



Sustainable Transport Policy: Next Steps



Contents

Our transport system in numbers.....	3
Introduction from the Minister for Infrastructure	4
Part A	5
Executive summary.....	5
Structure	5
Context.....	7
Working together – consultation.....	7
Decarbonising transport.....	7
Strategic Delivery Initiatives.....	8
'Next Steps' Delivery Plan.....	10
Part B.....	13
Stakeholder engagement.....	17
Update on strategic policy workstreams	19
Part C	26
Transport Priorities 2023-2026.....	26
Priority 1: Making the roads safer for all	28
Priority 2: Reallocating road space to prioritise cycling and walking	32
Priority 3: Raising the profile of public transport.....	40
Priority 4: Managing vehicle demand through parking measures.....	43
Priority 5: Supporting the Island's Economy	48
Priority 6: Enabling future transport mobility and legislative change	50
Appendix 1 – Index of Glossary, Figures & Tables.....	52



Our transport system in numbers

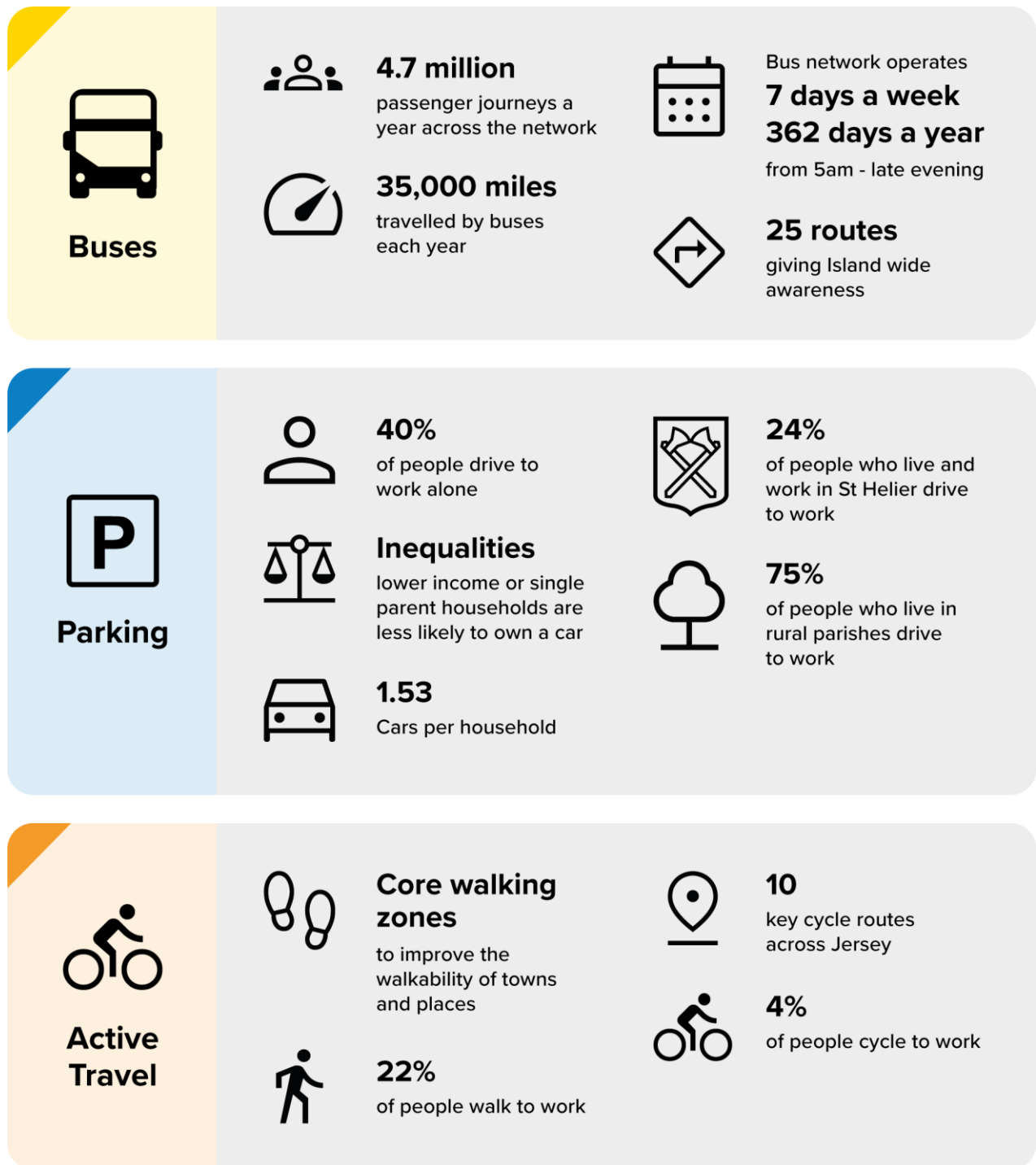


Figure 1 – Our transport system in numbers



Introduction from the Minister for Infrastructure – Deputy Tom Binet

In response to the need to reduce all vehicle emissions and encourage more healthy lifestyles, this 'Next Steps' report promotes a shift from relying on cars to embracing sustainable ways of getting from place to place. With that in mind, it's important that we make the use of alternative modes of transport more attractive than that of the car, especially when taking account of a road network that was never designed to accommodate the varying types, and large number of vehicles now in use.



To achieve this, we've developed priorities to encourage a reduction in car use when it can be avoided, and sought to create welcoming spaces that encourage walking, cycling, and the use of public transport. All of these things are crucial if we are to achieve our overall goal.

That said, it would be naive to pretend that everyone will want, or indeed be able, to give up their car, so we also have to accept this and find ways of ensuring that the cars that do remain in circulation are able to park in such a way as to avoid using the centre of town. This work will form the basis of another report, hopefully, in the not-too-distant future.

Whilst the Island's roads are narrower than in many other places and a good number have a comprehensive network of pipes and cables beneath them, it is our intention to include as many trees as possible when creating walking and cycling routes to, from and through the town area as part of our Public Realm Development; a major initiative being developed to reinvigorate the heart of St Helier.

As far as is practically possible, we also aim to replace the existing diesel bus fleet with electrically powered busses, over a period of time that does not render the service unviable. In addition, to carefully improve bus routes and increase frequency, as this will be one of the key factors that encourage people who would otherwise not use the service. We will also seek to provide more and better cycle parking facilities, increased use of cargo bikes, and the use of innovative technology, wherever possible, to help develop and improve Jersey's transport system.

Work is now under way to ensure that evidence-based decisions can be taken to facilitate the use of e-scooters; a task that will also involve the development and adoption of appropriate legislation. Hopefully, they can soon become a safe and accessible means of transport.

Suitably combined, these measures should help make our Island a little less about the car and more about an increased choice of transport - travelling sustainably and enjoying a less noisy, less congested, less frustrating network; one which supports communities, the local economy and a healthier population. And all of this with a subtle change of tone from Government; a little less stick and a bit more carrot!



Part A

Executive summary

Structure

This report is written in three parts. Part A provides the overarching context and summary of this 'Next Steps' document.

Part B recaps the journey from the adoption of our Sustainable Transport Policy (STP)¹ by the States Assembly in 2020, and the Carbon Neutral Roadmap (CNR) in 2021. It provides an update on these strategic policy workstreams and recognises the election of a new Government in 2022 and the priorities that have been set for their term.

Part C introduces in more detail the ministerial transport priorities which will form the programme of work for sustainable transport covering the remaining term of this government.

By working with stakeholders, Islanders and specialists to develop the rapid plans, we have identified data-driven initiatives, behaviour change programmes, and infrastructure development across six key priorities, shown in Figure 2. These will transform the transport system over time to ensure that it:

- promotes health, wellbeing and social cohesion
- moves us towards achieving our net zero emissions target by 2050.

¹ [Sustainable Transport Policy \(STP\)](#)



Figure 2: The six key priorities for sustainable transport delivery



Context

In 2022, the new government set out their priorities for change and their vision of Jersey as: *a place to live; a place of work; a place to grow old with dignity; and a place to take pride in and protect*. An inclusive sustainable transport system plays a fundamental part in the delivery of these priorities. The social value of sustainable travel choices such as improved health and wellbeing, better accessibility, less congestion, better air quality and a just transition are recognised and contribute to the sense of pride we rightly look to have in our Island.

To build the evidence base for fulfilling our sustainable transport ambitions, four 'Rapid Plans' and their underpinning programme of work have been undertaken. These detailed assessments of our parking and bus systems, our active travel network and potential for integration of mobility as a service are now complete and are a rich research and evidence base which has been used to inform our future thinking and forward programme of delivery of sustainable transport infrastructure projects and behaviour change initiatives.

Working together – consultation

The vision for our future transport system is ambitious and relies on Islanders making different choices about how they travel and so we have undertaken multiple consultations since 2020. We have used this important feedback to inform our work across the transport environment and to ensure the strategy connects with Islanders on a personal level; supporting them to realise the benefits as part of their daily lives. These benefits cut across the whole socio-economic spectrum and benefit the whole community.

Decarbonising transport

In parallel with the work defined by the STP, the CNR has been approved with several policies identified to support the decarbonising of transport including:

- Launching both an e-bike and an electric vehicle and charger incentive scheme
- Continuing to adjust the rates of Vehicle Emissions Duty to ensure the most polluting vehicles pay the very highest rates of import duty
- Reviewing the Road Law – an ongoing project to review and modernise the legal framework for Jersey's highways to ensure they are fit to safely enable low-carbon, sustainable and modern travel and transport
- Specific funding to support the delivery of cycling and walking behaviour change programmes as well as infrastructure programme development



- Opportunities to work with the bus operator to trial initiatives to support increased ridership and reduced carbon emissions
- A behaviour change policy to introduce green number plates for zero emission vehicles.

Further detail on the progress of these policies is provided from page 19.

Strategic Delivery Initiatives

Our vision for a green, efficient transport system extends beyond one department. Various government bodies drive multiple projects toward this goal. Working across Ministerial portfolios we highlight progress of these initiatives and their significance for the transport sector.

New office headquarters: A model for decarbonisation

We're not just relocating with our new office headquarters; we're setting a standard for greener staff travel and sustainable government operations. By introducing facilities like pool e-bikes and electric vehicles, we're leading the government's shift from petrol and diesel to cleaner fuels, showcasing how collaboration across departments and organisations can substantially reduce our organisation's carbon footprint.

Island Plan review: Embedding sustainable transport in spatial planning

The next Island Plan review will actively integrate sustainable transport into our spatial planning. This alignment boosts value for taxpayers by further uniting transport with wider infrastructure goals. It's more than a review; it's a pivot towards positioning sustainable transport within future frameworks, plans and investments such as the Town 'Master Plan'.

Leveraging strategic partnerships

We will work with key stakeholders, like States of Jersey Development Company (SoJDC), in developing the town's 'master plan'. Beyond immediate changes, we will integrate sustainable transport into urban regeneration and development. This will involve additional cycling and pedestrian facilities to encourage the public to switch from cars to cycling and walking, aligning the town's future with our sustainability goals.

Cross-portfolio collaboration and funding

The Ministers responsible for Infrastructure and Environment have demonstrated a renewed commitment to cross-collaboration, identifying additional funds from the Carbon Neutral Roadmap to fast-track the Eastern Cycle Network starting in 2024.



We will continue to review the sustainable transport infrastructure and engagement projects within the strategic programme according to the governance prescribed through the Carbon Neutral Roadmap. We are actively connecting departments and stakeholders, strengthening partnerships, and optimising our funds to build a transport system that benefits users and protects our environment.

