

Sustainable Transport Policy

Progress Report

December 2015

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Foreword

Jersey's Sustainable Transport Policy (STP), was approved by the States in 2010 and has provided a vision for the future. Significant progress has been made on improving the alternatives to private car use, but measures to discourage car use, as outlined in the Policy, have not historically been embraced. We will need to continue to do all we can to make travel more sustainable, by encouraging people to leave the car at home when they can and try to undertake their journeys via walking, cycling, motorcycling or public transport.

Transport and Technical Services (TTS) is playing a key role by ensuring that our bus service continues to improve and has sufficient capacity and coverage to enable further growth. Passenger numbers are up year on year.

We have an ongoing programme to deliver pedestrian improvements and additions to the cycle network. Notable schemes being delivered include: extending the cycle route from the west through to Havre des Pas via Commercial

Buildings; the eastern cycle network; and the St Peter's Valley shared footway / cycleway.

Moving forward, the States Strategic Plan (2015 to 2019) identifies the town of St Helier as a key priority. We need to ensure that it is a vibrant, attractive urban centre that people want to use, visit, invest in and live in. The public workshops held this year established how important people consider the issue of traffic is to this goal. We need a plan for transport around the town that includes safe and convenient cycling and walking routes, with adequate ring road parking. A more sustainable approach to transport is key to reducing the negative impact traffic has on the urban environment.

Providing alternative and improved means of transport can only go so far. If we are going to meet our targets we need to be stronger, by actually making it less attractive for people to use their cars. The STP outlines that a reduction in traffic can be encouraged through relative increases in car parking charges, although these have yet to be introduced. Relative increases provide an opportunity to

make public transport services and road safety improvements self-funding and secure their sustainability and in doing so remove the need for direct taxation subsidies.

In the longer term, I would like to see appropriate levels of commuter parking located on the periphery of town, and convenient shopper parking located more centrally to maintain the vibrancy of our town centre, freeing up the town centre to provide improved pedestrian and cycling space.

Road safety continues to play an important part in the STP, safe roads will inspire people to use their bikes or make journeys on foot. Recently I have held a workshop with the 12 Parishes and the Minister for Home Affairs to identify ways we can work together to make our roads across the Island safer for everyone.

The STP is not about overnight change, it is about enabling a long-term change in the way we travel, and delivering transport which serves to protect everything we value in Jersey.

Deputy Eddie Noel



Minister for Transport and Technical Services

Introduction

This document updates you on our efforts to deliver improved transport for Jersey. It focuses on the work completed to date by TTS in delivering the recommendations outlined in the Sustainable Transport Policy, approved with amendments by the States in December 2010.

Each of the Policy's recommendations is assessed to determine just how far the Department has gone in delivering the outcomes.

The results are grouped in keeping with the various sections of the STP. The sections are:

- Public Transport
- Parking
- Infrastructure
- Smarter Travel Choices
- Vehicle Choices
- Further Recommendations (added by amendments to the STP at States debate)

Alongside the progress comments, a traffic light ranking system has been added to indicate whether the

Department has met (or exceeded), is working towards, or has been unable to deliver the recommendation.

The 'next steps' column contains details on how the department will strive to deliver further on the recommendations of the STP and where improvements can be made over the period of the next Medium Term Financial Plan (2016 to 2019).

We have also included headline statistics which show, for example, that bus use has increased substantially (up 33% in the peak hour, between 2010 and 2015, and 22% overall). Traffic levels during that period have remained at similar levels despite a rising population. The impact of population growth was not factored into the STP's traffic reduction 2015 target.

Reducing peak hour traffic levels will not be possible without altering the balance between the cost of commuting by car and the alternatives.

The STP, in 2010, set an ambitious headline target of a 15% reduction in peak hour traffic. The States accepted an amendment to the STP which stipulated that the cost of motoring (including parking) should not be

disproportionately increased until viable alternatives were in place for all. It failed to acknowledge the impact that the amendment would have on achieving that target. Peak hour traffic levels have decreased slightly since 2010 (1.6%) but a more significant decrease will require a cultural change to transport in Jersey.

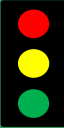




We must not forget that the Energy Pathway 2050 identifies that transport accounts for over one third of our energy consumption. It anticipates that reductions in this consumption will come principally from a move towards lower emissions vehicles, but also from a 5% reduction in the use of motor vehicles on our roads at all times by 2020. This will require a significant change in people's travel habits.

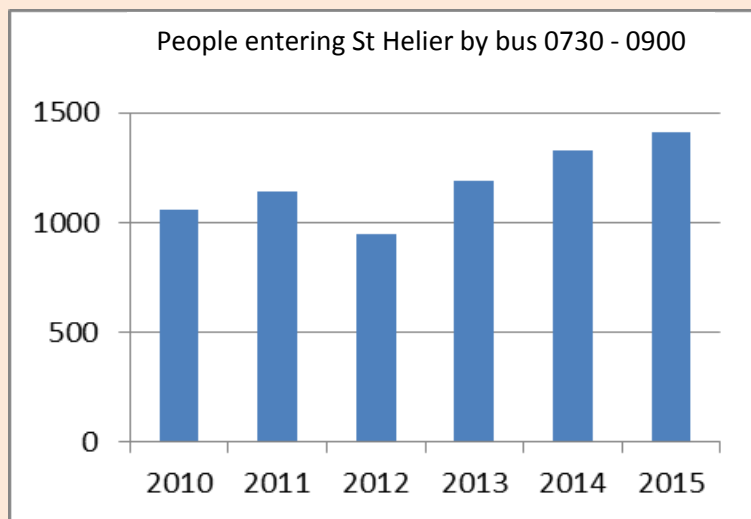
Progress has been made with regard to improving the alternatives to private car use, particularly through improvements to our bus service. However, progress has not been made with regard to addressing the relative cost of motoring, which was an integral part of the STP before amendment. The bus service has been improved significantly and now offers a viable alternative island-wide. Although challenging, the relative cost of motoring should now be reviewed with a view to altering the balance in favour of sustainable transport and to provide funding for those initiatives which enhance the alternatives.

