

# Travel and transport

## Safe and sustainable transport

In 2020, the States Assembly agreed a Sustainable Transport Policy (STP) that aims to create an entirely sustainable transport system by 2030<sup>1</sup>. This requires a fundamental re-think of how road (and associated) space is allocated and used in Jersey, how the transport system is funded and what benefits are secured in return.

This vision, of a transport system that supports the sustainable wellbeing of future generations, is closely related to the Carbon Neutral Strategy<sup>2</sup> and key to securing a wide range of environmental, social and economic improvements. Transport emissions account for more than 50% of Jersey's direct greenhouse gas emissions, and road transport more than 30%.<sup>3</sup> Decarbonisation will be achieved, in part, by a modal shift to walking, cycling and public transport - which also supports the aims of increasing active travel and decreasing congestion. A transition to cleaner, alternative fuel sources will also be necessary in the long-term.

Jersey's transport system is, at present, dominated by the private car. The average size of vehicles is growing and more of Jersey's limited space has, historically, been given over to cars, roads, car parks, and on street-parking at the expense of other modes of travel. There is, therefore, significant opportunity to increase active travel involving walking, cycling and wheeling and use of public transport in the island. In Jersey, 46% of adults and 81% of children and young people do not meet the World Health Organisation's guidelines for physical activity<sup>4</sup>. Whilst bus use has grown, it still only represents approximately 4% to 6% of morning peak journeys into St Helier. As working habits and access to services change (through, for example, virtual GP appointments), there is also further opportunity to reduce the need for travel in the island.

This Island Plan can help to deliver the objectives of the STP and to ensure that development over the plan period aligns to the vision, principles and priorities established in the policy. However, recognising that the STP also requires further policy plans to set the detailed direction for active travel, the bus service, parking, and mobility as a service, the Island Plan can also provide a flexible planning policy framework to enable the outputs of these plans to progress through an escalating series of interventions through to 2030. The rapid plan outputs and associated delivery will seek to ensure that Jersey's transport infrastructure, and the use of that infrastructure, contributes to creating strong, well-connected neighbourhoods and places in which walking, cycling and using public transport are the most attractive options, reducing the need for and use of private cars.

### Sustainable transport principles

The Sustainable Transport Policy sets out a series of principles to guide the development of a sustainable transport system for Jersey, many of which are directly relevant to the sustainable development of land and buildings (quoted from and numbered here in accord with the STP), including the need to:

1. *recognise that fewer motor vehicle journeys will be good for Jersey*

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<sup>1</sup> [Sustainable Transport Policy](#) (2020)

<sup>2</sup> [Carbon Neutral Strategy](#) (2019)

<sup>3</sup> [Guide to the Greenhouse Gas Inventories of Jersey and Guernsey](#) (2020)

<sup>4</sup> [Inspiring an Active Jersey Strategy](#)

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.*

To support the delivery of the STP, it is important that each principle is considered having regard to the strategic direction and policy framework of the Island Plan; but also that they are applied to development proposals independently to ensure that development maximises accessibility and integration of sustainable transport opportunities.

## **Safe and inclusive travel**

### **Travel planning and assessment**

For larger developments<sup>5</sup>, or to address a particular local traffic problem associated with a planning application, a travel plan will be required to demonstrate how a development proposal, in its design and long-term use, has responded to the sustainable transport principles and how it will promote and encourage more sustainable travel in the island. The requirement for and scope of a travel plan needs to be proportionate to the anticipated impact of the development. For sites which are likely to have significant highways impacts a full travel plan will be required, whereas for smaller sites an 'interim' or 'framework' travel plan might be appropriate. Developers of any proposals that are likely to generate significant amounts of movement are encouraged to engage with the Government of Jersey's highway authority in order that the requirement for and scope of any travel plan can be determined.

Travel plans should contain measurable outputs and should set out the arrangements for monitoring the progress of the plan, as well as the arrangements for enforcement, in the event that agreed objectives are not met. Any travel plan must be capable of securing long-term action, therefore, it needs to be implemented and managed so that, as far as possible, it becomes self-sustaining. Before planning permission for a development has been granted, there should also be clarity about where ownership for the travel plan and its implementation lies. Unacceptable development will, however, not be supported simply because of the existence of a travel plan.

Where necessary, the transport implications of development will need to be assessed through the preparation of a transport assessment or statement; this should be proportionate to the potential impact of the development. Transport assessments identify the impact that a development will have on the transport network via qualitative and quantitative appraisal of its likely impact. Where there is predicted to be an impact, this should be offset through travel demand management initiatives that are outlined in a travel plan. This will set out targeted measures to increase the mode share of users travelling via sustainable transport modes.

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<sup>5</sup> residential development with more than five units of accommodation; other developments which would generate significant amounts of travel, including office and retail use (over 200sqm); and new and expanded school and healthcare or health facilities.

Developers of any proposals that are likely to generate significant amounts of movement are encouraged to engage with the Government of Jersey's highway authority in order that the requirement for and scope of any transport assessment can be determined.

### Jersey mobility hierarchy

The Jersey mobility hierarchy, shown in figure TT1, recognises that access to travel and transport choices and priority in the use of road space is different for people with different needs, including children, the elderly and people with impairments, and for different modes of travel. **Access to travel and transport is also affected by other forms of disability and not just those related to mobility and sensory impairment.** This can create and exacerbate inequality and can undermine the safety and sustainability of the island's transport system.

Adoption and application of the mobility hierarchy in decision-making, to inform infrastructure priorities and to assess development proposals, can encourage safer and more sustainable travel options and reduce the need for private vehicle use. Development proposals will be required to demonstrate how they have sought to accommodate the travel and transport needs of all users of the development **– including those of people with all forms of disability** – either as part of a design statement, or through the specific preparation of a travel plan. It should also set out how it meets the needs of the most vulnerable users as a priority. Development should not be undertaken where there is a negative impact to those higher up the hierarchy by the introduction of an initiative for a lower-level user or mode.

