

Draft Island Plan 2022-25

Thematic webinar: travel and transport

17 May 2021

Introduction

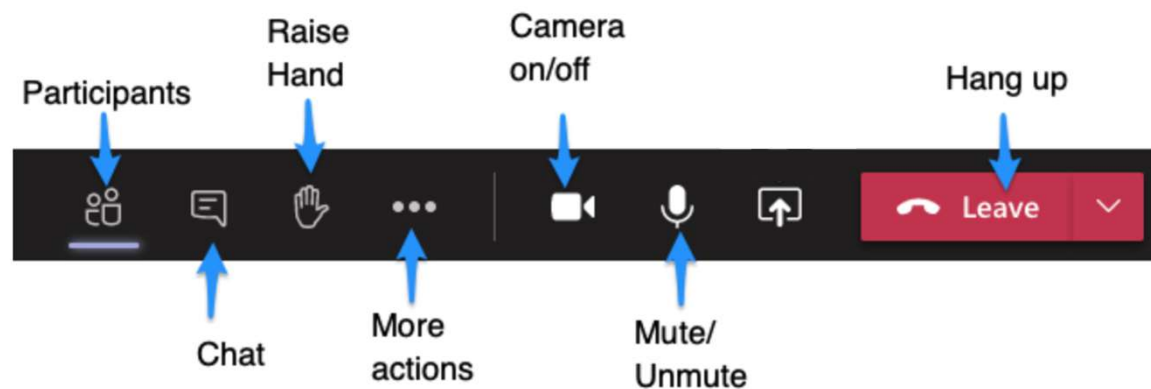


House rules

Before we start



- You must have your camera turned off and be on mute
- Raise your hand or use the chat to ask a question
- This webinar will be recorded
- Respect other participants thoughts and opinions
- If you have specific issues you would like to discuss in more detail, you can book a 1:1 session after the event



Webinar covers...



Consultation

**Overview of the
draft plan**

**Safe and
sustainable travel
and transport**

**Strategic travel
and transport**

How to engage

Webinar covers...



Consultation

**Overview of the
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How to engage

The draft bridging Island Plan Consultation is live

The 12-week public consultation is open until 12 July.

[Island Plan consultation →](#)



Consultation portal: <https://haveyoursay.gov.je/consult/islandplan/>

HAVE YOUR SAY 



[Home](#) [Advanced search](#) [How to use this site](#)



Draft bridging Island Plan consultation

Give us your views on the draft Plan

[Submit your comments >](#)

Updated programme: draft bridging Island Plan



Consultation events schedule – May/June



Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3 May Bank Holiday	4 Webinar: Housing (12:30-14:00)	5 Webinar: Economy (12:30-14:00)	6	7 Planner surgery: Housing / Economy	8	9 Liberation Day
10 Webinar: Historic environment (12:30- 14:00)	11	12 Webinar: General development (12:30- 14:00)	13	14 Planner surgery: Historic environment / General development	15	16
	Roadshow: St Helier Town Hall (15:00-19:00)	Roadshow: St Peter's Parish Hall (16:00-19:00)	Roadshow: St Clements's Parish Hall (16:00-19:00)		Roadshow: St Brelade's Parish Hall (10:00-13:00)	
17 Webinar: Transport and travel (12:30- 14:00)	18	19 Webinar: Natural environment (12:30- 14:00)	20	21 Planner surgery: Transport / Natural environment	22	23
	Roadshow: St Saviour Parish Hall (16:00-19:00)	Roadshow: St John's Parish Hall (16:00-19:00)	Roadshow: St Lawrence Community Centre (16:00-19:00)		Roadshow: St Martin's Parish Hall (10:00-13:00)	
24 Webinar: Community infrastructure (12:30- 14:00)	25	26 Webinar: Minerals, waste and water: (12:30-14:00)	27	28 Planner surgery: Community infrastructure / Minerals, waste and water	29	30
	Roadshow: St Ouen's Parish Hall (16:00-19:00)	Roadshow: St Mary's Parish Hall (16:00-19:00)	Roadshow: Grouville Parish Hall (16:00-19:00)		Roadshow: Trinity Parish Hall (10:00- 13:00)	
31 May Bank Holiday	June 1 Webinar: Minimising waste, environmental risk, utilities and strategic infrastructure (12:30- 14:00)	2 Webinar: Managing emissions (12:30- 14:00)	3	4 Planner surgery: Minimising waste, environmental risk, utilities and strategic infrastructure / Managing emissions	5	6

Webinar covers...



Consultation

**Overview of the
draft plan**

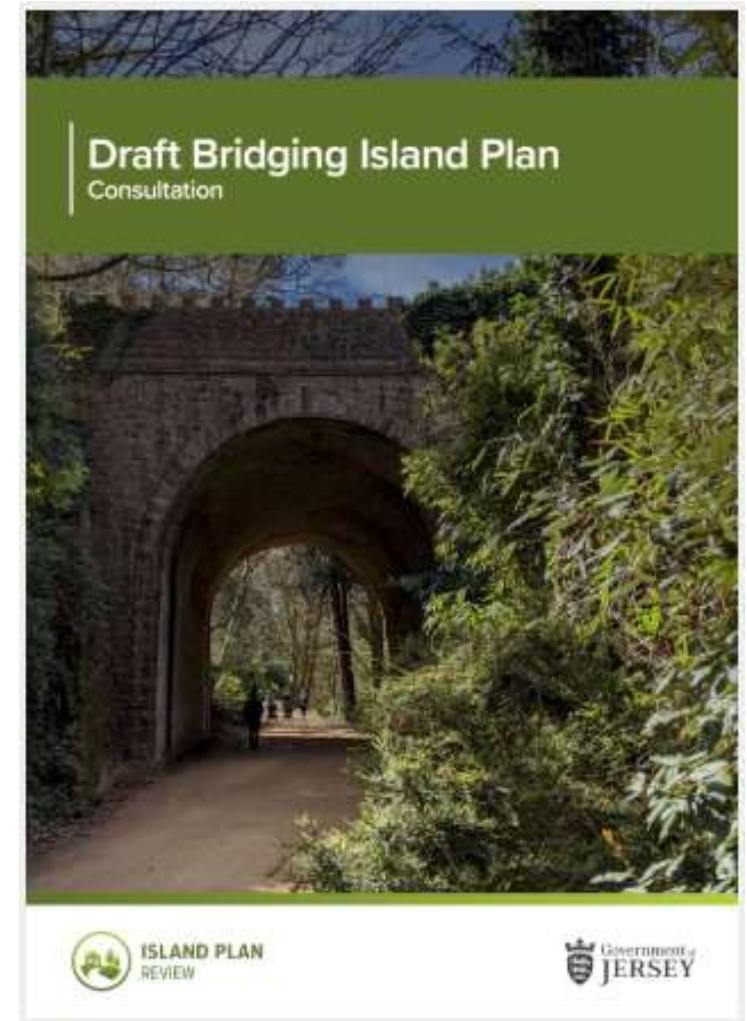
**Safe and
sustainable travel
and transport**

