Lisle for his speech and I might take this opportunity and I hope he will forgive me, of very gently reminding him that he is a Town trader and he did specifically talk

about improvements in the Pollet, in particular. We note, in referring to the fact he is a Town trader, that his interest is declared in all these things as ever.

He did refer to the seafront closure, which was actually a prolonged experiment, because the weather changed and it then took 10 days longer than it should have done to open the road. The cost to the community was between £16,000 and £18,000. The speculation, then, as to what it cost Town traders, people would say that project cost the Island – I have seen it – £750,000. It was a relatively low-cost on infrastructure and I think what people have overlooked, the north-bound is narrower and is safer for pedestrians and that really went, if you like, almost below the radar. That change stayed and remains there to this day.

With regard to the night bus service, and I thank him for his question because it is helpful, the night bus service is going from strength to strength, my staff has just told me, operating on Friday and Saturday nights, across three routes, the service carried 27,940 passengers in 2019. That is compared to 18,409 passengers in 2016. This represents a growth rate obviously over almost 50% on the night bus service. It is a service that is used, enjoyed, and we hope that figure will keep going up.

I do thank him for his support for the ongoing public realm enhancement. Market Street was meant to funnel people up to the Old Quarter. It was a road and people thought the pedestrian area ended abruptly outside the French Halls. You now get the sense that you are being funnelled to Mill Street and to the Old Quarter and I think it works.

Deputy Inder raised the figure of £400,000. In fact, paid parking at 40p an hour would have given it about £600,000. That was the figure that was used in the past. Deputy Stephens referred to, we have identified the issue with regard to the Bridge and St Sampson's, what are we going to do about it? If I could refer her to section 6.1.1 within the main body of the Report, I will not read it all out, I sense people want to move on but 6.1.1 refers to the realisation of potential development in St Sampson's and 6.1.3 talks about the Committee is already in discussion with the Development & Planning Authority. So these projects were delivered, of course, through more than one States' Department.

Deputy Roffey is right, I think, to point out that nobody was going to reach for the party poppers when this Report landed on their desk. It was not going to talk about the brave new world, because of the way that, frankly, the policy was hobbled from day one. That said, the delivery part of this will come through climate change. P&R have a piece of work on fuel duty.

We hear this sometimes, if I could, through you, sir, not directly at Deputy Gollop – if I can remember his name! – he talks about the motor as a cash cow. There is this unfortunate problem we have at the moment where a disproportionate amount of fuel duty distorts the entire picture, because motoring in the round on Guernsey is relatively inexpensive to most other communities.

Deputy Dorey, I thank him for referring to the change in legislation. E&I are constantly lobbied by organisations that have e-scooters. Guernsey infrastructure is tricky. If you can imagine the cityscapes in other parts of the world, where you can nip in and out and you have got these vast expanses, these piazzas, Guernsey infrastructure does not really lend itself entirely to the use of electric scooters. But I sense there will be a change ... I do not mean scooters by mopeds, by the way, I mean what we all used to call scooters, if that is what a scooter was. There will be more of them around and I think Guernsey legislation will have to reflect that.

Deputy Lester Queripel, I thank him and I make a point of thanking him for him thanking our staff and I do appreciate that because working in traffic, for our staff that do, is not easy, and they are at the brunt of some very heavy criticism. There are no plans to install traffic lights along the front or at the half way. Those plans do not exist. You try telling the community, once the *Press* have told the community that there are going to be traffic lights along the front. But I thank him for thanking the staff.

A bus shelter, by the way, costs about £3,000 and, approximately, depending on where it is, a further about £2,000 to install. I am the worst person to ask about bike shelters. When I cycled from Land's End to John O'Groats, I took my bike to bed with me! So I actually quite like to be

close to the bike. Fortunately, I did not name it because I did not want any attachment issues after the ride, or anything like that!

1520 Some people who invest very heavily in bikes that can cost around ... some specialist bikes can cost £4,000 or £5,000, people do like to feel that they are undercover. Although, that said, the idea with cycling is it should be ideally door-to-door and businesses do have an obligation to provide that arrangement.