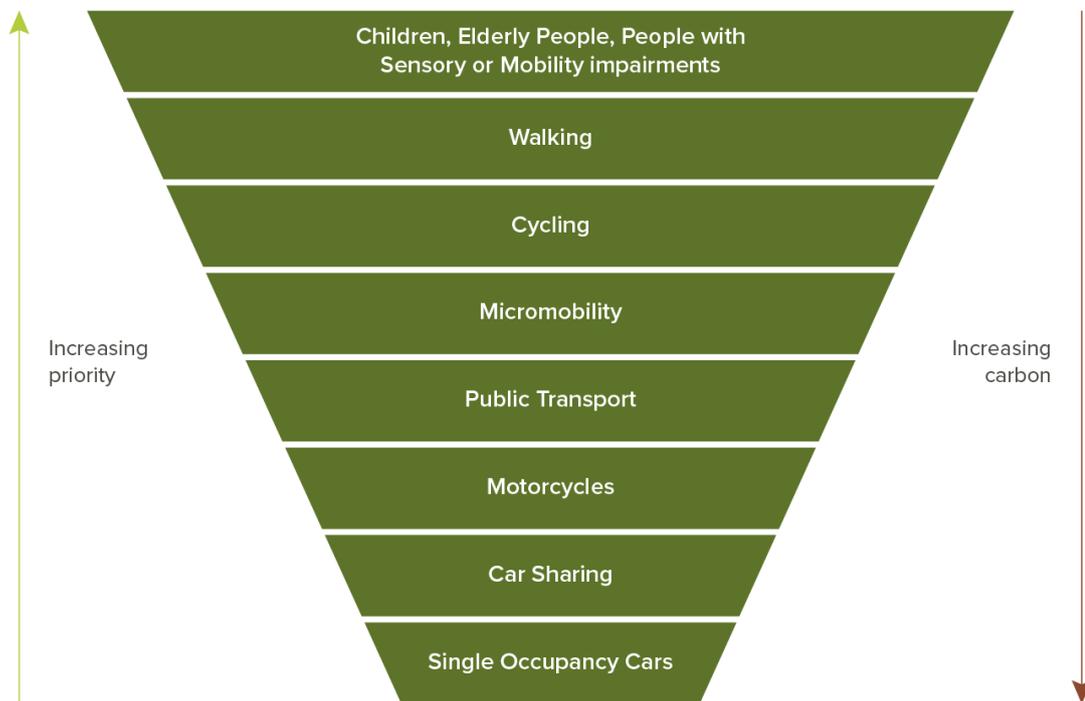


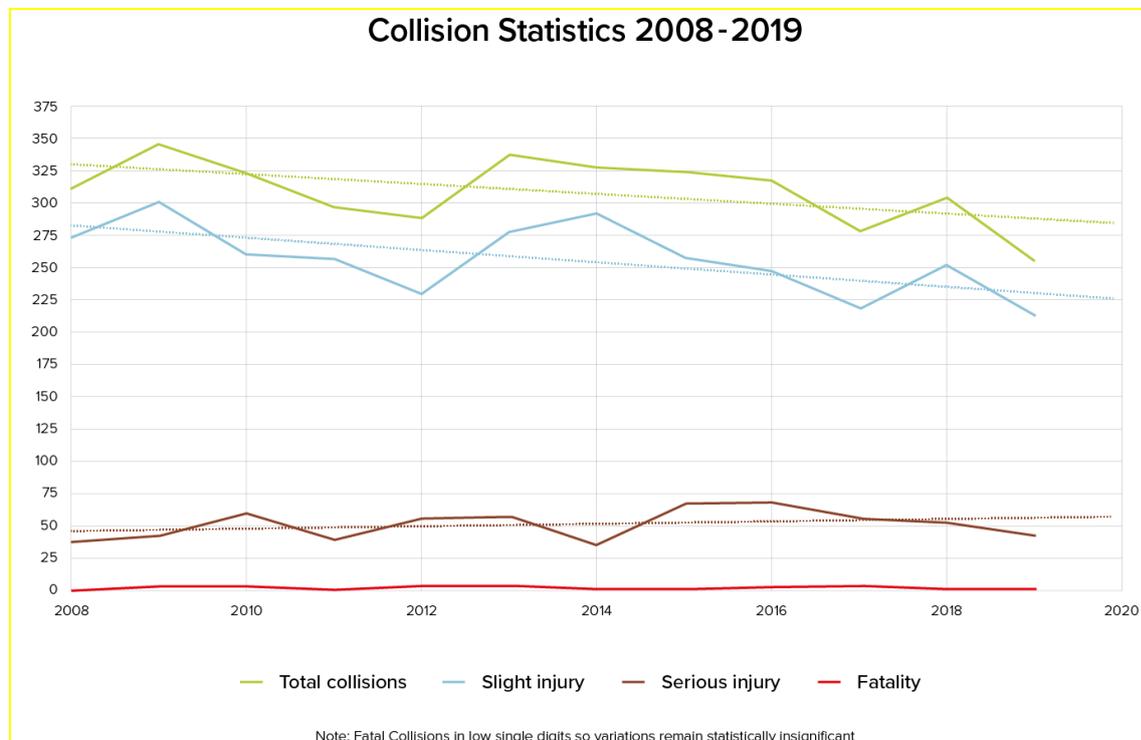
Figure TT1: Jersey mobility hierarchy<sup>6</sup>

### Integrated safe and inclusive travel

Improving access to active travel opportunities provides an easy and cost-effective way of increasing activity levels and improving health and wellbeing for islanders. Perception of

<sup>6</sup> Micro mobility: a range of very light weight vehicles such as electric bicycles that have a gross weight of less than 500kg and have a motor.

how safe it is to travel on Jersey's roads, however, has a direct impact on sustainable travel choices, with concern about safety cited as a barrier to, for example, cycling for both adults and the parents of children who might otherwise cycle to school. The latest road safety data on personal injury collisions in Jersey shows that whilst numbers of collisions are reducing, the number of serious and fatal collisions remains constant.



Note: Fatal Collisions in low single digits so variations remain statistically insignificant  
 Figure TT2: Jersey collision data: 2008-2019 (States of Jersey Police)

More needs to be done to reduce the harm caused from these tragic events as islanders lives and health should not be compromised by their need to travel. There is also a need to ensure that the most vulnerable road users are better protected from harm, and from the fear of harm, so that islanders can make positive choices about travelling more sustainably.

By adopting a safe systems approach to road safety, there is a shift from a reactive model to a proactive holistic system, which aims to reduce the severity of injury as a result of a road traffic collision. It looks not only at road infrastructure but also vehicles and road users and how, by strengthening all areas, you can maximise opportunities to reduce road casualties. Considering the safe system within concept design and feasibility proposals for new development involving the use of land, buildings and transport infrastructure can ensure that the risk to all road users is as low as reasonably practicable and that there are no adverse impacts towards accessible, sustainable travel for all. It is expected that a focus on the safe systems approach will lead to inclusive design becoming standard development practice.

