

Second Interim Report on the Sustainable Transport Policy

December 2021



Tackling Transport JSY

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1. Ministerial foreword

Since the Sustainable Transport Policy (STP)¹ was adopted by the States in early 2020, the world we live in has changed, although our commitments to the principles it provides us with has not.



Transport is the one public service that we all use every day, whether its commuting to work, taking children to school or making trips for leisure. The transport system gets us where we need to go. As we all interact with it regularly, there is naturally a very high level of ambition amongst islanders in terms of what our transport system can do for us, and most of us would like to see improvements.

We are now living in a society that has – for a period of time – seen the benefits of quieter, calmer roads with fewer vehicles, and of the health and community wellbeing benefits that come from more people enjoying active travel. Some of these travel patterns have changed recently, with increased working from home helping alleviate some aspects of congestion; but to lock in these benefits requires concerted investment and changed behaviours over the medium- to long-term.

Our commitment to rapid research in the four identified areas – of active travel, the bus service, parking strategy, and mobility as a service – has begun to provide evidenced insights into what our future sustainable transport system should look like, who will be using the different modes to travel, and why, and what role technology will play in supporting future travel decisions.

We are transitioning to a data-led and strategic approach to transport planning. This will enable us to make evidence-based decisions on where to target investment, in line with our ten sustainable transport principles.

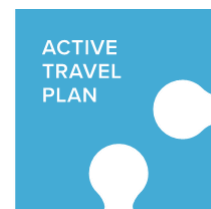
This doesn't mean that we have to delay taking action. 2021 has seen the delivery of a series of infrastructure improvements, including investment in St Aubin's Bay cycle track, development of the new Hill Street contraflow cycle lane, and introduction of the eastern bus gate on the Esplanade. Further details on what has been delivered can be found in Part 2 of this update.

Two new pieces of research are published alongside this report. Both offers new insights, and firm data to back up things that many will feel they already know about our transport system. This data is needed to provide the basis for investment in the coming years that is of sufficient scale to address the sustainable transport challenges and opportunities on the Island.

¹ [Sustainable Transport Policy \(gov.je\)](https://www.gov.je/SustainableTransportPolicy)



The Active Travel Plan – Primary Evidence Base² sets out conceptual walking and cycling networks for Jersey that are based on insights derived from available data. This includes the development of an Island Cycling and Walking Infrastructure Plan (ICWIP) for the whole of Jersey. It identifies a network of cycle routes radiating out of St Helier and leisure cycle routes around the Island, as well as identifying five core walking zones and key walking routes within St Helier, which makes up a specific town centre Mobility Plan to support Jersey’s ambitions for the shift to sustainable transport modes.



The Mobility as a Service (MaaS) Exploratory Study³ assesses the opportunities and challenges for the development of a MaaS system in Jersey. Based on desktop research, stakeholder engagement workshops with technical experts, the report provides a summary of what MaaS is, explores the local context, and presents a MaaS readiness assessment for Jersey with recommendations.



This Exploratory Study enables us to start implementing evidence-based initiatives to understand how practical changes can make a positive impact on Islanders’ travel decisions.

In the first interim report on the Sustainable Transport Policy, published in December 2020, I acknowledged the impact that the COVID-19 pandemic had on the implementation of the Sustainable Transport Policy. I’m now pleased to say that the work is back on track – delivering both tangible improvements on the ground and new research and insights.

The work that was promised in the Sustainable Transport Policy Framework will be brought together in a Sustainable Transport Roadmap, published in 2022, based on the new evidence and the views of islanders and stakeholders. This Roadmap will set out the long-term changes to the Island’s transport systems – including new funding streams to support investment in sustainable transport infrastructure that is needed to achieve the States Assembly’s vision that, *“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”*.



