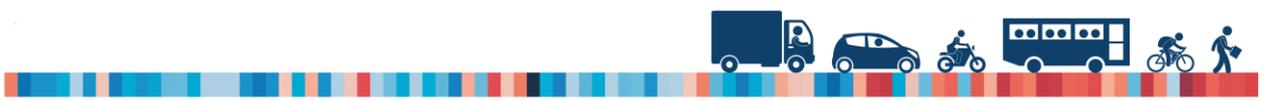


# Sustainable Transport Policy Rapid Plans Stakeholder Consultation Feedback Final Outcomes

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Prepared by ARUP for Government of Jersey (April 2021)



**Tackling Transport JSY**

# 1. Introduction

This technical note contains the outcomes of the '*Sustainable Transport Policy (STP) – your views on the approach to the rapid plans*' consultation. The consultation sought to feedback on the proposed approach to each of the four rapid plans outlined within the STP:

- Active Travel Plan;
- Bus Service Development Plan;
- Parking Plan; and
- Mobility as a Service Plan (MaaS).

Respondents were asked three questions in relation to each of these plans:

**Q1 – Is there anything else we should include in the plans to meet the objectives of the Sustainable Transport Policy that were agreed by the States Assembly?**

**Q2 – Are there any additional data or information sources, which you or others might have access to, that you think would be useful to the plans?**

**Q3 – Who should we make an effort to talk to in order to inform the plans as they progress?**

This note summaries feedback received from the 16<sup>th</sup> November 2020 (when the online engagement platform went live) up to and including 28<sup>th</sup> December 2020 (when the consultation was closed).

The following section presents comments/opinions as they have been received, to facilitate discussion and interpretation.



## 2. Feedback received

A total of **36 survey responses** were received through the online platform, including representatives from the following:

4safety	Cycle 4 Jersey	Government of Jersey wider teams
EV Sales	EVie	The Carbon Farm
Jersey Access Forum	Jersey Disability Partnership	Jersey School of Motorcycling
Nexus Technology Limited	Ports of Jersey	Local business owners

Table 1 provides a summary of general feedback received that is applicable to all four rapid plans. This includes responses to the request for additional data or information sources and consultees, as responses to these questions were often applicable to multiple rapid plans.

Table **2** provides a summary of specific feedback received against each of the rapid plans. The comments below reflect the breadth of stakeholder opinion and therefore at times may be contradictory. Comments related to specific localities and streets have been omitted, this note instead focussing on the key themes and takeaways.

The rapid plans have been reviewed in light of the comments presented in Table 1 and Table **2**, and actions to consider identified in response.



## Table 1: Summary of general feedback received

General comments
<ul style="list-style-type: none"><li>• There is a need for a consistent and joined up approach across parishes in the realisation of the rapid plans, ensuring its associated obligations are respected and realised across the Island.</li><li>• Funding for each of the rapid plans should be guaranteed and sustained, past the scope of the current Sustainable Transport Policy<sup>1</sup>.</li><li>• Land use planning and the designation of areas for industrial/commercial uses should be considered during the development of the rapid plans in coordination with the Island Plan<sup>2</sup>.</li><li>• The environmental impacts of changing mobility patterns and technologies should be considered such as vehicle redundancy and disposal/recycling. The complete carbon lifecycle of these plans should be assessed and opportunities for carbon capture identified.</li><li>• Future energy sources should be considered in more detail, including use of hydrogen fuel.</li><li>• The plans should look to identify a series of milestones of significance to ensure progress, such as a date for banning outdated petrol/diesel vehicles etc.</li><li>• The economic implications of the rapid plans should be assessed, particularly where the movement of goods and access to businesses are impacted.</li><li>• The rapid plans should integrate with other aligned workstreams, such as those led by Government of Jersey - IHE - Natural Environment. Key Performance Indicators should measure success against these indicators.</li><li>• A better understanding of the likely future travel trends in Jersey (considering population, technology, policy, funding) should be developed and steer the rapid plans to ensure futureproofed solutions.</li><li>• A majority of responses were aligned with the view that reducing the dominance of cars (car trips and associated infrastructure) would be beneficial to the Island. As such, traveling by private car should be disincentivised and alternatives encouraged by both fiscal and infrastructure measures. Some responses noted the need for an acknowledgement that private cars still play an important role in Jersey and will be essential for some journeys. Motorsport and classic automotive heritage is also of significant importance to some respondents.</li></ul>
<b>Considerations:</b> <ul style="list-style-type: none"><li>• Establish a plan for delivery that involves engagement with all parishes.</li><li>• Undertake an overarching review of likely future travel trends in Jersey, including fuel/energy sources, and the associated implications.</li><li>• Establish a solid Key Performance Indicators and monitoring framework that is consistent across all plans, in coordination with Government of Jersey - IHE - Natural Environment to embed sustainability targets.</li><li>• Ensure complete cohesion between the rapid plans and Sustainable Transport Policy objectives as well as other ongoing workstreams (such as the Retail Development Strategy).</li></ul>

<sup>1</sup> [Sustainable Transport Policy \(gov.je\)](https://www.gov.je/SustainableTransportPolicy)

<sup>2</sup> [Island Plan \(gov.je\)](https://www.gov.je/IslandPlan)



## Additional data sources

Data should be transparent and published publicly for peer review.

