



Environment, Housing and Infrastructure Scrutiny

Panel

Quarterly Hearing

Witness: The Minister for Infrastructure

Wednesday, 16th September 2026

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Panel:

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

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

Deputy A.F. Curtis of St. Clement

Deputy A. Maltman of St. Mary, St. Ouen and St. Peter

Witnesses:

Deputy J. Renouf of St. Brelade, The Minister for Infrastructure

Senator S.M. Kersten, Assistant Minister for Infrastructure

Mr. A. Scate, Chief Officer, Infrastructure and Environment

Ms. E. Gallichan, Group Director, Operations, Transport and Sport

Mr. T. Daniels, Director, Jersey Property Holdings

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

[12:02]

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

Welcome to this first quarterly hearing we have with the new Minister for Infrastructure. Today is 16th September 2026 and I would like to welcome everyone here today. I would like to draw everyone's attention to the following before the start. The hearing will be filmed and streamed live

and a recording and transcript will be published afterwards on the States Assembly website. Please do make sure that all electronic devices, including mobile phones, are switched off. I would like to welcome members of the public that have joined us today but please do not interfere with the proceedings and as soon as the hearing is closed, please do leave quietly. So, for the purpose of the recording and us here today, I would like to ask if we could all introduce ourselves. I will start with myself. My name is Deputy Hilary Jeune and I am the chair of the Environment, Housing and Infrastructure Scrutiny Panel.

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

I am Deputy Tom Coles, vice-chair.

Deputy A.F. Curtis of St. Clement:

Deputy Alex Curtis, a member of the panel.

Deputy A. Maltman of St. Mary, St. Ouen and St. Peter:

Deputy Arlene Maltman, a member of the panel.

The Minister for Infrastructure:

I am Deputy Jonathan Renouf, Minister for Infrastructure.

Assistant Minister for Infrastructure:

Senator Serena Kersten, Assistant Minister for Infrastructure.

Chief Officer, Infrastructure and Environment:

Andy Scate, the Chief Officer for Infrastructure and Environment.

Group Director, Operations, Transport and Sport:

Ellen Gallichan, the Operations Director for Transport and Sport.

Associate Director, Highways, Transport and Infrastructure:

Tristen Dodd, Associate Director for Transport.

Director, Jersey Property Holdings:

Tim Daniels, Director of Jersey Property Holdings.

Deputy H.L. Jeune:

Thank you. Minister, we have got a lot on the agenda.

The Minister for Infrastructure:

Surprise me.

Deputy H.L. Jeune:

Thank you very much, first, for your letter and our exchanges of letters to help us start understanding your priorities and where you want to work, not only in the next 12 months but also for the next term, your term of office. Within that letter you have identified liquid waste capacity, sustainable transport, recycling and improvements to the public realm as key priorities. Why have you prioritised these areas and what tangible outcomes do you expect to achieve by the end of this Assembly term?

The Minister for Infrastructure:

We could spend the whole hearing on that. In summary, there are a series of longstanding issues in infrastructure that we need to address. I think one of the things this Government feels quite strongly is that this is a Government that should be addressing long-term issues and should be getting to grips with things that have perhaps not been got to grips with or which have built up to a point where we definitely have to address them. Liquid waste infrastructure is clearly a key issue. It does carry over. It is not like we are addressing it for the first time. It was identified by the previous governments as an issue but in order for us to make progress on that, we have to address the funding issues over the medium to long term. That is a big piece of work that needs to be done with my colleagues around the Council of Ministers table. I do not have solutions for you right now but it clearly is a priority that we have to address. Then some of the other things on there relate more to personal areas, which I believe passionately in, such as public realm and such as sustainable transport. These are areas which, as a Minister, you come in, you hope to make a difference with things and those are areas which I personally would like to make a start on.

Deputy H.L. Jeune:

Thank you and we will ask more detailed questions later. We will have a number of questions, but thank you for that. Do you believe that funding is really the main area or issue, that if you get funding then you will be able to deliver? Thinking more about the long term and what the outcomes are, what the key milestones and K.P.I.s (key performance indicators) would be, do you think that funding would unlock all of these?

The Minister for Infrastructure:

Well, funding is critical but it is also worth thinking about it in terms of liquid waste is an enabling investment. It is tied to other things that this Government and other governments want and have always wanted to achieve, for example more affordable housing, delivery of new development sites and so on. We cannot deliver those objectives without the foundations and liquid waste is one of those key foundations for the economy, for housing, for all sorts of other objectives that we want to

deliver. So partly it is about funding but it is also about sequencing - where is the greatest need, given what we are trying to achieve in housing developments, planning applications and so on - and it is partly about integration with other works to make sure that we are not doubling up in terms of digging up roads unnecessarily more than have to be, so we co-ordinate with Jersey Electricity, Jersey Water and so on. There are many things that come in to delivering that programme. It has been acknowledged for a long time that liquid waste work has always been assumed it would depend on charging at some point in the future and that is a debate that has to be had during this term of Government.

Deputy H.L. Jeune:

We will definitely double down on those questions a bit later. You have covered these main issues that you have said in your letter. Are we going to expect that these priority areas are going to be reflected in the Common Strategic Policy that is coming, I am assuming, as soon as possible in the next few weeks?

The Minister for Infrastructure:

By the end of the month, yes. Yes, they will be, I think. It is a document that is still a work in progress but I think the Jersey Capital Investment Fund was a key moment in the last Assembly when we passed that as a new mechanism for delivering investment. I think it is fair to say that the emphasis that that put on long-term investment in infrastructure is something that will carry through into this Government. It would not make sense to go to all that trouble of creating new mechanisms, ring-fenced funds, changing the law and all the rest of it, the Public Finances Manual and so on, and then just say we will forget about that now. It is clearly a priority to drive that through, to operationalise, if you like, the Capital Investment Fund, and to make sure that it is funded adequately, bearing in mind all the other competing pressures, and you would expect me to say that.

Deputy H.L. Jeune:

Yes, that is one thing that we also heard in the last term about those competing issues and the fact that investment in Jersey will not just be for the infrastructure per se that you are in charge of but there is other infrastructure that comes under different Ministers.

The Minister for Infrastructure:

Exactly. There are other projects that are not under the Infrastructure Department that are also part of the Capital Investment Fund, yes, very much so.

Deputy H.L. Jeune:

I suppose with that, are there areas that you see that are starting to appear that are cross-government, that you will need cross-government support so that ... there are infrastructure projects

that sit within other Ministers as well where Investment Jersey could help because it is cross-government and cross-Ministers' portfolios?

The Minister for Infrastructure:

Yes. I do not think we have got to the stage yet where we have sat down and ... we have not agreed the final budget yet and we have not agreed the C.S.P. (Common Strategic Policy). We have not sat down with, say, other departments and said: "How do we co-ordinate this with you?" To a significant extent, other infrastructure projects are managed by those departments when it is decided that those are the projects that are going to be supported. On other projects, we are effectively the people who deliver those projects for those departments. I do not know quite what you are getting at there, if you can help.

Deputy H.L. Jeune:

As you said, infrastructure is the liquid waste network enabler and you are providing an enabling infrastructure. Obviously we have a number of housing development areas that are now already agreed but potentially within the next 4 years we could have new housing developments. Does that mean, for example, any significant further enabling infrastructure that needs to be ...

The Minister for Infrastructure:

I can give you an example, a very recent example, at Maufant where you will be aware that a planning appeal recently led to approval for a site there. That means that we have to accelerate investment in Maufant. We had previously planned to develop and deliver in 2031, I think, and officers have worked on a scheme to make sure that we can deliver the infrastructure there earlier than that and in a slightly different configuration, a slightly lower impact configuration, I think, in order to meet that housing need. We are always having to respond in that way to other developments that go on to make sure that we are aligned and make sure it works together.

Deputy H.L. Jeune:

This leads on to my question about risk and the areas where there is not that alignment and then it means that Infrastructure is always trying to catch up. Where do you see the biggest risks within the portfolio that you have taken on? What are the areas that absolutely need to be developed further and what do you see needs to happen to get there?

The Minister for Infrastructure:

Do you mean moving beyond liquid waste?

Deputy H.L. Jeune:

Yes.

The Minister for Infrastructure:

If you look at the budgets for property maintenance, for infrastructure rolling vote, for asset replacement, they have all flatlined essentially, give or take. They have flatlined over the last 4 or 5 years. You can even go back further in some cases I think. Officers can perhaps put more flesh on the bones of that. I think there is an acknowledgement that we have not spent as much as we should do to maintain critical infrastructure and that remains a significant risk. There is no getting away from that. Having said that, we cannot wave magic wands. You cannot correct for years and years and years of that kind of investment portfolio overnight and it has to be factored in with other critical delivery projects for other departments, but I do think that the risks sit around the fact that we have an ageing infrastructure, an ageing property estate. That sits across all sorts of things, sports, property more generally, specialist technical equipment in liquid waste and so on, where we are pushing the limits. There are risks that sit around that, risks of breakdown that might happen, and that would be problematic. We would then be shifting from capital investment to revenue spending because we would have to very quickly spend money to deal with those issues. I think Ministers are fully aware of that balancing act and I think are very focused on ensuring that we tackle those issues, but it is not the case that I can just walk into the Council of Ministers and say: "Look, there are all these risks you need to fund." It does have to be a collegial process, teamwork with colleagues to work out what their priorities are as well, but I am very, very focused on addressing those long-term challenges.

Deputy H.L. Jeune:

With that, in the sense of investing in this ageing infrastructure and estate, do you feel that there is also a need to do some restructuring within the department or is there a plan for doing more than that? Is there more than that funding element to be able to deliver this?

[12:15]

The Minister for Infrastructure:

There might be. I think look at the best way to deliver the projects that we know need to be delivered and to meet the overarching aims of the 4 years. I think in particular there will be focus on J.P.H. (Jersey Property Holdings). I think that is why Senator Maclean is Assistant Minister. I think we need to focus on ensuring that ... there has been a long-term ambition to have the single corporate landlord built in right from the beginning when J.P.H. was created and it has never quite been delivered. I think there is going to be a clear focus of work, a piece of work in this term of office to try to sort out some of those issues. I do think that J.P.H. is often a whipping boy, if I can use that phrase, in terms of people saying it is just not doing its job. It is quite hard to do your job when you do not get funded to the level that you require. It is very easy for people to say that this problem

was not fixed but J.P.H. has to look at a priority list of things and some things cannot get fixed, not because J.P.H. do not want to fix them but because they have to prioritise within their budgets.