1525 He is right to refer to the fallout from Salerie and the Grand Maison road. It is astonishing to think, respectfully to my colleagues on other committees, in this example Deputy Parkinson, £1 million, £800,000, £700,000 sunk into a project with regard to air routes that may not have worked out the way we liked it. There is a view of that quantum of spend.

1530 You try spending a tenth of that at E&I. You try spending £100,000 without having perpetual criticism, whether it is in the pages of the *Press*, the media, petition to sign, request for resignations. That is such a shame because Guernsey could be a much better place in a number of regards, if we simply did very simple enhancements for the community that did not meet with quite so much resistance.

1535 When we finished the Grand Maison project, we told the community how much it cost. I will not use the figure because I cannot remember and that would be a mistake. We had a Freedom of Information request on how much that cost. That is common, by the way. Whenever we finish a project, we would get the equivalent of, I do not know what the term is, a Freedom of Information request from members of the public to make absolutely sure that it came in on time and on budget.

1540 I thank Deputy Soulsby for her speech. And of course the Children and Young People's Plan talks about healthy and active children. It is in there, in so many policies. Health and active really is at the front. It is embedded. All of us are tasked with doing the healthy and active delivery bit for our community and we should be less reluctant to not endorse some of the proposals that come from E&I.

1545 But HSC have led by example in this regard and actually it is not very difficult to do. When you leave home, you think today, could I take my bike, could I walk, do I need to take the car? Actually I have walked to this meeting. I will walk to the next meeting, wherever that might be. Generally, I think cyclists and walkers get there before everyone else and they are always early and waiting on people searching around for a parking space.

1550 Deputy Tindall is right to refer to the seductive nature of SUVs. You can open these cars with your mobile phone, you have got a touch screen in the vehicle. Everything about those products is meant to make them that want-to-buy thing, that must-own product and she is right to talk to the downsides of owning such wide vehicles within our infrastructure that we have. Again, she spoke of the planning, sorry Market and Mill Street, and she is well aware of the intention of that project. It was to funnel people up to Mill Street and works very well.

1555 Deputy Brouard asked for progress in travel plans, not in relation to Alderney. The travel plan, I have to say, for Sir Charles Frossard House sits within States' property services, which might be on your desk and not mine. It is now, through you, sir, so I think the remedy for parking at Sir Charles Frossard House may just sit with the P&R Committee and pressing their staff on the Travel Plan element.

1560 Can I just say I do not know who was responsible exactly, there was a view at Sir Charles Frossard House: bring your car, we will make room for you and there was centre aisle parking, if you remember. It was absolutely crammed. Centre parking was removed. Where did those cars go? So you have to take intervention at times to make a real improvement.

1565 Deputy Brouard spoke of the downside of electric car ownerships. Superficially they are environmentally friendly. What do you do with the battery? The oil and gas industry, how many people have given their lives in wars over oil and gas? How many public health issues in relation to mining coal, for heaven's sake? So I think in the early evolution of car batteries, we can cut the manufacturers a little bit of slack.

I will give way, sir. Thank you.

**Deputy Brouard:** Thank you very much for giving way.

1570 I fully agree with you about what you were saying with the car but there are just a couple of points, just to make the observation that if you do very low mileages, buying a new electric car and parking it in a garage and not using it very often does give a very hard kick to the planet in regard to the carbon produced. It may be that keeping the existing car for a little bit longer is a far better thing for the planet overall ... *[Inaudible]*

1575

**Deputy Brehaut:** Thank you, sir.

I take the point. Can I say that car ownerships will remain Guernsey's problem? Although the pollution issue almost disappears because you have still got particulates from brakes and things in the environment, with electric vehicles. If we are managing about 80,000 internal combustion engines, if we are managing that number, then do we really want to manage 80,000 electric vehicles, because we would be faced with the very same problems?

Deputy Paint touched on long-distance driving and perhaps the suitability of EVs. If I am driving my car in France I drive on the route it gives me, because it takes you to the next charging point. So you tend to drive not on the motorways, you drive on the equivalent of A or B roads, it will just take you to the next charging point.