Technology innovation and automation in transport

Collaborating with technology companies can transform a small island's transport system. Our partnership with Digital Jersey offers early access to the latest transport innovations, customised to the island's unique challenges. By conducting cost-effective pilot programmes, the island can evaluate new technologies before broad implementation. This collaboration also nurtures training for the local workforce, establishing a feedback mechanism that fine-tunes these innovations. Beyond immediate transport solutions, such partnerships bring economic advantages and position the island as an innovative leader, ensuring its transport infrastructure remains adaptable and forward-thinking. We are currently working with Digital Jersey on the use of a data trust holding unique data collected through innovative bicycle lights, as well as a transport "challenge" to understand the opportunities and barriers in the use of automation within the transport network.

Strategic Funding

There are several funding streams which support the delivery of a sustainable transport network. These are currently through the Carbon Neutral Roadmap, Government Plan funding and the Car Park Trading Fund. As we start to deliver on the six priorities of this Government there will be further work to identify strategic sustainable transport funding whilst realising the cost of using the road network needs to be proportionate to the social and environmental cost of private vehicle use.



'Next Steps' Delivery Plan

Themed by each priority the strategic delivery plan is set out below.

To make the roads safer for all of us, the Minister will:

- Publish a road safety strategy in early 2024. This will include a data-led action plan to identify new infrastructure and behaviour change initiatives to support a change in road user behaviour to reduce the number of collisions which occur on the network
- In 2024, create a Strategic Road Safety Unit to work across government and with wider key stakeholders to deliver a generational change of road safety initiatives, through collaborative working, strong leadership, consistent prioritisation and identification of funding and resources to deliver a reduction in killed and seriously injured casualties.

To reallocate road space to prioritise walking / wheeling and cycling, the Minister will:

- Actively support walking and cycling for all journeys, wherever the start or end point, and invest or adapt our infrastructure to create an Island-wide strategic cycling and walking network
- Reallocate existing road space to give cycling and walking priority over cars, to create a safer, cleaner, greener environment for people who cycle, walk or wheel
- Prioritise pedestrian-friendly infrastructure and design to make walking a more accessible and enjoyable option for everyone, including those with disability and mobility impairments
- Publish a Cycling and Walking Infrastructure Strategy in 2024 which will identify the forward programme of strategic corridors for cycling and key walking zones across the Island and within St Helier ring road
- Review supplementary planning guidelines and planning obligation agreements to help fund the cycling and walking network.



To raise the profile of public transport the Minister will:

- Publish Network Planning Guidelines in 2024 to provide a framework for decision making when potential new bus services and routes are to be considered
- Create more accessible, safer, covered waiting areas for bus users to encourage people to take the bus instead of driving
- Utilise existing and emerging technologies to make it easier for Islanders to plan and pay for their journey and hold their tickets via mobile devices
- Identify opportunities with the bus operator to bring low carbon vehicles into the bus fleet and explore solutions to the challenges that zero emission buses bring.

To manage vehicle demand through parking measures the Minister will:

- Consider the use of new parking charges to support a reduction in commuter journeys where parking is provided by the employer
- Deliver a long-term parking estate management framework for St Helier which develops the vision for reducing the dominance of vehicles in the town and supports walking and cycling
- Support increasing short stay parking availability within the town centre, we will review charges and charging time periods for parking in public car parks. It is understood that a percentage of this revenue will support road safety and sustainable transport initiatives
- Encourage and facilitate the provision of shared mobility solutions within new developments and continue to encourage shared mobility as an alternative to private car ownership
- Continue to work with Jersey Electricity Company, Parishes and other key stakeholders to ensure that public electric vehicles charging infrastructure is developed in a co-ordinated way, aligning to the aims and ambitions of the Sustainable Transport Policy.



To support the Island's economy the Minister will:

- Support the development of workplace travel plans by engaging with business stakeholders such as the eco-active business network, Jersey Chamber of Commerce and Jersey Business
- Work with Digital Jersey to undertake research to understand how we can use technology to support delivery trips, to make businesses' road use more efficient and help reduce carbon emissions
- Develop an intuitive "wayfinding" system to support cycling and walking across the Island. We will adopt technology to ensure this system can be accessed on mobile devices as well as on-the-ground navigation aids and maps
- Continue to support businesses through our eco-driving programme to increase efficiencies in transport fleets.

To inform future transport mobility and legislative change, the Minister will:

- Continue to review and update Jersey's roads legislation through the roads law review to enable Jersey to take advantage of emerging technology and new innovations within the transport sector
- Continue to investigate the feasibility of further financial disincentives to private vehicle usage to support the overarching aims of the Sustainable Transport Policy that fewer motor vehicle journeys will be good for Jersey
- Work with the taxi industry to identify how new innovations can be integrated into Jersey's existing fleet to improve the customer experience and reduce operating costs
- Work with the Parishes to identify opportunities to create travel hubs within local areas which support switching between modes of transport. This will help make completing part of a journey by sustainable transport more attractive to Islanders.



Part B

Our transport vision and key principles

The Government of Jersey's Common Strategic Policy² (CSP), published in October 2022, sets out seven priorities for change (Figure 3) over the current term of Government. The overarching aim of the priorities is to ensure that all decisions taken have due regard to Jersey as: a place to live; a place of work; a place to grow old with dignity; and a place to take pride in and protect. Our transport system plays a fundamental part in delivery of these priorities.

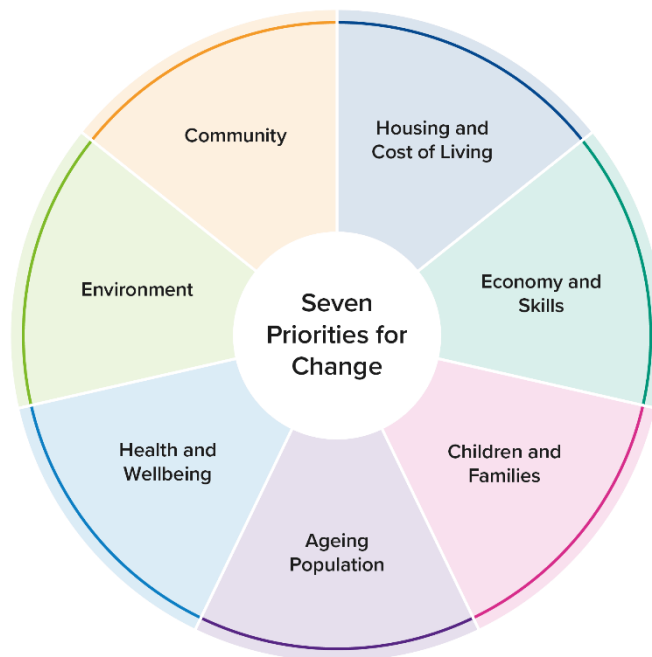


Figure 3: The Council of Ministers Seven Priorities for Change.

Overarching transport vision

Aligned with the CSP, our Sustainable Transport Policy³ (STP) sets out the strategic transport policy and vision to bring significant, positive changes for Jersey.

"By 2030, our transport system will make our everyday lives better, support businesses, encourage us and our children to be healthier and make our Island greener."

It establishes ten decision making principles for transport (Figure 4) that will be *"built into and applied in public decision-making in a range of ways"*. The key implication is that we need to

² [Common Strategic Policy 2023 to 2026](#)

³ [Sustainable Transport Policy \(STP\)](#)



manage down demand, as we do not have the space or resources to create additional road capacity. The Bridging Island Plan⁴ also takes steps to integrate these principles into planning policy for development across the Island.



Figure 4 - Ten decision making principles for transport

Crucially, the STP introduces a mobility hierarchy, (Figure 5) which informs decision making around transport infrastructure investment. At the top of the mobility hierarchy is delivery of an inclusive transport system (for children, elderly people, and people with sensory or mobility

⁴ Bridging Island Plan 2022 to 2025



impairments) as well as active travel (walking, wheeling and cycling). Single occupancy cars are at the bottom of this hierarchy which enables a policy shift towards a “car is guest” mindset, backed up by recent changes to the Jersey Highway Code⁵. This hierarchy should be applied when reviewing the way our transport network is planned, delivered, and used.

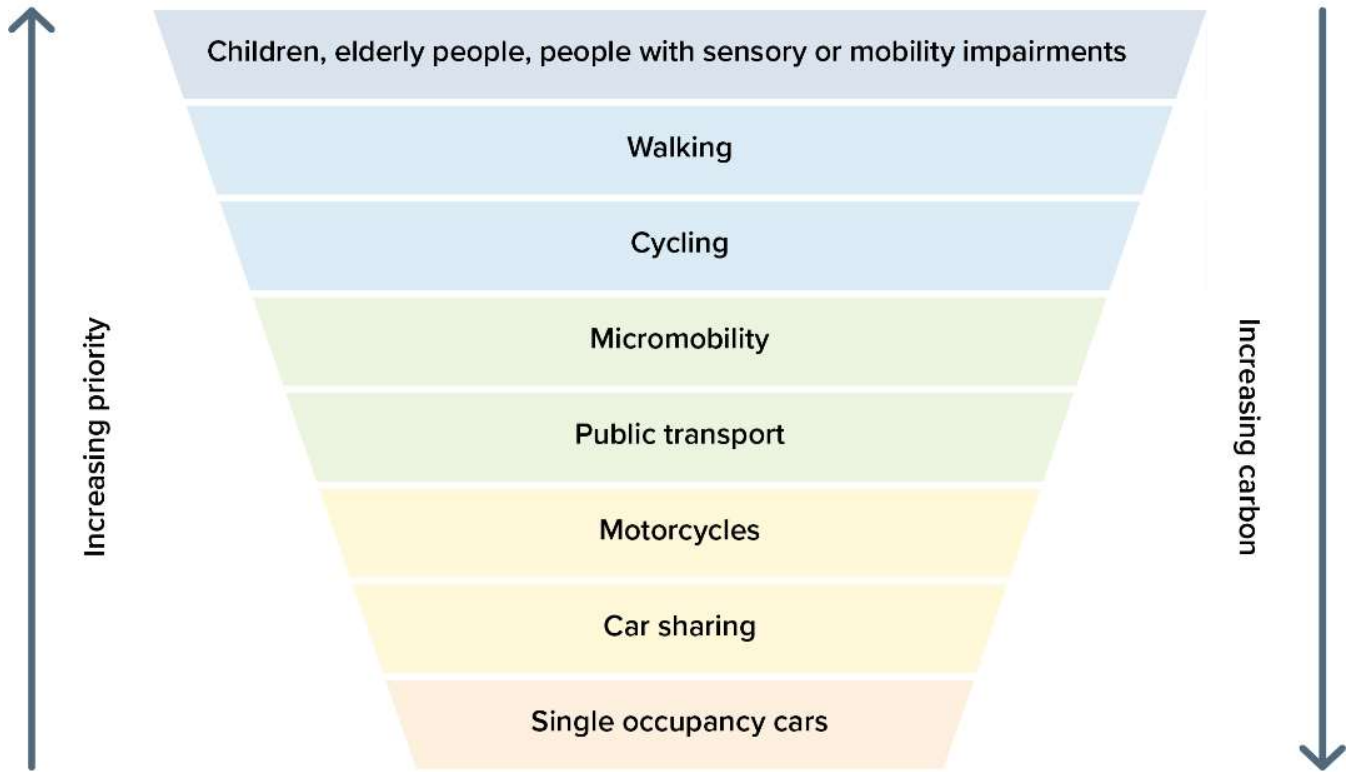


Figure 5: The mobility hierarchy.

⁵ Jersey Highway Code (gov.je)



Social value of sustainable travel choices

Travel has historically been dominated by private car use, for reasons of perceived convenience, reliability, and comfort. However, car travel is an inefficient use of constrained road space which leads to inequalities for other modes of transport.

The over-reliance on cars creates issues because not everyone can benefit equally from their perceived advantages, with the negative effects they produce tending to disproportionately affect certain groups. This leads to societal inequalities. For example, bus users spend the longest time on their commute, which makes public transport an unattractive mode of travel. This disproportionately affects lower socio-economic groups such as single adult households, single pensioner households and single parent (with dependent children) households who do not have access to a car or van.