Deputy H.L. Jeune:

We have been talking about the future and that there is the need to be more robust in funding and that is from behind but has, for example, the department experienced any significant budget pressures or overspend in 2026? I ask this also because we have had a long gap between the last hearing in March and now, so I am assuming that the 2026 budget is starting to be seen much clearer. There are obviously some big projects that have been ongoing and we know that there have been some delays, and I know Deputy Coles will take over in a minute on this. Have there been any significant overall budget pressures or overspend for the whole infrastructure portfolio?

The Minister for Infrastructure:

I am dredging through my memory now and trying to remember what was in this. I do remember there was a liquid waste overspend, which perhaps, Andy, you could talk about, which basically means we just had to take money from 2027 to 2026 and reprofile accordingly.

Chief Officer, Infrastructure and Environment:

I think it is fair to say, if I look at revenue, we are under pressure from a number of sources really. One is income. We are quite heavily dependent as a department on income, so when income varies that hits our bottom line, so we have seen less construction industry activities and less waste income is an example of that. Income is one of those areas. We also have pressures on inflation, certainly in terms of how far money goes. Construction inflation alone has been running at sort of 5 per cent per annum and whether that affects our revenue ... it certainly affects our capital funds but it can affect our revenue. Certainly our property funding is via our revenue maintenance, so the money we have just goes less far, so we see that. We have also got a dose of products costing more, whether that be due to the chemicals we use in our business, as an example the fuel we use. All of those inputs to our business cost more as well. So I think from a starting position, even just to stand still, we face inherent budget pressures automatically. In addition to that, obviously we have some contributions that we need to make to corporate savings as well, sort of organisation-wide savings. It is a cocktail of pressures that we have and we are paddling hard under the surface to try to keep our heads above the water, so to speak. That is a bit of a summary as to the pressures we face.

Deputy H.L. Jeune:

I think that that really helps to set now some questions that we will have from different members that go into more detail in the areas, Minister, that we have been talking about. That helps with that understanding of the pressures, because you have added in funding that also adds to the pressure.

Deputy T.A. Coles:

Thank you, Minister. Going on with the sewerage network upgrades, obviously over the last couple of years there has been some significant work done in this field with the St. Peters network, down to what is going to be the attenuation tank as well, also the St. John's Road northern sewer network upgrades there. So, how are they going?

The Minister for Infrastructure:

I have done quite a lot of work on this since I became Minister, because it is clear that certainly the residents in the areas are very concerned about the work and it is taking longer than expected. Both of them have suffered delays and that has been a difficult message to have to convey to people. The delays in St. Peter have been to do with drilling conditions and the archaeological work, which turned out to be more intensive than expected.

Deputy T.A. Coles:

That is for the attenuation tank rather than ...

The Minister for Infrastructure:

That is for the attenuation tank, yes. I am talking about the attenuation tank and that has led to delay, from memory, of about 6 months, I think. Yes. Then in St. Johns I think the most significant issue that has happened recently there was the discovery that the digging was encountering a water main that was too close to work around, basically. Test pits had been dug but these things vary when you get underground. You cannot predict exactly how the thing is going to go. So there had to be a cessation of work while the water main was disconnected, a new water main was put in on the surface and all the properties are currently being connected to that new water main one by one so that work can then continue in the trench where the water main was. Then we will have to relay a new water main because the water will have to ... I have to say the co-operation with Jersey Water, I understand, has been excellent but the corollary of it is that that project has also been delayed. It was going to be delayed until the end of July next year. My understanding is that the latest word from the contractor is they hope to finish at the end ... is it the end of May? I think it was the end of June and now it is the end of May. I think we have got a month; they think they can do it in a month. I do want to emphasise that officers spend an awful lot of time trying to make sure that that work is completed in the most efficient and time effective way. Everybody is aware of how much it is disrupting residents.

Deputy T.A. Coles:

How much do you think these delays have added to your budgets and costs?

The Minister for Infrastructure:

I have not seen an analysis of that yet. It is still ongoing, is it not?

Group Director, Operations, Transport and Sport:

It is still early, so on these budgets we do have contingency and at the moment we are still working within the cash limits for those projects but using up that contingency. Fingers crossed that we do not encounter too many other problems. As a project progresses generally there is normally less risk at the latter stages of those projects, so at the moment we are still within our cash limits.

Deputy T.A. Coles:

For the sewage networks, the line through St. Peters and the northern sewer network, what sort of lessons learnt have you taken from these major projects for future needs of upgrading the networks?

The Minister for Infrastructure:

I think communication has not always been great. It is one of the things I quickly became aware of when I was appointed Minister. Deputy Maltman was certainly very helpful in dealing with the St. Peter situation and I know I have had discussions with the Chair as well in relation to St. John. I think one of the things that is very frustrating is when the public feel either that they are not being kept informed or that they are not getting timely answers to questions. So I have put in place a system, which I think is working well although you will be better judges of it, I think, than me, to have a weekly newsletter, effectively, that goes out to all residents or is available for all residents, that provides an update. So at the very least every week people affected have available the latest information in terms of what may have happened over the last week and what is coming up, if there are any unplanned changes to works or something like that. I can only say that it seems successful from my point of view because the volume of correspondence that I have been receiving has dropped significantly, very significantly, since that was put in place. I have also responded to various specific things. There were complaints about the fact that the site at St. Peter ... sorry, we are back on the attenuation tank. Perhaps I will leave it because it is not relevant to what you were asking about.

Deputy T.A. Coles:

Of course, I imagine you do try to plan these jobs as well as possible. Did you have sort of risk management plans in place for these kind of eventualities in preparation for the works? When you came across these problems, did they work as you would expect them to?

The Minister for Infrastructure:

I am going to pass that to Ellen because obviously I did not. It is a bit beyond my area of expertise but I think the department does. I think the only thing I would say is that there are unknown unknowns and you just do not know where the next ambush is going to come from. The water main,

as I say, my understanding is there were test pits done to try to work out where there were conflicts with other services. They did not identify this particular one but once they started digging along a section, the conflict became too great to deal with within the planned system of works. Perhaps, Ellen, you could fill in a little bit more.

Group Director, Operations, Transport and Sport:

For these type of projects obviously we do try to plan for all eventualities. Obviously issues do occur. What we do try to do is do the learning from that. Again, we have done a deep dive on all of these issues to try to see what have we learnt from that, what could we do differently, how can we take that forward to future projects. We have done that on the northern network and we have also done it on the St. Peter attenuation tank. Again, there is a lot of learning. Some of these are new projects for the team, some of them have got a lot of experience within that, so we do learn from that and take that forward.

Deputy T.A. Coles:

As you mentioned, you talked about the network and the attenuation tank specifically in St. Peters. You mentioned the archaeological problems. Have there been any other major issues that have come up in that?

The Minister for Infrastructure:

I think the drilling has taken longer than thought. They call it the secant drilling, I think. That is to put in all the steel around the outside, the concrete and steel that encloses the tank. It has taken longer than expected. There is some disagreement, I think, about the extent to which that could or could not have been anticipated but the bottom line is it is taking longer than was originally planned and was on the original work schedule. That is the thing that has probably been responsible for most of the delay is that that is taking longer and that just has a knock-on effect further down the programme.

Deputy T.A. Coles:

What was the current estimated completion date for the attenuation tank?

The Minister for Infrastructure:

I cannot remember off the top of my head. November 2027?

Group Director, Operations, Transport and Sport:

The end of next year.

The Minister for Infrastructure:

November 2027 I think. It is about 6 months later than planned.

Deputy T.A. Coles:

The attenuation tank is being built because adapting the network is not necessarily feasible. It was always going to be the case because one of the main lines runs under the airport and so the attenuation was the only way to filter that through. What would be the preferred pattern generally for other areas of the Island going forward for sewer maintenance and upgrades? Would you try to avoid attenuation tanks or is that more the better option that we have within our networks?

The Minister for Infrastructure:

I am going to say it depends on the situation, both on the barn side, what are you planning to add into the network if you are planning to add in, and on the state of the network around, but perhaps, Ellen ...

Group Director, Operations, Transport and Sport:

We do look at all options. Ideally you would be upgrading your pipes and upgrading your pumping stations on that network if you are able to do so. Often you are limited on your size where those pumping stations are to be able to increase the size and it is not always feasible to go through and upgrade the pipes because we can see the challenges with all the traffic, et cetera, on the road, like we are having with the northern network. Generally we will do cost appraisals for those different options and then we will see which we think is the most efficient, not just always about the financials but also what is best for the network in the long run.

Deputy T.A. Coles:

You also mentioned briefly before about Maufant. In the previous panel we heard things about Maufant but there was never any sort of firm plans. What do you think is the next plan around Maufant and what is the timescale?

The Minister for Infrastructure:

Have you got that information at your fingertips? It is in here somewhere.

Group Director, Operations, Transport and Sport:

Again, we are looking at the options. The original option for Maufant was an attenuation tank. We are now looking again at different options, which could be again to increase the size of the drainage network and having some kind of storage capacity as one of the compensations of whether that is feasible. If we are upgrading as well and also putting another leg in the network, I think we will be able to do that in the field, which again causes less problems than having to do that on the road. We are just looking at those options at the moment. Subject to funding, we think we may be able to

pull that programme forward. Originally it was timed for 2031 and again discussions with our colleagues at the Treasury and looking at part of the Government Plan, if the money is available we think we can bring that project forward, which then ties into the affordable housing schemes as well in that stage.

The Minister for Infrastructure:

In theory capital funding, we would need capital funding in 2028.

[12:30]

Deputy A.F. Curtis:

Can I check, Minister, you mentioned earlier the knock-on, the cause and effect, homes approved, drainage needed, priorities changes, ultimately moving forward before 2031 to, you are saying, maybe 2020s. How is the assessment of funding that and who pays for that and how do you prioritise which sites are now getting prioritised comes into that, because it sounds quite a reactive kind of there is a site with approval for housing, we change our plans? What element of affordable housing schemes versus where increased demand from the private supply of housing goes into your consideration when you prioritise investment?

The Minister for Infrastructure:

In something like Maufant, we have to be reactive in the sense that there was a planning application that was refused and so we do not have to ... it is not a high priority, it can stay where it is. If that planning application is appealed and then approved, we have to react to that, obviously. That has been the biggest learning, has it not, over the last 4 or 5 years in terms of Island planned development sites and so on? They have not been planned as well as they should have been in relation to the existing infrastructure. So there has been a disconnect between the sites that were approved for housing and the ability of the infrastructure to support them, and we are catching up with that. With something like Maufant, it would be wrong of us to say: "Oh, well, just because they have approved a housing site, we are not going to react to that. That is tough. It does not fit into our plans." Obviously we have to react to that to try to enable something that society as a whole is trying to ... we are trying to achieve as a society, which is more affordable housing.