Our vision:

To provide travel choices for Jersey that reduce reliance on the private car, provide access for all and protect and improve our quality of life


Public Transport

STP Recommendation	Progress		Next Steps
The provision of additional capacity to meet the policy target of at least doubling peak hour bus passengers by 2015	<ul style="list-style-type: none"> • peak time seating capacity increased by over 300 seats (23%) and doubled on several route corridors at peak hours • double decker bus fleet provided (11 vehicles, including an additional 5 in 2015) creating space for passenger growth on western corridors 		<ul style="list-style-type: none"> • work in partnership with bus operator to assist in the further delivery of capacity improvements
A high frequency southern route between the airport and Gorey	<ul style="list-style-type: none"> • service levels on routes 1 (Gorey) and 15 (Airport) enhanced making interchange in St Helier more attractive • some cross-town routes briefly operated in 2013 but service reliability affected by variable congestion levels 		<ul style="list-style-type: none"> • with LibertyBus, revisit the concept of cross-town routes • consider network alterations to create new links
A regular timetable to optimise rural routes and improve peak hour frequency	<ul style="list-style-type: none"> • departures on most services now at consistent times past the hour during the daytime • timing adjustments implemented to improve punctuality. 		<ul style="list-style-type: none"> • review passenger data to recommend service revisions • evaluate whether rural bus links can be more efficiently provided
Improved Sunday and evening services	<ul style="list-style-type: none"> • evening services enhanced on core corridors • additional Sunday services provided where found to be viable 		<ul style="list-style-type: none"> • encourage bus operator to continue development of Sunday and evening services





Peak hour bus travel has increased by 33% (From 2010 to 2015). Year on year the bus service is being increasingly utilised.


← TTS Manual Survey taken on a dry May day.




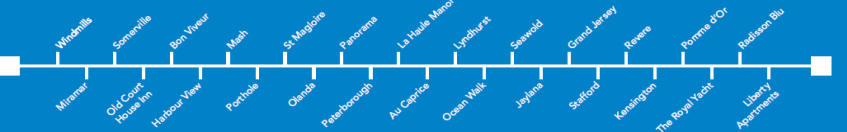
Information

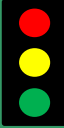






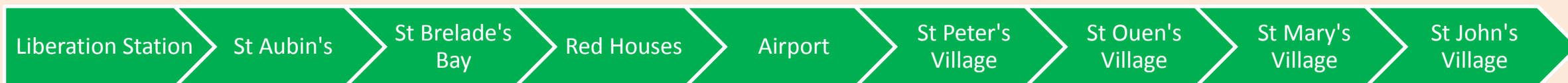
 **Public bus**
 Departs every 15 minutes from just outside (between 8.30am – 8.00pm)

 **Travel passes**
 Great value, unlimited travel passes available at Liberation Station

 **Route 15**
 Airport to Liberation Station, St Helier, via St Aubin
Below are the stops and accommodation that is within walking distance



STP Recommendation	Progress		Next Steps
All year round circular service to link communities outside of St Helier	<ul style="list-style-type: none"> • new services introduced • existing bus routes revised to create new links between key residential and retail locations 		<ul style="list-style-type: none"> • determine whether rural services can be altered to better connect with each other
A town hopper service	<ul style="list-style-type: none"> • funding for town hopper service not available 		<ul style="list-style-type: none"> • revisit the concept with LibertyBus and consider potential funding sources e.g. Car Parks Trading Fund
Connection hubs with appropriate shelters and facilities	<ul style="list-style-type: none"> • key bus stops highlighted within publicity material produced by LibertyBus • service information provided at main stops 		<ul style="list-style-type: none"> • liaise with LibertyBus to identify where further improvements can be made
Improved standards for bus stops	<ul style="list-style-type: none"> • programme of bus stops/shelters ongoing • programme of larger timetable cases provided at bus stops ongoing • 47 more bus shelters provided between 2010 and 2015, including 12 in 2015 		<ul style="list-style-type: none"> • continue programme of bus stops • continue programme of timetables at stops • continue programme of providing more bus shelters • introduce new bus stop 'flag' signage



New Route 10



New bus shelter at St Mary's

2014 independent customer satisfaction survey results...



Our bus network is being used more than ever...

+11%  **4 MILLION** JOURNEYS IN 2014

59% of bus users have access to a car but choose the bus as it is 'cheaper' and 'less hassle' than parking

88% have used the bus for more than 12 months

91% of users who have used the information office in the Station are satisfied with the level of information provided

50% of respondents already have & use an AvanchiCard

83% Found "text my bus" useful

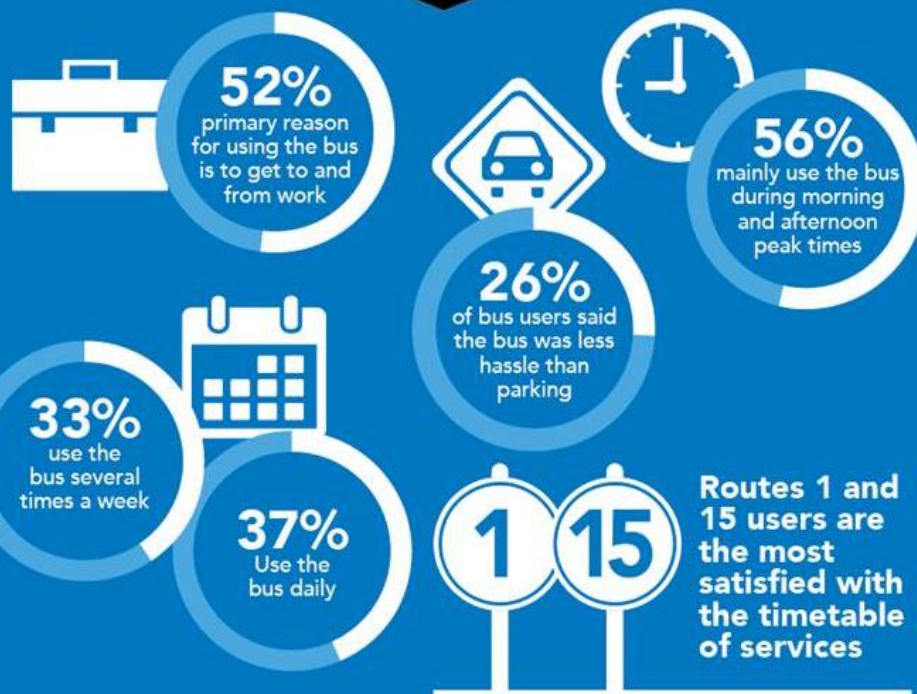


How you rated us...