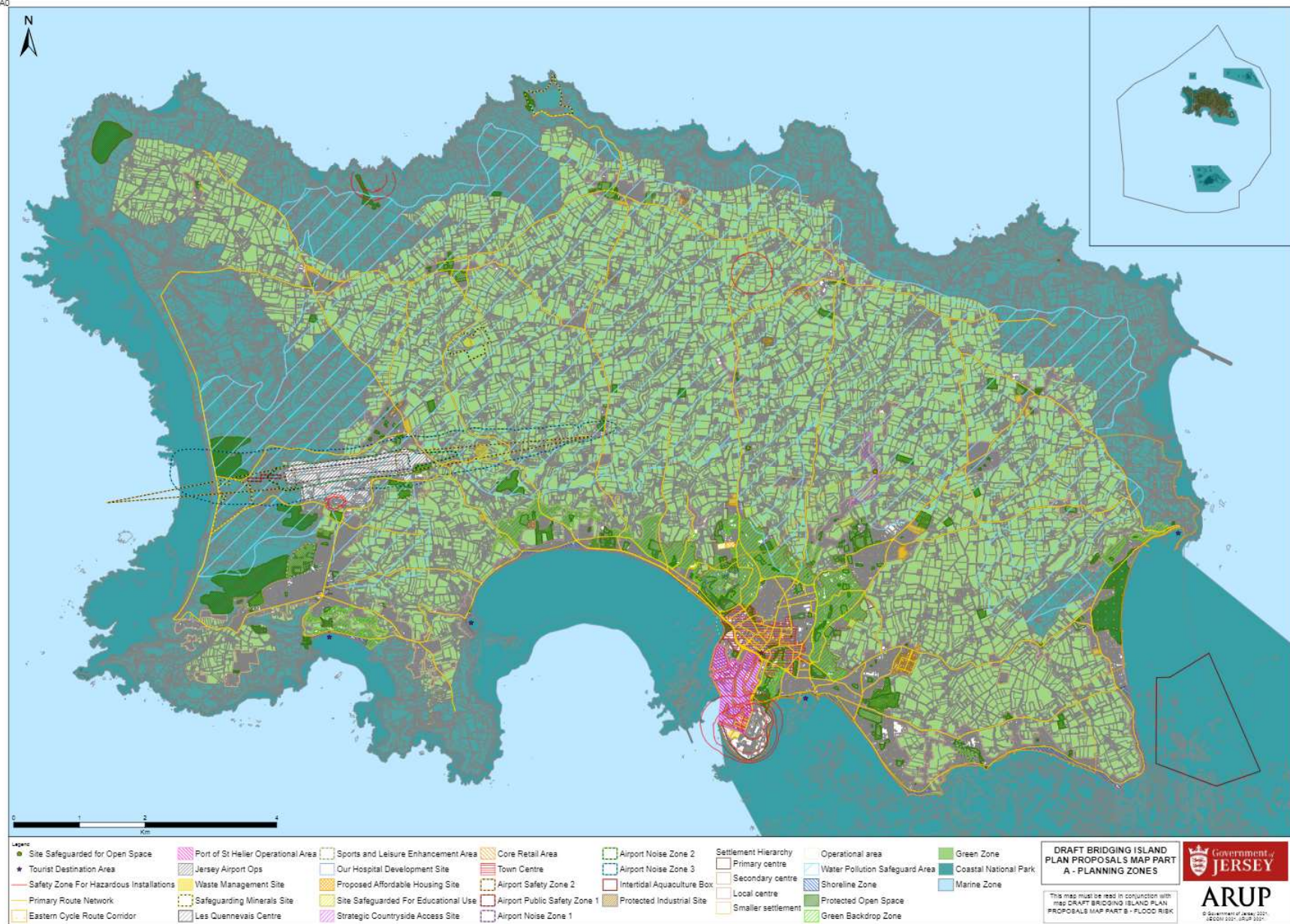
**Strategic travel
and transport**

How to engage

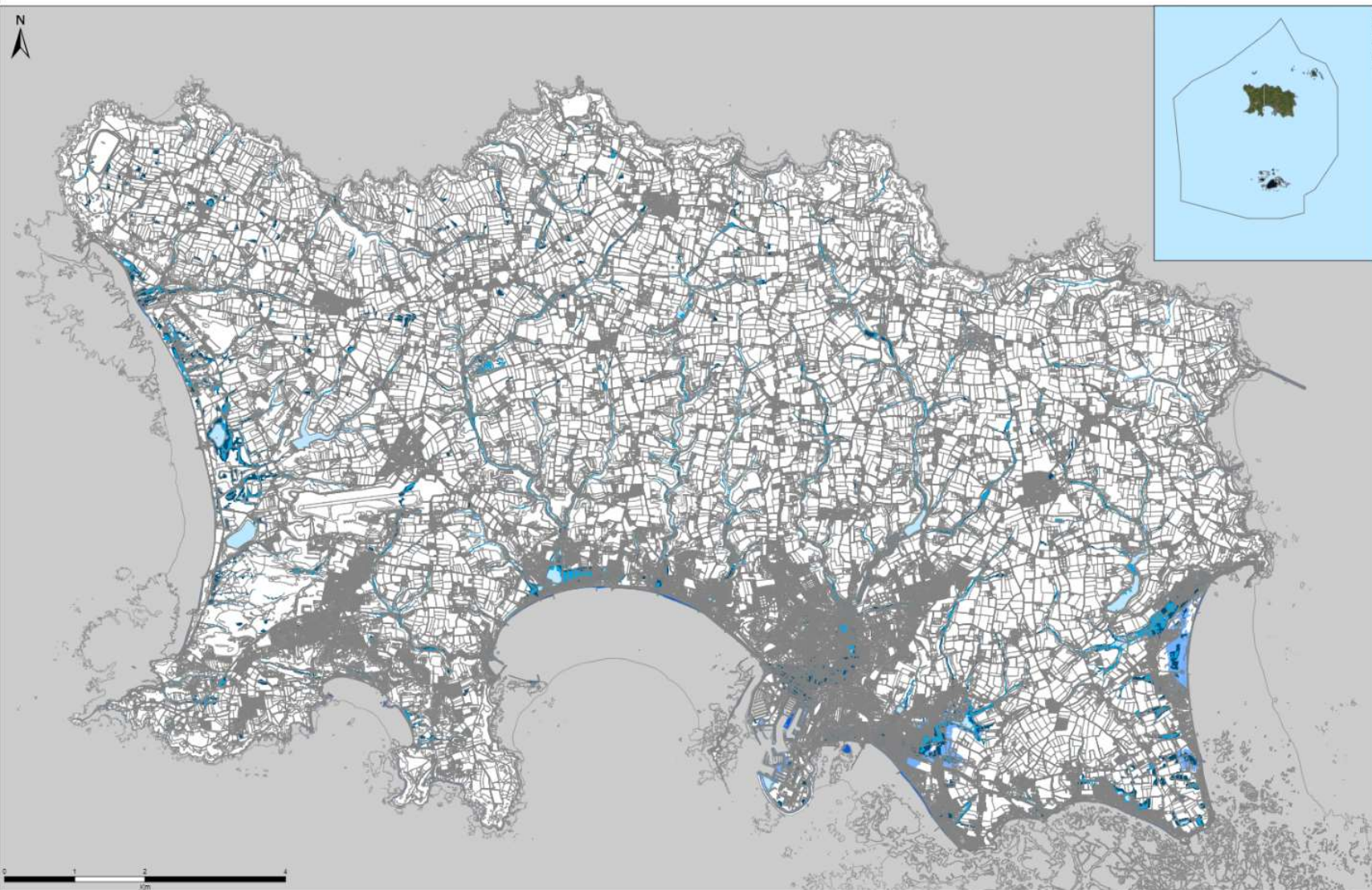
What forms the draft bridging Island Plan?

1. Draft bridging Island Plan
2. Proposals map
 - a) Proposals map Part A – planning zones
 - b) Proposals map Part B – flood risk
 - c) Inset map Part A – planning zones
 - d) Inset map Part B – flood risk





A0



Legend

- | | |
|---|--|
|  Inland Flooding High Risk |  Coastal Flooding High Risk |
|  Inland Flooding Medium Risk |  Coastal Flooding Medium Risk |
|  Inland Flooding Low Risk |  Marine Zone |

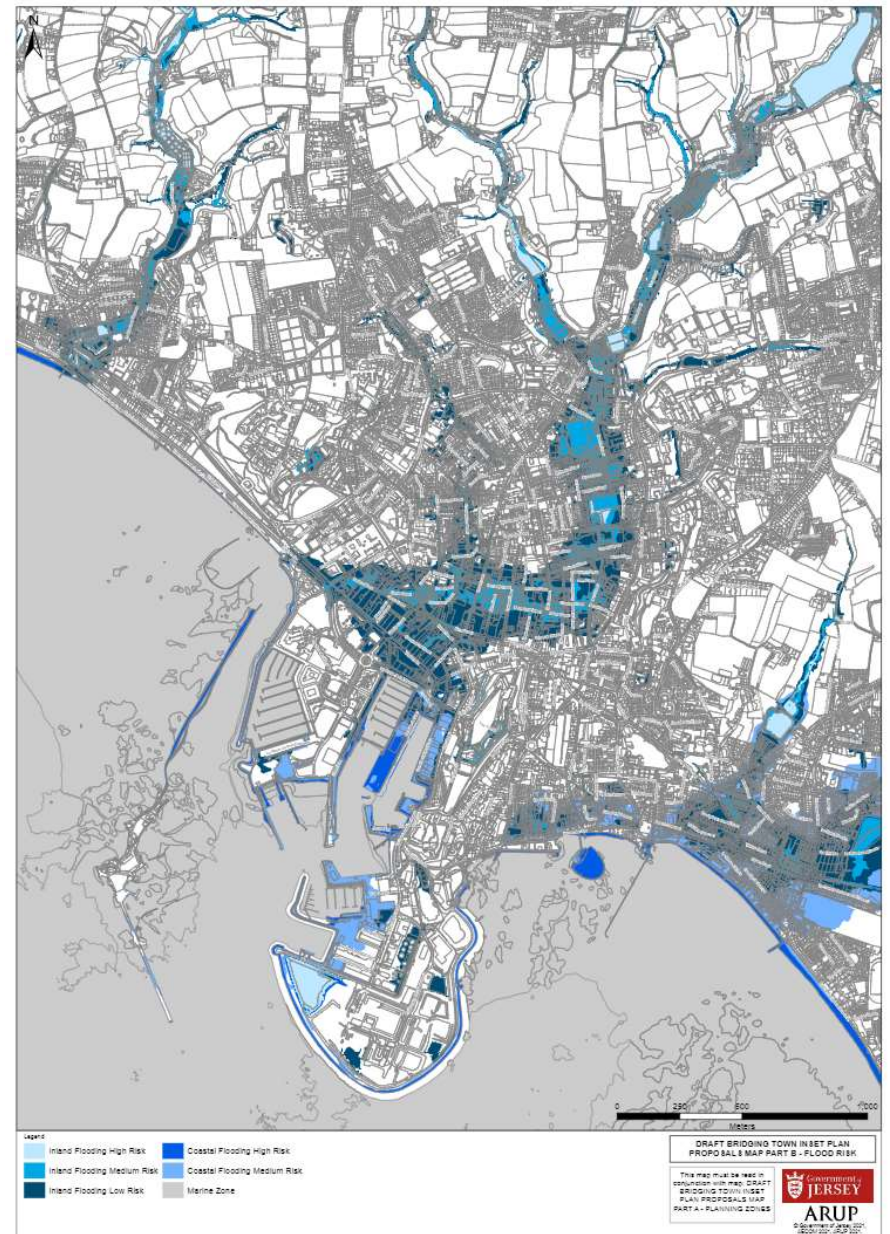
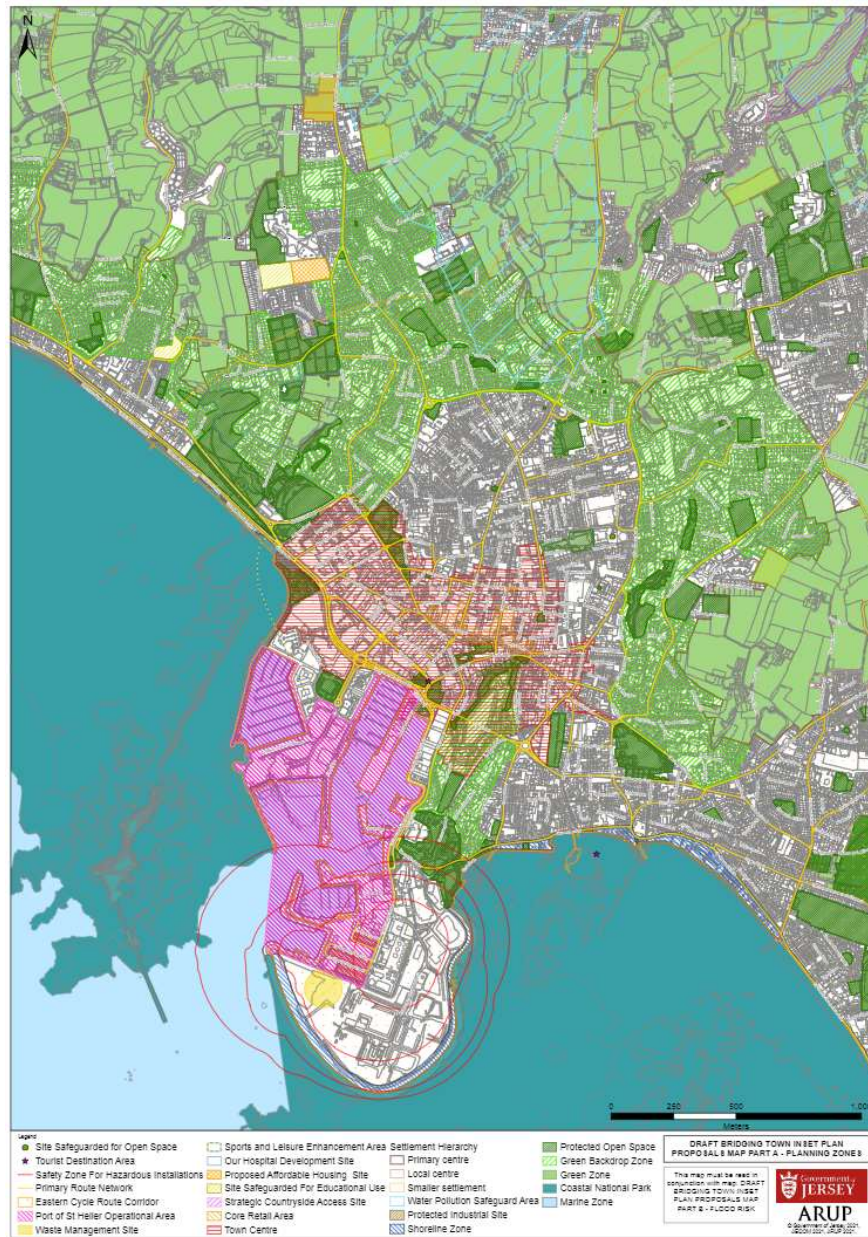
DRAFT BRIDGING ISLAND
PLAN PROPOSALS MAP
PART B - FLOOD RISK