Deputy A.F. Curtis:

Can I quickly check on that, though? Schemes can be small, they can be medium, they can be large, of course. Victoria Village saw an approval of 26 homes. I think that is different to the one you are talking about. Maufant, I think, is roughly 37. We know that householders have complained for years about their inability to enact even approved plans or connect or have to provide alternative treatments. Going back to the priorities, in which instances do we prioritise more? Is it because

these sites are rezoned? Is it because they are funding any of the works to deliver that? What has delivered that cause and effect that you say housing is approved, which we know has happened and held up other schemes, but in this instance go ahead and we will prioritise further?

The Minister for Infrastructure:

It is a case-by-case basis.

Deputy A.F. Curtis:

I am just trying to play out this case.

The Minister for Infrastructure:

I remember when I was the Minister for the Environment being contacted by people in Trinity who were not able to add extensions to their homes or to add a single new home in Trinity because the network simply could not cope with any new capacity. Clearly, that was a significant issue. So how we prioritise is to look at the total picture. We cannot prioritise everything. I cannot say more than that really.

Deputy A.F. Curtis:

It is more the fact that for that person in Trinity, they might now have been feeling: "Well, the Minister has chosen to prioritise it a certain way, but until anything changes, I might be ..." well, not the Minister, but the department might have. As a resident in Trinity, unable to provide an extension and paying for the extension to someone else's new drains.

The Minister for Infrastructure:

I think the network upgrades we are doing do tackle capacity further north, do they not?

Group Director, Operations, Transport and Sport:

Yes, and there is a lot of work that is done with the Housing Policy Unit.

The Minister for Infrastructure:

So that is being done as part of St. Johns.

Group Director, Operations, Transport and Sport:

Sorry, there is a lot of work that is done with the Housing Policy Unit and Planning, so when we are looking at the schemes that have been approved as part of the Island Plan, trying to understand when the developers are bringing them forward to help us prioritise, but also looking as we are doing the upgrade at what are all the existing properties that would be able to connect that are unable to do at the moment. So we do show the affordable housing properties as well as other properties that

are not connected that could connect and then, again, that goes into a number of discussions. It is not just us that decides on that but, again, with the Planning and Housing Policy team where we think that the priority should be. Initially, the priority was for St. Peters and as we know in the northern network, which picks up a lot of Trinity.

Deputy H.L. Jeune:

I suppose we have heard from the Minister for Planning and Regulation that he will be working on the next Island Plan, or the big Island Plan rather than the bridging Island Plan, and you have identified that infrastructure ... that there was that difficulty that there were rezoned houses approved in areas that did not have the infrastructure. How would you see the next process different? Where would you want to see, as Minister for Infrastructure, being part of those discussions to ensure that these kind of things do not happen in the future?

The Minister for Infrastructure:

I think it is absolutely critical that when we come to devise a new Island Plan that we are doing it with the view of the whole system and the dependencies of what we are planning. So we might all want to have more affordable housing or more family homes or more homes in the country or more homes in town, or we might want more economic land or so on, but where it goes critically has to be decided in conjunction with all the services, and not just government infrastructure either. We need to think about electricity infrastructure, we need to think about telecoms infrastructure and water infrastructure, and other things as well no doubt but those are the things that are in my mind because I am Minister for Infrastructure. I do think it is absolutely critical that there is a more joined-up process than there was last time, simple as that.

Deputy T.A. Coles:

Okay. So the last question around the sewage network, and obviously we heard about Maufant , what are the next plans, but what other potential network improvements are there, or necessarily planned not necessarily priority, that you are aware of?

The Minister for Infrastructure:

I am going to hand this to Ellen, because I carry a certain number of them in my head, but they tend to be the ones which are highest profile, and I think a lot of the work has to be done. There is a lot of small incremental improvements which add up to a big improvement in the system and I think that is what Ellen is particularly focused on.

Group Director, Operations, Transport and Sport:

From the liquid waste key infrastructure, the main projects as we have already spoken about, the northern network and St. Peters attenuation tank. We also get money through the infrastructure

rolling vote, and we have got a number of schemes that happened during this year which could be small schemes like surface water separation schemes, where we know that we have had challenges on our network. So we get all this data. What we do is effectively run lots of smaller schemes to see how can we stop those areas being beaten when we have got heavy rainfall. So there is a number of smaller packages where we have done the surface water separation and such like. We have got a number of areas where we are upgrading our pumping stations. We have got 110 pumping stations, so we have got regular maintenance and refurbishment on those projects. We have just completed, or we are just about to, the foul sewer extensions for Bonne Nuit, which was part of that, and that was one of our bigger projects that we have got on the go. So, generally, unless they are the bigger, a lot of it is just maintaining or doing those smaller projects.

Deputy T.A. Coles:

We will now move on to waste management funding and charging. During the quarterly hearing in the previous term, the former Minister advised that the draft terms of reference for both liquid waste charging proposals and the wider waste charging work were expected to be near finalisation. Are you able to provide any update on the progress since taking this position?

The Minister for Infrastructure:

Not really, no, to be perfectly honest at this stage. I would be very happy to, at the next Scrutiny hearing, pick it up. We are at a stage where we are working intensively on a new budget, on the budget, and we are working intensively on the C.S.P. There are various projects being initiated at the level of the department, but I have not got anything substantive to report on that at the moment.

Deputy T.A. Coles:

Have you got any sort of key areas which may be being considered around charges?

The Minister for Infrastructure:

Well, the programme is as it has always been, for example it has always been assumed that there would be liquid waste, when you look at the budgets. Nobody seems to want to talk about it, but it is kind of assumed that liquid waste charges will be coming in at some point in this term of Government, but that is an assumption, not a worked through programme. The detailed work on what that would look like, or even whether it will command political support, has not yet been done.

Deputy T.A. Coles:

There was a paper produced about the amount of waste that Jersey produces, stating that Jersey generates approximately 348 kilograms of waste per person, per year, against Guernsey at 118 kilograms per person, per year. We recycle around 35 per cent; Guernsey recycles up to 68 per cent. Where does Jersey go wrong and how can we improve?

The Minister for Infrastructure:

Guernsey went through the painful process of introducing charges for waste and keeping recycling free, and that provided the financial incentive for people to do that. That is certainly one of the options that we will need to consider. I think it is worth framing it in terms of the bigger picture though, which is the reason why this is a priority, apart from the fact that we would all, I hope, want to have a lower waste society, is we have an energy from waste plant that will last maybe 10 years, let us say just for the sake of argument. It is already becoming very expensive to maintain and it is a significant risk for the Island that it could break down. The less we use it, the longer we extend its life, and we also buy time to consider those longer-term issues of funding. It surely has to be preferable that we do not invest hundreds of millions of pounds in a direct replacement of that size plant on a capital project to go with all the other big capital projects that we have to do if we can find ways of dealing with that waste issue that mean we do not need a big new energy from waste plant. That is the long-term strategic challenge that I think we have to address in this term of office and that is what I very much hope to make progress on.

Deputy T.A. Coles:

We were told in the last term about a solid waste strategy. We were given a sort of brief oversight of what that strategy might have looked like but I do not recall anything being published. Is it the case that it has not been published? If so, then when do you reckon it ...

The Minister for Infrastructure:

It has not been published. There was a draft presented to me. I would like to take more time to look at it. I think the question ... the 2005 strategy was a very particular strategy. It was a strategy basically designed to get us to an energy from waste plant and it was very target driven. It was based on a lot of statistics and a lot of data. I think the question we have to ask ourselves is: are we producing another strategy of that type or are we producing a strategy that simply sets very high level targets: we want to reduce this, this is our waste hierarchy, those sorts of high level things? For my money, I want a little bit more detail in the strategy than is in the draft that I currently have seen.

Deputy T.A. Coles:

I know with the recycling objectives we struggled because not every parish offers kerbside recycling. There are still 2 parishes that are outlying. How do you believe, as Minister for Infrastructure who is going to have to manage and deal with waste, we can overcome the split between the 12 parishes that brings that strategy back together?

The Minister for Infrastructure:

Yes, I would hope to work very constructively with the parishes to achieve kerbside recycling in all parishes, and to work to make the system as coherent and consistent as possible between parishes and so on, so that we can all elevate each other, in a sense, learn from each other, put in best practice from each parish and so on. I think that is an ongoing piece of work. I think that I would be hopeful that we can make progress on that front from the initial discussions I have had.

Deputy H.L. Jeune:

Is it something to look at, Minister, and to hear your view on the fact that ... for example, I go to 3 parish rates assemblies, as Deputy of 3 parishes, and the biggest amount of money is the recycling budget or the waste budget, but the recycling is the biggest and that often causes a lot of discussions at each of the rates meetings. How would you see that working with the parishes, not only with that kind of more co-ordination in bringing 2 on, but actually those that have taken up recycling, to ensure that it is as efficient and effective as possible, but also understanding that wider issue that you were talking about, that strategy that needs to understand where we are going as an Island? I am not sure if everyone knows where we are going.

The Minister for Infrastructure:

No, and I think that is why I say that strategy piece is really important. I only have to attend one rates meeting as a parish representative, but the same issue is certainly a live one. I think there is an education piece here. People obviously want to pay as little as possible for a service. They do not want it to be wasteful, they do not want it to be excessively expensive, but the fact is it costs money to deal with waste and also to deal with recycling. To give an example, prices for recycled cardboard are low at the moment, so the revenue that comes in from dealing with that is less than expected and we have to cover that shortfall.

[12:45]

Somebody is paying somewhere for recycling always. We need, as part of that strategy, to engage with an open conversation with people about where the Island wants to go, and is it prepared, if it wants to go in that direction, to face up to the potential funding that might be required to get us there.

Deputy T.A. Coles:

Minister, the Chief Officer had mentioned earlier obviously the costs of standing still, immediately we start to fall behind because of the rates of inflation, and that also we have an issue where Jersey is running out of space for storing hazardous waste. What problems is this causing and generating for you as the Minister responsible?

The Minister for Infrastructure:

Hazardous waste is an interesting one. When I was the Minister for the Environment a few years ago, we were on the verge of running out of hazardous waste space and it was a real critical issue. There has been a lot of work done to extend the life of the hazardous waste storage that we have, and in particular, for example, the power station ash is now a recyclable product. Previously, it went to landfill at the hazardous waste site. It is now sent to England and sold as a material for building construction material, so that means there is less going in. It is also the case that some major development projects, which it was expected would fill up those hazardous waste sites, have not progressed yet. So some of it is pain delayed rather than a solution to the problem, but nevertheless, we are currently estimating that the hazardous waste storage will last about another 8 years in its current location. That is a better position than it was when I was Minister for the Environment 4 years ago, but it is still a flashing amber.