Every time an Islander leaves their petrol or diesel vehicle at home and switches to a more sustainable form of transport such as taking the bus, riding a bike, walking or wheeling, they are increasing the social value of their transport choice for all Islanders. These forms of transport not only have a lower impact on the environment, but also provide wider personal and societal benefits, as shown in the diagram above.



Stakeholder engagement

We need to share our ambition with Islanders as we rely on them to make different choices about how they travel. The case for doing so is evidence-led and declared as part of our climate emergency, which is being addressed through the CNR⁶. However, we also need to connect with Islanders on a personal level, to support them to realise the benefits (Figure 6) as part of their daily lives. These benefits cut across the whole socio-economic spectrum and benefit the whole community.

Society issue	Impact of cycling
Social cohesion	Improves
Wellbeing (quality of life)	Improves
Public realm	Improves
Local air quality	Improves
Road casualties	Reduces
Traffic congestion	Reduces
Carbon emissions	Reduces

Figure 6: The societal impacts of cycling

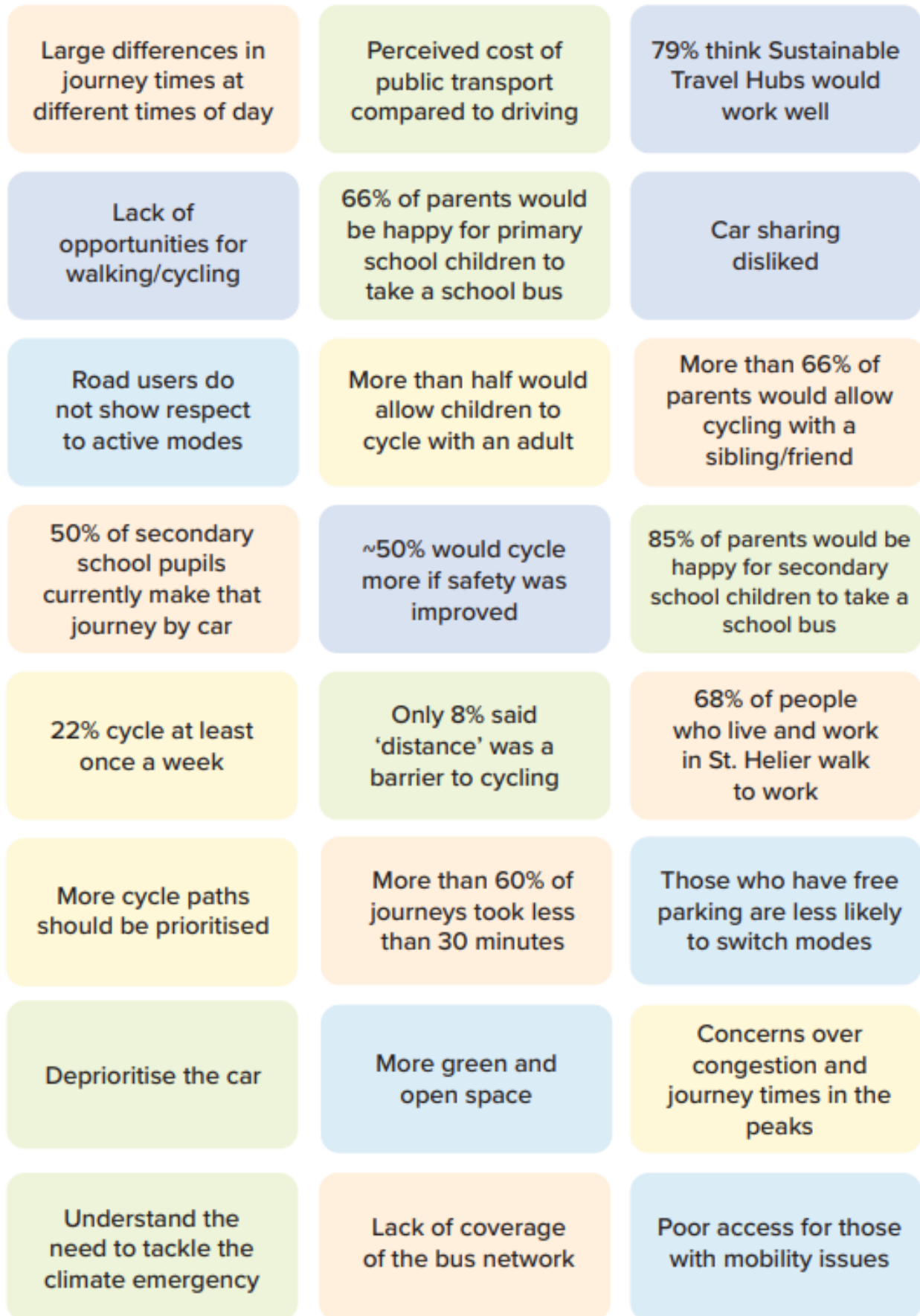
We have undertaken multiple consultations since adoption of the STP⁷, and have been using this important feedback to inform our work across the transport environment.

During the delivery of our transport priorities there will be further opportunities for Islanders to have their say on specific schemes and initiatives. It is important to understand how potential changes will affect different groups whilst we try to deliver a decarbonised transport system that will also reduce inequality and promote transport equity. Examples of some of the feedback received, taken from the evidence base gathered during this engagement is shown overleaf.

⁶ [Carbon Neutral Roadmap](#)

⁷ [Sustainable Transport Policy \(STP\)](#)





Update on strategic policy workstreams

Sustainable Transport Policy delivery

Since its adoption, the delivery against the STP (STP)⁸ has been significant. In 2021 we published the 'Second Interim Report on the Sustainable Transport Policy'⁹ which gave progress on policy development and Strong Start Programme delivery.

The timeline of work and the different workstreams that have been completed since the Sustainable Transport Policy was adopted is shown in Figure 7. This shows how they interlink to inform our priorities, as well as identifying additional delivery across future policy, behaviour, and operational programmes.

Table 1 provides the current progress status of our key workstreams up to July 2023. Together, these provide the evidence base, which is informing how we deliver a decarbonised, more sustainable transport system. This evidence base enables intelligent, data-led development of infrastructure to support increasing numbers of Islanders who want to travel more sustainably.

⁸ [Sustainable Transport Policy \(STP\)](#)

⁹ [Second Interim Report on the Sustainable Transport Policy 20211221 JB.pdf \(gov.je\)](#)



Sustainable Transport Projects Timeline

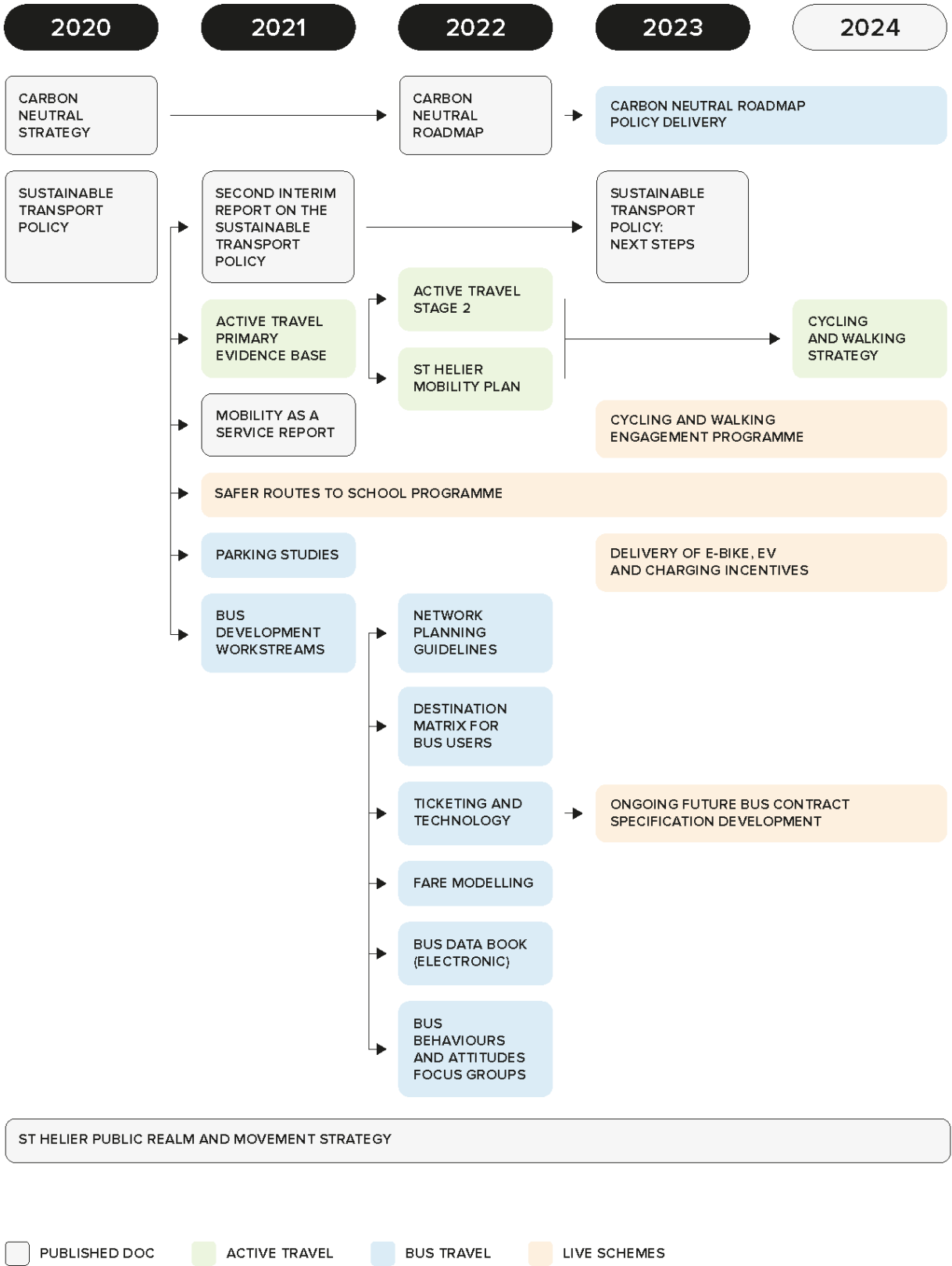


Figure 7: Timeline of Sustainable Transport Policy delivery.