1585 Although he may not like it, I see Deputy Paint as a success of the Transport Strategy. We introduced paid parking and Deputy Paint ran out and bought a scooter. Two wheels are always better than four, so there we are.

Deputy Merrett, I would just touch on this, because she is absolutely right about speeding. Because of the speed limit review, we had ownership of that, but the policing of speed limits does not sit with us, and I get lots of enquiries, despite the resistance to speed limits through the media; and the Coutanchez, I am sorry to Deputy Lester Queripel, I meant to raise that, residents of the Coutanchez want the speed limit reduced to 25mph and if I am candid, the next challenge we face is the next round of 25mph. Because many more people would like to see the road they live in at 25mph and that may be inconvenient for the motorist but the people who live there, who happen to be motorists too, would like to see speed limits reduce.

Boris Bikes tend to work better, was the advice we had, when they are owned by companies. We call them Boris Bikes –, do we call them Prime Minister Johnson bikes? I do not know what we call them now. They tend to work better when they are owned by businesses so if the business has a bike sponsoring it, it has got its logo on and it is from, say Admiral Park to Town and back, they tend to work better than when governments try to supply this sort of mass transportation. There is a different sense of ownership.

Checks on taxi drivers are exactly the same as any other check on any other public service vehicle driver. Part of the role that we have as Members of E&I is sometimes to meet with taxi drivers and others for appeals, when they have been told that they can no longer drive and that does happen on occasion and we have sat through a number of them.

Deputy Gollop is absolutely right to remind us all that the Baubigny cycle path, I actually do not think we would get that through today. I think if this Assembly said, 'This is what we are going to do, we are going to close that road, we are going to put cycling infrastructure in,' I just do not think that there would be the political will. I think that these days ... yes, it would not come to the States, says Deputy Fallaize. I do sometimes feel that we have to be, at the risk of offending people, possibly, more like people and less like seaweed, inclined to go one way with public opinion and then the other way with the tide and we have to be very careful about that.

I will give way, rather sheepishly, to Deputy Inder.

1615

**Deputy Inder:** I have heard this a couple of times over the past couple of weeks. It is almost as if politicians will not bring policy letters to the States because they think it will not go through the States. Deputy Brehaut has no idea what will go through the States until he has actually tested it. What he is effectively saying is that he is better than everyone else.

1620

**Deputy Brehaut:** I do not know why I always give Deputy Inder such an opportunity for such a soundbite, which he seems to be good at. Can I remind Deputy Inder I wanted to do something with a wall? 'Oh no, you will not,' said Deputy Inder. That fell by the wayside. I would like to still do something. 'Oh no, you will not,' says Deputy Inder. (**Deputy Inder:** It will not work.) There are items that do not need to come to this Assembly but are dragged to this Assembly by people who oppose them. We want to decrease the speed limits to 25mph. 'Oh no, you will not.' There are things that are operational that do not need to come to this Assembly. I suppose it is discipline might be the thing that is lacking there.

Just on that, I hope the next Assembly, we have run out of time to do it, but I think Trinity Square, to save those trees, could be enhanced and could be a very nice area, pedestrianised, a public realm enhancement, café culture, rather than a traffic island to assist people in driving up Pedvin Street. I think it could be very different and I hope that project makes some headway.

I thank Members for their contribution. I know this Report was 'to note'. Whoever is on E&I after the next Election will report back in 2023. I would just ask politicians, generally, to just think about the infrastructure around them, just think about those simple enhancements that can be made and if their starting point is we must protect the trader – I do not quite understand what Deputy Inder means by merchant class, I think I know what he means – if Britain is still a nation of shopkeepers then those shopkeepers' thresholds are visited by people who live in those communities, who would benefit from those types of enhancements. So I would ask Members please to note the Report.

Thank you.