Deputy H.L. Jeune:

Would you then see that that would come out in the next Island plan, to identify where?

The Minister for Infrastructure:

It is hard to imagine how, if we face up to the long-term issue, we do not try and address this question of where another site would be.

Deputy H.L. Jeune:

We will see this probably within the Island Plan?

The Minister for Infrastructure:

We have had no discussions yet with the Minister for Planning and Regulation, but from where I sit, the site has 8 years; we might extend it a bit more. There has been, as I say, a lot of work. Andy, you may want to fill in a little bit more on that, but it is finite. La Collette is a finite storage site. There is just no getting away from that.

Chief Officer, Infrastructure and Environment:

I think if we even extend a little bit more, it might be 10 years, but it is a limited capacity. So at some point we are going to need to have a conversation in the Island via the Island Plan if do we think it is suitable to have another hazardous waste landfill site - effectively that is what it is - or are we looking to apply different technologies in terms of soil washing and the likes to minimise? I think one of the things that we have seen over recent years is less basement construction, less basement carparks especially, and that certainly helps because there is just less volume being dug out of sites. It is always a balance, but I think ultimately we are still going to need some form of hazardous waste infill because there are still hazardous wastes that we have to dispose of, whether it be clinical waste,

incinerator ash or animal carcass . They are obviously smaller levels, but we are still going to need some form of solution for that.

Deputy A.F. Curtis:

If I may, Minister, you will know I asked you a question on hazardous waste during your nomination and the options for new sites, the options for processing hazardous waste beyond the remaining capacity of the La Collette Headland. It clearly has not materialised in the public domain that there are options, and back to your reference to the last solid waste strategy of 2005, I believe, it identified no other sites than La Collette. So perhaps more for your officers, how does a department work on a day-by-day, week-by-week or, realistically, year-by-year basis to explore the solutions, find them? Eight to 10 years is not a lot of time when we compare to the fact that it has been now 21 years since that last strategy and the evidence before us to find sites, to find alternative treatment plants is not necessarily forthcoming?

The Minister for Infrastructure:

I do not want to get into a discussion about sites.

Deputy A.F. Curtis:

It is more how is the department working on a routine basis on the table as a way to evaluate the future for treating hazardous waste? It is not where it would go. It is more how is it kept alive by officers to update ultimately the Minister to provide direction and make sure it does not fall off the table?

The Minister for Infrastructure:

I will let Andy talk about it in a moment, but I would just re-emphasise the point that a lot of work and the success of the thinking that goes into this can be seen in the extension of the life of that facility. There has been a lot of work done to acknowledge that we have a problem here and to try and manage it. If you are talking about that ultimate what happens next, that is part of the waste strategy and it will feed into those discussions.

Chief Officer, Infrastructure and Environment:

I think one of the primary elements that has changed is looking at the system as a whole, so looking at developers and constructors at the start. If they are designing their schemes correctly and not creating the waste in the first place, we do not have to deal with it. That has been a significant change in recent years where I would say if we go back, let us say, 5 years or so, there was more of a view that, well, we just create the waste and the Government takes it and we have got to pay for it. So I guess there are a number of things. With limited capacity, we will be telling constructors we have not got the capacity. That will then lead them to think about how they are designing their

schemes, whether they are digging basements out, et cetera, et cetera. We are seeing greater use of, certainly on the inert side, the reuse of construction materials and things like that. Over time, I guess it depends on how much hazardous construction waste we will see. A lot of the construction waste we have seen going into the hazardous side of La Collette has been from the waterfront area, which has been subject to a mixture of materials over the years during reclamation. So I think whether we are through the pain of saying: "Well, we have seen the majority of that waste come", I do not know we are quite there yet, but I think we need to look at the system as a whole: if you get the designs right in the first place, what are you building, what are you actually digging out?

Deputy A.F. Curtis:

No doubt, what you are creating from an incinerator waste stream may well not be recyclable.

The Minister for Infrastructure:

Things like asbestos is a finite problem, for example, and there will come a point when we have dealt with asbestos. It is some way off, but is not all doom and gloom.

Deputy T.A. Coles:

We are getting towards the end, but one final question from me. If contaminated waste cells are full, will the Government at some point ... if you cannot find another site, is that a message back then to industry who might produce, create or disturb hazardous materials that actually it will become your problem and Government will step back?

The Minister for Infrastructure:

There is never going to be a stepping back. I think the construction industry has engaged very positively with this problem and, as Andy has said, we talk to them, they talk to us. It is in everybody's interest to minimise the flow of hazardous waste into that site, given it is a finite resource. So I do not think we are at the stage where we are just going to say: "This is not our problem any more." That is not how we are likely to ever approach that issue. I think there are multiple different ways it can be addressed. Some of it could be that some materials become more reuseable. Technologies may become available that enable us to make use of things that were previously waste and so on. We may develop in different ways which means we generate less waste, as is happening with fewer basement carparks and so on. I think it is going to be a multi-stream approach.

Deputy T.A. Coles:

One of the challenges we face obviously as an Island is finite resources, but there are also international obligations which make it very difficult to export a lot of it.

The Minister for Infrastructure:

We cannot export. We cannot assume. Yes, we are expected as a jurisdiction to find our own solutions to these problems.

Deputy H.L. Jeune:

Thank you. I am going to move on to Jersey Property Holdings. Deputy Curtis.

Deputy A.F. Curtis:

Thank you, Chair. I will kick off reflecting back on your Ministerial priorities letter where you highlighted, and you have mentioned it in the opening to the Chair, that a more strategic approach is needed to managing the Government's property portfolio. So, simply put, could we expand on our earlier conversation about what the challenges are and how you intend to address them?

The Minister for Infrastructure:

I am going to be broadbrush at this stage, because it is very early days in terms of addressing that, but one of the things when you come into Government is you are aware of a constant ... some things are in the ether, and one of the things in the ether is that J.P.H. is a problem. That is not just me, that sits around other Ministers. There is a general feeling that all is not well here. So the first thing I have to do is to assess the extent to which that is a structural issue, the extent to which it is a perception issue, the extent to which it is due to factors beyond the control of J.P.H. Funding would obviously be one there. So it seems to me that that also presents an opportunity with a new Government, a fresh look at things, we should turn around the perception of J.P.H. That should be the goal. We should not be hearing people say that the Government's main property arm is a problem. It should be an enabler. It should be a positive contributor. In many respects it is, by the way, but clearly there are these issues that have been addressed and that need to be addressed. So I want to work with my Ministerial colleagues on that. One of the reasons why the Minister for Treasury and Resources is also an Assistant Minister here is I know that he has ideas on that as well, and will bring a lot of energy and commitment to that part of the brief, and I think it is a collegiate job. It is not just me sitting there saying: "This is what should happen to J.P.H." It is something the Government have to engage in.

Deputy A.F. Curtis:

So that was where I was interested to ask. Of course, you have appointed Senator Maclean to be an Assistant Minister with some responsibility in this area, but your description of these challenges, J.P.H. being one, about things in the ether often are high level. I presume it takes you, and ultimately your Ministerial colleagues, to get to the details to separate fact from fiction. How are you leading in understanding these areas, communicating that, and ultimately doing it in a collegiate way that brings ... I presume you want Ministers on that positive journey, one that champions and builds the

best machinery within Government, rather than maybe perpetuating where fiction exists and where fact does not.

The Minister for Infrastructure:

We are doing analysis work on where the problems lie and assessing the options that could be employed to address those. We are at, I suppose you would call it, the fact-gathering stage. That means looking at what has happened in the past, what has been tried in the past, what the financial situation is, where there have been issues raised in the past, and a layer of what do we want J.P.H. to achieve to get that foundation before we start making decisions? The problem statement needs to be clear before you can devise a solution.

Deputy H.L. Jeune:

I think we probably, as a panel ... and, as you know, some of us have inherited from before the work that we did in the panel. One of the areas we had a hearing specifically on was Jersey Property Holdings. My question to you is, I think we know what the problems are; I feel that that analysis has happened. I am wondering if you are saying that maybe we need a new start in analysing the problems. I am just wondering, because I feel we have heard this before and we have heard that there was this problem analysis done already, and it was working through those different things already in the last 2 years.

The Minister for Infrastructure:

I think every government comes to a problem with a fresh set of eyes, and so we are reviewing what has already been done. Some things have changed a little bit probably since you did your hearings, but we want J.P.H. to be seen as an enabler of all the things that Government are trying to do. There has been significant progress. There has been things like the move into the new building. There are various projects underway at the moment that are going well. There are legacy issues. I will call them legacy issues. There are issues around the management of the property portfolio in many departments where, for a variety of reasons, J.P.H. gets a lot of blame, shall we say, but has relatively little ability to effect positive change. I will be very happy to come to you and talk at the point where we have done more work to reach a strategy. I am being deliberately cautious in what I am saying, because I want to move forward with my Ministerial colleagues. I do not want to pre-empt discussions that we have not yet had.

[13:00]

Deputy A.F. Curtis:

We are giving you a little bit of legroom for that.

The Minister for Infrastructure:

You are very generous.

Deputy A.F. Curtis:

We have got 4 years to learn how you work as Minister, so maybe our questions here will be slightly different about how you are hitting the ground running to achieve that and the ways of working that are doing that. I guess part of the challenge of reviewing an existing department is where you set those working meetings, that evidence gathering, how do you work with officers. So is there anything more without necessarily ...

The Minister for Infrastructure:

And Ministerial colleagues.

Deputy A.F. Curtis:

When I say “you”, I mean ultimately the political team who want to find the new direction. It is Ministerial leadership trying to work out the best positive way forward. What does that feel like on the ground? What are your ways of working that are delivering efficiently information to you? Notwithstanding you want to be somewhat coy on what that is, how is it working on the ground?

The Minister for Infrastructure:

It needs commissioning work.

Deputy A.F. Curtis:

With?

The Minister for Infrastructure:

With officers.

Deputy A.F. Curtis:

Officers, within J.P.H.?

The Minister for Infrastructure:

Commissioning work with officers.

Deputy A.F. Curtis:

Okay.

The Minister for Infrastructure:

I do not want to get into the details of ...

Deputy A.F. Curtis:

I am more interested ... you have mentioned that every new government starts with an interest as to their own key priorities, what they want to achieve. We are somewhat limited right now to look into the future, but what would be great to understand is how you and your Ministerial colleagues are formulating ways to work, are trying to achieve your goals - and I am sure you know from your previous term, the 4 years goes quickly, whatever side you sit on - and how that is happening quickly. We are now, I dare say, 2½, 3 months into a term.