This map must be read in conjunction with
the DRAFT BRIDGING ISLAND PLAN
PROPOSALS MAP PART A - PLANNING
ZONES

 Government of
JERSEY

 ARUP
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Structure and content

- Thematic chapters in four volumes (right)
- 96 policies, down reduced from around 150
- Policies contain:
 - pre-amble (justification) and
 - Policies: blue box
 - Proposals: green box

Volume one – introduction and strategic proposals

- Introduction and context
- Strategic proposals

Volume two – strategic framework

- Strategic policies
- Places

Volume three – managing development

- General development
- Natural environment
- Historic environment
- Economy
- Housing
- Managing emissions
- Community infrastructure
- Travel and transport
- Minimising waste and environmental risk
- Utilities and strategic infrastructure
- Minerals extraction and solid waste disposal

Volume four – performance and delivery

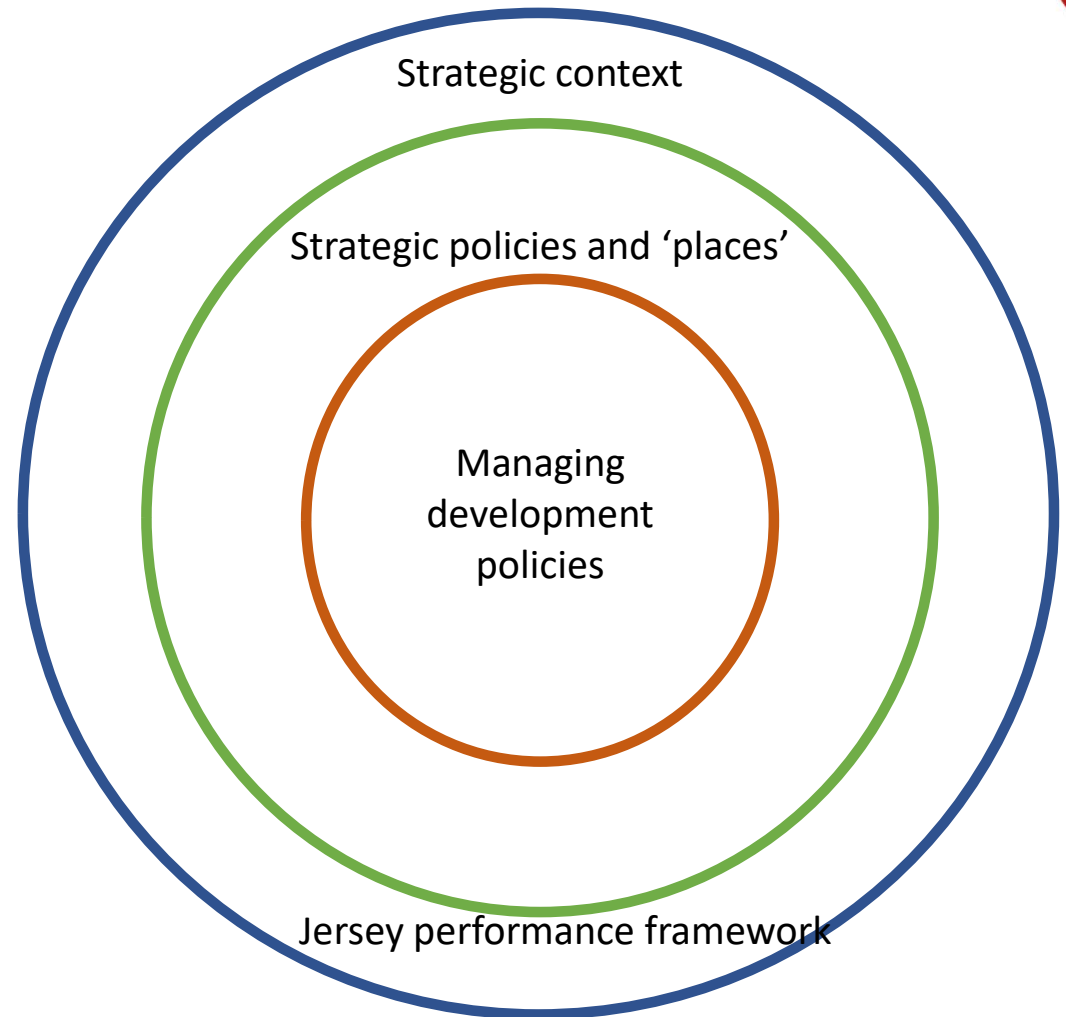
- Delivery, monitoring and review



Plan structure and what it means



- Need to have regard to the plan as a whole
- Policies and proposals should not be viewed in isolation



Evidence base - all at www.gov.je/islandplan



Published in advance

- Strategic issues and options consultation and response
- In-committee debate report and response
- Island Plan Review: preferred strategy
- Objective assessment of housing need
- Integrated landscape and seascape character appraisal
- Coastal National Park boundary review
- Landscape sensitivity assessment
- St Helier urban character assessment
- St Helier public realm and movement strategy
- St Helier open space audit
- St Brelade character assessment
- Historic environment review
- Infrastructure capacity study
- Employment land study

Published with the draft Island Plan

- Minerals, waste and water study
- Strategic flood risk assessment
- Housing land availability and assessment of sites
- Protected and open spaces: assessment of sites
- Employment land: assessment of sites
- Community facilities and open space: assessment of sites

- Children's Rights Impact Assessment
- Viability Appraisal
- Sustainability Appraisal (*due soon*)

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- Delivery, monitoring and review



Travel and transport



**Strategic context
and policies**

**Safe and
sustainable travel
and transport**

**Strategic travel and
transport**

Policy overview



- All policies and proposals are listed
- Each is marked in one of three columns, as either:
 - ■ - an existing policy, that is essentially unchanged
 - ▲ - an existing policy, that has been changed in some way
 - ☼ - a new policy, that is not currently in the Island Plan
- Where a policy has been changed (▲) or is new (☼) the final column gives a short description of the change and / or flags up issues.
- Where a policy is essentially unchanged (■) the wording of the policy and the associated preamble will have changed – as all policies have been updated – but the intent and impact is essentially unchanged