**The Bailiff:** Members, there are two Propositions. I will take them both together. Those in favour; those against.

*Members voted Pour.*

**The Bailiff:** I declare them carried.

## REQUÊTE

### IV. Requête – Towards a more effective structure of Government – Motion to withdraw – carried

*Article IV.*

*The States are asked to decide:*

*Whether, after consideration of the Requête dated 11th December, 2019, they are of the opinion:-*

*1. To agree that, in order to improve the effective working of Guernsey's structure of government, this States and its immediate successor should consider:*

*a. Whether the dominance of resources over policy within the Policy & Resources Committee should be addressed, either by the creation of a separate Treasury Committee, or the establishment of a Chancellor role within the Policy & Resources Committee, or by another solution; (paragraphs 4.2.3 to 4.2.15)*

*b. Whether to make further structural changes in order to improve the effectiveness of channels of communication between the Policy & Resources Committee and other States' Committees, either by the creation of a political Strategic Forum, or by another solution; (paragraphs 4.2.16 to 4.2.26)*

*c. Whether further changes are required to the current political arrangements for oversight of the civil service and/or the role of the States as Employer; (paragraphs 4.2.27 to 4.2.31)*

- d. Whether the restriction on non-States Members of the Policy & Resources Committee should be lifted; (paragraphs 4.2.32 to 4.2.37)*
- e. Whether the lack of dedicated political scrutiny of States' finances and fiscal strategy should be addressed, through the creation of a separate Public Accounts Committee or otherwise; (paragraphs 4.3.1 to 4.3.8)*
- f. Whether the current dispersed political responsibility for air and sea connectivity should be addressed, by the creation of a single Committee responsible for air and sea links and tourism (with consequential changes to the mandates of other States' Committees), or by another solution; (paragraphs 4.4.3 to 4.4.17)*
- g. Whether a visible political commitment to addressing climate change should be reflected in the name of the Committee for Environment & Infrastructure; (paragraphs 4.4.18 to 4.4.20)*
- h. Whether the constitution of the States' Trading Supervisory Board in terms of political membership, and the current lack of clarity about what it means to be a 'policy-taking' committee, should be addressed; (paragraphs 4.4.21 to 4.4.26)*
- i. Whether the question of Committee size should be revisited; (paragraphs 4.5.2 to 4.5.4)*
- j. Whether the question of Committee Members being elected together with, and/or resigning alongside, their Committee President should be explored; (paragraphs 4.5.5 to 4.5.12)*
- k. Whether a lack of subject matter expertise within the policy-making function of the public sector should be addressed; (paragraphs 4.6.2 to 4.6.11)*
- l. Whether there may be possible alternative models for the relationship between the States and the Law Officers' Chambers, which might improve its effectiveness; (paragraphs 4.6.12 to 4.6.16)*
- m. Whether there may be opportunities to better integrate States Members' Corporate Parenting responsibilities within their Committee and States' work; (paragraphs 4.6.17 to 4.6.22)*
- n. Whether to reintroduce the title of 'Minister' in place of 'President'; and (paragraphs 4.7.1 to 4.7.3)*
- o. Whether to develop alternative titles, or clarify the use of existing titles, in respect of the States and its Committees; (paragraph 4.7.4)*
- p. Whether to establish a Citizens' Assembly in a form appropriate to Guernsey; (paragraphs 4.8.1 to 4.8.6)*
- q. Whether to develop a Parish Charter or similar, which might allow for devolution of certain responsibilities to the Douzaines, on condition of meeting minimum standards for democratic accountability and transparency at parish level. (paragraphs 4.8.7 to 4.8.11)*
- 2. To direct the Policy & Resources Committee to bring a policy letter to the States for consideration no later than the end of February, 2021, which shall include:*
  - a. A copy of this Requête, together with a proposition inviting Members to agree that the issues set out in Proposition 1 [as amended, as the case may be] and Section 4 of this Requête should be addressed; and*
  - b. Propositions enabling the election of Members to the States' Investigation & Advisory Committee required by Propositions 3-8 below.*
- 3. To resolve that a States' Investigation & Advisory Committee shall be established no later than March, 2021, to consider the areas where the current structure of government falls short of the aims first set out in the 2014 States Review Committee report (effective leadership, sound coordination of policies and resources, proportionate checks and balances, flexibility to adapt) and the changes that could be made in order to improve it; and to agree that the Committee must consider, as a minimum, the issues set out in this Requête (as amended, if need be) and the solutions proposed alongside them, and determine what changes, if any, it wishes to recommend to the States.*
- 4. To resolve that the membership of the States' Investigation & Advisory Committee shall comprise six States' Members including:*
  - a. At least one Member, elected by the States, who has already served a minimum of two complete terms of government; and*
  - b. At least two further Members, elected by the States, who have already served a*