The Minister for Infrastructure:

I would be very happy to have a decent discussion about J.P.H. at the next session. We are still at an early stage. I do not want to say too much more at this stage, I am sorry.

Deputy A.F. Curtis:

Okay. Right then.

The Minister for Infrastructure:

I should, however, since we have the officer responsible ... I think perhaps, Tim, if you would like to say a few words about how you experience it.

Director, Jersey Property Holdings:

I do not think there is much more to say other than there are challenges that tend to stem from legacy issues which tend to have their basis in resourcing. We have looked at a number of approaches and challenges. We have tried to bring more properties into J.P.H., we have tried to accumulate and aggregate more budgets, but it is still the fact that there are quantities of property - maintenance funding in particular - that are controlled by other organisations than I. and E. (Infrastructure and Environment) and J.P.H., that we do not have the ability to prioritise or allocate, and which in some circumstances are spent on things that are not property related. I have a pride of ownership, and please forgive me, the department that works for me do not get up in the morning and slouch to work. They do come into the office, come into their place of work with a determination to do their very best. Notwithstanding some of the perceptions that are out there, a lot of those arise from difficult and very challenging circumstances that might not arise in any other form of property management other than, perhaps, the Government of Jersey. They do work hard. They do try their best. We are open to resolving whatever challenge there may be. It would be fantastic to hear more positive accolades for the work of the department, but at the moment we recognise that there are challenges and we are determined to work with the Council of Ministers, with the Minister, with yourselves to try and find a way through.

Deputy A.F. Curtis:

Thank you, Tim. I think it is worth repeating exactly what the Chair said. This panel is fortunate that 3 of its members sat on the previous panel and I think recognised the complexity of the work that Jersey Property Holdings has, but also the good work of the individuals in many parts of J.P.H. to provide a critical function. So it is in that context that we know that there is an evidence base for a positive direction that we were pushing to work out how that is being leveraged. You can imagine, Minister, I had more questions on Jersey Property Holdings, and some of them are about what good looks like, what are the key opportunities. When it comes to the public estate, with your own view on that, perhaps less about structures and strategic reviews, are there any things you can share aspirational about how you see the handling of J.P.H. and the estate it governs?

The Minister for Infrastructure:

We cannot get away from the funding issue however J.P.H. is organised, whatever strategic objectives it is set. The fact is we are spending less than 1 per cent a year on maintenance when commercial norms would suggest we should spend more like 2½ per cent, 3 per cent. We cannot correct that overnight. I am not arguing that we can just go like that and sort that out, but the long-term future of the property estate depends upon facing up to that legacy challenge. In terms of the vision for property, it does need to be more commercial. It does need to be more rigorous, I think. There are a lot of exceptional cases in terms of J.P.H., in terms of, say, contract management, in terms of leases and so on, where States Members, the public, even other Ministers, argue for an exception to a commercial arrangement. That undermines the model, undermines the coherence of what J.P.H. can do, and means that a large amount of officer time is spent on a small number of cases, often of relatively small value, that because we have allowed that to become the norm, if you like, creates a lot of work. I would like us to get to a point where we have a more systemised approach to dealing with those kinds of issues so that Property Holdings can concentrate on the bigger strategic issues, spend more time on the bigger strategic issues, the big investments that are needed, the big disposals that might be needed, the bigger picture things that would allow us to move forward without being continually dragged down into things which are important to people but which proportionately take a lot of time and effort compared to the actual scale of the issue.

Deputy H.L. Jeune:

Thank you, Minister. In the last term, there were a few times where the Government disposed of certain assets, whether it was land or whether it was property areas like La Motte Street, and it would be really interesting, as you are the new Minister, to understand how you see government assets. You have talked now about needing to make them commercially viable, which is understandable to ensure, but where do you see it in the sense of, do you see them as a public good or do you see

that there is a need for more robust criteria when needing to make that decision of disposal or not?
Where do you sit with that from a political sense?

The Minister for Infrastructure:

Again, it is something that will be ... it is not just my view that plays into this. Ministerial colleagues have a view as well, but I would say that you need to think about categories here. There are some decisions ... my basic starting point would be that we should take a strategic approach. We should not be selling something just because we have a short term need for money. We should be selling something because it is no longer needed or it may not be needed as much as something else. So there should always be a strategic filter on it. Sorry, I thought you might be wanting to say something.

Assistant Minister for Infrastructure:

No.

The Minister for Infrastructure:

So the categorisation is important and then there are choices to be made. We own some office buildings, legacy in some cases because we used to occupy them. They are now rented out, so they generate revenue. That is good. We get revenue from it. If we sold them we would lose the revenue but gain capital. Which do we want? Those are where I think a discretionary element comes into it, where we have to decide as a Council of Ministers what is our priority. But as I say, in terms of assets generally, I would always argue for a strategic approach. Do we want this, is it good for this Government to own this thing, should be the first question.

Deputy A.F. Curtis:

For you, good does not just show up on a balance sheet, it shows in what the public gain.

The Minister for Infrastructure:

Yes.

Deputy A.F. Curtis:

The public might gain something completely non-financial.

The Minister for Infrastructure:

There is social value.

Deputy A.F. Curtis:

Social value and those ...

The Minister for Infrastructure:

It might be social value, it might be a strategic long-term asset. There are many different filters you can put on that.

Deputy A.F. Curtis:

But to you there is a balanced one that takes in non-financial interests of the cultural, perhaps the historic, the placemaking, those all feature?

The Minister for Infrastructure:

Yes.

Deputy A.F. Curtis:

Okay. One last question, just really for an update. Given you will be still in a window of replying, which is following a Complaints Board report on the Brise de Mer seawall which came out in August 2026, Minister, I am not going to ask you to pre-empt your response to that, but could I just confirm that a response from the department is to be expected on that report?

The Minister for Infrastructure:

To be expected.

Deputy A.F. Curtis:

It will be expected within the regular reporting timeframe?

The Minister for Infrastructure:

It will be within the timeframe.

Deputy A.F. Curtis:

Thank you very much.

Deputy H.L. Jeune:

Thank you very much, Minister. We would like to turn to public realm and sports infrastructure, and Deputy Maltman.

Deputy A. Maltman:

A slight change of tack here. Thank you, Minister. I would like to understand your vision and your priorities in this area, and in your letter outlining your priorities you consider public realm a key priority. I think you described it earlier perhaps as a passion of yours. What do you consider some of the principal challenges and opportunities in this area in terms of key milestones and delivery

dates, and also can you expand a little bit about those K.P.I.s? I think we have talked a little bit about social value and placemaking, so how will success be measured?

The Minister for Infrastructure:

You are going to come to sports, so I do not need to deal with sports in this; you will come to that separately. Yes, placemaking public realm is a passion of mine. Back many years ago, I was a geographer and place is the centre of geography and it is something I care about a lot, creating good places. It is not just because I happen to be interested in it. We have to think long term about where Jersey is going. For Jersey to be economically successful, to be attractive to business, attractive to people who want to move here, we need to create an Island that feels modern, it is being invested in, and these are long-term investments. A public realm investment is going to last 50 to 100 years. When we think about those costs, which people do focus on, rightly, we need to think about it in terms of the spread over a long period of time. Turning St. Helier into a place that people ... St. Helier is, in many ways, in a good state, certainly if you compare it to equivalent-sized towns in the U.K. (United Kingdom) in many places, but we want it to be much, much better. That will enhance it in terms of business, it will enhance it in terms of tourism, it will enhance it in terms of people. We want to build homes in St. Helier. People will want to buy homes in St. Helier if it is an attractive place to live. That is some preface to it. The challenge is, of course, that it always appears like a nice to have. At the moment, in the infrastructure, in the budget, it appears as a budget line with the infrastructure rolling vote, and it is a combined line. What that means is if the infrastructure rolling vote gets squeezed, the public realm bit tends to get squeezed in order to cover the gap, because the infrastructure rolling vote stuff is often absolutely mission critical, and so public realm gets squeezed. What I have asked is that in future we get separate budget lines for public realm and for the infrastructure rolling vote. The infrastructure rolling vote, for those people who do not know, is the annual increments that we spend on maintenance and replacement assets and so on, so we can clearly track what we are predicting to spend on public realm and not have it as just the outcome of a bigger piece on the infrastructure rolling vote. I hope that will at least give some clarity to the discussion. The truth is that along with all the other things we are trying to do, this year's budget I think will be a tight budget in terms of public realm. I think that the gains that we hope to make will come in, in what we hope will be the 3-year budget coming afterwards.

[13:15]

I do not know, Tristen, if you have some thoughts on this in terms of the value added that the public realm adds in St. Helier.

Associate Director, Highways, Transport and Infrastructure:

Absolutely. We have done the ... well, to start off with, if you are not investing in your public realm it does not remain static, it declines. So you are either investing in your town or your town is declining. That is what I have heard from many towns and speaking to other people who have been involved in this area. In terms of our economic studies, once we have completed the programme of work in the core of town, we are looking at that creating round about £2.2 million of additional local annual spending and generating about 450,000 additional visits to town. They might be day-trippers from France who are attracted to see what we have done, people coming from the U.K., local people who spend their time elsewhere. So there is a benefit to it. In terms of G.V.A. (gross value added), we have estimated it is worth about close to £0.4 million per annum. So it is an investment which does pay itself back in the long term, which is why France has things like *voirie pour tous*, where they have been spending a lot of money in their small towns as well as in their capital city, and U.K. is doing exactly the same; London is an example of that.

The Minister for Infrastructure:

There is a bigger vision, there is economic justification, and I think a feel-good factor that comes with improving town. Broad Street attracted a lot of flak at the time it was done. I go past there almost every day. It is very well used. It is a delight to see people enjoying the street furniture, the ambience that has been created there, and I think we need more of that.

Deputy H.L. Jeune:

Just a question on this, though, and we have talked a lot about town. Obviously there are other key areas within the Island as well from a public realm perspective. Is there an obvious strategy where it goes beyond ... well, we know what we are talking about when we say “public realm” and we are not just ... are we just talking about St. Helier or are we talking about other areas?

The Minister for Infrastructure:

The focus at the moment is St. Helier. I would love to be able to do more in my own parish; there are significant issues there as well. But when we talk about priorities, that is always a hard thing to say. In terms of those calculations about economic value, the biggest bang for our buck comes in town. Given constrained resources as we have at the moment - mightily constrained resource - we have to make that a factor. I do not know if you want to add anything.

Associate Director, Highways, Transport and Infrastructure:

I would just add, in the past when we had funding for village centres, we did invest, and St. Obans is a good example. People forget the narrow footpaths with grey concrete flags there to what we have now with the mini park and the paving there. St. Mary's Village is another example, as is the park and stride area in St. Lawrence and the other works we have done around the Island. We are very well aware that we have got to invest in all of the jewels in our tourism crown to make Jersey

attractive, but I agree exactly with what the Minister says. You have got to complete one area to set the example, to set the aspiration. Then, hopefully, if the funding continues, you can move on to those other places.

