

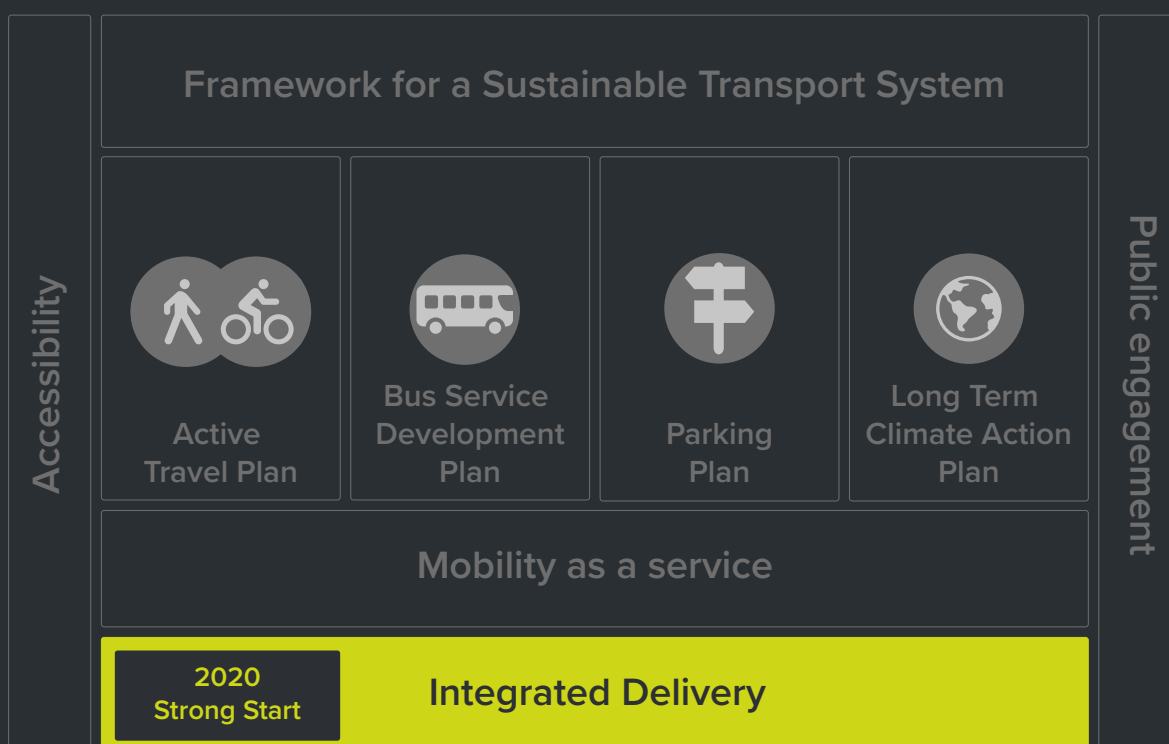
Sustainable Transport Strong Start Delivery Plan 2020



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JERSEY





STRONG START:

**Affordable, safe, convenient
and reliable options for
cycling, walking and
public transport**

School travel

By April 2020 we will have a pilot school shuttle bus operating from a west of town location to the St Saviour schools area. Parents will be able to drop off their children so reducing the number of cars travelling through the tunnel every morning.

We will work with the Parish of St Helier to have a pilot walking bus from the beginning of the summer term from Liberation Station to the St Saviour schools.

In 2020, working collaboratively with Jersey Sport, we will support the delivery of Bikeability (cycling proficiency) training to school children in years 1, 4 and 6. Initially this will be run as a pilot to schools in the west and then scaled up to other schools as we build our capability throughout the year.



Cycling

By June 2020 we will have a dedicated Cycling Development Officer.

By June 2020 we will have completed a review the previous eBike grants and (if the evidence supports its continuation) will design and run a further iteration of the scheme.

By the end of 2020 we will ensure that children within the school catchment can get to the new Les Quennevais School site on safer cycle routes.

By the end of 2020 we will continue the work on the Eastern Cycle Network, accelerating the route eastwards from town prioritising safer cycle access to schools.

By the end of 2020 we will have created additional covered cycle parking at five new town locations and will work with parishes to roll out cycle parking at bus stops in five rural parishes and at village hubs.



Walking

In 2020 we will work with the Parish of St Helier and retailers to establish a programme of traffic-free events in the town centre.

