

**QUESTION TO BE ASKED OF THE PRESIDENT OF THE ENVIRONMENT AND PUBLIC SERVICES COMMITTEE ON TUESDAY 9th DECEMBER 2003, BY DEPUTY G.P. SOUTHERN OF ST. HELIER**

**Question**

- (a) Would the President agree that the proposed reductions in service levels in the bus service will lead to a reduction in fare revenue and would he advise members –
- (i) what fare revenue is estimated for the next 12 months? and,
- (ii) what this level of fare revenue will mean for the level of subsidy payable to Connex during this period?
- (b) Will the President explain the rationale behind the decision to remove additional ‘K’ services from the ‘shoulder’ months in spring and autumn?
- (c) Would the President agree that the proposals fail to meet the commitment contained in the Bus Strategy, approved by the States in 2001, to support the Island’s tourism industry, and that the latest proposals will force tourists to use alternative methods of transport throughout the year, and, in particular, explain why there will be no bus service at all to the Living Legend, as one of Jersey’s major tourist attractions? and,
- (d) Would the President explain the Committee’s reasoning for supporting the proposed reduction from the current 20 minute frequency to a half-hourly frequency on the No. 15 service between the hours of 3.00 and 6.00 p.m., and, whether the Committee is satisfied that the reduced frequency will be adequate?

**Answer**

- (a) The proposals submitted by the operator are currently out to consultation and will be considered by the Committee on 17th December 2003, along with any representations that have been submitted on the proposals by the end of the consultation period, on 11th December 2003.
- (i) Until the Committee accepts or rejects the proposals and decides on the nature and level of services to be provided and the resulting estimates of fare income can be made, I am not able to provide such estimates.
- (ii) No subsidy is paid to Connex; the company receives a contractual payment for providing bus services to an agreed specification of service. Any shortfall between the payment due under the contract and the amount of fare revenue collected is the principal amount that the States provides as subsidy for the benefit of users of the bus service.
- (b) No decision has been made. The proposals that have been published would provide a basic all year round network which can be supplemented depending on the season. Obviously, such supplements to the year round timetable would be subject to the licensing and consultation requirements of the Motor Traffic Law. I would note that the proposals submitted have incorporated certain so called “K” services into the all year round service. The term “K services” is no longer likely to be used.
- (c) As explained in answer to part (b) of the question, the proposals are for the all year round basic service. The operator has indicated that further proposals will be submitted to meet the requirements of the seasonal fluctuations. My Statement on 18th November 2003, made this absolutely clear.
- (d) The Committee has not offered support to the proposals. It is bound to consider the proposals in due course, just as it is bound to consider any representations on the proposals before making its decision. Therefore, the question of adequacy has not been considered.