7/10  for overall service

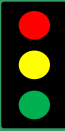




7/10  for driver professionalism

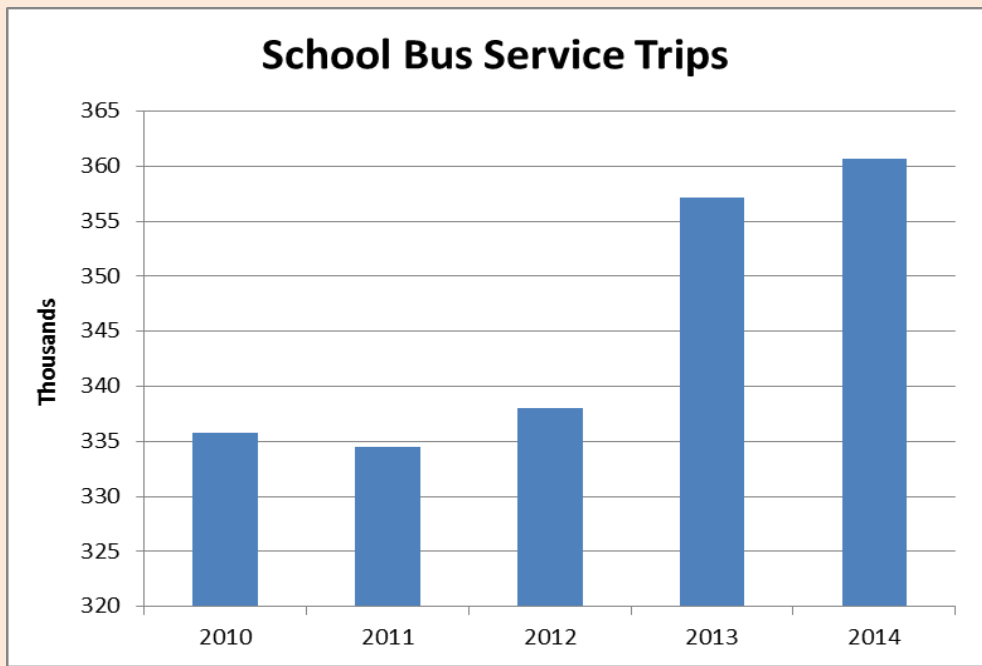
Other headlines from our survey...



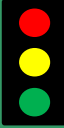



How you access bus information...



STP Recommendation	Progress		Next Steps
Encouragement in the use of existing out of town car parks for park and ride	<ul style="list-style-type: none"> • trial in St John not successful • options discussed and investigated 		<ul style="list-style-type: none"> • no current plans, though opportunities may arise
Branding of routes, marketing and improved livery of vehicles	<ul style="list-style-type: none"> • strong and instantly recognisable livery introduced by LibertyBus • better marketing and improved website • improved customer information provision • increased choice of payment options and 'deals' 		<ul style="list-style-type: none"> • encourage LibertyBus to enhance bus stop information and publicity • Work towards development of mobile app and improved website
The new contract for bus services in 2013 to include specified network improvements with flexibility for additional growth, incentives for the operator to encourage growth and meet KPIs, appropriate low emissions vehicles, possible smart card ticketing, integration between school and main service and ability to meet the proposed 20% increase in school pupil use	<ul style="list-style-type: none"> • all criteria specified included in 2013 contract with LibertyBus • redesign of routes has led to better utilisation of seats • summer main network mileage up 15%, winter mileage up 34% 		<ul style="list-style-type: none"> • assist in development of route network to augment existing capacity • promote fleet renewal
A full needs-based review to be carried out to assess school pupil travel patterns, potential for increased school bus patronage and integration with the main service, with the aim of increasing use by at least 20% by 2015	<ul style="list-style-type: none"> • detailed usage data collected by LibertyBus • requirements analysed for each school year 		<ul style="list-style-type: none"> • more in-depth review to be undertaken in conjunction with LibertyBus and Education/schools



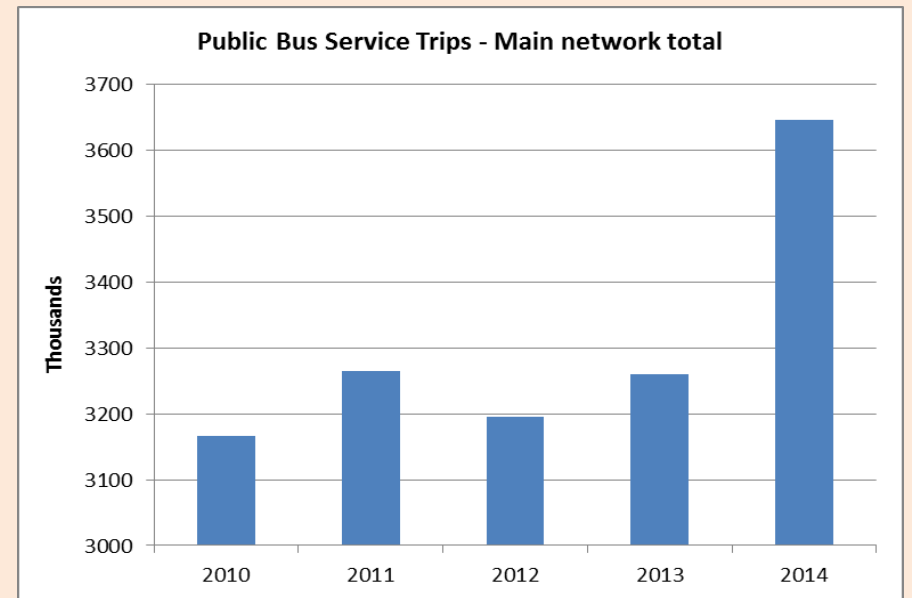
Bus Subsidies (2014)	
Subsidy cost for school bus travel per trip	£ 3.70
Subsidy cost per main bus trip	£ 0.89

STP Recommendation	Progress		Next Steps
Proposals for bus priority to be progressed where possible, and subject to the effectiveness of the above measures, including vehicle detection at signalled junctions	<ul style="list-style-type: none"> possible future schemes identified though difficulties due to constrained road network 		<ul style="list-style-type: none"> evaluate option for Snow Hill and other potential bus priority schemes to establish feasibility and acceptability to public
Consider proposals for a premium fare late night bus service	<ul style="list-style-type: none"> more late night buses provided with increased capacity (last bus leaves Liberation Station at 23:45) 		<ul style="list-style-type: none"> none proposed
Improvements introduced to the taxi service by 2015 to provide a simplified system based on what the public need	<ul style="list-style-type: none"> comprehensive consultation undertaken and options developed 		<ul style="list-style-type: none"> implement taxi regulation reform programme commencing 2016