Deputy A. Maltman:

Just on that, you have mentioned a few of the projects and you say your focus is on town, but in terms of public realm then, what can Islanders expect to see in terms of developments coming up in the future? Is it concentrations in town? What are the projects that we can see moving forward?

The Minister for Infrastructure:

We are having to prioritise, so we will next year continue with Broad Street. The ambition had been to go all the way up towards the Toad. I think the likelihood is ... as I say, we have not got a final budget settlement yet, but I think the likelihood is that we will have to split that work into 2 parts. That is Broad Street phase 2 will become Broad Street phase 2A and 2B. We will focus the immediate attention on the area continuing from the work that has been done already up to, say, where the Les Sablons development may or may not happen, and might also have the advantage of being able to tie in the second part of that - part 2B if you like - if there is progress in terms of that site as well. That is probably all we will be able to do in terms of significant public realm next year.

Associate Director, Highways, Transport and Infrastructure:

That is a summary of the construction work. If you are looking for the overall aspiration, there is the St. Helier public realm and movement strategy, which is published and so you can see the core areas of interest. There is a programme behind what the Minister described, which is projects that are under development at different stages but are not in the public domain. Where people can find details on that is the public website where there are some images and some maps as to what the work is intended to be.

Deputy A. Maltman:

Is that the 2021 strategy that you are referring to?

Associate Director, Highways, Transport and Infrastructure:

Good question, Deputy. I would have to check the date on it, but I think it was done round about then, which was where we started from. What that did was look at streets and how they are used and how the environment matched their use. So was it a street where people dwelled, but it actually looked like a thoroughfare for traffic, or was it a street where people were actually just ... it was a main carriageway route to get people across town but the road did not reflect that? So it is trying to address those mismatches but also looking at the history of those places to create a story behind them, which is part of the sense of place and then animating them.

Deputy A. Maltman:

So it is very much you are still working on those principles in that strategy going forward?

Associate Director, Highways, Transport and Infrastructure:

Everything we have done has been informed by the documents that head into the last Island Plan.

Deputy A. Maltman:

Thank you. I think I will move now towards ...

Associate Director, Highways, Transport and Infrastructure:

Sorry, can I just add one last point on that?

Deputy A. Maltman:

Please do.

Associate Director, Highways, Transport and Infrastructure:

Which I really should have emphasised a little bit more. Those plans have been developed very closely in co-ordination with the Parish of St. Helier and its officers. I just wanted to emphasise that.

Deputy A. Maltman:

Thank you. I think that was one of my other points, is how you are engaging those stakeholders. It is very much engaging with the parish.

Associate Director, Highways, Transport and Infrastructure:

And other stakeholders in town as well, various workshops.

The Minister for Infrastructure:

Businesses as well, particularly, for example, around that area which we will do as phase 2A with those businesses that are going to be affected to make sure it meets their aspirations for, say, al fresco or whatever else it might be.

Deputy A. Maltman:

That engagement is ongoing through consultations and meetings?

The Minister for Infrastructure:

I met the Constable only yesterday.

Deputy A. Maltman:

Thank you. I think I am going to move on to more of the sports infrastructure now, if I may. I think there is a bit of a crossover in that question in terms of what Islanders can expect to see in terms of sport infrastructure over the next 12 months. To start out with I will go for a more broader question, which is referencing the Inspiring an Active Jersey strategy, which inspired the Inspiring Active Places strategy, which identified a budget of £100 million required to invest in sport infrastructure. We are aware of the current financial constraints, which mean that that programme really cannot be delivered as originally envisaged. So with that as a background, what assessment has the Minister made in terms of that funding gap that remains for facilities such as Les Quennevais Sports Centre, Haute Vallee Pool, Langford Pool, FB Fields and Aqua Splash. How do you intend to bridge that gap?

The Minister for Infrastructure:

You have 35 minutes.

Assistant Minister for Infrastructure:

I think that is literally the million dollar question, and it is something that we have started some work on, so we are currently ... and I am trying to push this through as quickly as possible to get a real sense of a facilities analysis. While that may seem as a less obvious place to start, I think where we are at the minute is that we have got a lot of ageing facilities that we need to invest in, and we really need to understand, if we are going to invest X amount in Les Quennevais, that we know exactly when every penny is going to be spent and if it is going to maximise the needs of the Island and the future needs of the Island, and might be able to provide some more specific numbers. But what I am hoping, Deputy, from that gap analysis that we will be able to put a long-term strategy in place so we have got a prioritisation of investment rather than siloed investments, which feels where we have been at really for the last decade - potentially 2 decades - putting sticking plasters over an ageing infrastructure. As you may be aware, I have also mentioned the potential for an Island Games as well, which I see, as a Sports Minister, a bit of a North Star to work backwards from in terms of where do we need to be 4 years out of potentially hosting a games like that and what facilities are required. So there is work going on, and I am hoping over the next couple of months I will be able to be a lot more specific around what those investments are going to look like. Maybe not where it is all going to come from in terms of the funding; that is the hard part. Following on from what Minister Renouf said before, the 3-year rolling budget and the Investing in Jersey fund could be a really positive place for me as a Sports Minister to go hard and argue the case for sports facilities because, as I have said in the media recently, I am very concerned around what it could look like if potential closures to facilities ... that could be a possibility if we continue to underinvest in that space.

Deputy A. Maltman:

Thank you very much. Just to acknowledge, I really appreciate you being here today, Assistant Minister, and obviously you have a synergy between you. I just wondered if you could elaborate a little bit more about how you are going to work together in this space.

Assistant Minister for Infrastructure:

For the record, I have really enjoyed working with Jonathan so far ... sorry, Deputy Renouf so far. I think we are very much aligned with where we would like to try to get to within Infrastructure moving more specifically towards the sports facilities piece. Deputy Renouf shares my passion for sport and he understands very much the need for investment in that space, but we are also very much aligned that this is very much baked in with a lot of other challenges that the department faces at the minute. So being innovative, creative, collaborative is, for me, where I would like to be able to go with that relationship, and working with him to make sure that I can still go and fight my lane very much, and made it quite clear that I would continue and will fight for that. But there is very much a respect in making sure that we are doing this in a way that is together and not separate.

Deputy H.L. Jeune:

Do you see that, therefore, as the Minister has talked about separating the budget line of the rolling vote with the public realm, whether there needs to be that kind of more ... and you have talked about investing in Jersey for sports facilities, whether that also needs to be pulled out into a specific budget line so that you can see ... that we can see more clearly when maintenance needs to happen with the list of pools, for example, Deputy Maltman talked about. Of course maintenance is, at the moment, part of a wider maintenance budget, so it becomes hidden and those priorities, as you talked about, become different. Do you see that that is something that could be done where you pull up? I am wondering how you can prioritise ... how you would go about trying to push for prioritisation of some of these facilities, not new facilities but upgrading them in this current where there are so many competing priorities.

Assistant Minister for Infrastructure:

That may be the best option in terms of route to go down to get a clear line as things start to develop. It is something that we have briefly touched on, so I do think that option may be on the table depending on how things go. I think as a Sports Minister as well it would be very useful for me to see more specifically what that funding gap is separately to other things. I think there is a bit of a narrative that sport has been kicked down the can and kicked around the road a little bit by government over the previous couple of terms. I think if I get to a point where I feel like I am not getting enough clarity on that, that is certainly something I would be pushing forward to get an understanding, to make sure that the department and also between us, we have got an understanding of what funding is needed. At the end of the day it is my first term here and I do not

intend to sit here in 4 years' time with absolutely nothing happening from an investment perspective in sports facilities. I will be doing all I can but working with Jonathan very much so. If we do need to separate budget lines and things like that, then I am sure that we would be very open to that conversation.

Deputy T.A. Coles:

One of the challenges, obviously, to get investment you also need to get funding. Funding can be generated by usage. A number of the facilities that have been brought up and mentioned are still in the school facilities and limit public access.

[13:30]

What conversations and what motivations are going on around being able to access those facilities wider more broadly for the public usage rather than keeping them private? I say "private" but it is more just for the school usage but actually there is maybe a wider use, wider demand that could also generate revenue.

Assistant Minister for Infrastructure:

Yes, it is a great question and it is one of my priorities as Minister. I think the previous Sports Minister spoke quite passionately about needing to open up the schools and increase the provision, increase the access for the community into schools as well. There are a few different moving parts to it. We have started some work in making sure that we can start to do this in a way that the schools feel comfortable, because there are safeguarding implications with having this estate on school sites as well. Also, I have not necessarily had all the conversations with all of the schools to start to really understand what their needs are and how those facilities need to meet the needs of the school and the current curriculum versus the needs of the community, but that is a space that we will improve on. If I could do one thing in this term in terms of improving the access and the provision to facilities for Islanders and maximising the usage, as you say, that would be a huge win in terms of more participation, hopefully the lower socioeconomic families and community being able to get into those facilities as well. Whether that is through M.O.U.s (memoranda of understanding), S.L.A.s (service level agreements), changing policy, these are all options that we will be looking at to make sure that we can improve that access, but we do have to work with the schools to be able to do that as well, and all the various stakeholders. Sports associations as well; we have not even really mentioned them. They are also huge users of these facilities. So it is quite a complex task, but something that I am looking seriously into.

Deputy A. Maltman:

Thank you. You mentioned the Island Games as your North Star, and we have hosted successful games in the past, but in terms of specifics on that or specific facilities, could you give us what you are thinking of in terms to reach that goal and perhaps the AquaSplash update on that? Is that a key facility that you are thinking in that whole big picture?

Assistant Minister for Infrastructure:

Obviously the AquaSplash site is a very key site, and feel free to fill in if I miss anything here. From 1st October the AquaSplash site will be open and officially transferred over into our care, so to speak, and there is quite a bit of investment that needs to go on into that space to make sure that it is operational and safe for the public and that will be a priority of Government obviously over the next 6 months or so, a year, making sure that that is safe to use, it is fit for purpose for the public. There is obviously a lot of talk around the Island Games needing pools, needing the right athletics infrastructure, and these are all things that I am in agreement with. We certainly need to upgrade our pools. I would love to see a 50-metre pool. I do think it would get excellent usage, and also potentially be able to bring competition over as well, being able to invite world class talent to be able to use our pools over in Jersey. But we have also got a very strong athletics community who have just done very well in a Commonwealth Games that I am sure would be delighted to have a new track and so there are some things to be able to work through in order to be able to host an Island Games. We have not even yet talked about indoor sports facilities and the need to be able to support basketball and netball and badminton, and these other types of sports as well. So, in answer to your question, there is a lot to work through in terms of priorities. Understanding what sport will be selected to move forward into an Island Games would also help for me to understand what we need to invest in to enable those sports to even train and be ready to compete and hopefully win medals for Jersey come the time of the Island Games too.