*minimum of one complete term of government; and*

*c. Three further Members, elected by the States.*

*5. To resolve that the Chair of the Committee shall be the President or a Member of the Policy & Resources Committee and shall be elected by the States on the nomination of the Policy & Resources Committee.*

*6. To agree that the Policy & Resources Committee may make nominations for the remaining five seats on the Committee, which may also have nominations from the floor of the States; and that, in preparing its nominations, the Policy & Resources Committee must seek to ensure a balance of members who have had current or past experience of Scrutiny roles, of roles on Principal Committees, and of roles on other States' Committees.*

*7. To direct the Policy & Resources Committee to make arrangements to provide a budget (estimated at a maximum of £150,000 for one year) and administrative support of the States' Investigation & Advisory Committee from March 2021 to February 2022.*

*8. To direct the States' Investigation & Advisory Committee to present its recommendations to the States for debate no later than the end of February, 2022.*

**The Senior Deputy Greffier:** Article IV, Requête: Towards a more effective structure of Government.

1650 **The Bailiff:** What we have first is a motion to withdraw the Requête and I remind Members that under Rule 24(12), where the requérants have resolved to request that an Article or Proposition be withdrawn, a motion to withdraw the said Article or Proposition shall be in writing – we have it in writing – stating the name of its proposer and seconder – it is proposed by Deputy Soulsby, seconded by Deputy Prow – debate on such a motion shall be limited strictly thereto and no other issues relating to the Article or Propositions shall be debated until the  
1655 motion to withdraw has been voted upon. So what we have now is debate solely on the motion to withdraw.

Deputy Soulsby.

*Motion to withdraw*

*The States are asked:*

*To resolve that the Requête entitled 'Towards a more effective structure of Government' be withdrawn.*

1660 **Deputy Soulsby:** Sir, I have no comment to make other than seeking to withdraw the Requête. Members are aware, publicly, of the reason why we are doing it, so that is all I have to say at this moment.

**The Bailiff:** Deputy Prow, do you second the motion?

1665 **Deputy Prow:** I do, thank you, sir.

**The Bailiff:** Thank you. Deputy Gollop.

1670 **Deputy Gollop:** Sir, I signed the Requête and supported the issues being debated. I know everyone else wants the debate to be dropped but I am a bit disappointed because we have had some splendid meetings and input from stars like Deputy McSwiggan and none of us know if we will be in the next States but, if certain Members choose not to stand, that will be a loss. But it will be a loss of opportunity if this does not reappear until after an election, because I think many people in the communities and the associations and people who are active would like to see us  
1675 consider whether, really, our system of Government, in every respect is working perfectly.



I think that is a real topic of a referendum, rather than the voting. And we are going to pay a price if this is delayed for a year or two, when we could actually be moving forward at a faster pace. But, you know ...

1680 **The Bailiff:** Deputy Soulsby, do you wish to reply?

**Deputy Soulsby:** No, I do not, sir.

1685 **The Bailiff:** In that case we go to the vote on the motion to withdraw the Requête. Those in favour; those against.