Proposals should demonstrate how safe and suitable access to the site can be achieved for all users, and all modes, including securing adequate visibility at connections to the road network<sup>7</sup>; and considering any significant impacts from the development on the transport

<sup>7</sup> [Standards and guidance for access onto the highway](#) sets out the technical standards required for access on to the highway network.

network, individually or cumulatively, in terms of capacity, congestion and highway safety<sup>8</sup>. There will also be a need to demonstrate how the development helps to create places that are safe, secure and attractive, and which minimise the scope for conflicts between pedestrians, cyclists and vehicles, whilst allowing for the efficient delivery of goods, and access by service and emergency vehicles.

### **Policy TT1 – Integrated safe and inclusive travel**

The contribution to safe and integrated travel will be a consideration in all development proposals. Proposals will be supported where:

1. the development is safe, inclusive and accessible to all users and modes of transport, having regard to:
  - a. its integration with and connection to the existing transport network;
  - b. the requirements of the emergency services;
  - c. 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
  - d. the amount and type of traffic generation and the capacity of the local network to accommodate it.
2. it can be demonstrated that consideration has been given to, and provision made for:
  - a. the travel needs of children, elderly people and people with sensory or mobility impairments **and other forms of disability**, as a priority; and
  - b. the promotion of walking and cycling in the design and use of the proposed development.

Development which compromises the physical integrity and / or proper functioning of the island highway network, comprising local routes (minor roads); secondary routes (B and C roads); and the primary route network (A and some B roads) 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.

## **Active travel**

This Island Plan encourages active travel, to support more walking and cycling and similar active forms of travel and requires development to make provision for it through design and delivery. This will further support the vision of the STP active travel plan, which will set out how we will make active walking and cycling journeys safer and easier for islanders of all abilities **including people with disabilities**.

Secure and conveniently located cycle parking facilities should be provided in all new developments that have the potential to attract cyclists, to help encourage use of bikes. Where appropriate, developments will also need to make provision for changing rooms, showers, drying facilities and lockers, together with electric charging infrastructure. Standards for the provision of cycle parking and associated infrastructure will be set out in supplementary planning guidance, to be issued by the Minister for the Environment.

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<sup>8</sup> Government of Jersey Road Safety Audit Policy (2015)

In developments where the required cycle parking facilities cannot be accommodated (e.g. in certain compact town centre sites), financial contributions will be expected towards public provision of alternative facilities elsewhere. Commuted payments from various developments may be pooled to provide public cycle parking within a locality.

The STP active travel plan will identify opportunities to create an island-wide active travel network (ATN) and identify a programme of active travel infrastructure initiatives to support and enable safe and sustainable travel choices.

The active travel network will provide key routes that put non-motorised users first. It will identify key cycle corridors and explore improvements in modal interface at the harbour and the airport. It will provide safe routes linking homes to local trip attractors including education, public transport hubs, retail, leisure facilities, workplaces and green spaces, whilst at the same time creating better connectivity within and around St Helier.

The establishment of an active travel network provides significant opportunity for investment in placemaking to stimulate activity as well as encouraging a shift in travel behaviour towards sustainable modes. It will also enable the creation of safe and supportive routes to schools that will encourage and embed the ease and pleasantness of active travel into everyday journeys. As the active travel plan, and proposals to develop an active travel network, emerges over the plan period, the Minister for the Environment will develop and issue supplementary planning guidance to help determine where development proposals might be required to contribute directly to the development of the network, or to enter into an agreement to make an appropriate financial contribution to its development.

### **Proposal – Active travel network**

The Minister for the Environment will develop and publish supplementary planning guidance (SPG) for the active travel network (ATN) to determine where development proposals might be required to contribute directly or indirectly to the development of the network.

As part of the development of any supplementary planning guidance for the active travel network, the Minister for the Environment will consult the Minister for Infrastructure; the relevant parish(es); stakeholders, including the Disability Inclusion Group; and members of the public.

### **Eastern cycle network**

The successful western cycle route, linking St Helier to St Aubin, Les Quennevais, Corbière and St Peter, provides largely off-road links, based on the former railway network. Approximately 300 commuters cycle this route daily. There is a large comparable population to the east not currently provided for with dedicated cycling infrastructure. The lack of a similar existing corridor means a different approach is needed, one that optimises existing infrastructure by allocating space to cyclists and pedestrians, and which removes barriers to movement in a targeted way, to provide maximum potential journeys to key locations, and link communities via more sustainable transport choices.

Parts of the eastern cycle route network have been delivered and further work has been undertaken to identify opportunities to extend and enhance it (see figure TT3 below). The

Island Plan will continue to support its development as an important part of the development of an active travel network across the island.

Applications for new developments, such as housing or employment-related uses, will be assessed to determine their potential to contribute towards the further development of the eastern cycle route network: this will apply to residential developments of five or more homes and employment-related uses of 200sqm and above within 1.5km (up to five minutes cycle) of planned provision of any part of the network within an area defined on the proposals map and outlined in figure TT3 below. In appropriate circumstances the sponsors of such applications will be required to contribute directly to the development of the eastern cycle route network through the provision of a section of cycle path, in accord with adopted standards and guidelines, or to enter into an agreement to make an appropriate financial contribution<sup>9</sup> to the development or enhancement of the network.

Consideration will also be given to ensure that development does not undermine the integrity and use of the existing provision; or prejudice the delivery of further elements of the network.