Table 1: Sustainable Transport Policy delivery

Policy area	Progress	October 2023 status
Active travel		
Cycling, walking and wheeling	A series of route audits, including initial desktop audits of walking and cycling routes, has been undertaken across the Island based on recommendations from the primary evidence base published in 2021. Strategic corridors have been identified linking parishes to St Helier, allowing for future development of prioritised infrastructure schemes.	Completed – to be published as part of a wider Cycling and Walking Infrastructure Strategy in 2024.
St Helier Mobility Plan - Cycling, walking and wheeling	Building on the St Helier Public Realm and Movement Strategy ¹⁰ , further route audits for cycling and walking have been undertaken in St Helier. The findings contain high level recommendations which will be incorporated into the Cycling and Walking Infrastructure Strategy due for drafting in 2024.	Completed – to be published as part of a wider Cycling and Walking Infrastructure Strategy in 2024.
Safer Routes to School	We have undertaken engagement with parents and teachers at 27 schools to develop an evidence-led list of interventions which have been prioritised against a set of key criteria including: modal shift impact, carbon reduction impact, delivery cost, technical deliverability, stakeholder support and timeframe. This will allow the Government of Jersey to consult with schools and parishes to determine a shortlist of measures and develop any implementation scheme as part of the wider future investment decisions for sustainable transport. Phase 4 is currently being scoped for the remaining schools and we are hoping to undertake this in the 2024 academic year. We will continue to engage with children and students on their journeys to ensure future behaviour change initiatives consider their barriers and/or concerns towards sustainable transport choices.	In progress
Cycling infrastructure	Cycle path widening at First Tower by the Lookout café.	Complete
	Cycle path widening and marking along length of St Aubin's Bay promenade.	Complete
	La Blinerie (St Clement) – exploring options to improve the route as part of the Eastern Cycle Network.	In progress
	Hill Street and Royal Square (St Helier) cycle route enhancements to align with public realm programme.	In progress
	La Haule (St Brelade) cycling, walking and wheeling improvements – we have engaged with the Parish Connétable with a view to community consultation in Spring 2024.	In progress

¹⁰ [Public Realm and Movement Strategy](#)



Policy area	Progress	October 2023 status
	Cycle counter display unit on St Aubin's Bay Promenade – currently developing procurement strategy. This will provide data on cycling levels and help to promote cycling to Islanders.	In progress
	Mont Millais and Bagatelle Road (St Saviour) – Safer Routes to School – local community engagement undertaken to understand issues to inform concept proposals.	In progress
	La Route de la Liberation / Castle Street Roundabout (St Helier) walking, wheeling and cycling crossing improvements. At optioneering stage.	In progress
Walking and wheeling infrastructure	Midvale Road (St Helier) – conversion to one-way street and widened footways.	Complete
	Zebra crossing on St John's Road near Queens Road (St Helier)	Complete
	St Luke's School Street pilot ¹¹ on lower Elizabeth Street. (St Saviour)	Complete
Bus development		
Origin-Destination matrix – All bus users	An evidence base and process to test a range of options relating to the provision of services. This now includes boarding numbers as well as a reasoned estimate of where those people are going, segregated by user types across the day. This underpins much of the wider analysis for policy development in this workstream.	Complete
Bus data book	An electronic system to show graphical outputs from the data within the origin-destination matrix for 800 bus stops on the Island, based on specific queries.	Complete
Network planning guidelines	Sets out the principles by which the bus service network is specified. Provides a point of reference when making decisions and trade-offs about where and how the bus network serves the people of Jersey.	Complete
Ticketing and technology technical research	Technical note that explores advances in bus ticketing technology and considers application to Jersey to inform what should be considered for the future bus contract specification.	Complete
Fare modelling research	Identified different fare structures to enable financial modelling to understand the impact of different policy options.	Complete
Bus stop shelter installations	3538 Oxenford Close South	Complete
	2786 Hotel de France South	Complete
	3846 York Farm West	Complete
	3847 Pomona Road North	Complete
	3464 Mont Nicolle West	Complete
	A pedestrian ramp to improve access at the "Red Houses Waitrose East" stop (St Brelade – shelter already existed at this location)	Complete
Parking studies		
Strategic Parking policy research	A research project which identifies potential policies relating to parking that will support managing down vehicle demand and encourage modal shift to cycling, walking, wheeling and bus travel. Ten policies are presented, collated under four themes.	In progress
Technical report on	A report which identifies and describes two measures relating to charging for workplace parking – Workplace Parking Levy and Workplace parking as a	Complete

¹¹ [St Luke's School Street pilot](#)



Policy area	Progress	October 2023 status
environmental taxes relating to car use	taxable benefit in kind and the impact either of these measures would have in Jersey.	
Supply and Demand modelling	A model with supporting technical note to help show how different demand and supply levels, based on policy decisions and future developments, would affect parking provision within St Helier.	Complete

The Carbon Neutral Roadmap

The CNR¹² contains several transport policies. Progress is being made on implementing these policies, and an update on the progress is given in Table 2. Many of the policies in the CNR align with our goals for a sustainable transport system. As a result, the Minister of Environment, the Minister for Energy and Climate Change, and the Minister for Infrastructure work closely together on the delivery of these projects.

Table 2: Carbon Neutral Roadmap policy delivery

CNR Policy title	Progress	October 2023 status
TR1 – Speeding up adoption of electric vehicles	<p>E-bike incentive:</p> <ul style="list-style-type: none"> Launched in January 2023 as quarterly releases of grants during 2023 and 2024 towards the cost of three types of e-bikes; standard e-bikes (£300), e-cargo bikes and adapted e-cycles (both £600) To date, 375 grants have been awarded to be redeemed at registered local bike shops, designed to transition petrol/diesel vehicle journeys to this low carbon alternative More information is available via gov.je/ebike. <p>Electric Vehicle (EV) purchase and charger incentives:</p> <ul style="list-style-type: none"> This incentive has now been launched and expected to run until the end of 2027 - Eligible individuals and businesses can apply for an incentive of 35% of the purchase value, up to a maximum of £3,500 towards the cost of an electric car or van. Cars and vans eligible under the scheme have a maximum value of £40,000 Eligible individuals and businesses can also apply for an incentive of £300 towards the cost of an electric moped or motorcycle. mopeds and motorcycles eligible under the scheme have a maximum value of £5,000 By the 27th November 2023, 228 purchase incentives have been issued 	In progress

¹² [Carbon Neutral Roadmap](#)



CNR Policy title	Progress	October 2023 status
	<ul style="list-style-type: none"> • There is also an EV charger incentive to support at home charging • Eligible individuals and small businesses can apply for an incentive of £350 towards the cost of an electric vehicle smart charger • By the 27th November 2023, there had been 25 approved applications • More information is available via https://www.gov.je/goelectric and https://www.gov.je/goelectriccharger 	
TR3 - Supporting transition fuels	<p>This policy covers the introduction of a subsidy to cover the rate of fuel duty charged on second generation renewable diesel to reduce its costs and encourage uptake.</p> <p>One of the assumptions within the published Carbon Neutral Roadmap for this policy was that the cost of Second Generation Renewable Diesel (SGRD) remained stable. This was not the case in 2022 and remains a continued concern in 2023 with ongoing fluctuations in global energy prices. This policy is on pause and will be reviewed once global energy prices stabilise.</p>	On hold
TR3b - Investigate potential for renewable content petrol and diesel for Jersey	<p>This policy committed the Government to investigating renewable content fuels and the role that they could play in Jersey's decarbonisation journey.</p> <p>Research and market analysis into renewable content fuels and their use in Jersey was commissioned in 2022.</p> <p>A policy position paper is currently under development and will be presented to Ministers in due course.</p>	<p>Research completed.</p> <p>Policy decision under consideration</p>
TR4 - Vehicle Emissions Duty (VED) optimisation	The first year of this policy was implemented within Government Plan 2023-2026. Future VED position is currently in discussion.	In progress
TR5 - End the importation and registration of petrol and diesel vehicles that are new to the Island from 2030	<p>Work has started and is beginning with a review of what is being undertaken within other jurisdictions and define the scope for legislative change. Key milestones are:</p> <p>Final draft from Law Drafting Officer – June 2025</p> <p>Lodging of legislation – September 2025</p> <p>Assembly debate – November 2025</p>	In progress
TR6 - Review Roads Law - Research completed. Policy decision under consideration	<p>The CNR committed Government to review the legal framework for Jersey's highways to ensure they are fit to safely enable low-carbon, sustainable and modern travel and transport.</p> <p>This work is now well underway, and a programme of consultation is currently ongoing to understand the issues relating to how changes to laws affect different stakeholders such as the Parishes and the powers they hold within their roads committees, roads policing, road safety policy development and how laws currently differentiate between different road types.</p>	In progress



CNR Policy title	Progress	October 2023 status
	This programme is currently on track for law drafting to be completed in 2026, and new laws adopted by the States in 2027.	
TR7 - "Green" number plates for electric vehicles	This is complete and it is now legal for electric vehicles to have a green "flash" on their number plates. This is a behaviour change initiative to help highlight the breadth of different vehicles available on the electric car market.	Completed
TR8 - Sustainable Transport Roadmap	This "STP Next Steps" report delivers against CNR policy TR8.	Completed
TR9 - Bus service development trials	Trials have already started across five services. They aim to increase the frequency and / or initial provision of the bus service in areas where there was limited service or to improve accessibility to key transport hubs (St Helier and the airport) early in the morning. This policy also delivers the use of SGRD in the double-decker fleet. More detail on this is provided within the priority "Raising the profile of public transport" on page 40.	In progress
TR10 - Active Travel	This policy is broken down into three major workstreams: <ul style="list-style-type: none"> • Policy development and research • Behaviour change programmes • Infrastructure development More detail of the three workstreams is provided within the priority "reallocating road space to prioritise cycling and walking" on page 32	In progress
TR11 - Emissions from aviation and maritime transport	We are working with the Ports of Jersey to better understand what opportunities exist to reduce emissions from maritime and aviation transport.	In progress



Part C

Transport Priorities 2023-2026

Context

By working with stakeholders, Islanders and specialists to develop the rapid plans, we have identified data-driven initiatives, behaviour change programmes, and infrastructure development across six key priorities shown in Figure 8. These will transform the transport system over time to ensure that it promotes health, wellbeing and social cohesion and moves us towards achieving our net zero emissions target by 2050.



Figure 8: The six key priorities for sustainable transport delivery



Alignment with the United Nations Sustainable Development Goals

With a focus on these priorities, we want to develop a transport network aligned with our social, economic, and environmental goals. This will ensure a healthier, sustainable, and more inclusive Island for future generations. This aligns with the United Nations Sustainable Development Goals¹³ (Figure 9) which recognise that ending poverty and other deprivations must go together with strategies that improve health and education, reduce inequality, and spur economic growth – all while tackling climate change and working to preserve our oceans and forests.

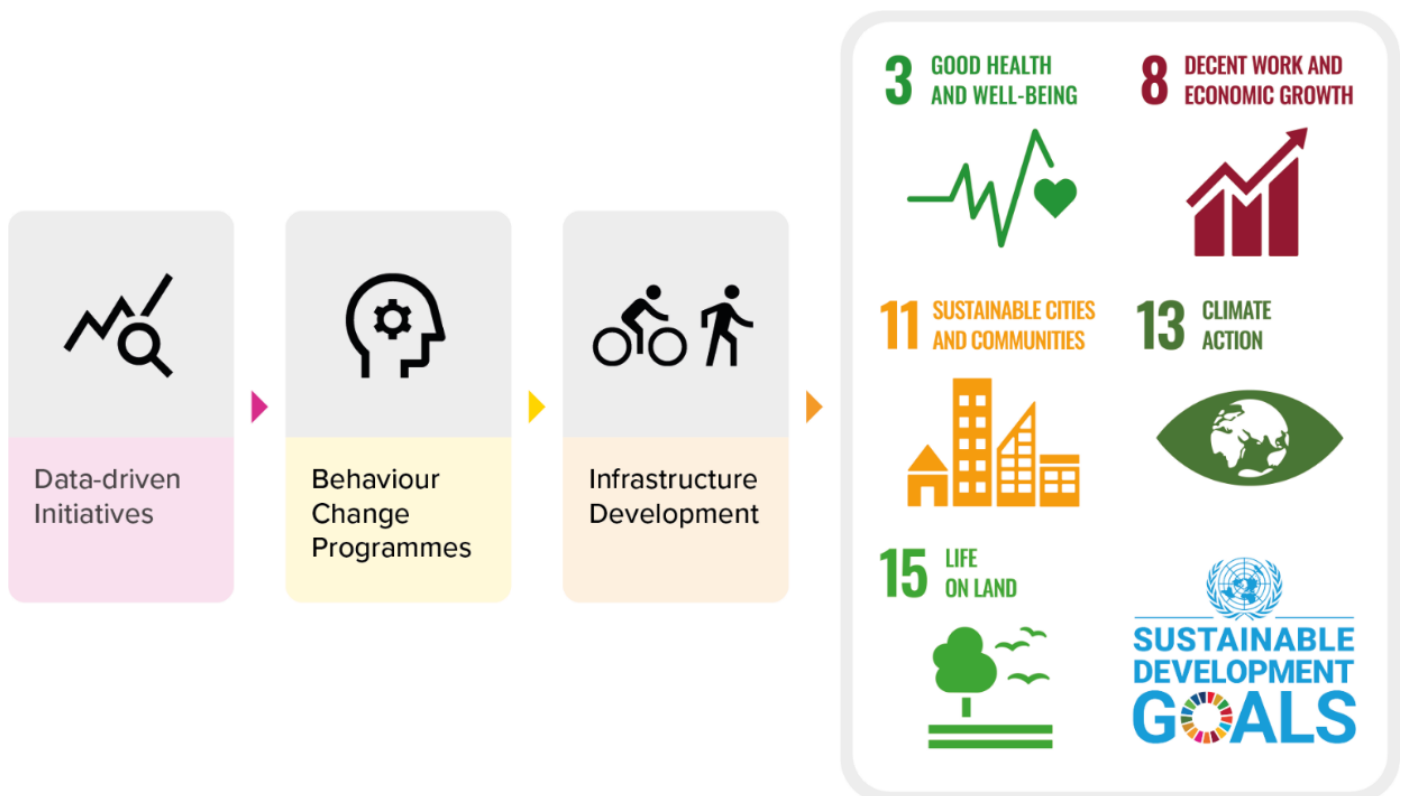


Figure 9: The Sustainable Development Goals.