Travel and transport



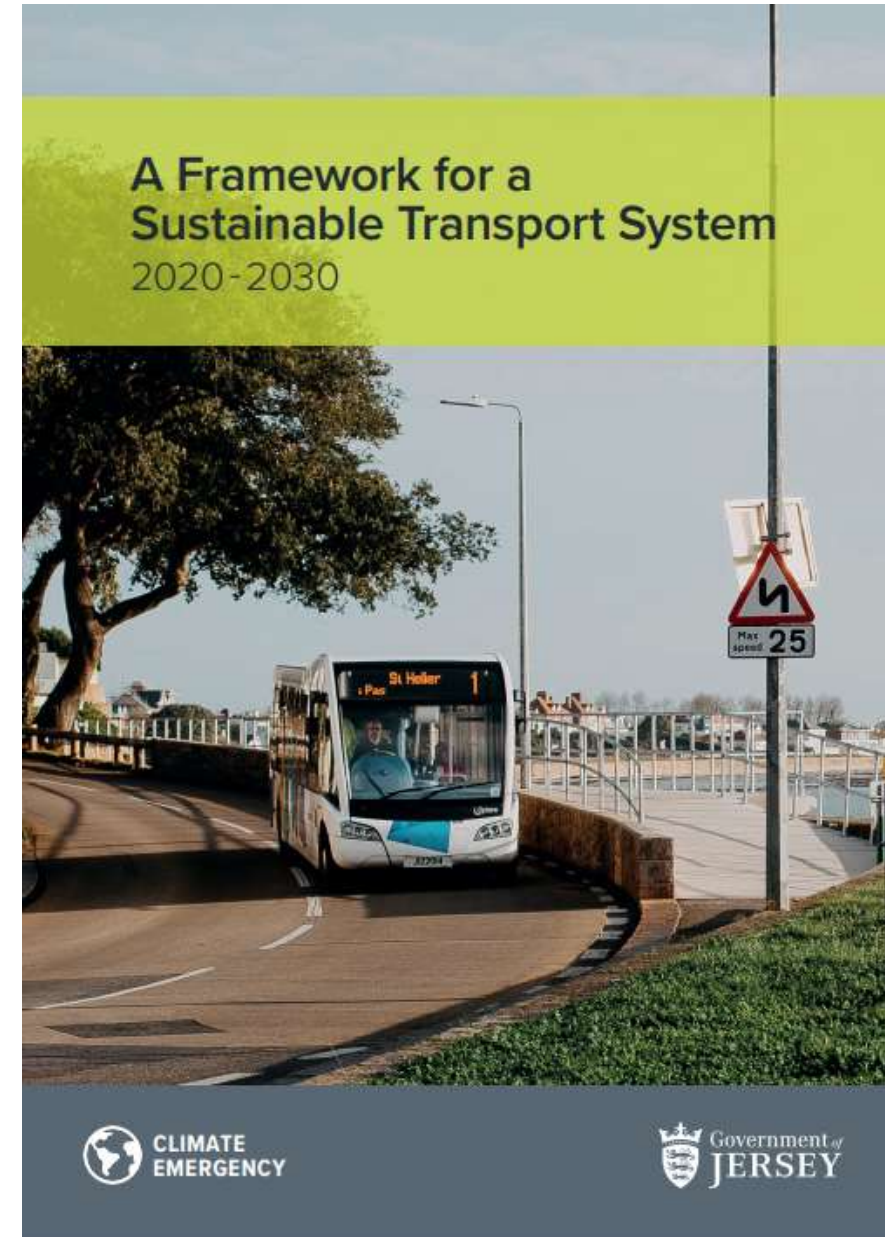
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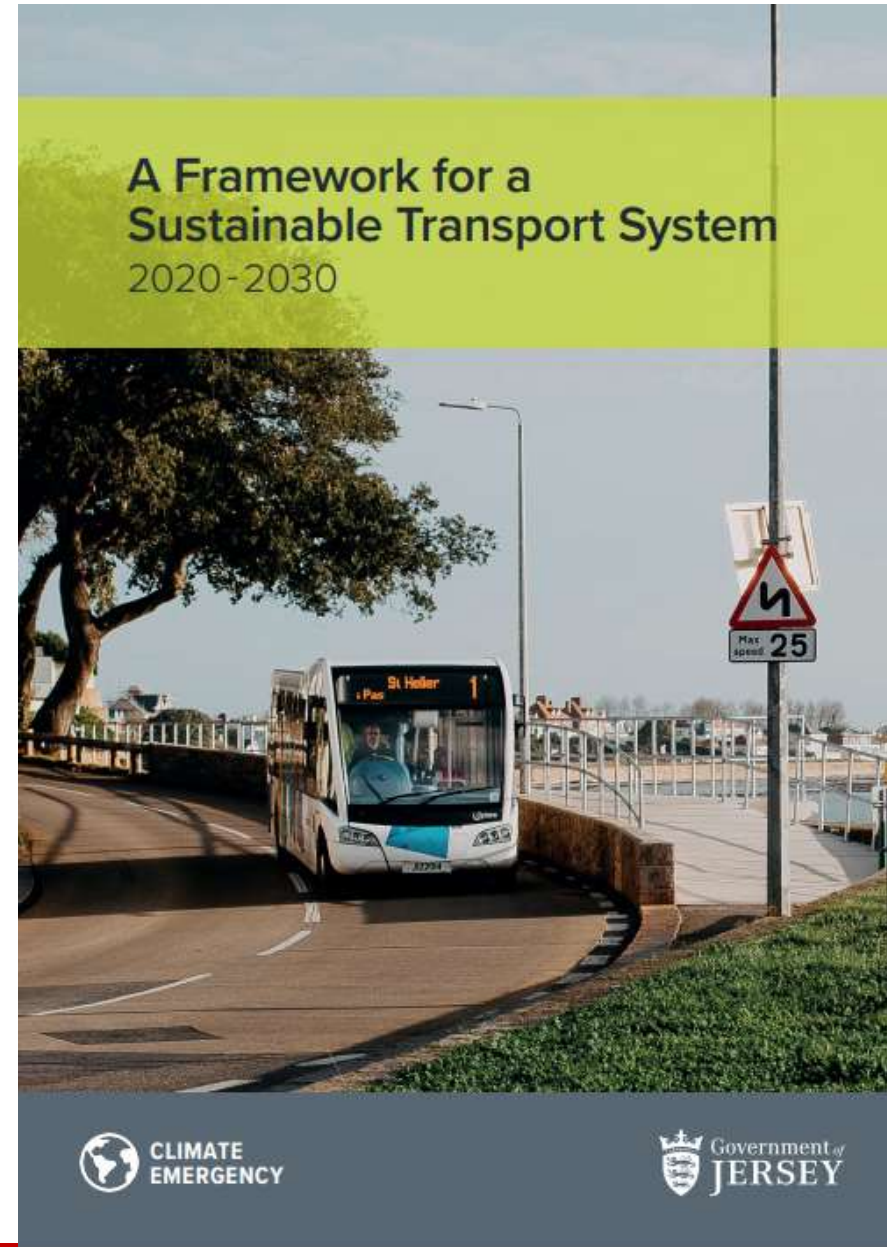
Strategic context: Sustainable Transport Policy

- The Sustainable Transport Policy is presented in two parts:
 1. A Framework for a Sustainable Transport System 2020-2030
 - this outlines the vision for transport in Jersey over the next 10 years and the decision making principles that are proposed to help us achieve this.
 2. Sustainable Transport Strong Start Delivery Plan 2020
 - outlines the programme of foundation work to be completed in 2020 to begin to achieve the aims of the vision.



Sustainable Transport Policy: principles

1. recognise that fewer motor vehicle journeys will be good for Jersey
2. conform with the Jersey mobility hierarchy
3. improve transport options, including parking, for people with mobility impairments
4. make walking and cycling more attractive, especially for travelling to school and commuting, by providing safer routes
7. reduce the impact of vehicles on our landscape and create more space for people in St Helier
8. create planning systems that reduce the need to travel
9. encourage the use of zero emission vehicles to reduce pollution
10. work with businesses that rely on road transport to support their efficient and safe use of the road network, their delivery and servicing needs.



Sustainable Transport Policy: workstreams



Strategic policies



#	Policy	■	▲	⊗	Issues and / or nature of changes
SP1	Responding to climate change				Frames Island Plan in context of the Climate Emergency
SP2	Spatial strategy				Settlement hierarchy
SP3	Placemaking				Strengthens focus on liveability in the built environment
SP4	Protecting and promoting island identity				Respond to emergent Island Identity Policy Development Board report
SP5	Protecting and improving the natural environment				Greater emphasis on biodiversity crisis
SP6	Sustainable island economy				Updated for current context
SP7	Planning for community needs				Strengthens focus on liveability in communities

- Strategic policies frame the whole Island Plan
- All development must have regard to strategic policies

Strategic policies



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- Strategic policies frame the whole Island Plan
- All development must have regard to strategic policies

Strategic policy: SP1



- Sets strategic context for subsequent policy
- SP1: response to climate emergency
 - reduce the need to travel
 - promote choice of travel mode, particularly active travel

Policy SP1 – Responding to climate change

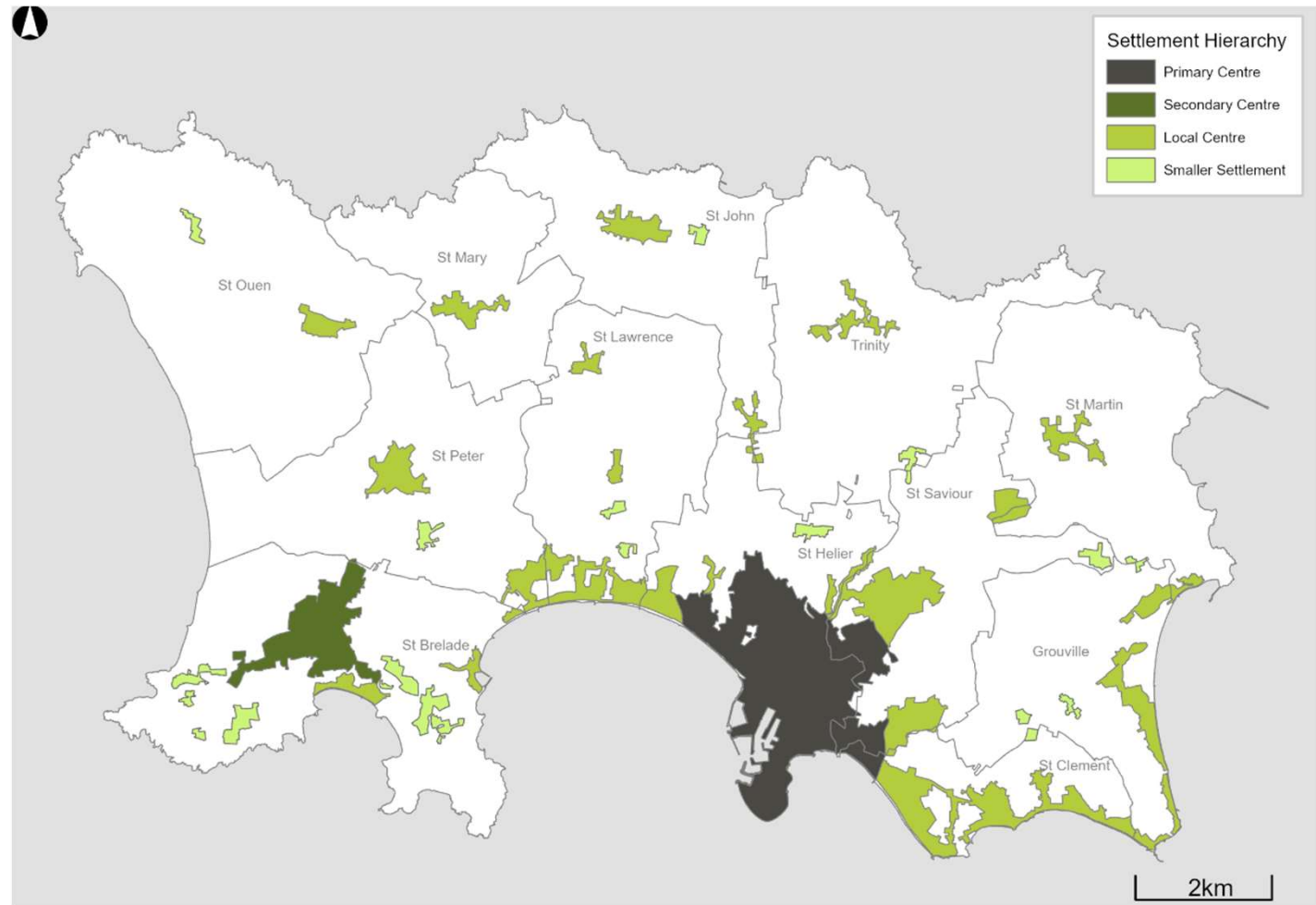
To promote and achieve a meaningful and long-term reduction in carbon emissions and to mitigate against and adapt to the impact of climate change, the Island Plan will:

1. direct growth to areas of previously developed land, or locations which minimise the need to travel by private vehicle;
2. secure improvements to walking, cycling, public transport and active travel networks and promote the use of sustainable forms of transport;
3. direct growth to areas which are least vulnerable to the long-term impacts of climate change, including flood risk;
4. support the retention and appropriate re-use and retrofitting of existing buildings;
5. ensure building design and the public realm is resilient and adaptable;
6. reduce the carbon impact of new development by requiring development to optimise land use through efficient forms of development which minimises energy demand, maximises energy efficiency and utilises renewable forms of energy;
7. support the delivery of renewable and low carbon energy schemes and innovative forms of infrastructure and land use which aid a transition to carbon neutrality; and
8. better protect and improve the island's green infrastructure to maintain and promote climate regulation.

Strategic policy: SP2 - spatial strategy



- Places chapter describes different scale and nature of development in different places
 - explicit acknowledgement that development will be focused in those areas closest/with best access to services and facilities
 - reduces the need to travel and provides more travel choice



Strategic policy: SP3



- Sets strategic context for subsequent policy
 - SP3: placemaking
 - explicit recognition of identity, character and sense of place
 - prioritises active travel
 - integration and connections
 - addresses public realm

Policy SP3 – Placemaking

All development must reflect and enhance the unique character and function of the place where it is located. New development must contribute to the creation of aesthetically pleasing, safe and durable places that positively influence community health and wellbeing outcomes, and will be supported where:

1. it is responsive to its context to ensure the maintenance and enhancement of identity, character and the sense of place;
2. it is environmentally responsible and sustainable through optimisation of resource efficiency;
3. it enhances and optimises the provision of green infrastructure by integrating existing and incorporating new natural features into a multifunctional green network that supports the quality of place;
4. it achieves the highest standards of accessible and inclusive design, is well connected, and creates successful and comfortable public and private spaces, active frontages, streets and links for all, that work as social spaces, supporting wellbeing and healthy living, and enabling successful integration into a place;
5. it makes provision for all modes of transport in a way that prioritises and supports active travel choices, and where such provision is well-integrated into the development;
6. residential development provides housing types and tenures that reflect local housing need and market demand, designed and planned for the long-term; and provides good quality internal environments that are comfortable, resilient and adaptable;
7. it is appropriate relative to the capacity of the local community and social infrastructure; and it supports and enables the provision of new or enhanced facilities, where necessary, to enable communities to thrive; and
8. where required, it has been informed by engagement with the local community.

Places policies



#	Policy	■	▲	⊗	Issues and / or nature of changes
PL1	Development in Town				Plan for Town
PL2	Les Quennevais				Secondary urban area; defined centre;
PL3	Local centres				Establishes anticipated scale of development (locations on settlement hierarchy map)
PL4	Smaller settlements				Establishes anticipated scale of development (locations on settlement hierarchy map)
PL5	Coast, countryside and marine environment				Coastal National Park extension

Proposal	Sustainable Communities Fund				Standard, fixed levy to invest in community infrastructure
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Plan for Town

- Eight concept statements that frame all development in town
- Seeks managed, sustainable densification of town
- But recognises the need for
 - more open space and play space
 - improved public realm
 - better walking/cycling infrastructure
 - better countryside access



Plan for Town

A vibrant town focuses on three strategic concepts to connect, enliven and enhance Town:

- **Connect Town:** promote active travel journeys and enhanced public realm
- **Enliven Town:** the town centre, professional services and digital
- **Enhance Town:** the liveability of homes and neighbourhoods



St Helier public realm and movement strategy

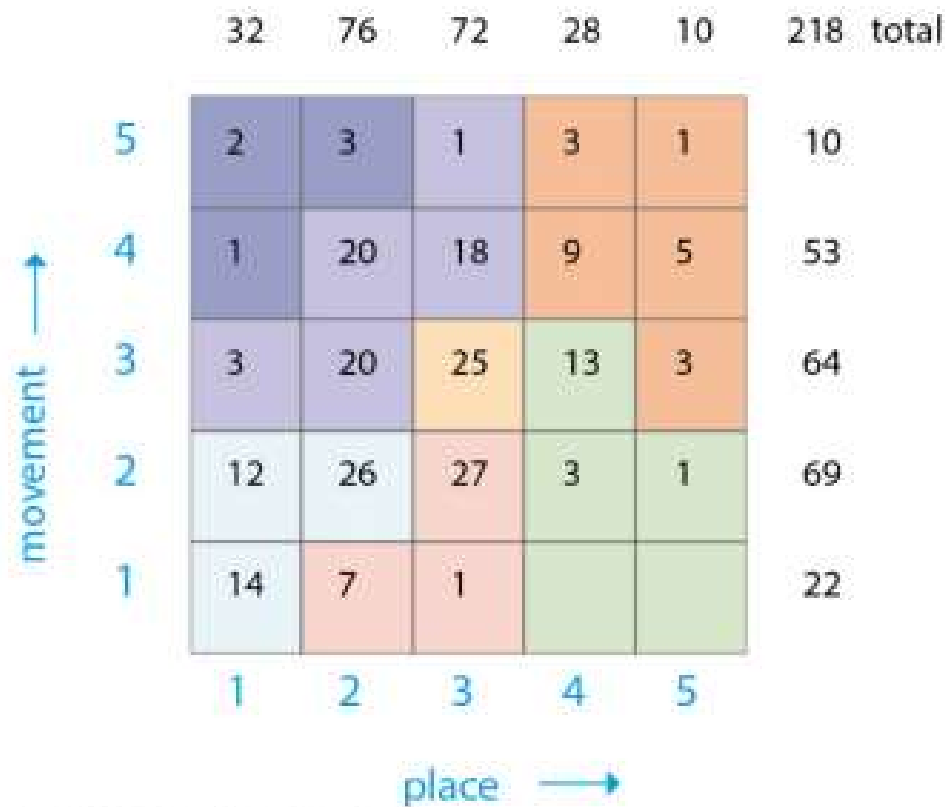
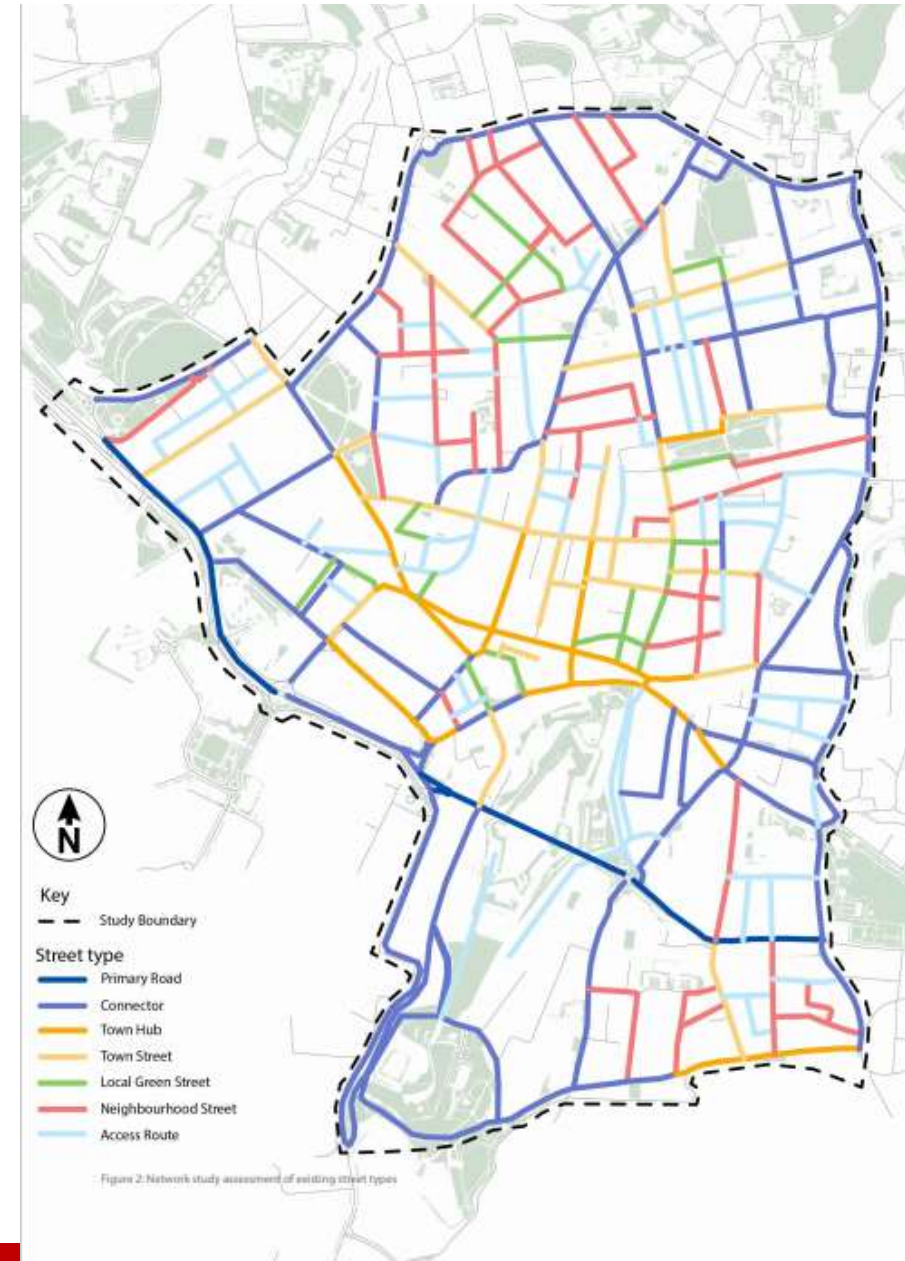


Figure 11: Street types and matrix placements



Connect: promote active travel journeys and enhanced public realm



Bridging the Ring Road

A strategic concept seeking to address severance caused by the Ring Road that will enable a transformative change in movement patterns and prioritisation.