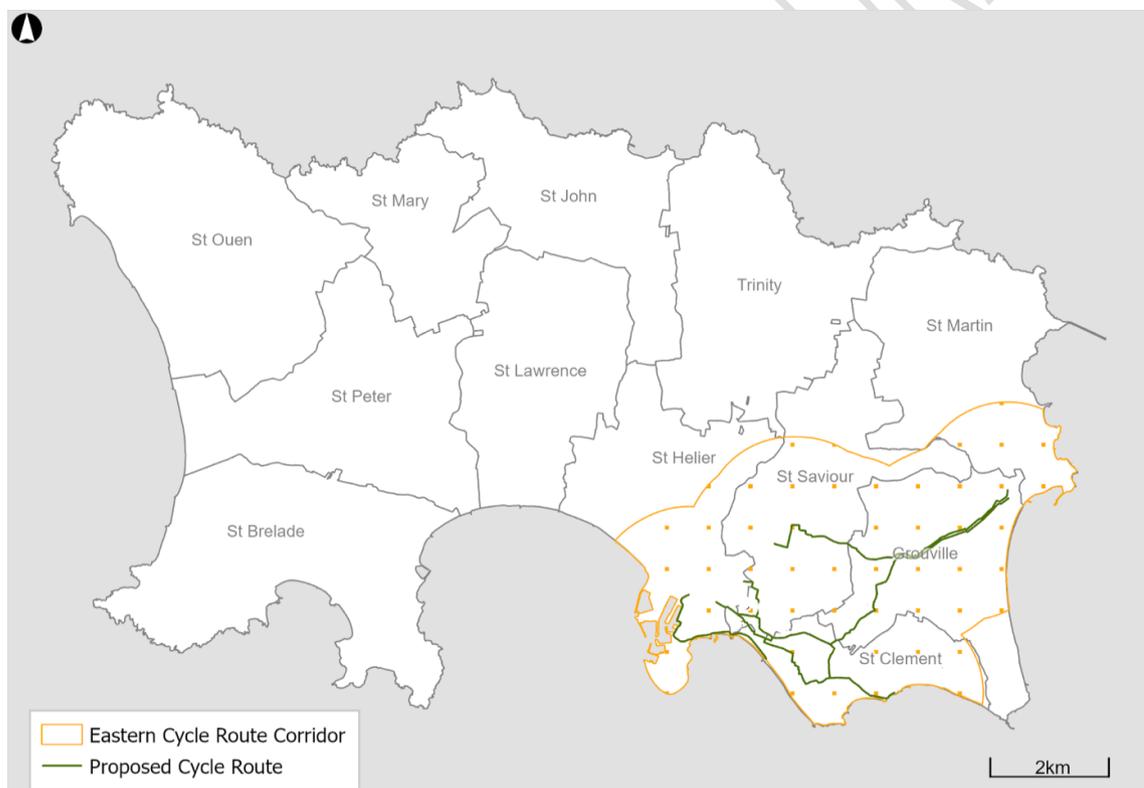


Figure TT3: Proposed development of the eastern cycle route network and the eastern cycle route network corridor

### Re-allocation of roadspace

The island's network of roads and streets caters for our need to travel and move around and for businesses to provide goods and services. Streets perform a wide range of movement functions from roads carrying very high volumes and mixes of vehicular traffic and people, to streets which only have a local movement function.

The movement function of roadspace is fundamental and needs to be maintained; but there is an increasing recognition that roads and streets also perform functions which are

<sup>9</sup> Guidance on contributions is set out in SPG: [Planning obligation agreements](#)

specific to place. Their use and function has a profound effect on the quality and character of a place, as well as on quality of life. When we have too many vehicles on our roads and streets, we have less space for people. Too many, and fast, vehicles cause fear, stress and anxiety, social isolation and noise, and their emissions are bad for health and the environment.

It is a specific objective of the STP to reduce the impact of vehicles on our landscape and to create more space for people, particularly in St Helier. The St Helier Public Realm and Movement Strategy (PRMS)<sup>10</sup> has reviewed the use of road space and looked at the issues and challenges that are presented for movement into and around the town, particularly for pedestrians and cyclists. It has identified opportunities to improve the use of the public realm and to enhance the quality of the place, whilst supporting the economic vitality and viability of St Helier's core. It proposes a fundamental re-prioritisation of road space based around four key concepts, described below, and illustrated in Figure TT4.

1. **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. The Ring Road represents a significant boundary around the perimeter of the town. The proposal seeks to mitigate the severance caused and change its function to not only benefit vehicles but also people.
2. **active travel network:** this concept seeks to establish a number of key routes that prioritise movement by walking and cycling as part of an active travel network (ATN). The ATN will provide attractive linkages between residential communities and local trip attractors including places of education, public transport hubs, retail, local leisure facilities and green spaces; and overall improvements to central St Helier's north/south and east/west connectivity.
3. **growing a vibrant core:** this concept will prioritise pedestrian activity to maintain and encourage the growth of a vibrant core in the cultural and economic heart of St Helier. An attractive core will play a key role in shaping future mobility patterns. In this area, a new relationship will be established between people, place and vehicular traffic that improves the environmental, cultural, economic and social wellbeing of the core and its communities.
4. **creating liveable neighbourhoods:** this concept will allow residents to reclaim ownership of the public realm within defined liveable neighbourhoods. Inclusive mobility is intrinsic to the quality of life, but St Helier has developed into a place where the car dominates. Liveable neighbourhoods harness the opportunity to place people back at the heart of their streets and the public realm, to deliver a people-focused approach to their design. With a growing desire to return the ownership of neighbourhood streets back to the residents; walkability and cyclability will be used as a catalyst for developing sustainable, healthy, and attractive streets.

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<sup>10</sup> [St Helier Public Realm and Movement Strategy](#) (2021)