¹³ [United Nations Sustainable Development Goals](#)



Priority 1: Making the roads safer for all

Road safety is a community responsibility and a priority for Government. The most recent annual road collision statistics (2022) show that there was one fatal, 60 serious and 185 slight injury casualties on our roads. This is too many and, in some cases, has led to devastating consequences. These deaths and serious injuries shouldn't happen on our roads, and we must all try our best, where we can, to prevent them. To achieve this, we must work harder to understand how all road users are interacting with each other, to identify where, when and how injuries are occurring, and proactively deliver changes to further mitigate any risk.

We are committed to reducing the collective number of people killed and seriously injured on our road network over the ten-year period from 2024–2033 and work is ongoing to set a responsible yet realistic target to support this aim. This will be challenging but we will look at data, contributory and causation factors and, more importantly work with stakeholders and the public to make the road network a safe space for all, irrespective of the chosen mode of transport.

Our commitment to adopt global best practice in road safety - the Safe System Approach (Figure 10) - is at the heart of our ambition. This approach moves away from a reactive, problem fixing approach towards a more proactive, pre-emptive one, in which good road safety management and use of data provides a framework for targeted solutions, future development and continuous learning.

The Safe System Approach recognises that road users are human and that mistakes can be made. It aims to reduce the severity of crashes, as well as the likelihood of them occurring in the first place. Our approach will be data-led and as a priority will address the number of motorcyclists, pedal cyclists, and pedestrians involved in collisions, representing our most vulnerable road users.





Figure 10: Safe System Approach to road safety.

We will publish a road safety strategy in early 2024. This will include a data-led action plan to identify new infrastructure and behaviour change initiatives to support a change in road user behaviour to reduce the number of collisions which occur on the network.

Our commitment to road safety will help to ensure that our roads are safer for everyone who uses them, but it is also important to recognise that road safety is a collective responsibility.

As individuals, we have a personal responsibility to follow the rules of the road, be aware of our surroundings, and drive or travel safely. Together, we can make our roads safer and reduce the likelihood and severity of collisions. We must all do our part to ensure that our roads are safe for everyone.

Managing speed and raising awareness of the need to drive according to the conditions of the road will support our casualty reduction aim. We will partner with the States of Jersey Police and



Tackling Transport JSY

Honorary Police to ensure we develop a co-ordinated approach to manage speeds and speeding, drink and drug-driving, driving whilst distracted, and other factors that significantly contribute to collisions, such as vehicle roadworthiness.

This will be supported by the delivery of a collaborative road safety calendar of focused campaigns to raise awareness of safe road use. Alongside this, a compliance strategy will be published so that all road users understand the relevant road laws, guidance and the consequences of not adhering to them.

In 2024, we will create a Strategic Road Safety Unit to work across government and with wider key stakeholders to deliver a generational change of road safety initiatives, through collaborative working, strong leadership, consistent prioritisation and identification of funding and resources to deliver a reduction in killed and seriously injured casualties.

Safer School Zones

As a result of the work undertaken with the Safer Routes to School programme, we are now able to identify Safer School Zones. These zones refer to specific roads local to schools where improvements have been identified which would support safer, more sustainable modes of travel for school children, parents and staff.

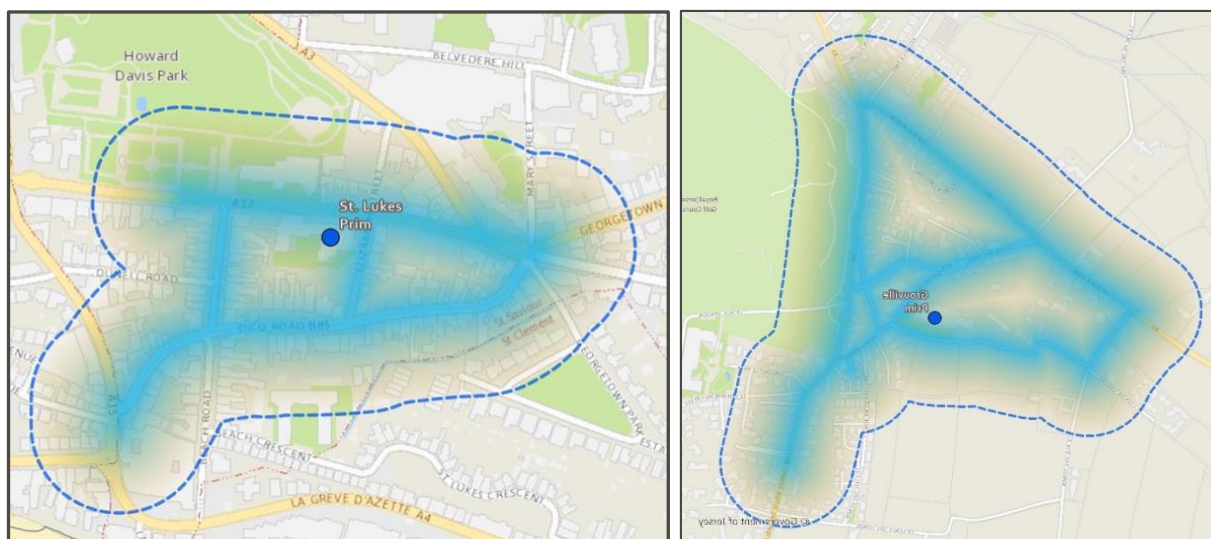


Figure 11: Examples of a safer school zone.

The results from phase 1 and 2 of the the Safer School Zones programme will be mapped (Figure 11) and will feed into future cycling and walking infrastructure improvements. As future phases of



the programme are completed, each school or cluster of schools will have a Safer School Zone which will inform future priorities for infrastructure investment and delivery.

These zones could also benefit from the implementation of "Jersey School Streets"; the first example of which has recently and successfully, been demonstrated at St Luke's Primary school.



Priority 2: Reallocating road space to prioritise cycling and walking

Walking and cycling are the most sustainable forms of transport. By swapping a journey from a car to a walk, wheel or ride, carbon emissions are immediately reduced. Reducing the number of cars on the road also frees up road space to make it easier for others to make similar choices. Secondary benefits from this choice of travel are the improvement in personal physical and mental health, and a reduction in the cost of person travel. We will also provide suitable facilities for bicycle parking and incentivise Islanders to become active travellers through behaviour change programmes.

We will actively support walking and cycling for all journeys, wherever the start or end point, and invest or adapt our infrastructure to create an Island-wide strategic cycling and walking network.

Current cycling challenges

As we develop infrastructure to support cycling, it is important to acknowledge that with limited space, new segregated cycle paths, which already exist in some parts of the Island, are not feasible in constrained locations. In most cases it may not be possible to completely segregate cycling and motor vehicle traffic, such as on our Green Lanes. While this presents a challenge, it is possible to strike a balance that allows for safe and efficient cycling infrastructure, while still providing accessibility to the network for motorists, who need to use their car.



As a result of the work undertaken within the 'Active Travel– Primary Evidence Base¹⁴' we have identified strategic corridors for cycling across the Island, which have been audited using best practice route selection tools to ensure a consistency of approach.

¹⁴ [Active Travel– Primary Evidence Base](#)



To accompany these strategic corridors, more detailed work has been undertaken within the ring road of St Helier to create a draft mobility plan. The draft plan will identify schemes which can be delivered to make the ring road more accommodating for cycling, walking and wheeling. They will reduce the difficulty in crossing the ring road for those travelling into town by these modes, and for residents and town users who want to cycle, walk or wheel around the town on less congested roads. Figure 12 (below) is an extract of data from the draft plan which shows traffic routing via Burrard St or Val Plaisant in St Helier on a Friday between 07:00 – 19:00 instead of using the ring road to avoid the centre of town.

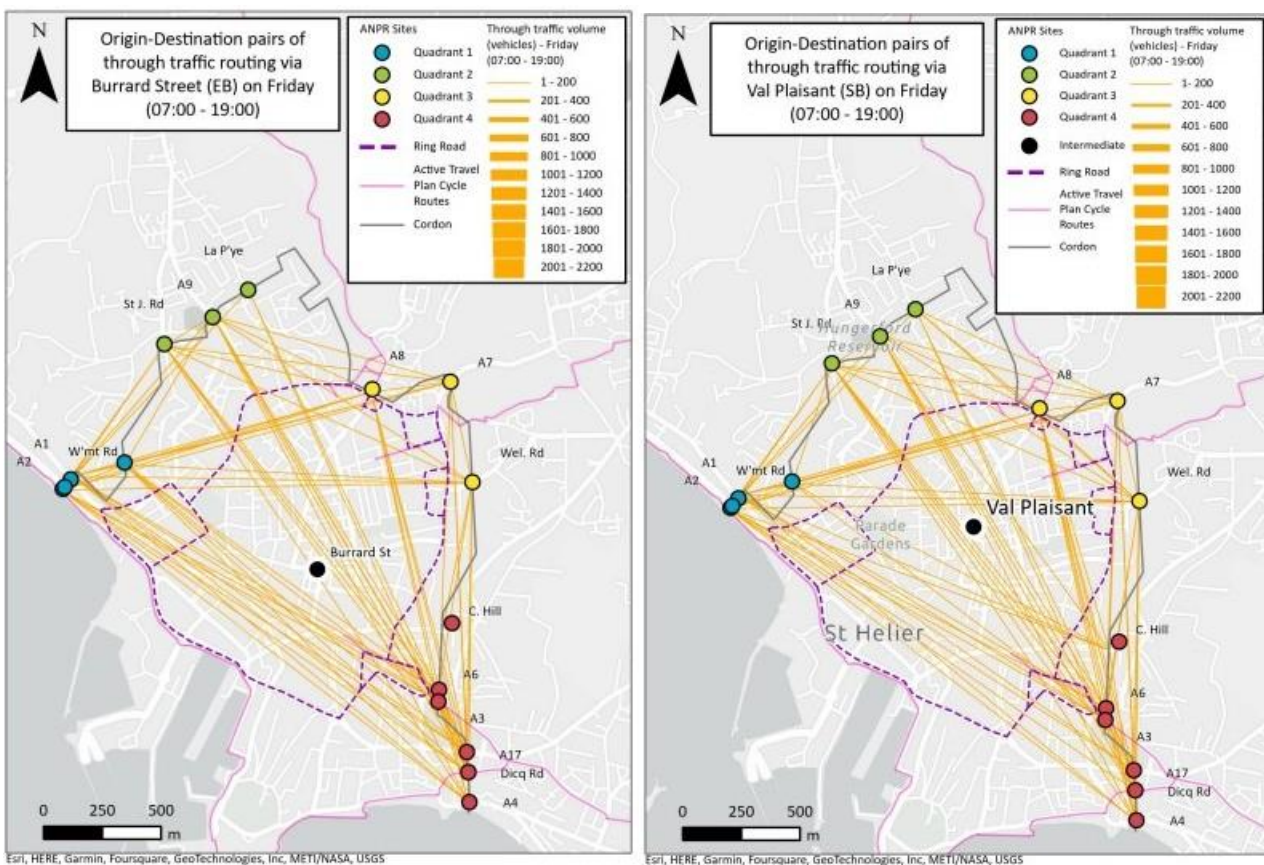


Figure 12: Origin-Destination data extract from draft mobility plan

We will reallocate existing road space to give cycling and walking priority over cars, to create a safer, cleaner, greener environment for people who cycle, walk or wheel.