### Data sources mentioned not already included within the scoping document:

- Population demographics –
  - Mobility Status;
  - School catchment / origin destination data.
- Environmental -
  - Noise assessments;
  - Streetlight locations;
  - Fuel usage;
  - Species and habitat data (available from IHE);
  - Jersey multi-species distribution, habitat suitability and connectivity modelling report<sup>3</sup>;
  - Jersey Protection of Ecologically Sensitive Areas (PESAP) Project Report<sup>4</sup>;
  - Jersey Integrated Landscape and Seascape Assessment (2020)<sup>5</sup>;
- Traffic flows
  - Development of remote data vehicle collection (may include a combination of radar, CCTV, LIDAR, GPS);
- Parking -
  - Parking infringement information;
- Bus usage –
  - Automatic Vehicle Location (AVL) data;
  - Real-time passenger information (RTPI) data;
  - Bus user surveys;
- Strava / Love2Ride cycle data;
- Countryside Access Map<sup>6</sup>;
- Retail Development Strategy (anticipated publication soon);
- International precedents (particularly impacts of schemes implemented that are similar to those proposed); and
- Data from power providers (sources, usage etc.).

### Considerations:

- Review available data and incorporate where applicable.

## Additional consultees

### Consultees mentioned not already included within the scoping document:

- Healthcare professionals;
- Schools (employees, students and parents);

<sup>3</sup> [Jersey multi-species distribution, habitat suitability and connectivity modelling \(gov.je\)](https://www.gov.je)

<sup>4</sup> [Jersey Protection of Ecologically Sensitive Areas \(PESAP\) Project \(gov.je\)](https://www.gov.je)

<sup>5</sup> [Jersey Integrated Landscape and Seascape Character Assessment \(ILSCA\)](https://www.gov.je)

<sup>6</sup> [Countryside Access Map](https://www.gov.je)



- Environmental / ecology groups (such as IHE - Natural Environment);
- Street users (pedestrians, cyclists, micro mobility users etc);
- Bus and taxi users;
- Key employers and employees;
- Representative groups for the elderly;
- Local activist groups (such as Journey to zero waste Jersey, XR Extinction Rebellion Jersey community, Jersey in Transition);
- Sport/leisure/club cyclists; and
- Professional road user groups (taxi, freight etc.).

#### Considerations:

- Review stakeholder/community engagement timeline and incorporate the above where applicable and appropriate.

**Table 2: Specific comments on the Active Travel Plan**

#### Active Travel Plan

- Better balance the focus of the Active Travel Plan between pedestrians and cyclists (currently largely focussed on cycling).
- Develop a series of Key Performance Indicators and measures of success in greater detail including sustainability criteria (in coordination with Government of Jersey - IHE - Natural Environment).
- Greater focus on electric micro-mobility options and encouraging/facilitating their growth as an alternative to car travel. This should include appropriate legislation allowing the use of e-scooters.
- Planning obligations must align with Active Travel Plan and Sustainable Transport Policy<sup>7</sup> objectives, ensuring adequate provision of high-quality infrastructure (such as parking, charging, storage etc.) for active and sustainable journeys. Where inadequate provision exists, space should look to be reallocated and adequate provision provided, supported by appropriate financial incentives.
- The Active Travel Plan should be supported by strong behavioural change programmes led by Government of Jersey.
- The Active Travel Plan must balance the needs of all users, including the mitigation of pedestrian/cycle and bus/cycle conflict. This is in combination with achieving greater separation between car and non-car modes. Areas should be explored that limit vehicular access (permanently or at fixed times).
- Acknowledgement of the role of cycling as a sport and potential conflict caused by higher speed cycling along roads/cycle lanes.

<sup>7</sup> Sustainable Transport Policy ([gov.je](http://gov.je))



- Ensure active networks use the public realm to contribute to measurable biodiversity net gain within urban environments.
- A new approach to highways design and delivery should be developed that seeks to better balance space between users (such as narrowing streets, shared space etc.)
- Greater levels of consistency, quality and comprehension should be brought to the Jersey walking and cycle network, which should be expanded to link existing and growing trip attractors with local communities. Green lanes should be expanded and coordinated Island wide and their quality improved.
- The cycle network should indicate suitability and provide for less confident cyclists as much as possible. Routes should most importantly facilitate safe travel to school.
- Active travel should be facilitated all-year round. Lighting is a key issue in the winter months.
- Air pollution should be a key driver and Key Performance Indicators.
- Make greater reference to facilitating leisure/amenity journeys as well as commuting.

#### Considerations:

- Coordinate with Government of Jersey – IHE (Infrastructure, Housing and Environment Department) - Natural Environment to ensure sustainability is ingrained in the approach and monitoring.
- Ensure the improved sense of place and environment along active travel routes for local journeys made on foot is highlighted.
- Refer to the coordination with the St Helier Public Realm and Movement Strategy<sup>8</sup>.
- Refer to a step change in policy / legislation to support the Active Travel Plan.
- Reference key targets and Key Performance Indicators.