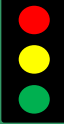


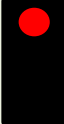



Double Decker

Overall bus ridership to Oct 2015 up a further 5.7% on previous year

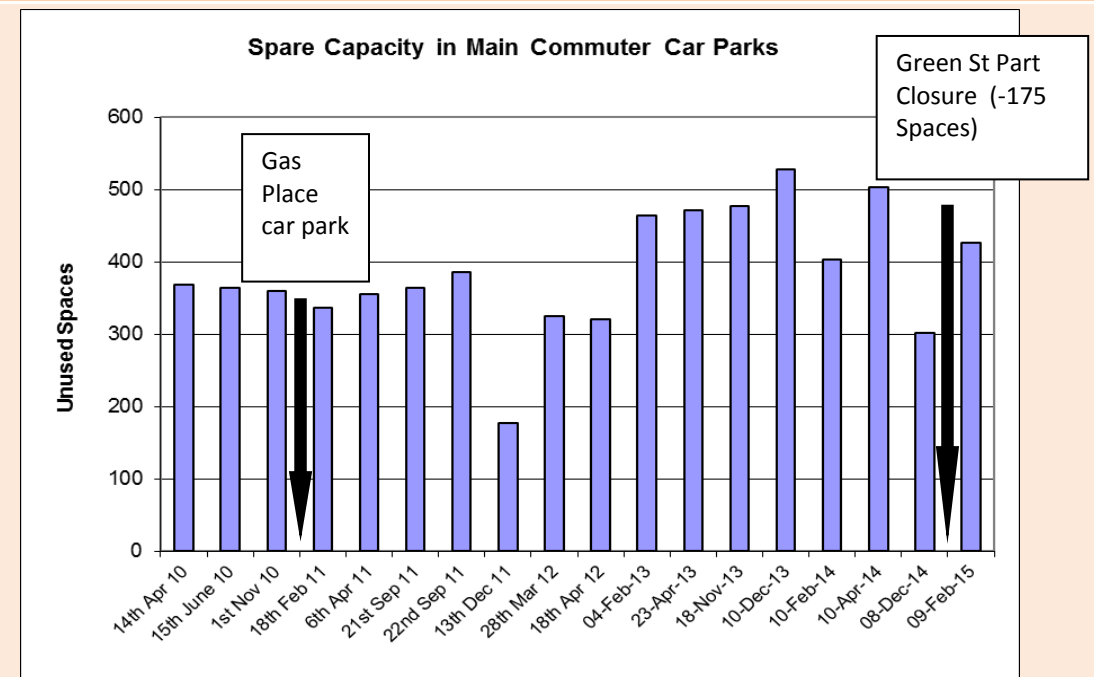


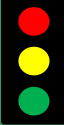




Parking

STP Recommendation	Progress		Next Steps
Increase the quantity of short stay (shopper) off street public parking in St Helier	<ul style="list-style-type: none"> • 48 short stay spaces provided at Ann Court • 74 shopper spaces provided at Esplanade car park during SOJDC construction stage • 11 spaces reassigned from States members to shoppers at Snow Hill • 30 space car park behind Romeril's turned into shopper spaces for Romeril's customers 		<ul style="list-style-type: none"> • plans under development for 137+ shopper spaces at Ann Court (2018)
Limit or reduce the quantity of long stay (commuter) public and private parking in St Helier to match the changes in car use brought about by the sustainable transport policy	<ul style="list-style-type: none"> • reduction in public commuter spaces due to delivery of town park • Net reduction of 30 spaces in Green St MSCP due to construction of Police HQ • Pier Road MSCP never full although other commuter MSCPs at or near capacity 		<ul style="list-style-type: none"> • continue to monitor
Increase the cost of off-street parking above inflation by 2015 to enhance pricing incentives for sustainable travel modes	<ul style="list-style-type: none"> • States agreed to amendment to wait until "viable alternatives are available for all" • viable alternatives now provided and parking prices currently under review 		<ul style="list-style-type: none"> • complete review and implement revised charging options to encourage modal shift and provide income stream for sustainable transport initiatives
Continue to provide discounted parking prices for low or zero emissions vehicles and increase cost of parking for other vehicles as the number of low emissions vehicles become significant	<ul style="list-style-type: none"> • Eco permit system has continued 		<ul style="list-style-type: none"> • impact on trading fund being monitored. Increased cost for other vehicles under consideration, but with a reduction in qualifying criteria






The removal of 390 public and 230 private parking spaces at Gas Place to enable construction of a town park in January 2011 did not result in increased usage at other town commuter car parks

Temporary closure of 175 spaces at Green Street car park did not result in a reduction in spare capacity at other car parks



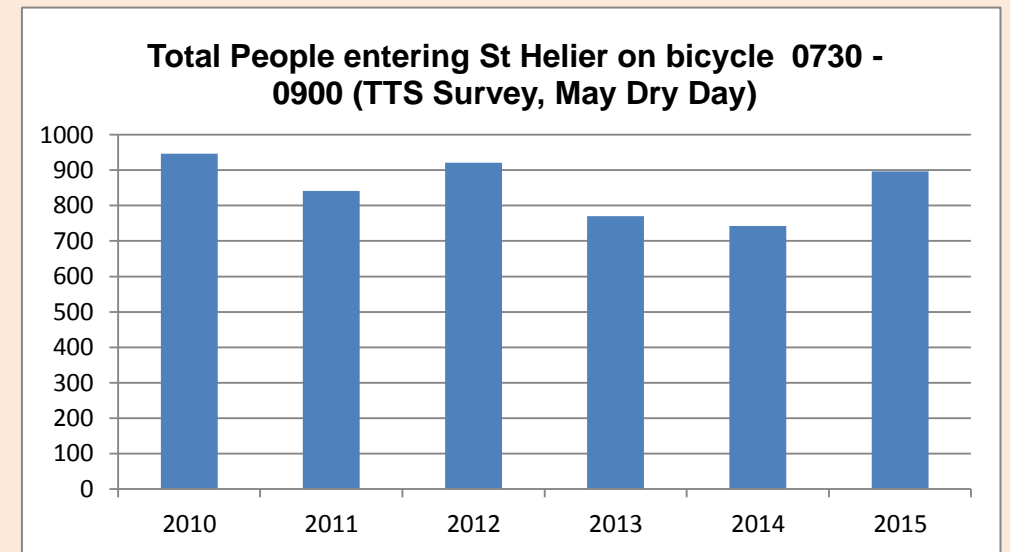
STP Recommendation	Progress		Next Steps
Provide spaces and charging points for electric vehicles in public car parks, as those vehicles become commonly available	<ul style="list-style-type: none"> two spaces plus charging points provided in all multi storey car parks 		<ul style="list-style-type: none"> monitor and assess for increased provision
Develop pricing incentives for nearest car park use and reduction of across town trips	<ul style="list-style-type: none"> smarter charging methods under development that would enable pricing incentives to be applied 		<ul style="list-style-type: none"> implement flexible charging methods and develop nearest car park pricing incentives
Introduce improved charging systems through modern technology and an equitable and proportionate fines system for on and off street offences. Introduce a trial automatic number plate recognition system during 2011	<ul style="list-style-type: none"> automatic number plate scheme introduced at Sand Street 		<ul style="list-style-type: none"> technology has moved on - smart phone payment method proposed for introduction in 2016
Provide replacement parking for spaces lost due to the development of the town park at Gas Place, with an overall increase in shopper spaces and decrease in commuter spaces	<ul style="list-style-type: none"> 193 spaces (48 shopper / 145 commuter) provided temporarily at Anne Court - pre development 		<ul style="list-style-type: none"> at least 137 shopper spaces to be provided at Anne Court (post development) develop options to provide replacement commuter parking in north town