The options for the strategic corridors are shown in Figure 13.



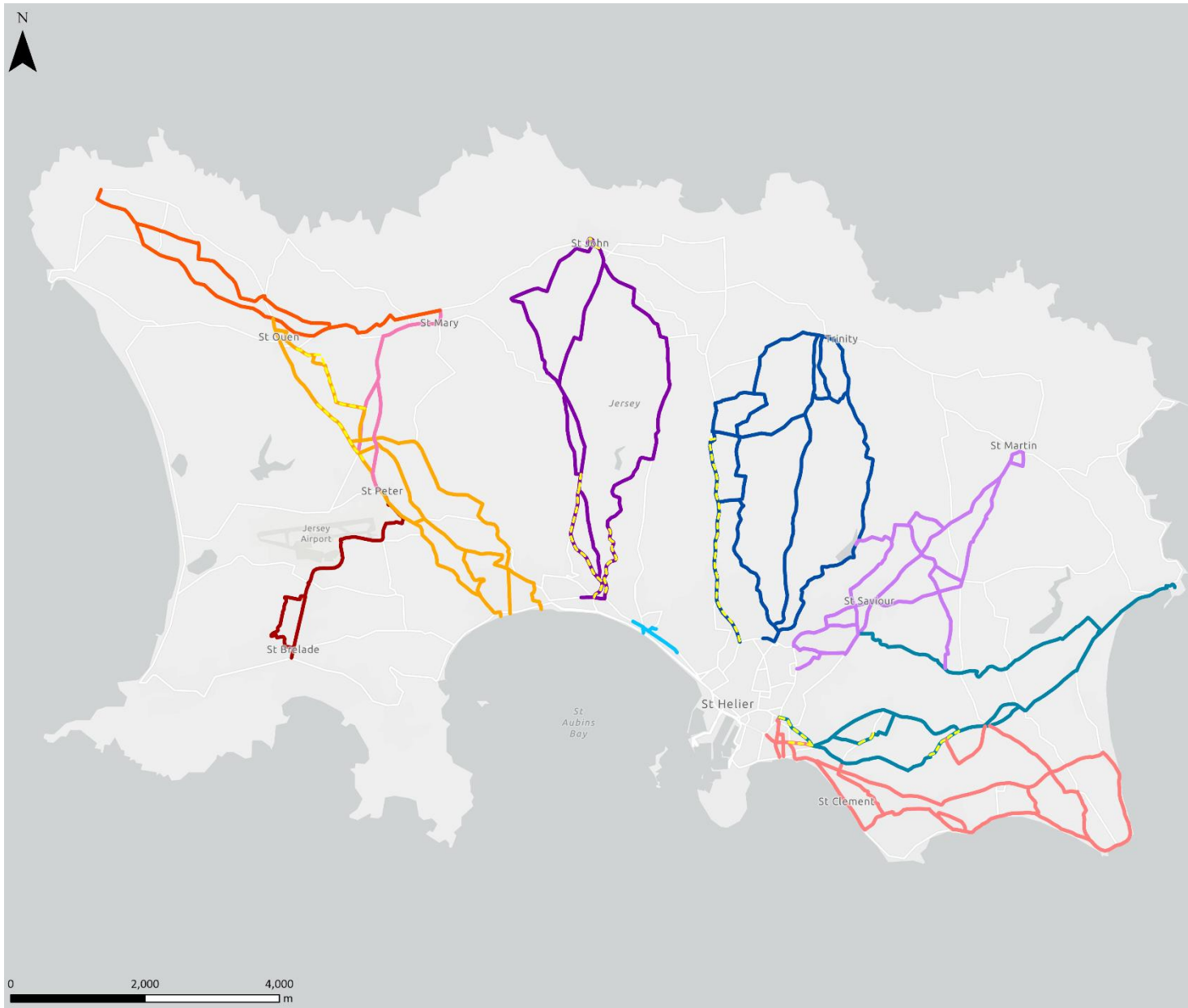


Figure 13: Strategic Corridors identified for audit

- Red Houses – St. Peter's Village
- St Aubin's Bay – St Ouen
- St Peter – St Mary
- La Ville la Bas – St Mary
- St Lawrence – St John
- St Helier – Trinity
- St Helier – St Martin's Village
- St Helier – Gorey Pier
- St Helier – La Rocque
- St Aubin Bay (additional alignments)
- Sections with gradient > 10%

Table 3: Summary of behaviour change programme for delivery

Initiative	Status	Mode
World Car Free Day (September 2023)	Complete	Walking, wheeling and Cycling
Love to Ride 2023	In progress	Cycling
• March: Ride into Spring	Complete	
• May: Bike Month Challenge	Complete	
• September: Cycle September	Complete	
• December: Winter Wheelers	In progress	
Secondary school multi-mode journeys	In progress – research stage currently being undertaken	Walking, wheeling and Cycling
“Try-a-bike” events	Complete (successful events held August & September 2023, with more to be planned)	Cycling
Helmet Hair public engagement	Complete	Cycling
Alternative Transport Week public engagement – May 2023	Complete	Walking, wheeling and Cycling
Try a bike & public engagement WellFest – October 2023	Complete	Walking, wheeling and Cycling
Love to Ride champions engagement event – September 2023	Complete	Cycling
Cycle-friendly workplace guide	In progress – delivery Autumn 2023	Cycling
Bike loan/library scheme (proposed)	Scope development during 2024	Cycling
Public awareness campaign – multi-modal journeys (proposed)	Scope development during 2024	Walking, wheeling and Cycling
Bicycle maintenance workshops	Complete (with courses continuing to be delivered as Business as Usual)	Cycling
‘Dr Bike’/repair café pop-up (proposed) working with Highlands College maintenance course leavers	Programme of pop-up events linked to other transport initiatives. Start date expected Spring 2024	Cycling
Living Streets WOW – the Walk to School Challenge for primary schools	Ongoing – launched in 5 primary schools September 2023, with option to expand to more throughout 2024 / 2025	Walking, wheeling and Cycling



Initiative	Status	Mode
Walk to school month	In progress – planning stage for delivery in October 2024	Walking and wheeling
Walkable neighbourhoods	In progress – scope for key walking zones being developed	Walking and wheeling
Workplace walking challenge	Scope development during 2025	Walking and wheeling

Case Study: Love to Ride

One of the largest sources of carbon emissions is on-Island road transport (29% of the Island's total emissions). We aim to achieve a modal shift from private car usage to increasing numbers of people riding bicycles. The Love to Ride programme directly supports this aim.



Passenger cars represent 17% of all of our on-Island emissions so finding alternative ways to travel are key to us meeting our net zero targets. Love to Ride is a behaviour change programme that helps people start this transition away from fossil fuel vehicles through fun and friendly challenges. Our focus is on encouraging new and occasional cyclists and we are seeing strong participation. From January to September 2023, we've seen more than 1,800 islanders sign up to the programme with over 1,300 of those actively logging at least one ride. 42% of the active riders classed themselves as new or occasional riders. Over 72,000 total biking trips have been logged (a total of over 610,000 miles) and almost 30,000 of these rides were for commuting and shopping travel as opposed to leisure.



Our current walking challenges

The active travel workstream has identified five key walking zones across the Island where there is potential to improve the physical environment to better support pedestrians. These are shown in Figure 14.

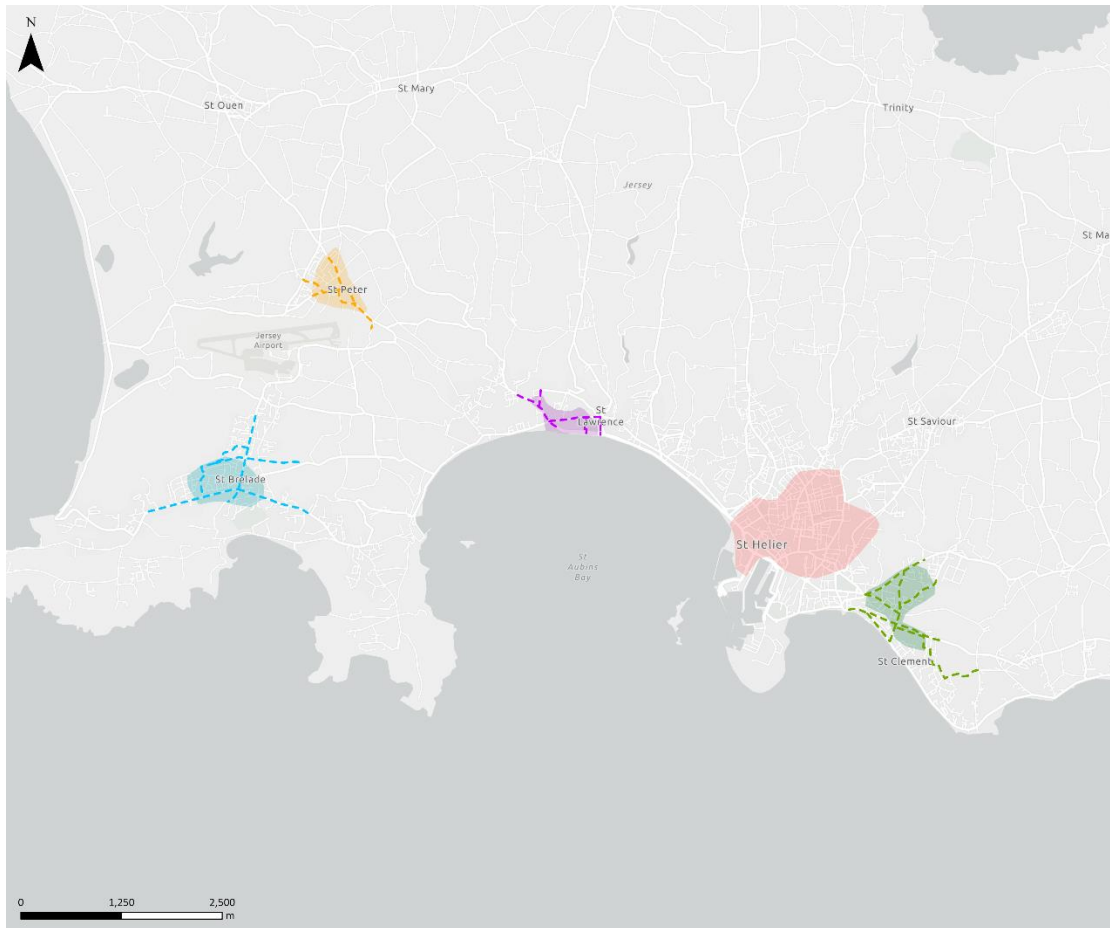


Figure 14: Key walking zones.

As we work to create a better road network for pedestrians through the introduction of key walking zones, we realise that for those who want to walk or wheel, there are challenges to be addressed.