## Table 3: Specific comments on the Bus Service Development Plan

### Bus Service Development Plan

- There is currently no consideration of potential for future tram/rail services.
- Cost will need to be rebalanced between travel in Jersey by bus and car (making travel by bus a competitive travel option) and ensuring priority groups are subsidised (such as the elderly, students, and those on a lower income).
- The types of vehicles used to deliver Jersey's bus services should be reviewed as part of the Bus Service Development Plan (in terms of size, fuel, efficiency, comfort, Wi-Fi, charging, contactless payment etc.) and on street infrastructure should look to be improved (such as providing real time information, shelter, seating, and Wi-Fi).
- A key target of the Bus Service Development Plan should be to ensure complete step free access to the bus network.
- Integration with micro mobility options should be considered and mentioned (allowing foldable scooters/bikes onto buses) as well as technology (in terms of route planning, provision of information, and payment).

<sup>8</sup> St Helier Public Realm and Movement Strategy ([gov.je](http://gov.je))



- There is a need for improvements to the bus offering in order for it to be competitive (such as increased frequencies, reduced transfer windows, and earlier/later services).
- A complete review of the Island bus network is necessary to increase efficiency, coverage, links to key (existing and proposed) trip attractors and introduce a greater number of radial routes that avoid the town centre. A key factor driving the bus network should be access to schools.
- A review of potential infrastructure improvements to improve journey times (such as bus lanes, and flexible streets that prioritise buses at specific times of day) and improve patronage (such as park and ride services) should be considered.

#### Considerations:

- Make the interaction between bus services and other mobility options more explicit (such as how users could use the bus as part of a multimodal journey, how information could be shared as part of multimodal apps etc.).
- Refer to a step change in policy/legislation to support the Bus Service Development Plan.
- Draw clear linkages between the Bus Service Development Plan and the Parking Plan and Active Travel Plan.
- Make a clear reference to the commitment to a step-free network and access to information for all (such as the elderly or lower income households who may not own smartphones).

**Table 4: Specific comments on the Parking Plan**

#### Parking Plan

- Conflicting views between those seeking a reduction to parking provision with associated reallocation of space, and those seeking to maintain/expand it. The contention of this topic across the Island was noted and a strong plan to respond to this and achieve actual change will be needed.
- A full review of car park charging that is consistent across the Island should be undertaken that looks to better balance charges in central vs outer areas and between car use and other modes (i.e., increasing the cost of driving by car vs other more sustainable modes).
- The form of car parking provision should be reviewed and alternatives to on-street parking considered (such as multi storey, underground, undercroft, podium).
- Planning obligations must align with Parking Plan and Sustainable Transport Policy<sup>9</sup> objectives, ensuring adequate provision of high-quality infrastructure (such as cycle parking, car/e-bike charging, storage). Where inadequate provision exists space should look to be reallocated and this provided, supported by appropriate financial incentives.
- The Parking Plan needs to ensure a framework for complete accessibility to information and payment mechanisms (including those that don't have smartphones).
- New infrastructure and technology should be considered within the Parking Plan such as park and ride, and automatic charging.

<sup>9</sup> Sustainable Transport Policy ([gov.je](http://gov.je))



- Improvements to existing car parks should also be considered as well as removal / expansion, such as improving car park environments by introducing greening, rectifying areas of disrepair, and improvements to lighting.
- An assessment of existing biodiversity and how any changes will deliver measurable net gains for biodiversity and ultimately public wellbeing should be included and link in with the broader sustainability assessment of the proposals (in coordination with Government of Jersey - IHE - Natural Environment).
- The Parking Plan should review highway restrictions to better manage on-street parking / stopping.
- The Parking Plan should be supported by strong behavioural change programmes led by Government of Jersey.

**Considerations:**

- Add an assessment of what form future car parking would take in addition to quantum and location.
- Include a review of how information (parking location, availability, pricing etc.) is communicated and different technologies to do this, integrating Mobility as a Service. Ensure access to information for all (such as the elderly or lower income households who may not own smartphones).
- Refer to a step change in policy/legislation to support the Parking Plan.
- Coordinate with Government of Jersey - IHE - Natural Environment to ensure sustainability is ingrained in the approach and monitoring.

**Table 5: Specific comments on the Mobility as a Service Plan**

**Mobility as a Service Plan (MaaS).**

- Planning obligations must align with MaaS and Sustainable Transport Policy<sup>10</sup> objectives, ensuring new developments provide long-term, viable MaaS solutions.
- The MaaS plan should look to introduce a single Jersey Taxis and/or carpooling app along with a review of the regulatory/insurance requirements of taxi drivers.
- The MaaS plan should support an expansion to the EVie e-bike network cross-Island and ensure provision is easily accessible.
- The MaaS plan should support the roll out of 5G networks and the 'internet of things' enablement in the Island's shopping hubs (increasing online purchasing and reducing the need to travel).

**Considerations:**

- Refer to a step change in policy/legislation to support the MaaS Plan.

<sup>10</sup> Sustainable Transport Policy ([gov.je](http://gov.je))