Creating Livable Neighbourhoods

A network concept allowing residents to reclaim ownership of the public realm within Livable Neighbourhoods.



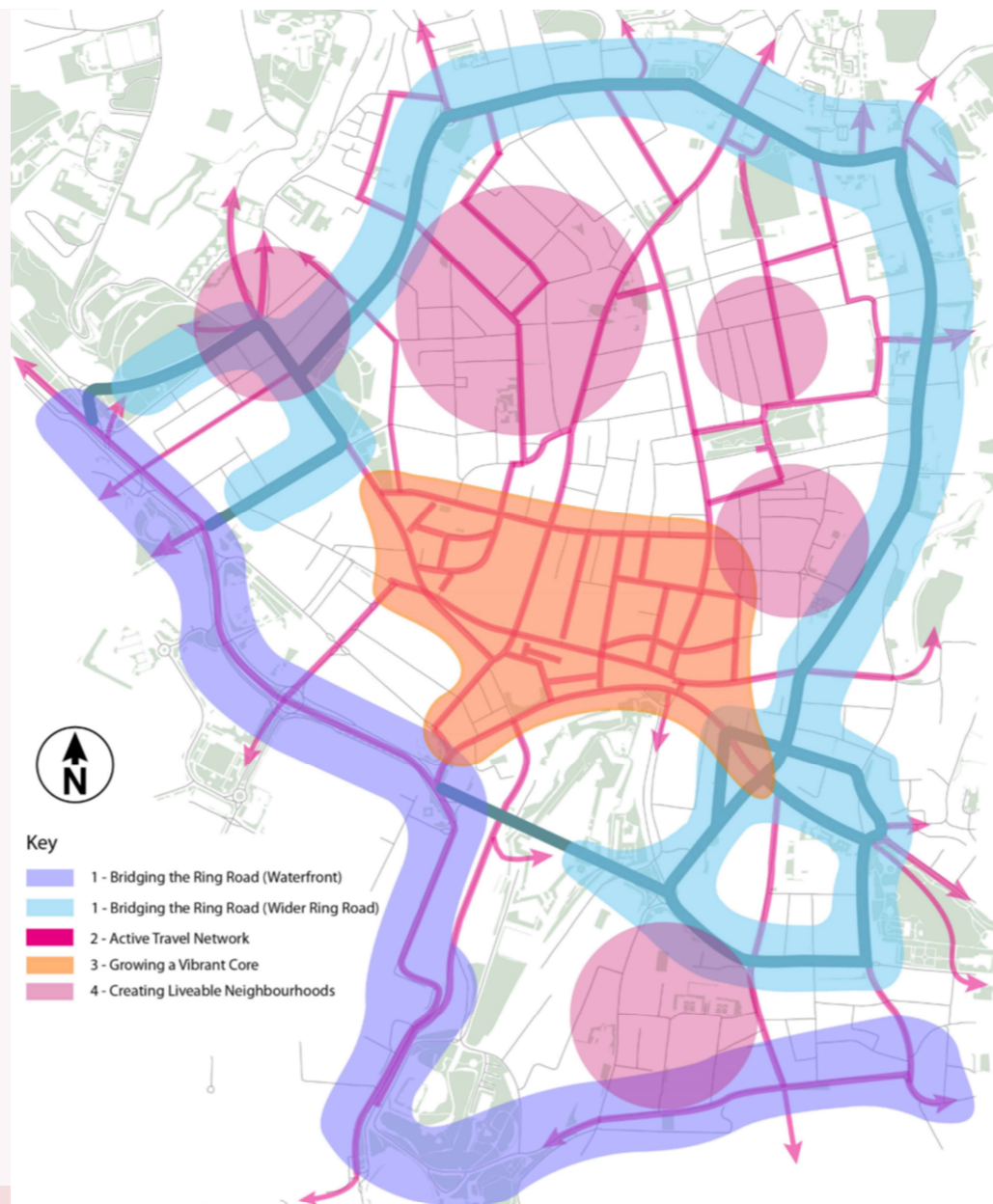
Growing a Vibrant Core

A network concept that prioritises pedestrian activity within the cultural and economic heart of St. Helier.



Embedding an Active Network

A network concept that establishes designated routes of a particular character that enable and encourage safe travel by walking, cycling, and other active modes.



Plan for Town



The **CONNECT TOWN** concept statement is reflected in a range of detailed policies and proposals, including the following:

- Policy CI9 – Countryside access and awareness
- Proposal – Access to Grands Vaux Reservoir and valley
- Policy TT1 – Integrated safe and inclusive travel
- Policy TT2 – Active travel
- Policy TT3 – Bus service improvement
- Proposal – Active travel network
- Proposal – Public realm works programme



Travel and transport



**Strategic context
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Travel and transport



#	Policy	■	▲	⊗	Issues and / or nature of changes
TT1	Integrated safe and inclusive travel				Updated, inc. to incorporate STP principles
TT2	Active travel				Updated inc. to provide for forthcoming STP active travel plan;
TT3	Bus service improvement				Updated inc. to provide for forthcoming STP bus service development plan
TT4	Provision of off-street parking				Updated inc. to provide for forthcoming STP parking plan
TT5	Port operations				Updated to enable PoJ masterplans

Proposal	Active Travel Network				New SPG to guide and enable active travel schemes
Proposal	Public Realm Works Programme				Support for schemes to deliver the Public Realm and Movement Strategy
Proposal	Sustainable Transport Zones				New SPG to guide changes to parking and sustainable transport infrastructure in response to improvements in sustainable transport infrastructure and services

Policy TT1: Integrated safe and inclusive travel



- Contribution to safe and integrated travel a material consideration
 - the development is safe, inclusive and accessible to all users and modes of transport, having regard to:
 - its integration with and connection to the existing transport network;
 - the requirements of the emergency services;
 - the need to ensure that all stages of a journey to and from the development can be undertaken safely, for all users, by ensuring the development complies with the road safety audit policy; and
 - the amount and type of traffic generation and the capacity of the local network to accommodate it.
- it can be demonstrated that consideration has been given to, and provision made for:
 - the travel needs of children, elderly people and people with sensory or mobility impairments, as a priority; and
 - the promotion of walking and cycling in the design and use of the proposed development.

Policy TT1: Integrated safe and inclusive travel



- Development which compromises the physical integrity and / or proper functioning of the island highway network will not be supported.
- Development which has the potential to generate significant amounts of movement must be supported by:
 - a transport assessment and
 - a travel plan, as appropriate.

Policy TT2: Active travel



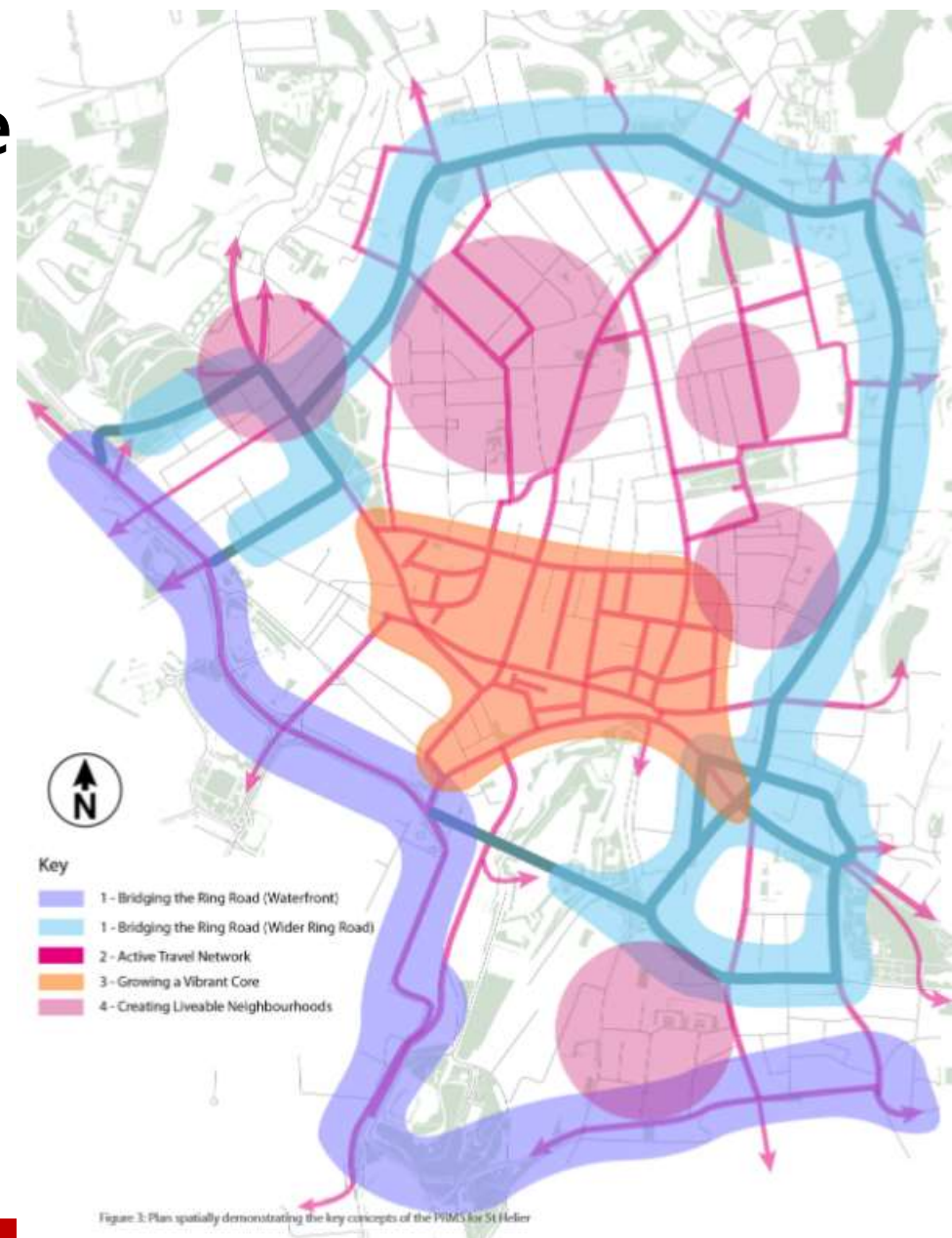
- Development proposals must demonstrate that walking and cycling has been prioritised
 - provision of cycling infrastructure which meets or exceeds standards
 - commuted payments where on-site provision cannot be met
 - electric charging infrastructure, changing rooms, showers, lockers, drying facilities
 - secure, well-located cycle parking
- Protection for integrity of existing cycling and walking network
- Development proposals expected to contribute to; and not prejudice:
 - St Helier Public Realm and Movement Strategy
 - Active Travel Plan, including Eastern Cycle Route Network
 - Active travel network