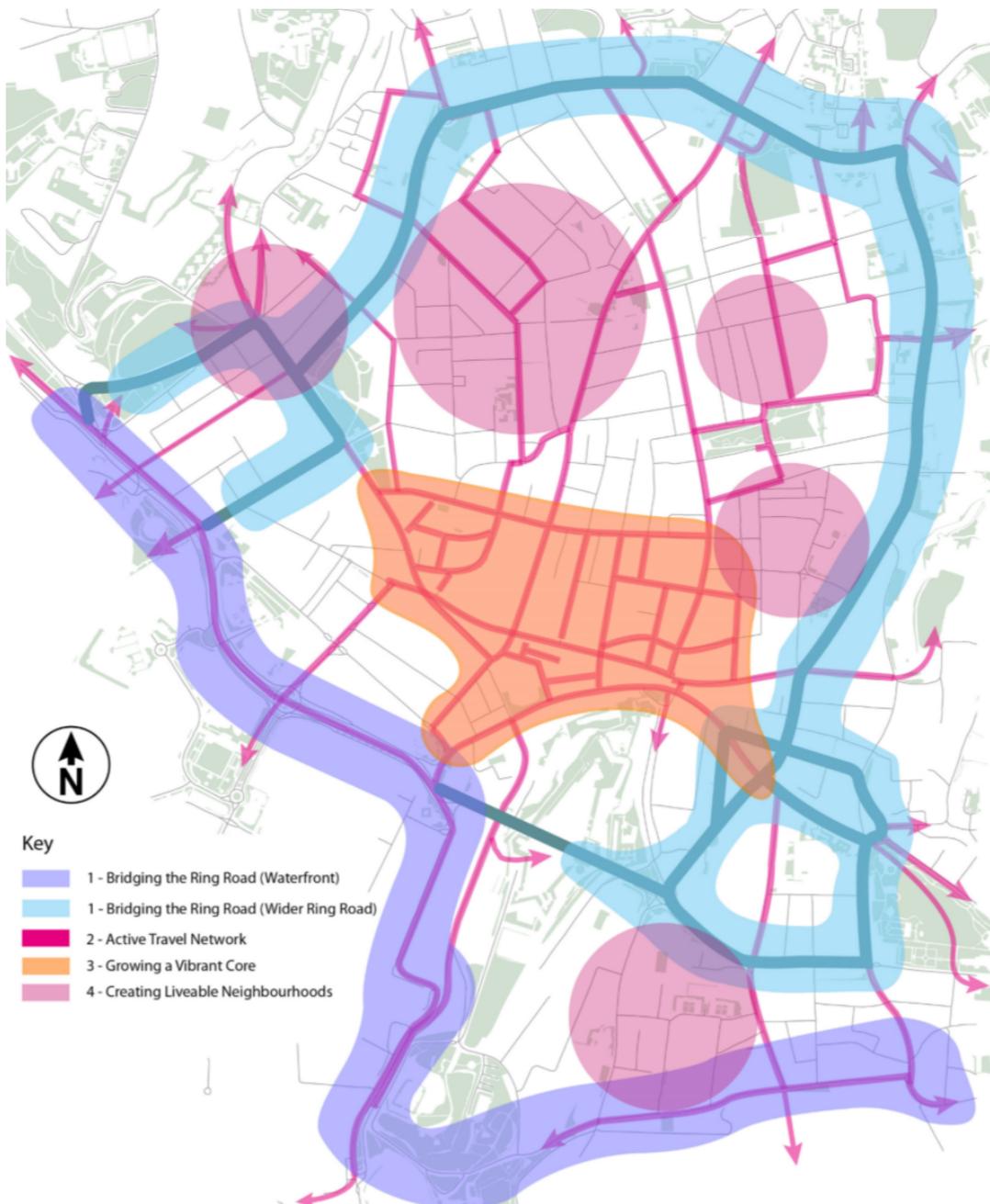


Figure TT4: St Helier Public Realm and Movement Strategy concepts

This Island Plan will support interventions that help reduce the dominance of cars in St Helier, which could include reduced carriageway widths and speeds, at-grade footways and crossing points, footway buildouts and greening, depending on the identified scope for change. Achieving such a reduction can enable increased active travel by significantly improving the sense of place, feeling of enjoyment of space, and improving perceived and actual safety.

The St Helier PRMS concepts can be delivered by a combination of direct public investment in initiatives derived from STP rapid plans; and through direct or indirect contributions arising from development activity in the town. Residential developments of five or more homes and employment-related uses of 200sqm and above within Town, as defined on the proposals map, will be assessed to determine their potential to support the delivery of the St Helier PRMS.

## Policy TT2 – Active travel

In order to make walking and cycling more attractive, especially for travelling to school and commuting, development proposals must demonstrate that provision for walking and cycling has been prioritised in the design of proposals and will be supported where:

- a. it provides accessible, secure and convenient on-site cycle parking for all users located in convenient and prominent locations which meet or exceed adopted cycle parking standards in terms of number, type, quality, security and accessibility to meet all users' needs. In those cases where on-site cycle parking cannot be accommodated to meet the standards, commuted payments will be required to make up any shortfall in provision on-site to fund cycle parking provision off-site; and
- b. provision is made, where relevant, for appropriate electric charging infrastructure and facilities including showers, drying facilities, changing rooms and lockers which meet or exceed adopted standards.

Development which would result in the loss, or prevent the use of any part of the existing network for pedestrians and wheelchair users or other rights of way; or cycling; or would compromise accessibility or the safety of users thereon, will not be supported unless alternative routes are provided that are similar or better in quality, safety, convenience and length.

Where required, development proposals will be expected to deliver or contribute to improvements to the strategic and local walking and cycle network, or to enhancements to the public realm, including support for the delivery of the concepts and proposals of the:

- a. St Helier Public Realm and Movement Strategy, where they are located within Town;
- b. Eastern Cycle Route Network, where they are within 1.5km of planned provision, as defined on the proposals map; or
- c. active travel network, to be defined through the provision of supplementary planning guidance.

Development will not be supported where it has the potential to prejudice or adversely affect the implementation of proposals arising from the:

- a. St Helier Public Realm and Movement Strategy;
- b. Active Travel Plan, including the Eastern Cycle Route Network; and
- c. active travel network.

## Public Realm Works Programme

The Public Realm Works Programme (PRWP) is a vehicle by which high-level proposals of the St Helier PRMS can be taken from concept to reality. Projects will be identified at specific localities and interventions proposed, that are in keeping with the character of the local area. These projects will involve more detailed analysis to identify specific project benefits, to assess impacts, undertake detailed design, identify and secure funding required and establish an approach to community engagement.

The following series of interventions are in development and will be supported over the plan period.

## 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

## Public transport

Jersey's bus network provides a core service that many islanders rely on: 13% of households don't own or have access to a car or van; rising to 30% of households in St Helier. Many more choose to use the bus because it provides a service that works for them. Bus ridership in Jersey is growing strongly, from 3.6 million passenger journeys in 2013 to approximately 4.8 million in 2019.