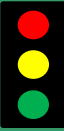





STP Recommendation	Progress		Next Steps
<p>Maintain Minden Place Car Park to the end of its current expected serviceable life (2019) and identify appropriate replacement shopper parking in the vicinity for that time</p>	<ul style="list-style-type: none"> • Minden Place still in operation 		<ul style="list-style-type: none"> • minden Place life to be extended beyond 2019 • review redevelopment options after Anne Court development complete
<p>Develop proposals for a single deck extension to Snow Hill car park for shoppers parking (subject to discussion with ESC regarding access to Fort Regent and the outcome of the North St Helier Masterplan)</p>	<ul style="list-style-type: none"> • proposals developed for additional 90 spaces 		<ul style="list-style-type: none"> • review need for parking at Snow Hill against provision elsewhere in town
<p>Increase and improve the number of bicycle parking facilities both in the town area and other destinations throughout the Island</p>	<ul style="list-style-type: none"> • 100 new cycle stands installed in town area between 2010 and 2015 • 50 stands installed outside town area between 2010 and 2015 • temporary stands available for events • corporate sponsorship obtained 		<ul style="list-style-type: none"> • ongoing programme to meet demand.
<p>Increase and improve motorcycle parking provision on-street and at off-street public car parks</p>	<ul style="list-style-type: none"> • 100 additional motor cycle spaces provided along Esplanade by JDC. 		<ul style="list-style-type: none"> • 50 spaces to be provided at Route du Fort by Green St • ensure future Esplanade plans provide motor cycle parking



New cycle stands - Esplanade: We have introduced 20% more bicycle stands in St Helier



STP Recommendation	Progress		Next Steps
Revise town centre on-street parking charges, to increase time limit on 20 minute zones and decrease time limit on 1 hour zones, to a standard 30 minutes throughout	<ul style="list-style-type: none"> • deferred pending implementation of flexible charging methods 		<ul style="list-style-type: none"> • parking charges review will determine fair and appropriate charges • flexible charging methods will improve usability
Undertake a comprehensive parking review into the hierarchy of waiting and loading restrictions to enable appropriate and enforceable levels of parking, loading, servicing and access including overnight parking for commercial vehicles	<ul style="list-style-type: none"> • ad hoc changes made to specific locations 		<ul style="list-style-type: none"> • ongoing review in connection with above
Ensure an adequate supply of disabled parking and consult on the introduction of appropriate charges	<ul style="list-style-type: none"> • disabled parking review currently underway - in conjunction with concessionary fares 		<ul style="list-style-type: none"> • finalise review, consult and implement as appropriate

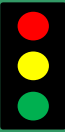
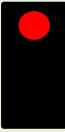





← Cycle stands outside Liberation Station

→ Corporate Sponsorship of cycle stands outside co-op.



Infrastructure

STP Recommendation	Progress		Next Steps
Develop proposals for the pedestrianisation of Halkett Place (south of Waterloo street), subject to adequate arrangements for servicing, deliveries and shoppers parking for the markets and north town centre as well as progress towards the traffic reduction targets within this policy	<ul style="list-style-type: none"> not taken forward due to lack of support or trader consensus on the merits of the project 		<ul style="list-style-type: none"> consider as part of Future St Helier project
Develop shared space schemes, traffic calming, cycle network routes and improved pedestrian facilities in the town area	<ul style="list-style-type: none"> new crossings facilities provided at Green Street, Queens Rd, La Route du Fort and the Parade St Clement's Road junction with Route du Fort realigned to improve pedestrian route Havre des Pas to La Collette cycle route / shared space created 		<ul style="list-style-type: none"> 3 new zebra crossings proposed Midvale Road pedestrian improvement scheme under development Consider major schemes as part of Future St Helier Implement Charing Cross / Conway Street pedestrian improvements in 2016
TTS will work with the parishes to identify local village improvements to encourage walking cycling and public transport	<ul style="list-style-type: none"> St Aubin's village scheme completed St Mary's village scheme almost complete designs for St Lawrence scheme finalised 		<ul style="list-style-type: none"> funding for future schemes expired
TTS will work with the Planning Department to ensure that new developments, where appropriate, provide physical or financial contributions for pedestrians, cyclists and public transport users	<ul style="list-style-type: none"> Several schemes have delivered improvements to the sustainable transport network numerous developments have contributed towards bus shelters and sustainable travel infrastructure 		<ul style="list-style-type: none"> tariff based system to ensure consistency to be developed ongoing work to secure planning obligation agreements for transport (TTS and P&E)



Traffic Calming and new footpaths at St Mary's Village

STP Recommendation	Progress		Next Steps
Progress the implementation of an eastern off road cycling and walking route and other routes as opportunities arise	<ul style="list-style-type: none"> • section from Gorey to Ville es Renauds complete • policies now in place in the Island Plan to secure contributions for the remainder of the route • St Peters Valley Route commenced (part funded through planning obligation from Granite Products) • eastern cycle route from steam clock to Havre des Pas partially completed 		<ul style="list-style-type: none"> • second section designed to link to Grouville school programmed for completion Q1 2016 • St Peter's valley shared path to be completed 2017 • develop and implement other schemes as opportunities and resources permit
Investigate options for on-road cycle facilities, including advance stop lines and kerbside cycle lanes	<ul style="list-style-type: none"> • Section of kerb side cycle lane provided at Gorey • Other opportunities to include these facilities limited in Jersey 		<ul style="list-style-type: none"> • take advantage of evaluating possibilities as they arise as part of other schemes
TTS will form and lead a task group to ensure that road injuries are reduced through a combination of education, enforcement and engineering and to re-establish a declining accident rate towards a 'vision zero' target	<ul style="list-style-type: none"> • Road safety workshop held with the Connétables, Minister for Home Affairs and Centeniers to identify and prioritise key actions • consultation meetings held with stakeholders 		<ul style="list-style-type: none"> • develop and implement prioritised road safety action plan