These include:

- narrow and inconsistent footways
- high traffic volumes
- lack of adequate crossing facilities along key desire lines
- lack of dropped kerbs and tactile paving.



All of these can also make it difficult for those with mobility issues to navigate the streets safely and conveniently. Furthermore, high levels of "street clutter" can make it even harder for people to walk or wheel safely. By addressing these challenges and creating safer and more comfortable walking and wheeling environments, we can encourage more people to choose walking or wheeling as their preferred mode of transport, leading to healthier lives and more liveable neighbourhoods for all.

We will prioritise pedestrian-friendly infrastructure and design to make walking a more accessible and enjoyable option for everyone, including those with disability and mobility impairments.

Our key priorities for cycling, walking and wheeling are:

- delivering improved walking, wheeling and cycling routes based on strategic corridors to and from St Helier and within the town, creating an environment which supports walking and wheeling over car drivers. For example, the delivery of new pedestrian crossings to reinforce the latest behaviours in the Jersey Highway Code¹⁵
- developing clear cycle wayfinding across the Island so it's easier to know how to get somewhere by bicycle
- improving the quality of public spaces in St Helier to create more liveable neighbourhoods
- investing in increased numbers of cycling facilities across the Island – such as parking for bicycles including adaptive bikes and cargo bikes
- working with businesses to support work-based travel plans - incentivising employees who want to walk, wheel or cycle to work
- delivering safer roads as well as traffic management schemes that prioritise the safety of vulnerable road users
- providing junction and crossing improvements to support our safer routes to school programme.



¹⁵ [Jersey Highway Code](#)



The Cycling and Walking Infrastructure Strategy will set out how we will make cycling, walking and wheeling safer and easier for Islanders of all abilities over the coming years. This will include details on how we will realise our target of 10% of commuter journeys being undertaken by cycling by 2030.

We will Publish a Cycling and Walking Infrastructure Strategy in 2024 which will identify the forward programme of strategic corridors for cycling and key walking zones across the Island and within St Helier ring road.

As land development is undertaken across the Island it is important that it provides prioritised provision for better cycling, walking and wheeling infrastructure to support local key walking zones and the strategic corridors for cycling. Through planning obligation agreements there is an opportunity to accelerate the delivery of cycling, walking and wheeling infrastructure schemes by requiring developers to pool funding to invest in this strategic network as a priority over provision of localised schemes which don't form part of existing networks.

We will review supplementary planning guidelines and planning obligation agreements to help fund the cycling and walking network.



Priority 3: Raising the profile of public transport

Our bus network provides a sustainable mode of travelling and the number of Islanders using this service is increasing (Figure 15). Using evidence-based research¹⁶ we are already making changes to the services we offer.

As part of our work to deliver the CNR, the following improvements have been introduced to encourage people to use the bus, instead of their own vehicle. These represent a mix of additional service provision on existing routes, as well as introducing new routes where evidence supports potential for Islanders to shift from private vehicle to bus journeys.

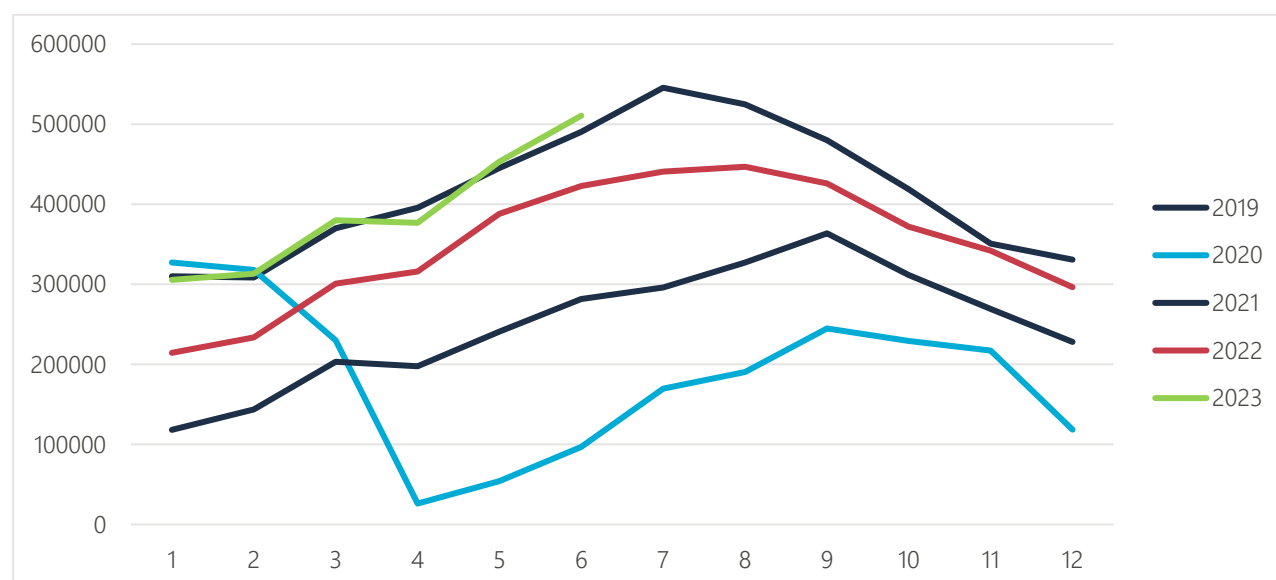


Figure 15: Total bus passenger numbers per month 2019-2023

- 1) Route 1 - early morning service from Gorey to enable passengers to arrive at the airport 60 minutes before the first scheduled flight, without changing onto another bus
- 2) Route 9 – utilise the returning early morning Gorey bus to operate an early morning route from St Peter’s village (via the airport) arriving at Liberation Station in St Helier for 06:45
- 3) Route 24 - provide a route into St Helier which covers Oaklands as an area identified within the evidence base for the bus development plan

¹⁶ From workstreams which sit within the Bus Development Plan



- 4) Route 1a – use the existing school bus vehicle and driver to provide an additional service (term time only) along the inner road starting at Le Rocquier at 08:30
- 5) Route 2 – use an existing school bus vehicle and driver to operate an additional service (term time only) starting at Grouville Station at 08:25 to serve the Longueville corridor.

We aim to create a more connected, inclusive, and sustainable transportation network, and to do this we need to be innovative and explore options for increasing demand responsive transport for our island. We need to identify capabilities and resources of public service fleets as we aspire to provide enhanced mobility options for our residents and visitors, contributing to the overall quality of life and economic prosperity of our community.

We will publish Network Planning Guidelines in 2024 to provide a framework for decision making when potential new bus services and routes are to be considered.

Travelling by bus isn't just about the routes and service frequency we provide; it's also about the whole journey experience which starts when travelling to and waiting at bus stops. An inviting service has safe and accessible bus shelters that everyone can use. We are therefore consulting with residents on plans to install new bus shelters and make accessibility improvements at bus stops around the Island, as shown in Table 4:

Locations	
New bus stop opposite Trinity Arms within recently completed footpath	New bus stop by Greenfields, Five Oaks (opposite new Co-op)
Greve D'Azette east bound, St. Clement	Airport Garages north bound - creating a pedestrian ramp to the walkway behind.
St. Clement's Parish Hall east bound	Links Estate, north bound, Grouville
La Motte St – Public Realm Improvements	Potentially St Matthews Church west bound in conjunction with Coronation Park extension
Bel Royal School east bound	Bellozanne Avenue
Parcq du Rivage and Beaumont west bound	La Rocque Harbour west bound
Poplar Avenue south bound, Maufant	Six Roads Stores east bound, St Lawrence
St Peter's Technical Park north bound	

Table 4: Future bus stop improvements





Figure 16: Oxenford Close South



Figure 17: Mont Fallu North

We will create more accessible, safer, covered waiting areas for bus users to encourage people to take the bus instead of driving.

Information on bus times, including real time bus information and the different type of tickets available needs to be intuitive and inclusive. Information is currently available online via the LibertyBus website¹⁷ as well as via the LibertyBus app. Advances in technology mean we should also be able to use this technology to support a better and more intuitive user experience.

We will utilise existing and emerging technologies to make it easier for Islanders to plan and pay for their journey and hold their tickets via mobile devices.

We are committed to continue to decarbonise our bus service. This comes with its own challenges, but through working closely across Government we will ensure that the next bus contract will deliver low carbon travel as a priority focus for the future bus fleet. Electric buses have started to be introduced into the vehicle fleet and whilst this transition occurs, we will continue to support the use of SGRD within the double decker fleet, which carries approximately 30% of the total bus users.

We will continue to identify opportunities with the bus operator to bring low carbon vehicles into the bus fleet and explore solutions to the challenges that zero emission buses bring.

¹⁷ Liberty Bus



Priority 4: Managing vehicle demand through parking measures

Our vision is that “our transport system will make everyday lives better, support businesses, encourage us and our children to be healthier and make our Island greener” (Sustainable Transport Policy¹⁸). We will be using the provision, pricing and restrictions on parking to manage down demand for travel by car. It will become more expensive and less convenient for commuters to drive into town and park, whilst becoming easier for users identified as a priority in the parking hierarchy shown in Figure 18.

We will consider the use of new parking charges to support a reduction in commuter journeys where parking is provided by the employer.

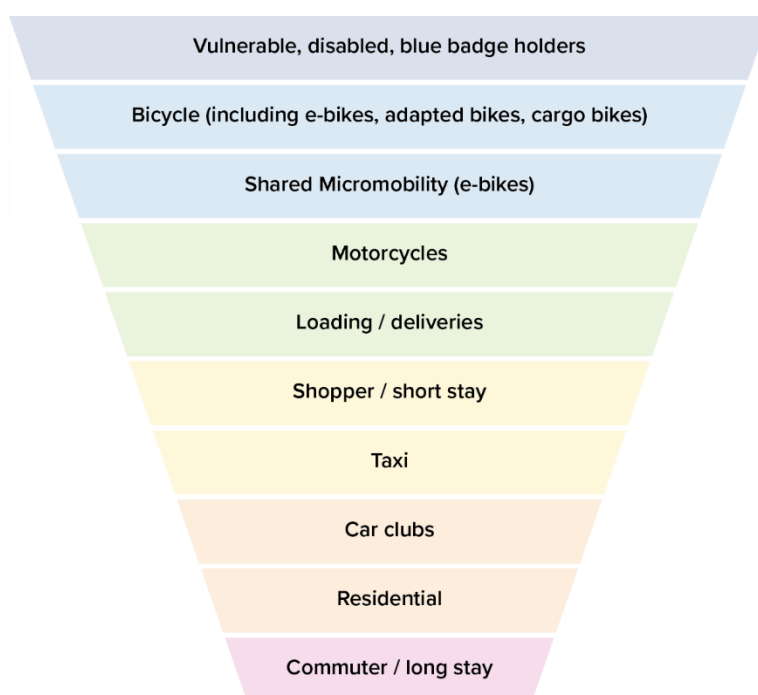


Figure 18: Parking hierarchy 2023.

Using the continuous evaluation questions (Figure 19) alongside opportunities from the development of new buildings and spaces in town, long-term strategic decisions will be made on the locations of long stay parking.