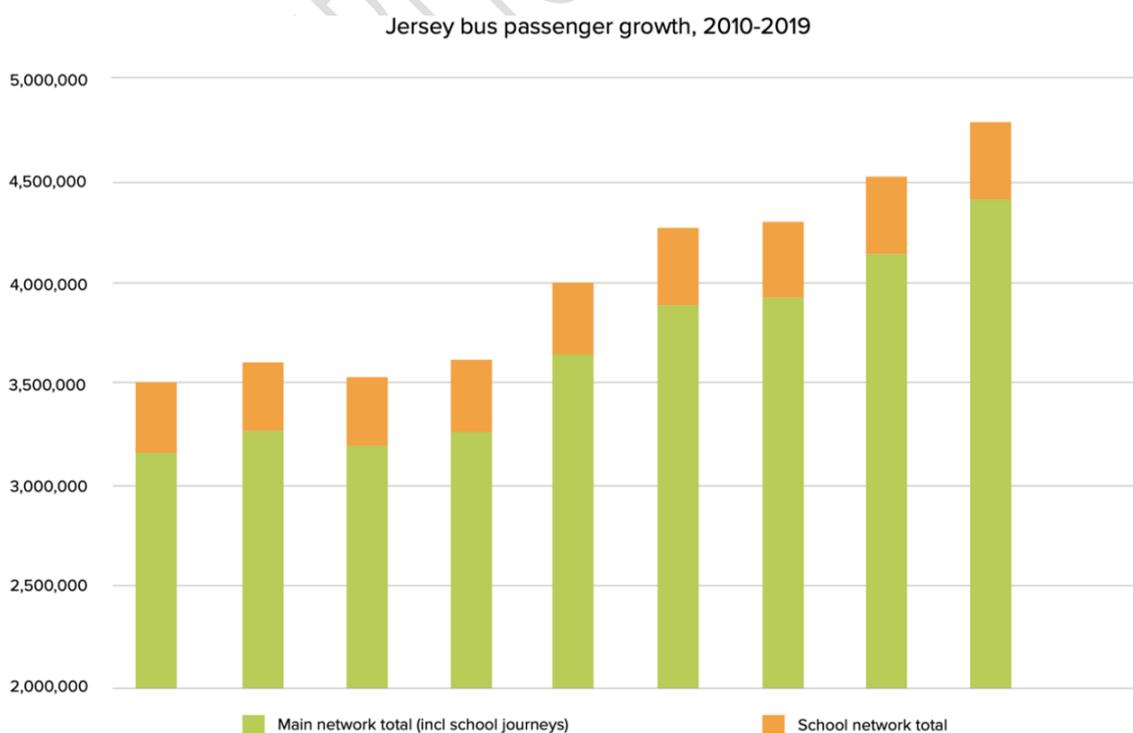


Figure TT5: Bus passenger growth: 2010-2019

Despite these increases, some people still do not see the bus service as a practical or desirable alternative to other modes of transport. This is in contrast with increased satisfaction from those that ride the bus regularly, where more people agree that the range of routes, reliability, frequency and level of customer service has improved.

Further investment and development of the island's bus service can help to further the objectives of the STP. The Island Plan will support this by seeking to ensure that major new development is close to (within 400m or under five minutes' walk of a bus route) and served by a regular bus service, where it is safe and accessible to use.

Through the use of planning obligation agreements, developers will be required to fund an appropriate level of public transport service, where this is not already available, to ensure that people have a viable and realistic alternative to the car. The adequacy of a service, with regard to its frequency and hours of operation and whether it will need to be enhanced, will need to be the subject of consultation with the Government of Jersey, which manages the provision of the island's bus contract and service.

In order to ensure that the service becomes commercially viable, such support must continue for at least two years after the development is substantially completed. It is anticipated that, as patronage grows, the revenue support required will substantially diminish.

To accord with the requirements for enhanced road safety, it is essential that developers incorporate public transport requirements relating to all stages of the journey taken by bus as an integral part of major new development. In particular, the walking stage must pay attention to directness, safety (road and personal) and convenience. The location of bus stops must be obvious, well-signed, and comfortable, in terms of the waiting environment and perceptions of safety.

The Island Plan will also need to respond to the recommendations of the Bus Service Development Plan, which will be brought forward as part of the Sustainable Transport Policy and will undertake, for the first time in Jersey, a systematic and whole-system analysis of the options, opportunities and challenges associated with making changes to the bus service which would have land use considerations including:

- the optimum distribution, design and frequency of routes, including existing routes; bus infrastructure, including where improvements could make it quicker and more convenient to get the bus; and
- allocation of space, including priority for bus lanes, junctions and bus stops.

The Bus Service Development Plan will be based on detailed quantitative modelling, and qualitative analysis, of where, when and why people do (and don't) want to travel by bus. Some outcomes from it may require planning support to provide upgraded waiting areas, safer walking links between transport hubs and final destinations, and potentially the reprioritisation of road space to give buses prioritisation over private vehicles.

### **Policy TT3: Bus service improvement**

To promote the accessibility and use of public transport, development of five or more homes; office or retail floorspace of over 200 sqm; or other development proposals likely to lead to a significant movement of people into and out of a site will be supported where it is within 400 metres of a bus route.

Where the provision of a bus route is not available within 400m, or where the frequency of service is considered to be too low relative to the scale and/or nature of the development proposals, or there is no provision of a bus stop or shelter, contributions will be sought to enable the provision of an appropriate public transport service to serve the area.

Development should provide appropriate infrastructure to support public transport and bus use including the provision of direct and safe routes to bus stops that are accessible for all, and the provision of bus shelters and any associated infrastructure and technology.

The development and provision of sustainable transport infrastructure arising from the Bus Service Development Plan will be supported.

## **Parking**

The availability and location of parking provision is one of the main influences on personal travel choice and the pattern of development across the island. Parking also has a key role in supporting those with mobility and sensory impairments for whom alternative modes of travel are less of a practical travel option. In some circumstances, on-site parking provision is essential for the functioning of a business or to ensure that the premises can be adequately serviced and visited.

The ability to park is fundamental to the use of all vehicles and the availability of parking at the start and end of each journey is a critical factor in car use. If there is a generous provision of parking spaces associated with development, the preferred mode of travel is likely to be the private vehicle. Consequently, generous parking provision increases traffic flows, which can result in increased congestion, increased carbon emissions, decreased air quality and other negative environmental impacts. Parking provision also increases the need for public expenditure on road building and maintenance, as well as the broader social costs of traffic collisions (each with associated health service costs) and visual impacts on our landscapes and townscapes. While car parking income is retained and used to invest in other areas of the transport network, it is not equivalent to these costs, effectively creating a public subsidy for private vehicle use.

The use of land for car-parking is also an inefficient use when the demand for land for development is high and supply within the built-up area is scarce. As a small island with precious countryside, there is a finite supply of land, which is increasingly under pressure and which must be used in a responsible and sustainable manner. To promote more efficient use of land, whilst seeking to reduce private vehicle use and encourage the use of more sustainable modes of travel, the plan will not support the provision of additional private non-residential car parks, as a distinct and singular form of land use (i.e. parking provision that is not related to or required in association with a development). To encourage and enable redevelopment and regeneration, this plan will also support the

redevelopment of private car parks for other forms of development, including the provision of open space.

The planning system can influence parking provision and vehicle use, through the use and application of parking standards - developed and issued by the Minister for the Environment as supplementary planning guidance - to different forms of land use and development. Parking standards can be used flexibly in response to the relative availability of transport choices and as a tool to influence modality of travel and to deliver other environmental gains. Where an area is well served by sustainable and active transport modes, more restrictive parking standards can be used to promote a more effective use of land and a better-quality environment, where vehicle dominance is reduced. Where public transport provision, and other travel choices, are more limited less restrictive standards may be set. These standards must be set within a broader policy framework, as part of a holistic approach to parking and transport networks, which target a decrease in the use and ownership of private vehicles.

Any variation from the adopted parking standards will require justification, which may be related to the specific nature of the site, or the provision of commuted payments or services to support alternative sustainable transport for the users of the development. In all cases, any deviation away from adopted parking standards will need to demonstrate that this would not cause problems of indiscriminate and inappropriate parking in the locality causing on-street parking congestion, negative impacts on access, implications for highway safety, and the quality of place.

To ensure that any development encourages a move to reduce transport emissions there is also a need to consider the benefits of providing opportunities to support electric vehicles and cycles through appropriate electric charging infrastructure in association with the provision of parking spaces for all types of development, including residential, in accordance with adopted standards.