*Members voted Pour.*

**The Bailiff:** I declare it carried. So the Requête is withdrawn.

## **POLICY & RESOURCES COMMITTEE**

### **V. Schedule for future States' business – Proposition carried as amended**

*Article V.*

*The States are asked to decide:*

*Whether, after consideration of the attached Schedule for future States' business, which sets out items for consideration at the Meeting of the 18th March 2020 and subsequent States' Meetings, they are of the opinion to approve the Schedule.*

**STATES OF DELIBERATION**

**SCHEDULE for FUTURE STATES' BUSINESS** (For consideration at the Ordinary Meeting of the States commencing on the 26th February, 2020)

*Items for Ordinary Meeting of the States commencing on the 18th March, 2020*

*(a) communications by the Presiding Officer including in memoriam tributes;*

*(b) statements;*

*(c) questions;*

*(d) elections and appointments; (e) motions to debate an appendix report (1st stage);*

*(f) articles adjourned or deferred from previous Meetings of the States;*

*(g) all other types of business not otherwise named; No. 3 of 2020 – The Health Service (Benefit) (Limited List) (Pharmaceutical Benefit) (Amendment) Regulations, 2020*

*No. 7 of 2020 – The Registration of Political Parties (Fees) Regulations, 2020*

*No. 8 of 2020 – The Polling Stations (Hours of Opening) Regulations, 2020*

*No. 9 of 2020 – The Elections (Presence of Candidates at Count) Rules, 2020*

*No. 13 of 2020 – The Electoral Roll (Public Inspection) Rules, 2020*

*The Plant Health (Enabling Provisions) (Guernsey) Law, 2014 (Commencement) (Amendment) Ordinance, 2020*

*The Plant Health (Implementation) (Guernsey) Ordinance, 2020*

*P.2020/23 – Development & Planning Authority - The Island Development Plan – Five Year Review of the Island Development Plan\**

*P.2020/19 – States' Assembly & Constitution Committee - Dates of States' Meetings - 1st September 2021 to 31st August 2024\**

*P.2020/15 – Committee for Home Affairs - Independent Monitoring Panel: Notification of Resignation\**

*P.2020/17 – Committee for Economic Development - Development of Competition Legislation\**

*P.2020/20 – Policy & Resources Committee and Committee for Employment & Social Security - Transforming Income Tax and Contributions Services - The Final Phase of the Revenue Service Programme\**

*P.2020/21 – Policy & Resources Committee - Establishment of the Social Investment Fund\**

*P.2020/22 – Committee for Employment & Social Security - Scheme for the Funding of Medical Treatment for Guernsey and Alderney Residents Travelling in the UK\**

*P.2020/18 – Requête - Extension to the Bailiwick of the UK-US Extradition Treaty of 2003 and Changes to the Processes relating to the Approval of International Instruments\**

*(h) motions to debate an appendix report (2nd stage);*

*(i) Schedule for future States' business.*

*Amendments to the proposed meeting dates and order are permitted only for those items marked with an \*.*

*Item for Special Meeting of the States commencing on the 21st April, 2020*

*P. 2019/xx Policy & Resource Plan (End of Term)*

**The Senior Deputy Greffier:** Article V, Schedule for future States' business.

1690 **The Bailiff:** And Members should have on their desk a proposed amendment to the Schedule. There has been some debate as to whether this requires a suspension of the Rules or not and I am going to put H.M. Procureur on the spot by just asking her to say out loud the advice that she has given me, which I will take into account in giving my ruling on whether it requires a suspension of the Rules.

1695 **The Procureur:** Sir, this is not the first time that an amendment to the Schedule has been proposed and in fact been proposed by the Policy & Resources Committee. The fact of the matter is, sir, that under the Rule 3, particularly Rules 3(7), (8) and (9), sub paragraphs (7), (8) and (9), it is very clear that it is the right of the Policy & Resources Committee to suggest the order of items for business, particularly those that within the category of the Rules fall into what is considered to be items of business (g) which would include requêtes in this particular instance.

1700 However, sir, that said, it is also clear that Rule 3 does not expressly permit additional items to be added to the Schedule of Business. Items can be moved around, they can be changed, but there is not an express provision allowing additional items to be prohibited.