Year	2010	2011	2012	2013	2014	2015
Aggregate traffic flow towards St Helier on 9 main routes (7am - 9am)	10713	10710	10601	10574	10428	10544
% Change on 2010 Base		<0.1%	-1.0%	-1.3%	-2.7%	-1.6%
Jersey Population	97100	98100	99000	99900*	100800	101756*
% Change on 2010 Base		1.0%	2.0%	2.9%	3.8%	4.8%

← Traffic flows into St Helier (Winter Period) as recorded by TTS Automatic Traffic Counters

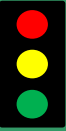




Traffic flows are showing a decreasing trend whilst Jersey's population is simultaneously increasing

*data not available, values are estimates

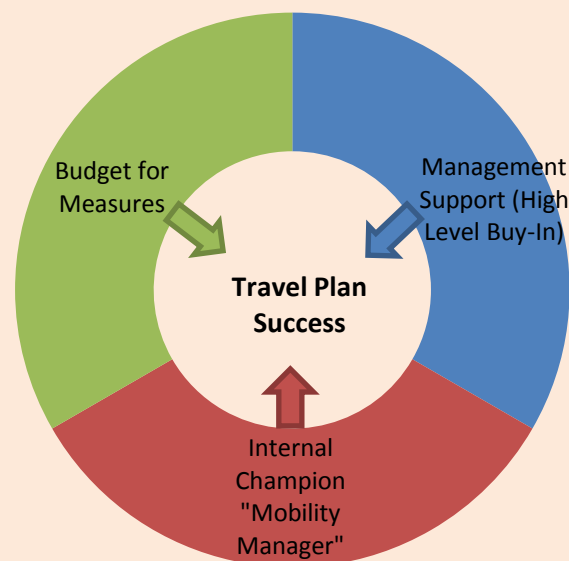
TTS Automatic Traffic Counter cumulative data for 13 Sites on main roads around Jersey (annual vehicle total) →

Site	2010	2011	2012	2013	2014
Total	60,721,052	61,373,496	60,860,319	59,927,516	60,150,428

Smarter Travel Choices

STP Recommendation	Progress		Next Steps
TTS will set up a multi agency task group under the brand ECO-ACTIVE Travel to carry out public awareness campaigns to communicate the benefits of a less car dependent life style	<ul style="list-style-type: none"> • ECO-ACTIVE Travel promoting sustainable travel both inside the States and to the general public • Annual event organised (e.g. Jersey Cycle Challenge in 2015) • Annual schools event organised • <i>Drive less, live more</i> campaign run 		<ul style="list-style-type: none"> • 6th Annual Schools Green Travel Fortnight scheduled for October 2016 encouraging walking, cycling, bus use and car share • continue active programme of events and campaigns
TTS will champion the promotion of safe and convenient cycling	<ul style="list-style-type: none"> • full promotion campaign in preparation and after introduction of cycle helmet law in 2014 • attended 20 school assemblies since law's introduction promoting safe use of cycle helmets • in association with SoJ Police and Headway provided 50 cycle helmets to schools • 18th <i>Safety in Action Week</i> 		<ul style="list-style-type: none"> • ongoing work with Road safety panel and other bodies to ensure continued education programme
Develop and implement travel plans* for all States Departments by 2015 through the ECO-ACTIVE States programme, to be launched mid 2010	<ul style="list-style-type: none"> • 5 SoJ travel plans completed (TTS, Cyril Le Marquand House, The Bridge, States Police, Airport Cargo Centre) with more ongoing 		<ul style="list-style-type: none"> • provide support to complete travel plans at remaining States Departments by 2017
Develop and implement school travel plans and safe routes to school schemes at all States schools by 2015	<ul style="list-style-type: none"> • 28 school travel plans completed • St Saviours Schools Action Plan developed • Safer Routes to School Committee met thrice annually discussing updates and improvements • Safe routes schemes completed at Bel Royal, St Mary, ongoing schemes at Grouville and Beaulieu 		<ul style="list-style-type: none"> • complete travel plans at all States schools by end of 2016 • continue working with schools to conduct annual reviews and set new targets /identify and address any further barriers to sustainable travel

Active Travel Challenge - Competitor Comments



“I really love your event and I believe it is a good incentive to make people commit to a healthier lifestyle.” – Sponsor

“I cannot believe a year has passed! I will certainly be trying to get maximum participation in [department] this year again. Lastly you will be glad to hear...I am well & truly addicted to my bicycle & have started riding to & from work since the beginning of March :)” – Starting Line

* Nb a travel plan is a package of measures applied by an organisation to encourage its occupants to use alternatives to single occupancy car use.

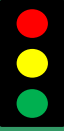




We all need to do what we can to leave the car at home and try to undertake our journeys via walking, cycling or public transport

