

STATES OF JERSEY



PROPOSED GOVERNMENT PLAN 2024- 2027 (P.72/2023): EIGHTH AMENDMENT

EXTEND EXISTING BUS PASS SCHEME TO INDIVIDUALS 21 YEARS OF AGE AND UNDER

Lodged au Greffe on 21st November 2023
by Deputy R.J. Ward of St. Helier Central

STATES GREFFE

PROPOSED GOVERNMENT PLAN 2024-2027 (P.72/2023): EIGHTH
AMENDMENT

1 PAGE 3, PARAGRAPH (I) –

After the words “Appendix 3 to the Report” insert the words –

“, except that, on page 91, after the words, “previously agreed increases in fuel duty.” should be inserted the words “£1,500,000 of the funding allocated from the Climate Emergency fund to the 2022-2025 Carbon Neutral Roadmap budget will be moved from the TR1 policy subsidising electric vehicles and e-bikes to finance an extension to the Avanchi18 bus scheme to all Jersey residents aged 21 and under.”

DEPUTY R.J. WARD OF ST. HELIER CENTRAL

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

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

to receive the Government Plan 2024 – 2027 specified in Article 9(1) of the Public Finances (Jersey) Law 2019 (“the Law”) and specifically –

- (a) to approve the estimate of total States income to be paid into the Consolidated Fund in 2024 as set out in Appendix 2 – Summary Table 1 to the Report, which is inclusive of the proposed taxation and impôts duties changes outlined in the Government Plan, in line with Article 9(2)(a) of the Law;
- (b) to refer to their Act dated 30th September 2016 and to approve the application of existing resources for work on the development of ‘user pays’ charges in relation to all aspects of waste, including commercial and domestic liquid and solid waste;
- (c) to approve the proposed Changes to Approval for financing/borrowing for 2024, as shown in Appendix 2 – Summary Table 2 to the Report, which may be obtained by the Minister for Treasury and Resources, as and when required, in line with Article 9 (2)(c) of the Law, of up to those revised approvals;
- (d) to approve the extension of the use of the existing Revolving Credit Facility to include the provision of funds that would otherwise be implemented through bank overdraft or bank overdraft facilities under Article 26 (1)(a) of the Law, should they be needed, subject to the limits outlined in that article;
- (e) to approve the transfers from one States fund to another for 2024 of up to and including the amounts set in Appendix 2 – Summary Table 3 in line with Article 9(2)(b) of the Law;
- (f) to approve a transfer from the Consolidated Fund to the Stabilisation Fund in 2024 of up to £25 million, subject to a decision of the Minister for Treasury and Resources based on the availability of funds in the Consolidated Fund as at 31

December 2023 in excess of the estimates provided in this plan, or from budgeted underspends identified before 31 December 2024;

- (g) to approve each major project that is to be started or continued in 2024 and the total cost of each such project and any amendments to the proposed total cost of a major project under a previously approved Government Plan, in line with Article 9(2)(d), (e) and (f) of the Law and as set out in Appendix 2 - Summary Table 4 to the Report;
- (h) to approve the proposed amount to be appropriated from the Consolidated Fund for 2024, for each Head of Expenditure, being gross expenditure less estimated income (if any), in line with Articles 9(2)(g), 10(1) and 10(2) of the Law, and set out in Appendix 2 – Summary Tables 5(i) and (ii) of the Report;
- (i) to approve the estimated income, being estimated gross income less expenditure, that each States trading operation will pay into its trading fund in 2024 in line with Article 9(2)(h) of the Law and set out in Appendix 2 – Summary Table 6 to the Report;
- (j) to approve the proposed amount to be appropriated from each States trading operation’s trading fund for 2024 for each head of expenditure in line with Article 9(2)(i) of the Law and set out in Appendix 2 – Summary Table 7 to the Report;
- (k) to approve the estimated income and expenditure proposals for the Climate Emergency Fund for 2024 as set out in Appendix 2 – Summary Table 8 to the Report; and
- (l) to approve, in accordance with Article 9(1) of the Law, the Government Plan 2024-2027, as set out at Appendix 3 to the Report, except that, on page 91, after the words, “previously agreed increases in fuel duty.” should be inserted the words “£1,500,000 of the funding allocated from the Climate Emergency fund to the 2022-2025 Carbon Neutral Roadmap budget will be moved from the TR1 policy subsidising electric vehicles and e-bikes to finance an extension to the Avanchi18 bus scheme to all Jersey residents aged 21 and under.”

REPORT

This amendment extends the very popular under 18 bus passes to all Jersey residents 21-years-old and under. There are several positive reasons for taking this action:

1. The success of the current pass is leading to a generation using the bus as the main means of transportation. By extending this age, we reinforce this behaviour
2. Between the ages of 18 to 21 car usage will conceivably increase, so moving young people away from defaulting to this behaviour would be a positive step
3. This will be beneficial financially for this age group in terms of saving on travel to full-time work, thus reducing the impact of the cost-of-living crisis
4. This amendment targets the non-students in this group of young people, who are likely to be low-income earners.

We have a decision to make on how we are to change travel habits and how we can sustainably reduce car use and journeys. The Government funded Avanchi 18-bus pass has demonstrated this can be done. This amendment extends this success and offers a longer-term incentive for young people to make a lifestyle choice which is better for Jersey.

This follows on from the extension to all students in last year's government plan which has been popular and successful. This phased extension to qualification for passes is a measured and pragmatic way to influence change and increase the range of the scheme.

The administration of the scheme is in place and effective. This change should be simple to apply.

Financial and staffing implications

2021 census figures:

17-year-olds: 1064
18-year-olds: 983
19-year-olds: 1031
20-year-olds: 1055
21-year-olds: 1094

[2021 Census - Population by age and gender - Government of Jersey Open Data](#)

£60,000 will be raised from the £20 charge reducing the total cost of this extension to the scheme.

It is difficult to estimate the total number of new passes needed as a proportion of the approximately 3000 in the age group will be students and already covered in the amendment accepted in last year's government plan.

If all 3000 additional bus passes are required for 19-21-year-olds – if the government is covering the full cost of an annual bus pass (assumed to be Annual Unlimited pass costing of £495) then the total cost would be £1,485,000. But this is the upper limit of the cost, and the actual costs are likely to be lower, both because the costs per pass (not

available due to commercial sensitivity) is likely to be lower than £495 and because a proportion of those eligible will already have student passes.

Redirection of EV car funding and unspent EV bike funding can cover the cost of this change.