### **Sustainable transport zones**

The transport geography of Jersey – reflecting the level and nature of transport choices and accessibility in different parts of the island – is a product of many factors related to population distribution, topography and existing transport infrastructure and services. Town functions as an island-wide trip generator and transport hub with high levels of accessibility and a wide choice of transport options. Levels of accessibility and transport choice alter within the town itself and across the island, generally decreasing with distance from the core of the town.

Variation in accessibility provides a basis to establish a policy framework - based on the definition of a series of sustainable transport zones (STZ) - for the development of parking standards, together with other measures and interventions related to the provision of sustainable transport infrastructure, such as electric vehicle charging infrastructure and facilities (such as bike storage). It is proposed that the establishment of sustainable transport zones is used to provide a dynamic framework within which it is possible to bring forward guidance and proposals for a series of travel and transport policy interventions - in addition to the establishment of parking standards - that emerge during the plan period, in response to the outputs of the STP rapid plans.

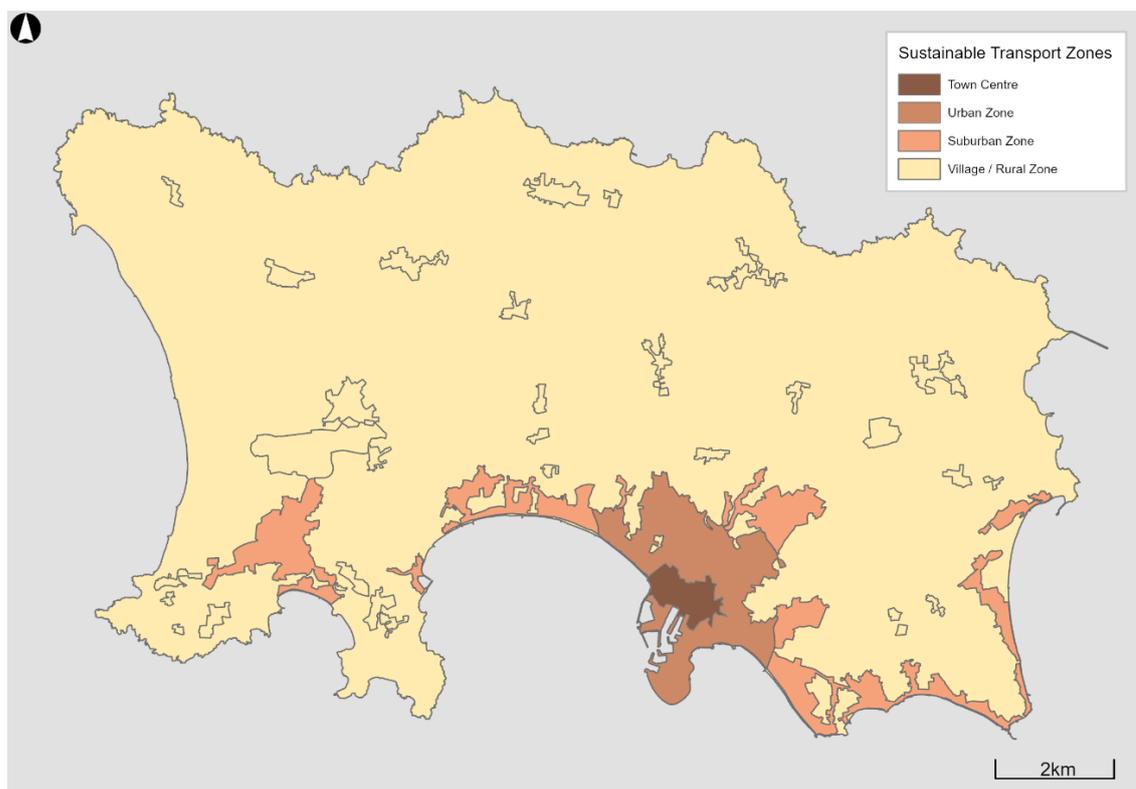


Figure TT6: Potential sustainable transport zones

The nature and scope of guidance for sustainable transport zones is expected to evolve as the STP plans are finalised and as different transport interventions (including 'hard' infrastructure and 'soft' policy measures) are brought forward. The planning guidance established for each zone will be reviewed accordingly, with an expectation that guidance for parking standards would be revised as new improvements in sustainable transport infrastructure and policy are implemented. This will be enabled by support from the Climate Emergency Fund, providing islanders in different parts of the island with greater accessibility and transport choice for more sustainable travel.

Any supplementary planning guidance issued in relation to the sustainable transport zones will pertain to the land-use considerations arising from the development and implementation of the STP and will accord with the policy framework provided by the Island Plan.

## Proposal – Sustainable transport zones

The Minister for the Environment will develop and publish supplementary planning guidance (SPG) for sustainable transport zones (STZ) to:

- establish standards for the provision of motorised and non-motorised vehicle parking:
  - for various forms of development, including residential **to meet all users' needs, including those of visitors**; and / or
  - for the zone, or any part of the zone.
- set out any planning policy considerations and associated standards:
  - for the provision of associated facilities to support sustainable travel;
  - for the provision of electric vehicle charging infrastructure or services; or other low emission technologies, and / or
  - to advance other policies set out in the STP or a related policy plan.

As part of the development of any supplementary planning guidance for sustainable transport zones, the Minister for the Environment will consult the Minister for

## Policy TT4: Provision of off-street parking

Development that has the potential to generate vehicular movements and a requirement for car and other forms of parking will be supported only where it provides an appropriate level of accessible, secure and convenient off-street **motor vehicle** parking, that is well-integrated with the development, and which accords with adopted parking standards in terms of number, type, quality, security and accessibility, to meet all users' needs, with priority given to parking for people with mobility impairments.

To encourage a shift to more sustainable modes of transport, support may be given for development that does not meet adopted minimum standards, where contributions towards alternative parking elsewhere, or sustainable transport infrastructure or services, is secured, and where it can be demonstrated that any deviation will not lead to problems of indiscriminate parking in the locality. Any such contribution would need to be secured through a planning obligation agreement.

The development of land for the provision of off-street car parking space in Town will not be supported except where it is provisioned as a "meanwhile use" against agreed timeframes for use as short-stay (shopper) parking.

To encourage the more efficient use of land and to enhance environmental quality, the redevelopment of off-street parking provision in the built-up area will be encouraged and supported

**Development involving the loss of front gardens and their boundary features to provide parking with direct access to/from the highway will not be supported where this would harm the character and appearance of the street scene or compromise highway safety**

## Port operations

The Port of St Helier and Jersey Airport ('the ports') are both strategic assets and their continued operational viability is essential to the island's social and economic well-being.