Deputy Kevin Lewis
Minister for Infrastructure

² [Active Travel – Primary Evidence Base \(gov.je\)](https://www.gov.je/active-travel-primary-evidence-base)

³ [Mobility as a Service Exploratory Study \(gov.je\)](https://www.gov.je/mobility-as-a-service-exploratory-study)



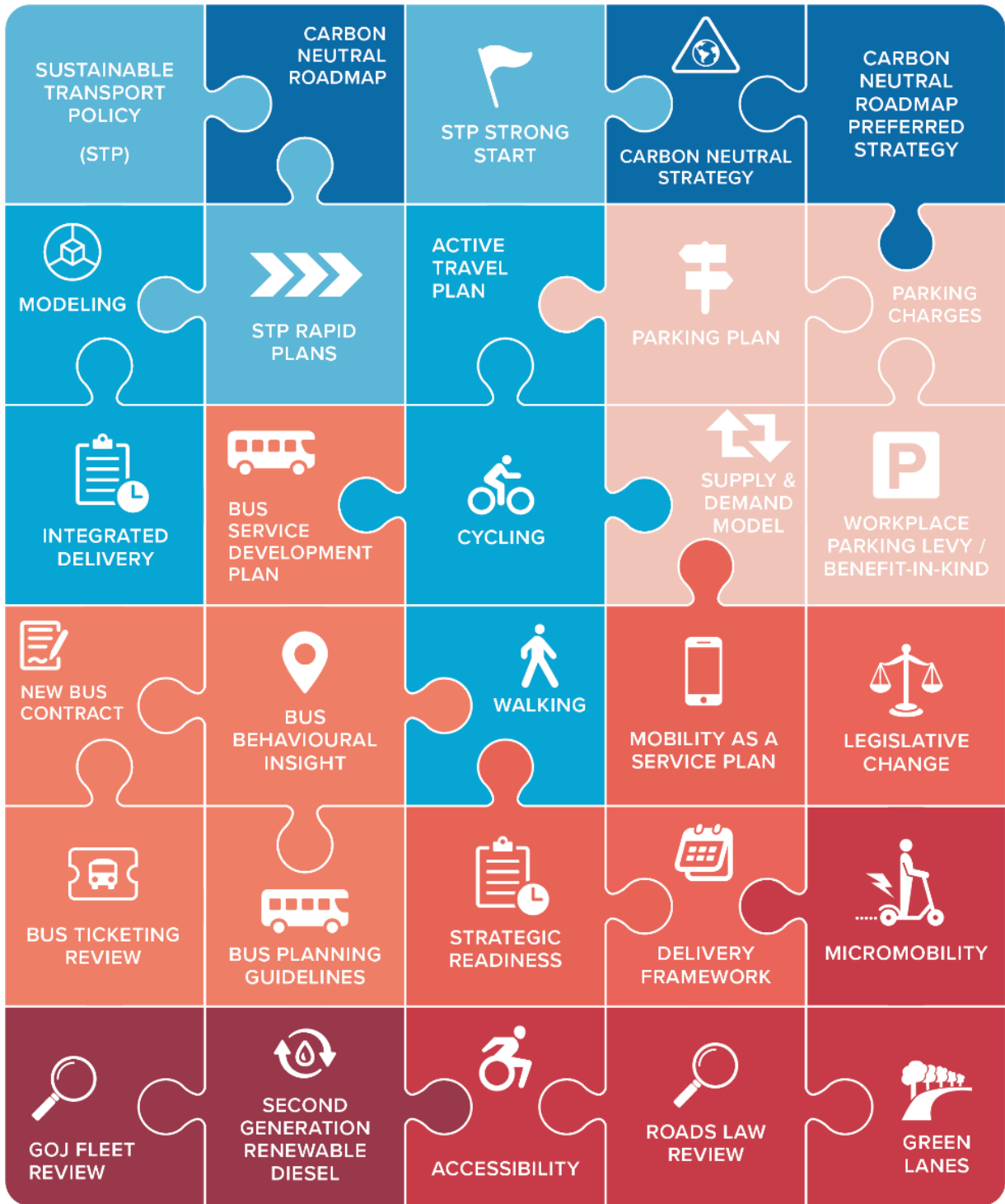


Figure 1: Sustainable Transport Themes



Part 1

Update on strategic delivery

2. Consulting on the development of the Rapid Plans

Public engagement is one of the pillars of the Sustainable Transport Policy⁴.