By the end of 2020 we will have identified how we can reprioritise road space in the town centre and trial the 'car is a guest' principle to create a safe walking and cycling route that runs across town to the St Saviour schools. We will work with the Parish of St Helier to pilot a number of trials of changes to on-street parking in order to understand the impacts on the local community.

By June 2020 we will have worked with the Parish of St Helier to draw up detailed designs for public realm improvements on Midvale Road, widening the pavement and improving cycle access to prioritise the safe movement of people.



Workplace travel

By Spring 2020 we will have started sustainable transport workshops for small businesses covering issues including fuel-efficient driver training and advice on the procurement of electric vehicles, among other things.

By Spring 2020 we will have developed a Government of Jersey Workplace Mobility Strategy, including a monthly payroll scheme for bus passes, encouraging active travel. By Autumn 2020 the Workplace Mobility Strategy will be rolled out to local businesses.

By Spring 2020 we will have a new Transport Policy Officer in post to build capacity to deliver the improvements in the transport network required.



Bus travel

By Spring 2020 we will have extended the Avanchi card scheme to provide free bus travel for a carer to accompany those that are unable to drive due to a disability and require assistance in making journeys.

By the end of 2020 we will have made accessibility improvements to five bus stops, where disabled access has currently been identified as poor and we will have installed at least 7 more shelters at bus stops.

By the end of 2020 we will have developed a pilot bus priority scheme design for buses heading both west and east from Liberation Station to speed up journeys to the Esplanade and through the tunnel (as suggested on page 11)



Proposed bus priority routes





STRONG START:

Transitioning away from petrol and diesel vehicles to low carbon alternatives and developing new forms of transport that provide an alternative to individual car use.

Transition to electric vehicles and low carbon fuels

In January 2020 we will extend the Eco Permit Scheme and continue to provide free parking for electric vehicles for the first year post registration into the Island and then half price parking for subsequent years to encourage the early uptake of electric vehicles.

Throughout 2020 we will support the development of public electric vehicle charging points to help Jersey Electricity reach their target of a total of 75 public charging points by the end of 2020 and continue to install additional electric car priority parking spaces in public car parks.

By Autumn 2020 we will have a plan agreed for the phasing out of petrol and diesel cars to align with the ambition of Carbon Neutral Strategy.

By Spring 2020 we will investigate the feasibility of sourcing and using green diesel (second generation biodiesel) in heavy, commercial fleet vehicles.

By the end of 2020 we will have defined a pilot scheme for the safe use of personal light electrical vehicles in Jersey.



Mobility as a service

In 2020 we will continue to support businesses to develop commercially viable eMobility trials such as car clubs, bike-share schemes and home delivery, considering the reallocation of car parking spaces to accommodate these.

In 2020 we will initiate a smart travel programme to use technology to modernise the network management and facilitate open data sharing to support the development of apps, partnering with Digital Jersey to facilitate this.





STRONG START:

In 2020 we will complete further work to provide rapid analysis of the big questions to inform the longer term delivery of the Sustainable Transport Policy over this term of Government. These studies will be carried out with full engagement of Islanders.

Rapid analysis of the big questions

Active Travel Plan and Bus Service Development Plan

A wholesale review of our current network to identify the improvements required to deliver our transport vision. By June 2020 we will have identified the terms of reference for the study and started a programme of data collection to identify where the demand for bus, cycle and walking infrastructure is. By the end of 2020 we will have a detailed delivery plan to start implementing these network improvements between 2021-2030.

Parking Plan and Long Term Climate Action Plan

A review of the economic instruments necessary to rebalance the cost of motoring, change behaviour and raise revenue to invest in delivering the transport network redesign. By May 2020 we will have completed a car park provision and charging review and by November we will have completed an investigation into the economic instruments that could be used to influence travel behaviour.

Public Realm Strategy

Our roads have a variety of functions: moving people and goods and contributing to our civic life, area character and amenity. Different roads perform different functions and should be developed accordingly. In 2020 work will be undertaken to identify these functions and create a delivery programme for public realm improvement works.



Engagement

In 2020 we will undertake an extensive engagement process to inform the development of the Active Travel Plan, the Bus Service Development Plan and the Parking Plan as well as the Public Realm Strategy.

This will start in March 2020 and last through to June 2020, co-ordinating with the people-powered approach set out in the Carbon Neutral Strategy.

It will involve public workshops and events, engagement through online platforms and direct conversations with key stakeholder groups.