Deputy H.L. Jeune:

Just to understand because it is something that we have not looked at from the Scrutiny Panel much before: when was the decision for Jersey to host it in 2035?

Assistant Minister for Infrastructure:

We became the preferred bidder, so it is no longer a competitive process. Unless anyone can fill me in on this - Ellen, you might have a bit more information - but I think we became the preferred bidder 2 years ago. That will be confirmed in 2027, I believe, and once that is confirmed then we are off to the races, so to speak, and we will have to really start thinking about what this is going to look like.

Deputy H.L. Jeune:

As part of that bid, did we put in a proposal of the facilities that we would be providing?

Assistant Minister for Infrastructure:

I will have to go back and check that, Chair. I am not sure. I am due a briefing on this fairly soon, in the next couple of weeks, so I will be able to update you on that.

Group Director, Operations, Transport and Sport:

I believe that there was but that was with our colleagues from Economy so we just need to catch up with ...

Assistant Minister for Infrastructure:

Yes, I will be having a briefing from an officer in a couple of weeks on that.

Deputy H.L. Jeune:

Just trying to align what you were saying, Assistant Minister, about all these facilities that potentially we will be needing and wondering if ... I am assuming that there has already been a plan in place to identify the sites, know what there is and know where we can get to by 2035 because, of course, we do not want to be turning up at 2035 with athletes where we do not have those facilities that we have promised in our initial bid. So I am wondering if ... there must be a ...

Assistant Minister for Infrastructure:

There is a strategy document that does exist. From my perspective, we need to go back and refine that to make sure we have a true understanding. This links back to Deputy Coles's question before around understanding every penny we are spending is right for this Island, right for the Island Games, right for our communities post that as well because we have to make sure we are future proofing these facilities. So, it is a good question and I would like to come back with some more information on that. Thank you.

Deputy A. Maltman:

Of course, no conversation around sports infrastructure would be complete without mentioning Fort Regent. So, on Fort Regent, the project, could you give us a progress update in terms of your key milestones that you anticipate over the next 12 months?

The Minister for Infrastructure:

I will take that one because it is not yet at the stage of being a sports facility, is it? What we have agreed in the budget was a £43 million programme to essentially fix the building. My understanding is that the relevant planning applications have all been approved and I think it is a question now for the S.o.J.D.C. (States of Jersey Development Company) of when they go out to tender on that. In terms of the wider what happens next, I think inevitably with a new Government there is going to be

another look at it in terms of a costing profile, does it still fit, and decisions will have to be taken accordingly, but I think we are not at the stage yet where that ... there has been a serious options thing but I know the Regeneration Steering Group is meeting tomorrow and I expect I will be briefed fully at that. I think it is tomorrow, is it not? Yes.

Deputy H.L. Jeune:

Minister, on the current work for Fort Regent, just say is that on track, was that the plan in the sense of timeline for ... because you are saying works have not started but planning is all there and we need to ...

The Minister for Infrastructure:

I would have to do some work to find out whether S.o.J.D.C. are on track for where they thought they were supposed to be at this stage but I am sure I was told last week, I think, that the planning applications have all been approved. So I do not see that there is a reason not to be progressing.

Chief Officer, Infrastructure and Environment:

Yes, the first steps are going to be recovering the roof and the glass around the roof. That is an urgent need to be done. Then it is electrics and water and asbestos inside the building, so there are funds for that. The next big debate is going to be in the next budget in 2027 as to whether it is appropriate then to add more money or not more money, depending on how things go in those discussions.

Deputy A. Maltman:

Yes, thank you. Just to clarify the vision is not necessarily for it to be going back to a sports hall as it once was but just in terms of the vision from the previous government to make it more of an O2 blend of investment and private investors. This might be a little bit out of your remit but how do you see taking that vision forward or do you have a different take on that?

The Minister for Infrastructure:

Well, as I say, we are having our first meeting tomorrow as a group of Ministers that look at it and I think it is probably wiser for me to wait until after we have had that to say much more at this stage, if that is okay.

Deputy A. Maltman:

I think that is good from me.

Deputy H.L. Jeune:

For the last ...

The Minister for Infrastructure:

We can finish early. I mean, that is ...

Deputy H.L. Jeune:

We do grant that every now and again. Yes, we are not there yet because something that is very important, and I know for you, Minister, close to your heart, is road safety, but also active travel.

The Minister for Infrastructure:

Yes.

Deputy H.L. Jeune:

That is something that we do need to cover before we let you go. In June 2025 the former Minister for Infrastructure stated there would be a review of all Jersey roads legislation and that has already commenced but it would not conclude until 2028 because it is a very big bit of ...

The Minister for Infrastructure:

It is a huge piece of work.

Deputy H.L. Jeune:

Do you think you could give us a bit of an update on that, where you have got to with that and if there are any legislative changes that will be coming to us soon with that?

The Minister for Infrastructure:

I am going to hand to officers for that because I have not had a full briefing on this. What has happened is I have had various discussions around little bits that sit around it where people have spiked particular issues. For example, I think we had a discussion yesterday about e-scooters and such like. I also have had discussion around the Eastern Cycle Network, things which have just interrupted the bigger picture thing because they have been things that, for various reasons, needed or I have wanted immediate discussion around then. But in terms of that bigger piece, I do not know, Tristen, if you could clarify when it began and what stage we are at?

Associate Director, Highways, Transport and Infrastructure:

Good question. This is a fundamental generational review of all the road laws in Jersey. Some of them date back 100 years. We probably started looking at trying to resource it more than 10 years ago. I am sure it was more than 10 years ago. We have been working in earnest on this now for the last 4 to 5 years, going from scoping it, finding the resource and then starting to work through the various different themes. This is the structure of the highways laws. It is not necessarily the

individual aspects. It is how you achieve them to make it more efficient and we are getting to the stage now where we have started law drafting on the first aspects and bits of legislation I would imagine will be coming forward to Scrutiny next year, after, obviously, discussion with the Minister and the Comité des Connétables, who it will also affect. They relate to various themes as the vehicles that travel on the road, there is the legislation about what defines the road and then how you maintain the road and its supporting infrastructure, so it is all of those parts. Hanging off that are various other aspects about particular types of vehicles, et cetera, which will be dealt with separately. But that core piece of work is now progressing well. Is there anything you would add to that, Ellen?

Group Director, Operations, Transport and Sport:

Not at this stage, Tristen.

Deputy H.L. Jeune:

No, so those what is a vehicle list, like the e-scooters and all of those, we had other ...

Associate Director, Highways, Transport and Infrastructure:

The road law review will be much more about facilitating how decisions were made about those rather than the individual vehicles. It is about how you would accommodate, say, autonomous vehicles in the future or autonomous robots that deliver in the High Street rather than the individual pieces of equipment that may or may not come forward in the future because that is a sort of evolutionary race at the moment and there is various disruptive technologies that are coming forward. We do not know which ones will predominate and so that is not the purpose of that particular part of the law review.

Deputy H.L. Jeune:

I understand. One of the things that was put forward at the end of the last term but then was pulled was the drug driving legislation following consultation and then I know that it was pulled at the last minute before we had a Scrutiny Panel at the time that had a chance to review it. Could you give us an update, or next steps or, if you will be revising the proposal, how this will come to the Assembly?

The Minister for Infrastructure:

Well, I have not had a detailed discussion with officers about that yet but in my notes it says that we are working on it so I think the issue ... as I understand it, there is a particular issue around the equipment that was used and the issue around cocaine and so there needed to be a very specific technical issue addressed in it. My expectation is that it will come back. It was not stopped as a piece of work just because we did not any longer want to do it. It was stopped because there was

a huge pileUp of legislation at the end of the last term and it was too much to squeeze through in that last period, but not because we did not want to do it. We just need to solve that problem.

[13:45]

I have not been briefed on how far we have gone down that road, what the timetable would be, but I think it is a reasonable question to ask and certainly I could take that away and update you in a written response, if that is helpful.

Deputy H.L. Jeune:

That would be really useful especially because we, as the panel, received a lot of correspondence about that and I think there needs to be some wider understanding about it.

The Minister for Infrastructure:

There was also that issue that was raised around medical exemptions and so on, which I recall was a significant issue that certain members of the public at least were concerned about.

Deputy H.L. Jeune:

Yes, but within that the review of the road law project and this being ... these are the main issues. It is more technical and then drug driving is one bit within it.

Associate Director, Highways, Transport and Infrastructure:

Exactly. So like you have got the trunk of the tree and you have got the various branches coming off, the law review is about the trunk. The drug driving and the various other States propositions that we require to bring legislation forward on is much more about the branches that are coming off it.

Deputy H.L. Jeune:

We will come back to it as it comes to us in the future. We had, about 18 months ago, a publication of the *Collision and Casualty Reduction Plan*. What evidence could you provide for the improvement of road safety in Jersey and what have been the K.P.I.s with that to measure success? I do not know if you have been briefed on that as well.

The Minister for Infrastructure:

Well, I have read my briefing notes. I do not think we are at the stage where we have started calculating improvements based on what has been done so far. I think we are still at the stage of devising that long-term plan, Vision Zero, and I think that is something we are just going to have to

update you on as we go through it. I do not have data, if that is what you want, if the point of your question is has it worked.

Deputy H.L. Jeune:

Yes, because it is 18 months since it was published so we would hope to see ...

The Minister for Infrastructure:

No, I have not but I think that is also ... have you got anything you can add to that, Tristen?

Associate Director, Highways, Transport and Infrastructure:

Yes. Work has started and there is various initiatives, which I will run through very briefly. The safe systems and the work we are doing to improve the road safety for the Island is about culture change because changing the infrastructure ... it is historic, it is constrained, it is difficult and extremely expensive to do. What we need to do is to change behaviour, change the type of vehicles that we allow to travel on our roads and how they travel. So there are things being done. TyreSafe, we have done that 2 years running. We had the campaign at Christmas around do not drive home, take a taxi home. We have Light your Bike, that type of thing, at this time of year. That is part of the cultural educational piece. We are also working with the police on the enforcement side which, as you are aware, there has been discussions about a speed camera and so we have facilitated the delivery of that and the police are now looking at how they deploy it, or have deployed it. We are not party to those operational aspects of it, and then we are also speaking to or will be speaking to the hospital about first response and to the Education Department as to what they can add in terms of child safety and that is about bikeability and all those other things. It is a long-term programme. It is a 10-year ambition and we will update as we go along. So, 18 months is a very short period. We will not have anything in the accident statistics certainly for the last year. We are round about where we have been previously, which is we are killing or seriously injuring 53 people a year on our roads and that cannot be acceptable. We must be able to do better than that.