Public realm works programme

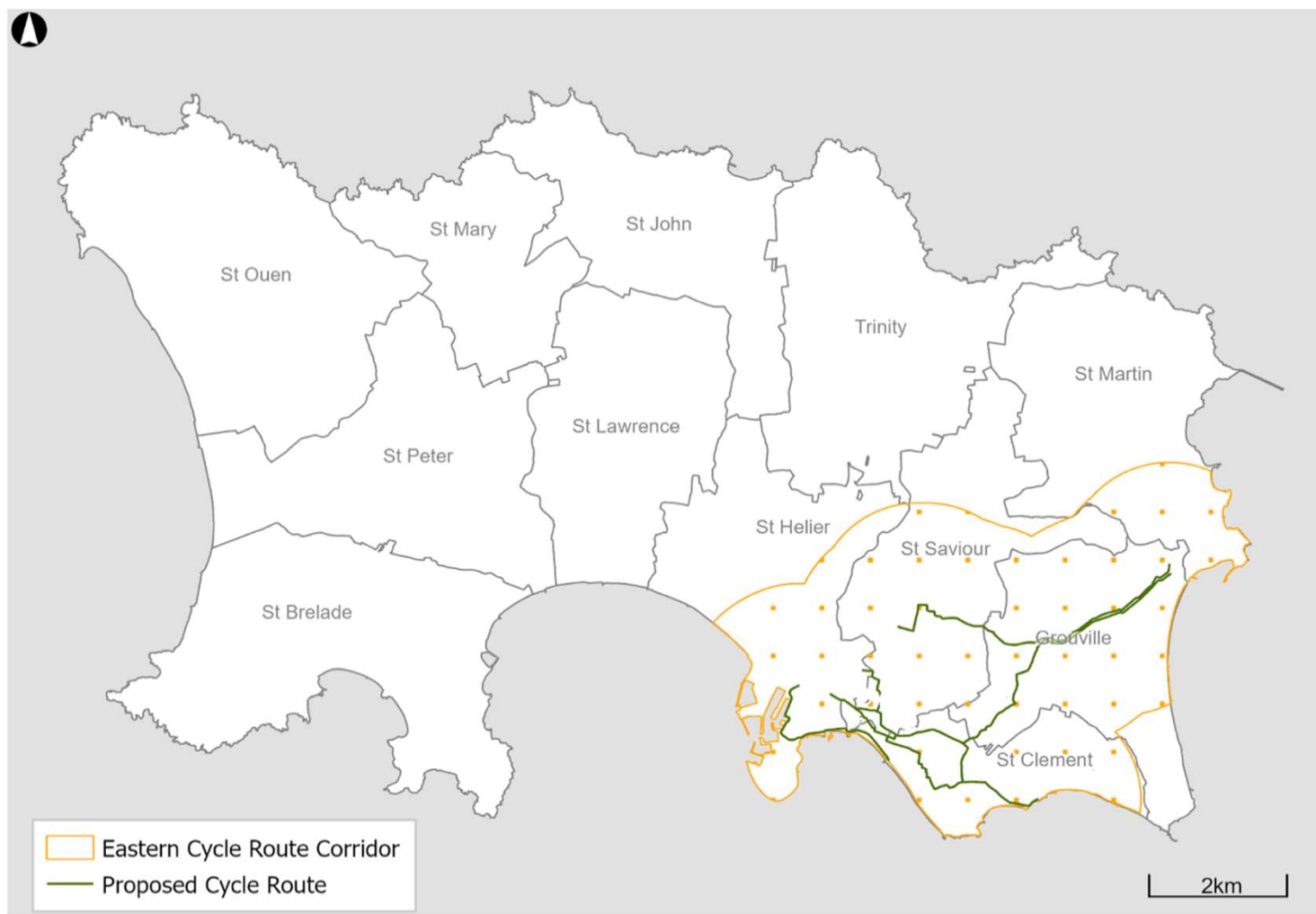
Proposal – Public Realm Works Programme

A series of specific interventions and measures are being developed to support and enable the delivery of the St Helier Public Realm and Movement Strategy. Their implementation, at the following locations, will be supported, following public consultation and engagement with key stakeholders:

Pierson Road / Cheapside
Trinity Road / Rouge Bouillon / Val Plaisant
La Colomberie / St Clement's Road / Don Road
La Motte Street
Minden Place
Havre des Pas
Midvale Road
Sand Street
Broad Street
Esplanade
Bath Street
Burrard Street
Parade Gardens
Halkett Place (Burrard Street to Beresford Street)
Westmount Road / St Aubin's Road



Eastern cycle route network



Active travel network



- Proposal: Active Travel Network
 - new guidance
 - where development proposals may be required to contribute to the development of the network



Policy TT3: Bus service improvement



- Threshold
 - five or more homes
 - office or retail floorspace 200sqm and above
 - development generating significant people movement
- Development proposals supported within 400m of a bus route
- Where development proposals
 - not within 400m of bus route; or
 - frequency of service too low; or
 - there is no infrastructurecontributions will be sought to enhance bus service

Policy TT4: Off-street parking

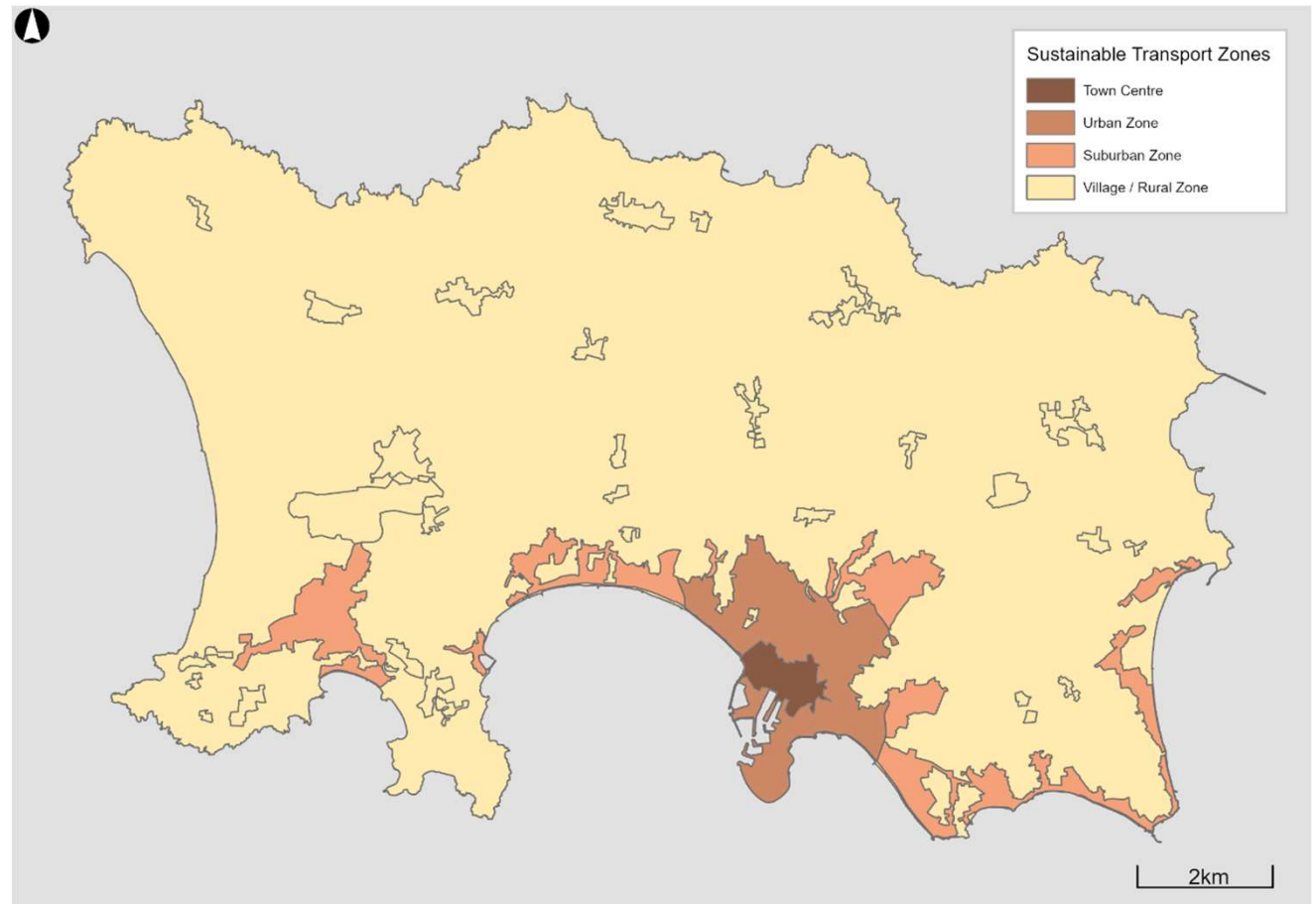


- Provision of appropriate level of parking
 - accords with adopted standards
 - meet all users' needs, priority to people with mobility impairments
- To encourage more sustainable modes of transport, provision may be below adopted standards where contributions to
 - alternative parking elsewhere; or
 - sustainable transport infrastructure or services
 - but only where it won't lead to local parking problems
- Meanwhile off-street parking supported in Town
 - short-stay (shopper) parking only
 - time limited
- Redevelopment of off-street parking provision in built-up area encouraged and supported