Within the designated operational areas of the ports, land is available for direct and indirect functions that are necessary or desirable for their continued operation. This includes the physical infrastructure necessary to support and provide a safe and efficient port operation, allowing the movement of people and freight, whilst enabling the provision of infrastructure and facilities to support port-related activities and functions, such as warehousing, parking and logistics.

However, both facilities are now ageing and are having to accommodate increased volumes of freight, larger vessels and aircraft and the more demanding aspirations of passengers for an improved customer experience when waiting at, or travelling through, the ports.

Significant capital investment is required in order to renew or upgrade port-related infrastructure and to support the resilience of the island's lifeline services and supply chain, as well as ensuring the future sustainability of port-related industries and services.

It is important that the Island Plan supports proposals that allow the ports to change and adapt, to provide as efficient an operation as possible; and also to protect their safe operation, to enable the safe and convenient movement of people and freight to and from the island.

### Port of St Helier

The commercial port of St Helier has an overall capacity of 550,000 tonnes per year, which means that current activity levels are nearing capacity (and ro-ro<sup>11</sup> levels currently exceed capacity). Compounding this, wider changes in the island are likely to impact on traffic through the port – for example:

- changes to the supply of sand in the island will likely require more building materials to be imported;
- there has been a recent trend for more fuel to arrive containerised rather than through the fuel pipe; and
- there is a current shortage of leisure berths.

There are also a number of long-term maintenance and life-cycle issues that require addressing, including replacement of the east ro-ro ramp and the New North Quay deck.

The Ports of Jersey have developed an operational masterplan for the Port of St Helier to provide a framework for the development of a safer, and more operationally efficient, facility with an enhanced handling capacity increasing to 1.2 million tonnes. This enables a combined freight handling area, with increased capacity supporting anticipated freight requirements, to 2042 and well beyond.

The masterplan involves distinct phases of development, over the next decade, to provide a clear segregation of leisure and commercial activities in the harbour. Much of the harbour's infrastructure is ageing and no longer fully suited to the needs of modern

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<sup>11</sup> Roll-on/roll-off.

vessels. Its replacement with more efficient, and more appropriately sited facilities, provides opportunity for the release of some areas of land currently within the commercial port for redevelopment to other uses.

The masterplan improvements are initially focused on changes to the Elizabeth Harbour, which then provides scope for new and further development at New North Quay, Victoria Pier and La Collette. The plans include the provision of a deck over the spending beach at the Elizabeth Harbour; replacing and relocating the east ro-ro ramp; and the relocation of lo-lo<sup>12</sup> to Elizabeth Harbour.

The proposed development and reconfiguration of the port fits into the wider Southwest St Helier Planning Framework<sup>13</sup>, which serves to facilitate development that secures the long-term future and resilience of the ports and harbours of St Helier. It supports a much stronger connection to Town through improved connectivity, placemaking and development of public space, and unlocks key opportunity sites for development.

Proposals for the development of the port facility, including the release of land for other forms of development, will be supported where it can be clearly demonstrated that the development will not hinder the maintenance and enhancement of the port's strategic function and its safe, efficient and effective operation.

The development of any new infrastructure or changes to the use of land and the development of new uses at the port, will need to have regard to its impact upon listed buildings and places, both within and around the harbour, but also in relation to the wider townscape setting of the harbour and key landmarks, such as Elizabeth Castle. Consideration will also need to be given to matters such as resilience to climate change and sea level rise; and any impact on the marine environment.

### **Jersey Airport**

Ports of Jersey's Future Airport project represents a major programme of capital investment to help grow the island's connectivity and is programmed to take place during the Island Plan period within the defined operational area of the airport, as set out on the proposals map. This seeks to create an integrated arrivals and departures terminal, with the aim of addressing aviation compliance issues, provide a modern facility and to enhance overall passenger journey experience. The proposed works include:

- construction of a new arrivals facility and relocation of the airport's fire and rescue service building;
- improvements to the air passenger pier;
- allowing for expected business growth, including accommodating much larger aircraft and dealing with the increasing traffic flow of aircraft and passengers during 'peak' times. This includes extending the existing departures terminal building with the creation of a mezzanine floor to create an integrated building housing both arrivals and departures facilities;
- some changes to hangars, including removal of an end-of-life hangar and development of hangars for private use; and
- changes to the airport forecourt to introduce a 30m security exclusion zone.

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<sup>12</sup> Load-on/load -off.

<sup>13</sup> [Southwest St Helier Planning Framework](#)

Despite not significantly increasing floorspace, the changes will increase capacity of the airport to around 3.6 million passengers per year (largely as a result of the two-storey passenger pier and changes in the way gates can be utilised), compared to current capacity of 1.2 million per year. This increased capacity is far larger than the forecast growth of demand over the next 25 years and so it is not expected that further projects to expand capacity will be required over the plan period.

The Director of Civil Aviation for the Channel Islands (DCA) has recently rescinded the instruction to remove the arrivals building at Jersey Airport, which had previously been identified as an obstacle and an issue for regulatory compliance. In light of this decision, Jersey Airport will develop further options as to how the grade 2 listed 1937 Airport building<sup>14</sup> can be incorporated into future investment plans, having regard to the historic and architectural interest of the building.

The current length and the width of the runway means there are some restrictions on the use of Jersey Airport related to the size of aircraft and their loading. There are, however, no proposals to make changes to the length or configuration of the runway during the plan period.

### **Safe operation**

There is a need to ensure that the safe operation of the island's ports is not prejudiced by the impact of development. This might include, in the case of the airport: high buildings and other structures such as masts, buildings containing electronic equipment, and large expanses of water (that could attract bird life); and in the case of the harbour and shipping: any development which might affect navigation marks.

Facilities required for the safe operation of the ports may be located outwith the defined port operational boundaries and the Ports of Jersey are required to be consulted on any planning application that has the potential to affect the safe operation of these facilities in order that any such affect is considered as part of the planning process.

### **Policy TT5: Port operations**

Developments within the operational areas of the ports that enable the safe and efficient operation; an increase in capacity of these facilities; improve facilities for passengers and the handling of freight; and assist port users and airline operators will be supported.

Uses that are not port related or ancillary to the operation of the ports will not be supported within the defined operational area of each facility except where it is proven that the development will not hinder the safe and efficient operation of the ports.

Development which affects the safe operation of Jersey Airport and Jersey harbours will not be supported.

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<sup>14</sup> [PE0234: States of Jersey Airport \(1937 building\)](#)