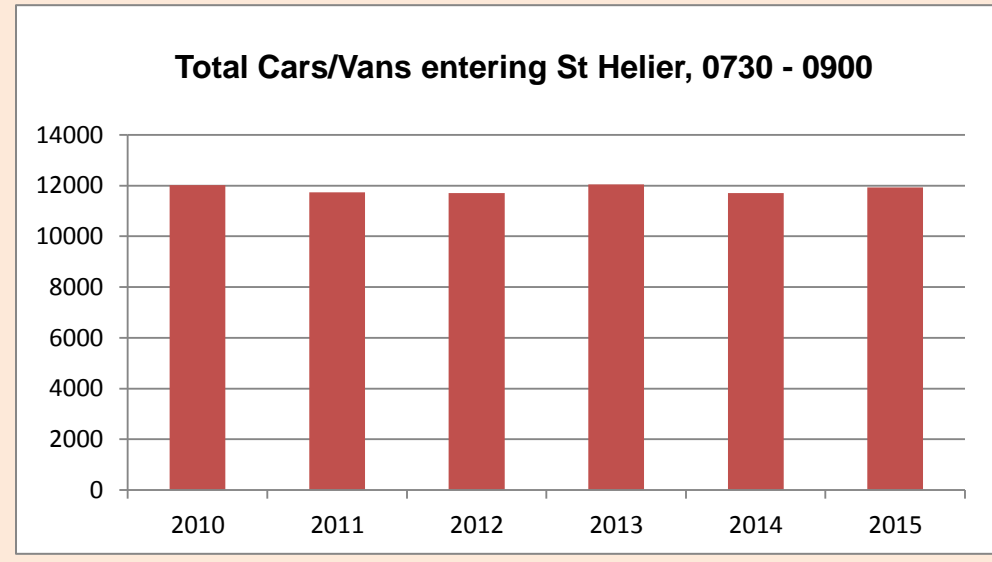
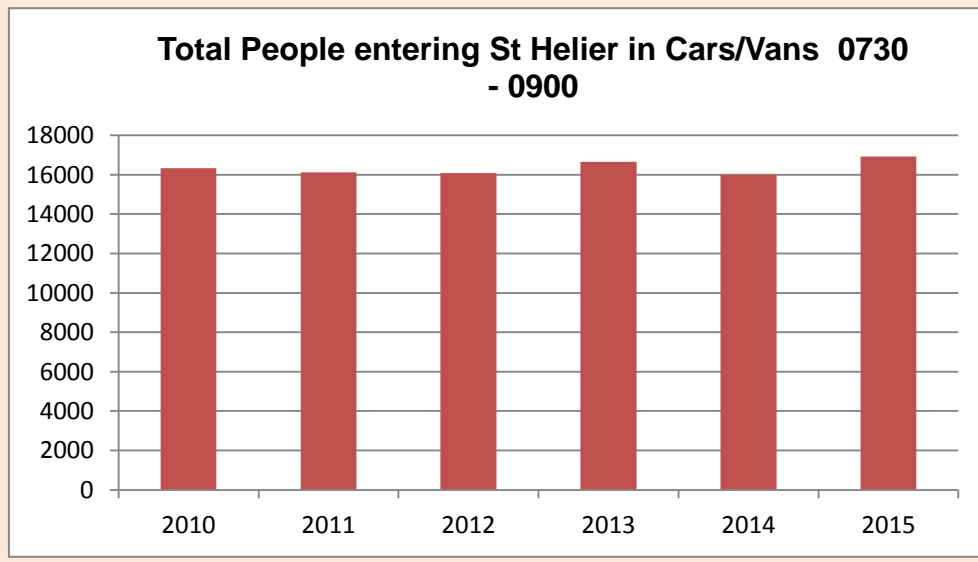
TTS will play a key role in this by making sure the buses have sufficient capacity and coverage and other alternatives have improved

STP Recommendation	Progress		Next Steps
Develop and refine requirements for travel plans* for large developments through the planning process in conjunction with the Planning and Environment department	<ul style="list-style-type: none"> • Island Plan policy to require Travel Plans at developments with significant transport implications • Several developments required through planning obligation agreements to implement travel plans • TTS working with several developers to ensure effective plans are in place 		<ul style="list-style-type: none"> • TTS and P&E to continue to apply policy and update Supplementary Planning Guidance for Travel Plan process
Encourage the use of new car sharing software on the States intranet for States workers and invite other businesses in the Island to use the software in the future	<ul style="list-style-type: none"> • “Travel Together” marketed but proved unsuccessful principally due to advances in technology and social media 		<ul style="list-style-type: none"> • review success of privately available car share software and remove barriers to use in Jersey if necessary



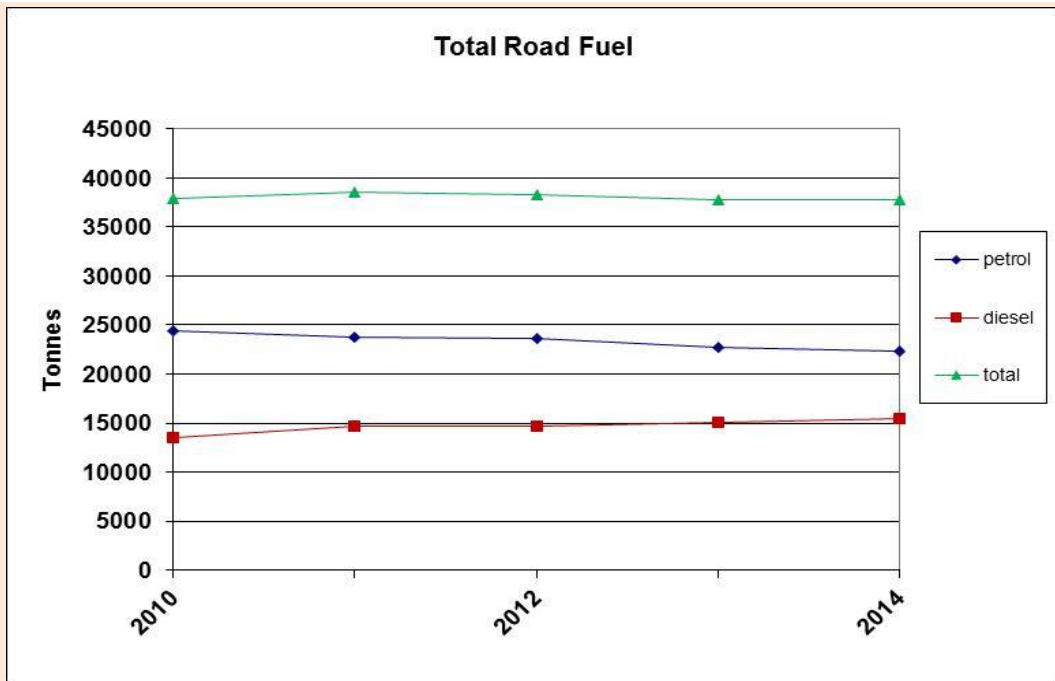
Vehicle Choices

STP Recommendation	Progress		Next Steps
TTS will take a proactive role in identifying low or zero emissions personal transport and ensure that legislation encourages their use, providing that safety is not compromised	<ul style="list-style-type: none"> • electric bike legislation amended to be less restrictive and encourage use 		<ul style="list-style-type: none"> • monitor technical advances and amend legislation if necessary (may require major law changes)
TTS will review and develop training schemes for motorcyclists as well as awareness by other road users in order to promote safe motorcycling	<ul style="list-style-type: none"> • meetings held with stakeholders • consultation with school / parent groups 		<ul style="list-style-type: none"> • liaise with Jersey School of Motorcycling and Road Safety Panel to implement improved training and awareness programmes
Monitor the impact of VED with regard to commercial vehicles and consider mechanisms to incentivise fleet replacement if necessary	<ul style="list-style-type: none"> • review undertaken and proposals included in 2016 budget 		<ul style="list-style-type: none"> • implement VED revisions including removal of discount for second hand vehicles
Monitor trends and develop for future consideration the costs and benefits of requirements for all road motor vehicles over a certain age to be tested regularly for emissions and road worthiness	<ul style="list-style-type: none"> • considered at road safety workshop, with Connétables and Home Affairs, but limited support 		<ul style="list-style-type: none"> • review following implementation of commercial operator licences