Deputy A.F. Curtis:

Could I briefly ask, maybe, Tristen, in one of your functions you mentioned part of that is reviewing the types and kinds of vehicles allowed on our roads. Of course, one of the types of vehicles that allows for the use of our constrained network are the smaller vehicles, the 50cc, 125cc, which still are the only vehicles that have a P.T.I. (periodic technical inspection) requirement, a test of inspection every 2 years. How do you, when wearing 2 hats in both D.V.S. (Driver Vehicle Standards) and in policy, work out the balance there? With what I hear are a very prescriptive set of P.T.I. tests, we may see more people reverting to cars, which drives a different behaviour. How do you balance the desire to regulate and also the need for culture to be pragmatic on a small island?

Associate Director, Highways, Transport and Infrastructure:

Yes. So where that comes from is we looked at the injury rates and one of the highest levels of injury rates is on powered 2 wheelies, particularly the ones that you start off with which is the 50cc and the 125cc. We also know that those young people often do not have either the knowledge or maybe necessarily the funds to maintain them. One of the things we seek to do is to ensure that they are in good condition because one of the things you can see in the accident statistics is as the vehicle gets older it tends to be involved in more collisions. Now, there can be more than one reason for that. It could be that the first owner is extremely careful with their new prized possession and then as they become successively damaged people become more careless and treat them in a different way. We do not know the details, we do not have that data, but the purpose of the P.T.I.s is to ensure that the vehicles that are circulating are safe.

Deputy A.F. Curtis:

Okay.

Associate Director, Highways, Transport and Infrastructure:

So, I think there is synergy there is what I wanted to say, really.

Deputy A.F. Curtis:

I think that might be an area in the next 4 years we dig into.

The Minister for Infrastructure:

I have a feeling we will be hearing more of that.

Deputy H.L. Jeune:

I think, yes, we will have a few more questions on this but, as you have talked about, it is a 10-year ambition and we are 18 months in and it will be important for us to ask in the future about how they are being improved and what the barriers to delivery, is probably our biggest ...

Associate Director, Highways, Transport and Infrastructure:

One of the things I would add, really, are while we have the Strategic Road Safety group, which is a small group of officers within the department, the Minister for Infrastructure is unable to deliver this alone. This is something that has to be a cross-government effort.

The Minister for Infrastructure:

Yes. I am just, I suppose, the lead Minister.

Associate Director, Highways, Transport and Infrastructure:

We are facilitating it, starting those conversations and trying to initiate things.

The Minister for Infrastructure:

It is a major cultural piece and it has been done in other jurisdictions. There are models that can be drawn on and I think we should ... and I know there is also passionate interest in it in the Assembly. So there are a lot of push drivers for this.

Deputy H.L. Jeune:

Yes, and I think stepping into another space, but one that is very much linked with this road safety, is in your nomination speech you expressed support for reducing road signage and I was just wondering how you reconcile ...

The Minister for Infrastructure:

That was in response to a question.

Deputy H.L. Jeune:

Oh, yes. Sorry. This approach with the department's road safety priorities and reports that ... it says reports in here but I have seen it with my own eyes, where drivers go around no entrance signs to carry on up the road, especially around the northern sewage diversions at the moment. Of course, that is driving dangerously, so I was just wondering how you reconcile those approaches when blatantly we have drivers who do not take any notice of signs.

The Minister for Infrastructure:

I think there are probably 2 issues in there. One is around signage and there is an aesthetics issue around signage, and then there is a road safety issue around enforcement and compliance. In terms of the aesthetics of it I think it is ... there has been work written about this by heritage organisations and so on. The public realm becomes tatty if you allow too many different signs of no design coherence to clutter up the roads, and they are also potentially distracting. There is just too much on the road and I think that is something that we will want to look at. Again, I do not want to just say we are going to reach straight for regulation. I think there are pieces of work we can do to understand what is driving that, whether there are other ways of achieving publicity, whether there are voluntary design principles that could be adopted and so on. In terms of the other issue that you raised, which is that we may have signs but they are just ignored, that is a compliance and enforcement issue. My impression is that the public have a very low tolerance for that kind of behaviour and it frustrates people enormously when they see people breaking those rules, both on principle but also, particularly as you highlight, from public safety point of view. In those particular cases we are aware that the frustration that is caused by those diversions leads to bad behaviour and I think there has

been a lot of work done with the Constables to try and mobilise resources there. I cannot say there is a magic bullet answer. We cannot have policemen on every corner all the time, but I would hope that working together we can identify the worst places. The public have been helpful in helping us identify where there are design problems, where there is a particular thing where it could just be organised better to make clear what is required and what is not. I think it is about working together.

Deputy H.L. Jeune:

Moving on to the Inspiring an Active Jersey strategy, the most effective ways of increasing physical activity is through walking and cycling and be a prioritisation over motorised travel. I know this is something that you have also pushed as well as a Deputy. Where do you see the things ... what projects do you see in the next 4 years that could really help to inspire this and what are you pushing?

The Minister for Infrastructure:

I will hand to Assistant Minister Kersten in a moment, but I am very aware, cycling in every day as I do, that I am lucky I do not have to touch the road network until I get to town because we have such a very good spine route coming in from the west. I would like to see a significant improvement in options available in the east of the Island and coming in from the north to town as well as around town and that ties in with public realm. A lot of the public realm work is about working out where the best places are for active travel routes, where the best places are for al fresco or entertainment spaces and so on, and making sure that that is designed into the system. I think in terms of the wider policy of inspiring active places, perhaps you want to say a word?

Assistant Minister for Infrastructure:

Yes. We have made some inroads in terms of changing behaviours. It is probably not as high in terms of percentage of people walking, cycling or running to work, but I do think there is a piece again with that cross-collaboration, working together to get an understanding of all of the areas that we need to hit the most in order to give people the confidence that they will feel safe, that families will feel safe taking their kids to school on bikes. So, I have had ... reading through here Inspiring an Active Jersey some of the key stats here. Core walking zones, core cycling zones, really understanding how to manage control of traffic in those key areas are going to be very critical for me to understand as a Sports Minister and how do we get that out into the schools and provide people with, like I say, the confidence to be able to get out.

Deputy H.L. Jeune:

In the last 4 years we have seen quite a lot of changes, especially around the schools, but we are just wondering what we are going to see in the next 12 months? Has there already been decisions with that or is that very much focusing on funding?

The Minister for Infrastructure:

I think it dependent on funding. We have particular schemes that we have got quite well advanced on around various schools, for example, still not complete. We have done Bagatelle Road improvements and so on but there are still works around St. Saviours School. We are meeting the Constable next week to talk about some of those. If you are asking which actual schemes are going to be funded as of now, I cannot tell you that at the moment.

Deputy H.L. Jeune:

Yes. I hope that we would be able to see that going in the coming months.

The Minister for Infrastructure:

You are welcome to write to us as well for an update. I would be very happy to provide that, or whatever.

Assistant Minister for Infrastructure:

What I can do is I can take an action to speak with Jersey Sport to talk about what they are currently doing to give you some more specifics, because they are very active in that bikeability space. So, I can go and ask for specifics around that.

The Minister for Infrastructure:

Yes. It is not just us.

Deputy A. Maltman:

Just on that strategic view of cycle paths and safer routes, would you be able to give a breakdown, by parish perhaps, of what plans you see parish by parish, and how that links into a whole connectivity of networks so that people can get from the parishes ...

Assistant Minister for Infrastructure:

Yes.

The Minister for Infrastructure:

It is a good question and it is one that I have asked officers about. When I used to live in London I used to cycle everywhere and there was a map you could get which showed - and this was before cycling became popular - all the routes in different colours depending on whether you were off road or on road. The routes to get from key places into the centre of town from all over and across town and so on. As far as I am aware we do not have a similar map for Jersey and these days it would be useful to have it digitally available and so on. I do think we could encourage a lot more uptake of active travel and people using those networks if they just knew where they were. Then you also

work with local parishes and volunteer groups to encourage people who may be nervous about using it for the first time so everybody knows where the route is and you begin to get volunteer groups to take people on their first few journeys to give them confidence and so on.

[14:00]

A lot of that work is quite soft work that does not require huge investment but can deliver quite significant improvements. I think if you are talking about the parishes I would say, rather than a St. Ouen's one, for example, we have an Island one but which shows you how, if you are at L'Étacq, how you get safely to Les Quennevais, or to the airport or to town, or whatever it is. Those routes will not be perfect. There might be gaps, there might be road-based sections, but it will also highlight where the gaps are.

Deputy H.L. Jeune:

I think the issues of the infrastructure currently do not help because anybody wanting to get on to the network that you use daily, Minister, we have to get across The Avenue and it is not a safe way to get across The Avenue to be able to get on that cycleway as a cyclist. So those are simple changes that could happen. We have one last question and it is something that has come up recently and it links back to the issues of the northern passage network and also from St. Peters is that of course we do have the cycling routes for visitors to do the cycling around the Island. It has been noted that those routes have not been diverted because of the one-way systems around the Island and so we often are seeing visitors going down very small lanes the wrong way when the main road is being diverted up towards them. So I hope that that could be taken away.

The Minister for Infrastructure:

It is tricky is it not, when it is a temporary thing and they may be relying on a paper handout that has been published? But, yes, I take your point. We will take that away, Tristen.

Associate Director, Highways, Transport and Infrastructure:

Yes.

The Minister for Infrastructure:

Think about how we can address that and maybe have an offline conversation about that.

Deputy H.L. Jeune:

Thank you. Minister, we have come to the end of our first hearing. I just wanted to make sure that you feel that we have covered everything.

The Minister for Infrastructure:

Yes.

Deputy H.L. Jeune:

If there is anything ... I know we have discussed that we want to send some further information back and forth on things.

The Minister for Infrastructure:

Absolutely, and I do want this to be as collaborative and as positive a relationship as possible. I do believe in sharing whenever we can. You can see that we are building a decent start in terms of the teamwork that we are doing. I think it is fantastic to have Serena as Assistant Minister with a clear passion and vision and I think there is the potential there to deliver a lot. You need to hold our feet to the fire. I am quite comfortable with that.

Deputy H.L. Jeune:

Well, I hope you have felt that a few flames have been lit today. I would like to thank you, Minister, Assistant Minister, officers. Thank you very much for attending today.

[14:03]