1705 So my advice would be that were you to rule that in this instance the Policy & Resources could choose to add an additional item of business, that would be entirely consistent with sub-paragraphs (3), (7), (8) and (9) that the Rules of Procedure, as agreed by the States of Deliberation, have made it clear that it is a matter for the Policy & Resources Committee to decide the order of items to be debated at the States' meeting.

1710 That said, sir, there is an additional little fly in the ointment, which is merely that the provisions of Rule 24(2) do not apply in respect of any amendment laid. That is the ordinary Rule in relation to secondary provisions, and, sir, that means that in relation to amendments, we have precise sub-paragraphs of Rule 3, which are (16) and (18), which then apply, which would not normally apply in the ordinary course of presenting secondary Propositions.

1715 So, sir, to summarise, whilst in my view a ruling that this amendment can be laid without needing to suspend the Rules would be consistent with the tenor of the rest of Rule 3, that this is a matter for the Policy & Resources Committee, it is no doubt, however, clear that this actual scenario is not expressly predicated within the Rules. Therefore, sir, if you felt that it would be better, given the strength of feeling already expressed for the Rule to be suspended, that would then lie within the decision of the States.

1720

**The Bailiff:** Yes, I do not know the strength of feeling overall. I have seen, I think, two or three emails, but I do not know what the strength of feeling is. In interpreting the Rules, I should not be

taking account of the strength of feeling of the Assembly, with the Rules that are Rules. It is up to me to interpret them.

As you say, under Rules 3(7), 3(8) and 3(9), it is for the Policy & Resources Committee to propose at which meeting matters are to be debated. That is what they are seeking to do in this amendment. They are seeking to propose that the Education Requête be debated at the next meeting, so that does seem to be quite clearly within their prerogative, what they are entitled to do under the Rules. And what they are also asking to do is to put it into the next meeting, which does seem, on a broad interpretation, a liberal interpretation of Rule 3(16), one could say that comes within Rule 3(16).

There is certainly nothing in the Rules that would preclude that interpretation and if one then interprets it in that way, under Rule 3(18), there will only be three speeches on the Proposition. Each one cannot be for more than two minutes, and there would be a speech from the President of the Committee, the lead requérant, and the President of the Committee concerned.

**The Procureur:** Sir, I agree with that.

**The Bailiff:** And as you say, there are things that are not expressly within the Rules, but as Deputy Ferbrache keeps reminding us, we should not allow the Rules to constrain ourselves. If there is nothing in the Rules that prohibits that, then it seems to me that that is an interpretation that I am perfectly entitled to give and at least it gives Members the opportunity to say whether they wish to debate this at the next meeting or at some future meeting.

So there is nothing in the Rules that says I cannot interpret them in that way and I will interpret the Rules in that way, I will allow the amendment to be laid. Just for the benefit of anybody listening at home, we should perhaps just explain that the amendment is proposed by ... well perhaps I will get the Greffier to read it. He does it far better than I do! Greffier, could you just read the amendment and then we will lay the amendment?

**The Senior Deputy Greffier:** Policy & Resources Committee, Schedule for future States' Business, amendment – proposed by Deputy St Pier and seconded by Deputy Trott:

*Amendment*

*The States are asked:*

*To insert the following at the end of the Proposition –*

*'subject to inserting in paragraph (g) of that part of the Schedule headed "Items for Ordinary Meeting of the States commencing on the 26th February 2020" immediately after the item entitled "P.2020/11 – Committee for Employment & Social Security – Uprating Policy for States Pension" an additional item entitled "P.2020/14 – Requête Determining the Best Model for Secondary Education".'*

**The Bailiff:** Deputy St Pier, the proposer of the amendment, may speak for a maximum of two minutes.

**Deputy St Pier:** Sir, we govern with the consent of the people and clearly Policy & Resources Committee have been listening to the public. I am not suggesting that a majority but certainly a significant number are concerned. We are in the middle of a process. The final business case is being prepared. It will come to Policy & Resources for us to consider objectively and impartially before we decide whether to use our delegated authority to approve it or not.