TTS Manual Surveys taken on a dry May day






STP Recommendation	Progress		Next Steps
Introduce commercial vehicle operator licences by 2015 that require operators to have their commercial vehicles regularly checked for road worthiness and emissions and to have adequate parking arrangements	<ul style="list-style-type: none"> implementation Project commenced in Feb 2015 and actively progressing 		<ul style="list-style-type: none"> implement 5 year plan starting with vehicles over 7.5t then light commercial vehicles and eventually private vehicles



Total Road Fuel usage has remained relatively steady over recent years

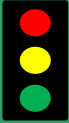



Further Recommendations

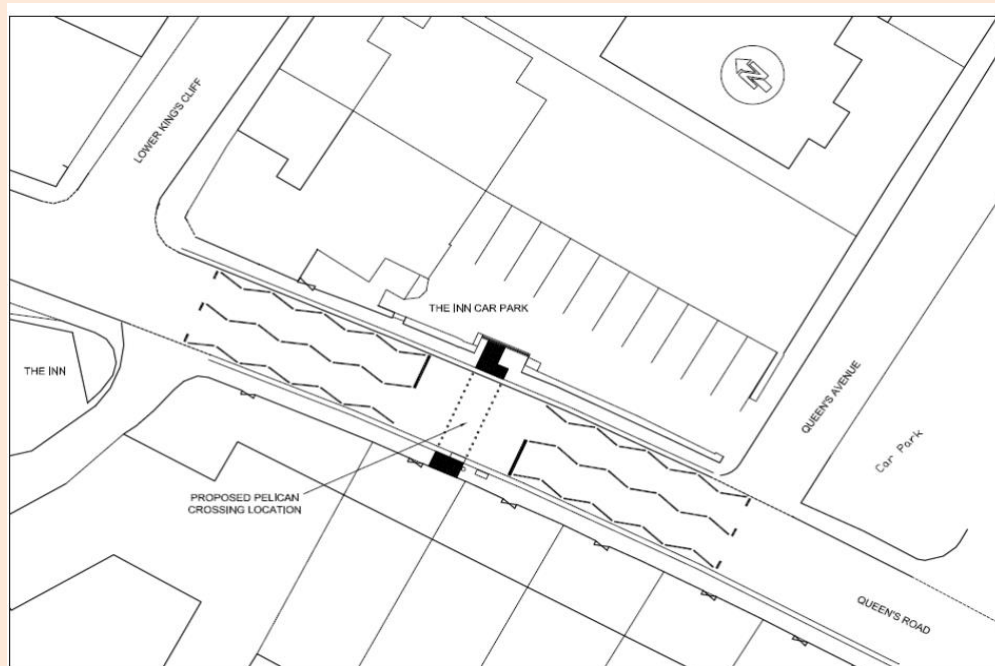
Added by amendments to the STP (P104/2010)
approved at the States debate

STP Amendment Recommendation	Progress		Next Steps
To work with States Departments, especially the Harbours Department, to achieve the release of a proportion of the privately leased parking spaces in States' ownership for short-stay shopper parking, and to enable the provision of increased scooter or motorcycle parking	<ul style="list-style-type: none"> Jersey Ports resistant as it has lost spaces due to warehousing and skate park whilst demand has increased due to growth in the logistics sector 		<ul style="list-style-type: none"> None proposed
To request the Minister for TTS to take the necessary steps to provide that any additional revenue in the Car Parking Trading Fund from any above-inflation increases in parking charges will be ring-fenced to fund improvements in the provision of alternatives to the private car, including improvements to encourage walking, cycling and bus travel	<ul style="list-style-type: none"> additional revenue has not been achieved to date as no above inflation increases have been introduced due to States amendment to policy, not to do so 'until viable alternatives' are in place 		<ul style="list-style-type: none"> review, increase charges if appropriate and ring-fence excess income if achieved as proposed
To request the Minister of TTS to bring forward by July 2011 proposals to extend the opening hours of Liberation Station in conjunction with late bus services	<ul style="list-style-type: none"> extended opening hours introduced with new bus operator contract to match operating times. 		<ul style="list-style-type: none"> early hours buses have not been feasible for LibertyBus - review with LibertyBus
To encourage the use of "smaller" low emissions vehicles	<ul style="list-style-type: none"> revisions to Vehicle Emissions Duty under development. Eco-permit parking system continued and revised to match market developments 		<ul style="list-style-type: none"> implement revisions to Vehicles Emission Duty. Review eco permits scheme to match further market developments identify small vehicle priority spaces in public car parks



Electric Car Charging: Now in all multi-storey car parks to encourage Ultra Low Emissions Vehicles

STP Amendment Recommendation	Progress		Next Steps
To bring forward within one year of the adoption of the Policy comprehensive strategies designed to facilitate and encourage walking and cycling	<ul style="list-style-type: none"> ● draft active travel (walking and cycling) strategy under development. Resources unavailable to complete to date. 		<ul style="list-style-type: none"> ● complete Active Travel Strategy by 2017
To implement a scheme to enhance pedestrian safety in Midvale Road by the end of 2012 subject to appropriate consultation	<ul style="list-style-type: none"> ● concept scheme designed (funding unavailable for 2012 implementation) 		<ul style="list-style-type: none"> ● progress consultation and detailed design, works programmed for 2016 / 2017 implementation
<p>To research and develop proposals by the end of 2012 to enhance pedestrian levels of service at the following locations –</p> <ul style="list-style-type: none"> (i) the junction of Wellington Hill and the Ring Road; (ii) the junction of Bath Street, Peter Street and Beresford Street; (iii) the junction of Gloucester Street and the Parade; (iv) the pedestrian exit across Little Green Street from the Green Street car park; (v) the Queen’s Road roundabout 	<ul style="list-style-type: none"> ● all designs completed, schemes implemented at Queens Road, Green Street, and the Parade. 		<ul style="list-style-type: none"> ● complete schemes at Bath Street Q1 2016 and Wellington Hill Q3 2016



← Queens Road crossing designed and complete

Number Plate	Value	Funding for:-
J005	£ 30,000	Pedestrian crossing improvements at Beaumont
J007	£ 45,000	6 Bus Shelters

↑ TTS number plate sale has generated funds for Jersey's transport infrastructure

STP Amendment Recommendation	Progress		Next Steps
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To adopt formally within the first year a specific trend target for accident reduction by the end of the policy period, and to inform the States of this target and the rationale behind it

- under development. Resources to complete detailed study previously lacking. Progress made in 2015 with priority proposals developed in conjunction with Parishes.



- finalise and implement joint action plan



Left - Safety scheme at Rue de Haut



Right - Accident study at Beaumont undertaken