¹⁸ Sustainable Transport Policy (STP)



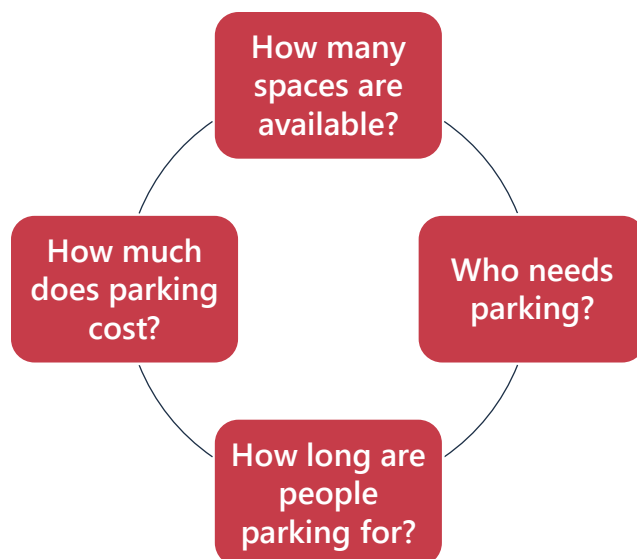


Figure 19: Continuous evaluation questions when making parking decisions

We will deliver a long-term parking estate management framework for St Helier which develops the vision for reducing the dominance of vehicles in the town and supports walking and cycling.

To support increasing short stay parking availability within the town centre, we will review charges and charging time periods for parking in public car parks. It is understood that a percentage of this revenue will support road safety and sustainable transport initiatives.

This means provision for commuter parking may need to move to areas nearer to the edge of town and may need to be incentivised through differential pricing to reduce the number of cars travelling through central St Helier. This will not only make it easier for people who need to park in town (E.g., shoppers and residents), but will also make the town quieter, less car dominated, with better air quality for those living, working and visiting.

This will help to rebuild communities that have been severed due to congested roads and we hope will encourage more people to walk, wheel or ride bicycles around town without having to worry about high numbers of cars on the road.



The link between reallocation of road space and parking demand is clear. If we want more tree-lined streets, less congested roads for walking/wheeling and cycling, we will need to reallocate space within these streets.

We must manage and allocate public space to deliver the greatest benefit to the whole community. This may in some instances mean reprioritising parking for those towards the bottom of the parking hierarchy, to deliver solutions that support of the needs of children and those with protected characteristics or limited means.

Kerbsides mark the edge of the pavement so are important for a whole range of reasons (Figure 20), such as finding a safe space to cross the road or waiting to catch a bus. We need to make sure that our kerbside spaces help people who choose sustainable transport options, rather than just becoming places for cars to be parked.



Figure 20: Kerbside users

We recognise that sustainable modes of transport are not an option for some Islanders for some journeys. For those who rely on motor vehicles, we aim to continue providing support through schemes such as blue badge parking provision and accessible taxi rank locations.



Working with key stakeholders such as Evie, who already provide shared mobility solutions to Islanders, we will look to identify key locations where this type of mode sharing can be expanded, to further encourage multi-modal journeys to reduce vehicle journeys.

Technology solutions will continue to be used to support payment for parking spaces and we will explore the use of technology to discourage anti-social parking behaviour.

We will encourage and facilitate the provision of shared mobility solutions within new developments and continue to encourage shared mobility as an alternative to private car ownership.

We will continue to engage with local stakeholders to better understand the challenges of residents parking within St Helier and support where possible the Parish with their newly formed Parish of St Helier Roads Committee "Parking Working Group".

Using our existing relationships with commercial stakeholders, we will research the impacts of commercial vehicles using residential parking. We will identify potential solutions to increase the availability of resident parking for non-commercial vehicles.

There has been growth in the number of electric vehicles registered on the Island as shown in Table 5 (overleaf). This shows there were 2247 electric vehicles registered in Jersey at the end of September 2023. This number will only increase, so we will need to ensure that charging infrastructure for electric vehicles is located appropriately for those who cannot charge at home.



Electric vehicles on the register at year end	Car	Van	Motor-cycles	Motor-homes	Works trucks	Bus	Total on register at year end
2017	183	56	15	0	39	0	293
2018	298	81	16	0	46	0	441
2019	411	117	45	0	49	1	623
2020	654	160	77	0	48	0	939
2021	992	212	114	0	47	0	1365
2022	1346	250	142	0	51	0	1789
2023 AT END SEP 2023	1722	302	168	1	54	0	2247

Table 5: Registration of electric vehicles - 2017 -2023

Car parks remain the Government's preferred location for public electric charging due to their ability to support neighbourhood charging for both residents and visitors. We are engaged, through an e-mobility working group, with Jersey Electricity Company to understand the technical challenges associated with development of different charging infrastructure solutions within different locations, including potential future ability to charge 'on-street'. We will continue to support on-street charging for shared mobility vehicles such as car clubs, to prioritise shared mobility options, making their use a more attractive choice relative to private vehicle ownership. The visibility of car club charging on-street will increase awareness that this type of car usage is available to people who don't own or have access to other vehicles.

We will continue to work with Jersey Electricity Company, Parishes and other key stakeholders to ensure that public electric vehicles charging infrastructure is developed in a co-ordinated way, aligning to the aims and ambitions of the Sustainable Transport Policy.



Priority 5: Supporting the Island's Economy

On an Island with limited space, supporting the commercial sector's transition to sustainable travel can be challenging. Business travel planning is the primary way in which employers can support their staff to make better transport choices. Through the adoption of workplace travel plans¹⁹, businesses can identify measures which encourage safe, healthy and sustainable travel choices, help reduce the use of cars, support a reduction in carbon emissions and free up more space on our constrained network for more vulnerable road users and those unable to change modes.

We will continue to support the development of workplace travel plans by engaging with business stakeholders such as the eco-active business network, Jersey Chamber of Commerce and Jersey Business.

Working with the commercial sector to manage deliveries during times when the network is less congested can make deliveries more efficient and support wider sustainable transport aims. The demand for road space from all vehicles has resulted in increased traffic levels, hindering the mobility of more vulnerable road users. The impact of reducing traffic levels and enhancing the environment for cycling and walking/wheeling demonstrated by the successful closure of Broad Street could be replicated in other areas of St Helier. To achieve this, businesses can adopt innovative methods to support non-peak hour deliveries and embrace new technology, whilst reducing the risk to pedestrians and people cycling on roads carrying fewer vehicles.

Working with Digital Jersey, we will undertake research to understand how we can use technology to support delivery trips, to make businesses' road use more efficient and help reduce carbon emissions.

Our Island benefits from a vibrant tourism industry in which transport can improve the visitor experience. Therefore, it is important that we make our transport network as accessible as we can

¹⁹ [Travel plans assessment \(gov.je\)](http://travelplansassessment.gov.je)



and promote the opportunities for cycling and walking/wheeling instead of driving; increasing our reputation as a sustainable tourist destination.

We will develop an intuitive “wayfinding” system to support cycling and walking across the Island. We will adopt technology to ensure this system can be accessed on mobile devices as well as on-the-ground navigation aids and maps.

In 2022, six businesses undertook eco-driver training. Out of the 29 drivers trained, the average miles per gallon (MPG) improvement was 39.5%.

	MPG before	MPG after	% Improvement
Business 1	68.9	150.6	118.6%
Business 2	155.4	207.6	33.6%
Business 3	91.1	166.2	82.4%
Business 4	13.2	17.7	34.1%
Business 5	169.3	201.6	19.1%
Business 6	209.5	243.4	16.2%
Total	707.4	987.1	39.5%

Table 6: MPG reductions following eco-driver training.

As well as reducing costs and carbon emissions, eco-driver training raises awareness of road conditions, the impact of driving style on vehicle efficiency, lowers collision rates and reduces the cost of fleet maintenance. Driving this way does not lose time but teaches a driver how to drive more efficiently. Eco-driver training is not specific to any vehicle or level of driver, and can include cars, electric cars, vans and HGVs.

We will continue to support businesses through our eco-driving programme to increase efficiencies in transport fleets.



Priority 6: Enabling future transport mobility and legislative change

It is recognised that the current roads legislation has significant limitations, which are creating operational challenges and restricting the delivery of more ambitious initiatives and improvements. To address this, a wholesale revision of the legislation is being undertaken to enable safer journeys and provide equitable use of available space for different modes of transport. The goal is to keep pace with modern developments in transport to deliver ambitious policies for a sustainable transport system, which operates at net zero. Failure to update the legislation will result in not being able to take forward innovation within the transport system at a time when action is needed, and the pace of technological change is unparalleled.

We will continue to review and update Jersey's roads legislation through the roads law review to enable Jersey to take advantage of emerging technology and new innovations within the transport sector.

To achieve net zero by 2050, we must reduce our overall emissions. Taxes and charges can be used to incentivise positive behaviour change or manage down demand for private vehicle use. Despite a 46% reduction in on-Island emissions since 1990, little of this is due to changing road vehicle use. It will be necessary to amend and refine existing measures over the coming decades as changing behaviours and successful policy implementation, will reduce current revenue streams. For example, road fuel duty will continue to generate income in the short term, but with the adoption of cleaner vehicles, the income from vehicle emissions duty (VED) and fuel duty will decrease, requiring identification of alternative revenue streams.

We will continue to investigate the feasibility of further financial disincentives to private vehicle usage to support the overarching aims of the Sustainable Transport Policy that fewer motor vehicle journeys will be good for Jersey.

Collaboration between taxi drivers, policy makers, and industry stakeholders can help to support decarbonisation and the adoption of technology within the taxicab sector. We recognise that taxi drivers can provide valuable insights and feedback on the challenges they face to develop solutions that meet their needs.



We will work with the taxi industry to identify how new innovations can be integrated into Jersey's existing fleet to improve the customer experience and reduce operating costs.

For many the ability to travel by sustainable transport modes is more than just the decision to ride a bike or take the bus. It's about the wider environment and the facilities required to support those options to make them more viable. If the distance on a bike or to walk or wheel is considered a barrier to these modes, we need to identify ways to make this transition more manageable by providing more strategic locations for cycle parking or identifying out of town parking areas. New travel hubs will allow Islanders to switch transport modes to suit their journey.

We will work with the Parishes to identify opportunities to create travel hubs within local areas which support switching between modes of transport. This will help make completing part of a journey by sustainable transport more attractive to Islanders.



Appendix 1 – Index of Glossary, Figures & Tables

Glossary

STP:	Sustainable Transport Policy
CNR:	Carbon Neutral Roadmap
CEF:	Climate Emergency Fund
JHC:	Jersey Highway Code
KSI:	Killed and seriously injured
Q:	Quarter
SOJDC:	States of Jersey Development Company
ECN:	Eastern Cycle Network
CPTF:	Car park trading fund
CSP:	Common Strategic Policy
EV:	Electric Vehicle
E-Bike:	Electric Bike
SGRD:	Second Generation Renewable Diesel
VED:	Vehicle Emissions Duty
SDG:	Sustainable Development Goals
MPG:	Miles per gallon
HGVs:	Heavy goods vehicles

List of Figures

Figure 1:	Our Transport system in numbers
Figure 2:	The six key priorities for sustainable transport delivery
Figure 3:	Council of Ministers Seven Priorities for Change
Figure 4:	Ten decision making principles for transport
Figure 5:	The mobility hierarchy
Figure 6:	The societal impacts of cycling
Figure 7:	Timeline of Sustainable Transport Policy delivery
Figure 8:	The six key priorities for sustainable transport delivery
Figure 9:	Sustainable Development Goals
Figure 10:	The Safe System Approach to Road Safety
Figure 11:	Examples of a safer school zone
Figure 12:	Origin-Destination data extract from draft mobility plan
Figure 13:	Strategic corridors identified for audit
Figure 14:	Key walking zones
Figure 15:	Total bus passenger numbers per month 2019-2023
Figure 16:	Oxenford Close South



- Figure 17: Mont Fallu North
Figure 18: Parking Hierarchy 2023
Figure 19: Continuous evaluation questions when making parking decisions
Figure 20: Kerbside users

List of Tables

- Table 1: Sustainable Transport policy delivery
Table 2: Carbon Neutral Roadmap policy delivery
Table 3: Summary of behaviour change programme for delivery 2023 onwards
Table 4: Future bus stop improvements
Table 5: Registration of electric vehicles 2017-2023
Table 6: MPG reductions following eco-driver training





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