We also have resources being devoted to the planning application at the Development & Planning Authority. We have a transition programme in place for the children that are in the system and they must be, I would suggest, our most important consideration. We have significant resources being devoted to the preparation of a final business case, much of which will be wasted if the Propositions in the Requête are passed, and we have commercial parties who are devoting

their time and resources to preparing tenders and I would suggest that the longer the uncertainty drags on, it will impact both the cost and the credibility of the States, as a contracting party either for the plans as proposed or indeed for anything subsequent that may follow.

For all those reasons, sir, the Policy & Resources Committee do believe that it is in the public interest that we move on as quickly as we can to resolve the uncertainty that has been injected into this policy question and therefore, for that reason, we do suggest that the Assembly considers supporting our motion that the matter is debated at the next sitting.

**The Bailiff:** I did say just now there are three speeches. One could argue that Rule 3(18) only permits the President of P&R and the lead requérant to speak, but it does say the President of the Committee concerned. Deputy Fallaize, do you wish to speak? I think it may be helpful to Members.

**Deputy Fallaize:** I can say only I believe my Committee's Members are opposed to the motion and would prefer the item to be scheduled in accordance with the normal course of events, where it would be on the Schedule for Future Business at the next meeting of the States and then dealt with by the States, presumably at the meeting in mid-March or whenever the Policy & Resources Committee scheduled it. I have not had an opportunity to meet with the Committee to discuss that but I believe that is the position of my Committee.

**The Bailiff:** Deputy Dudley-Owen.

**Deputy Dudley-Owen:** Thank you, sir.

I am pleased to have had the opportunity to mull this over for a little while, because Policy & Resources did notify us earlier and I completely understand the reasons that they have well enunciated just now as to pulling this forward. We do understand it is in the public interest to debate this matter sooner rather than later and there is no objection.

Thank you.

**The Bailiff:** Oh yes, sorry, Deputy Trott needs to formally second it.

**Deputy Trott:** Sir, I do rise to formally second it and understand that the Rules do not permit me to speak at this time.

**The Bailiff:** Thank you. Only three speeches. I do not think Deputy St Pier has a chance to reply, that is it.

**A Member:** Sir, could we have a recorded vote, please, on this?

**The Bailiff:** We will have a recorded vote on the motion to amend, the effect of which is to bring forward to the next meeting, on 26th February, the Education Requête, and a recorded vote.

*There was a recorded vote.*

*Carried – Pour 22, Contre 15, Ne vote pas 2, Absent 0*

**POUR**

Deputy Graham  
Deputy Green  
Deputy Paint  
Deputy Le Tocq  
Deputy Brouard  
Deputy Dudley-Owen  
Deputy de Lisle

**CONTRE**

Deputy Dorey  
Deputy McSwiggan  
Deputy Langlois  
Deputy de Sausmarez  
Deputy Roffey  
Deputy Oliver  
Deputy Tindall

**NE VOTE PAS**

Alderney Rep.  
Snowdon  
Deputy Tooley

**ABSENT**

None

Deputy Soulsby	Deputy Brehaut
Deputy Prow	Deputy Parkinson
Alderney Rep. Roberts	Deputy Le Pelley
Deputy Ferbrache	Deputy Merrett
Deputy Gollop	Deputy Fallaize
Deputy Lester Queripel	Deputy Inder
Deputy Le Clerc	Deputy Smithies
Deputy Leadbeater	Deputy Hansmann
Deputy Mooney	Rouxel
Deputy Trott	
Deputy St Pier	
Deputy Stephens	
Deputy Meerveld	
Deputy Lowe	
Deputy Laurie Queripel	

**The Bailiff:** Members, the voting on the motion to amend the Schedule was 22 in favour, with 15 against and two abstentions. I declare it carried and I therefore put the whole Schedule to you, as amended, to the vote. Those in favour; those against.

*Members voted Pour.*

1810 **The Bailiff:** I believe that is carried and nobody is requesting a recorded vote. That was carried. So the amended Schedule is carried. And that concludes business for this meeting.  
Thank you very much.

*The Assembly adjourned at 12.26 p.m.*