Sustainable transport zones



- Proposal: Sustainable transport zones
 - designed to evolve parking standards and transport infrastructure as Sustainable Transport Policy is implemented and improvements made



Sustainable transport zones



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Policy TT5: Port operations



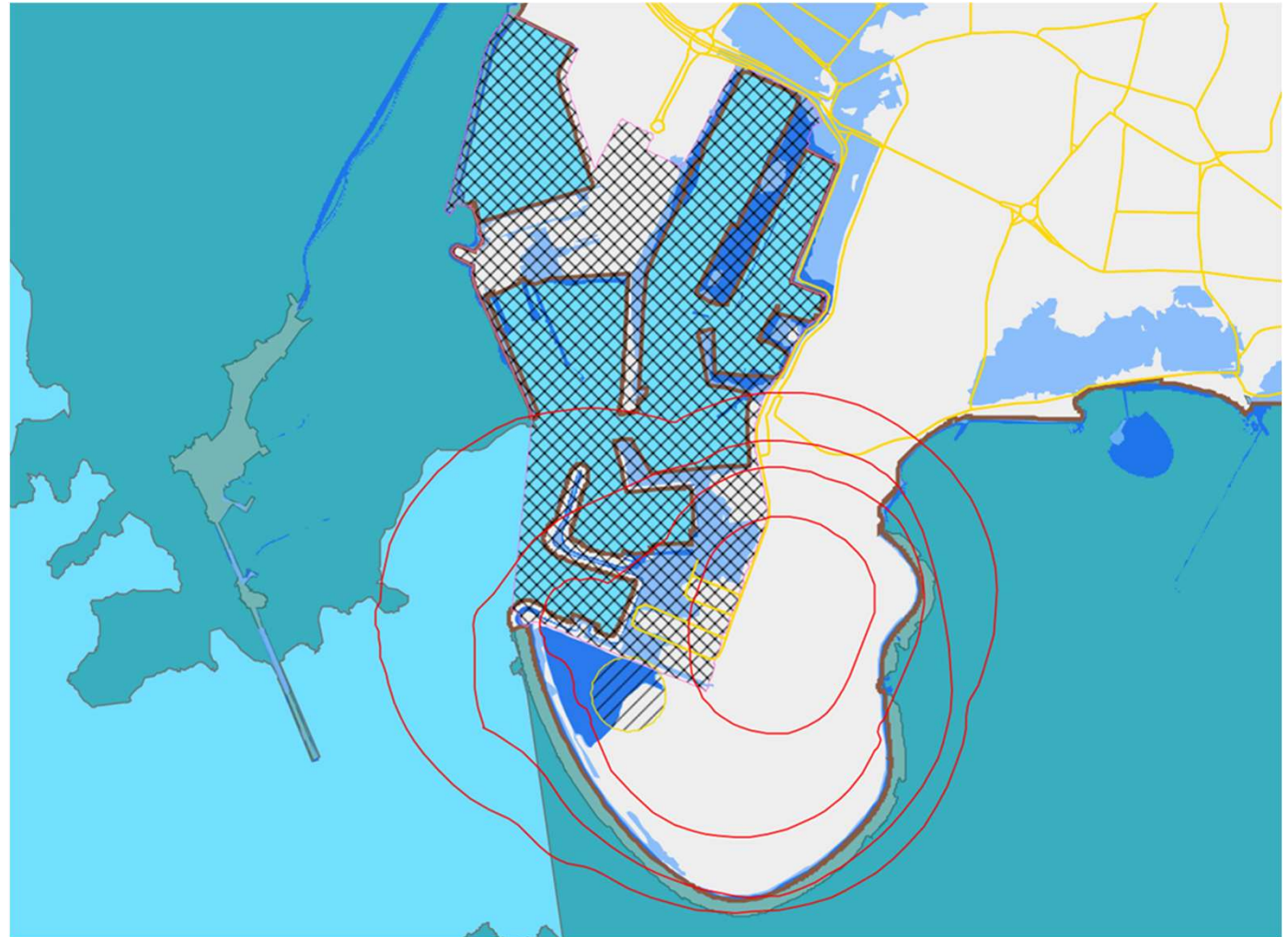
- operational areas of harbour and airport defined on proposals map
- support for enhancement of safe and efficient operations
 - increase capacity
 - improve facilities for passengers
 - handling of freight
 - assist port users and airline operators
- development which affects safe operation not supported
- non-port related or ancillary development not supported except where it will not hinder safe and efficient operation of the port

Policy TT5: Port of St Helier



- Port of St Helier masterplan

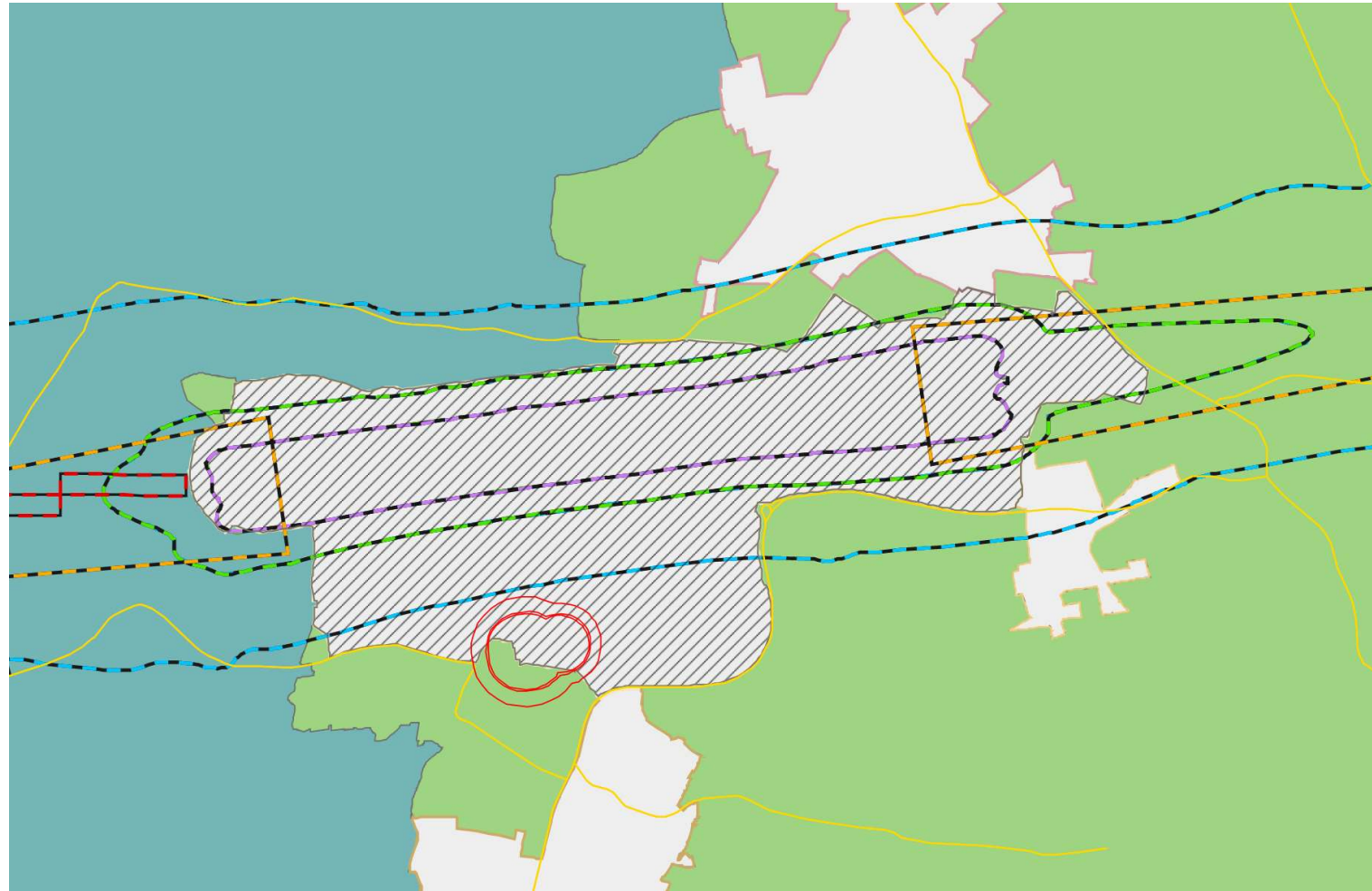
- Strategic proposal 5: infrastructure road map
 - long-term future of La Collette



Policy TT5: Jersey Airport



- Airport masterplan



- Strategic proposal 4:
west of island
planning framework

Webinar covers...



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How to engage



How to engage

- **Find out more**

- attend a themed webinar
- come to a parish drop-in session
- review details online: [Core evidence base documents for the Island Plan Review 2021 bridging plan \(gov.je\)](#)

- **Discuss**

- planner surgery (30 minute 1:1 session)
- book through link: [Planner surgery bookings](#)

- **Comment**

- Consultation portal: [Draft bridging Island Plan consultation - Government of Jersey - Citizen Space](#)