In the spirit of developing the Sustainable Transport Policy in an open and transparent manner, the specifications for the initial research phase of each rapid plan were put out for public comment and discussion from the 16 November – 28 December 2020.

A total of 36 responses were received, including from those stakeholders listed in the table at Figure 2.

Stakeholders		
4safety	Cycle 4 Jersey	Government of Jersey wider teams
EV Sales	Evie	The Carbon Farm
Jersey Access Forum	Jersey Disability Partnership	Jersey School of Motorcycling
Nexus Technology Limited	Ports of Jersey	Local business owners

Figure 2: selection of respondents that gave their views on the approach to the Sustainable Transport Policy rapid plans

Respondents were asked to provide any general comments, and to consider the following key questions:

Q1 – Is there anything else we should include in the plans to meet the objectives of the Sustainable Transport Policy that were agreed by the States Assembly?

Q2 – Are there any additional data or information sources, which you or others might have access to, that you think would be useful to the plans?

Q3 – Who should we make an effort to talk to in order to inform the plans as they progress?

The responses, which are summarised in the Sustainable Transport Policy Rapid Plans Stakeholder Consultation Feedback - Final Outcomes Report⁵, which helped inform both the research specifications and the work, throughout 2021, of the team developing the Sustainable Transport Policy.

⁴ [Sustainable Transport Policy \(gov.je\)](https://www.gov.je/sustainable-transport-policy)

⁵ [Sustainable Transport Policy Rapid Plans Stakeholder Consultation Feedback - Final Outcomes \(gov.je\)](https://www.gov.je/sustainable-transport-policy-rapid-plans-stakeholder-consultation-feedback-final-outcomes)



3. Tackling transport

The focus on public engagement continued throughout 2021, alongside the detailed policy development and new infrastructure improvements noted in the sections below.

The case studies below highlight two public engagement exercises, which are helping to provide the user-generated insights that, alongside the professional evidence base, will help to inform the Sustainable Transport Roadmap in 2022.

Case study: Tackling transport event

In November the Government ran 'Tackling Transport – the transition to a sustainable transport network' event which coincided with COP26 (2021 United Nations Climate Change Conference) and explored the climate emergency and how Jersey's transport sector is contributing to greenhouse gas emissions.

It featured a series of workshops at the Santander Work Café and interactive displays in Broad Street, including electric (plant) vehicles, electric bikes, adapted bikes, as well as opportunities to learn about traditional bike maintenance.

The workshops covered:

- An introduction to Tackling transport
- Vehicle telematics and eco driver training
- Workplace travel plan and talk from JT Operational transport panel
- Transitioning to a sustainable transport fleet: Jersey Post



Case study: Play Street at St Luke Primary School

As part of a government campaign known as "Playing Out", Elizabeth Street was closed to traffic on Tuesday 29 June to allow school children to play outside, with escorted access for residents when required.

Over the school day, children at St Luke's School were able to go outside to play games on the street in their school bubbles. They had access to games and equipment like hula-hoops, bikes, chalk and more traditional games like hopscotch and straws & ladders.

Headteacher at St Luke's School, Adam Turner, said: "I am delighted that we have been granted permission to close the road for the day in order to allow children to get outdoors and play. After a year of reduced socialising, it is important to re-introduce outdoor social playtime to children."

"Unfortunately, we do not have much of an outdoor space at St Luke's School, so we are delighted to turn Elizabeth Street into a play street for the day and I hope to see it introduced in other streets across the Island over the summer months."

By closing the road off to traffic as part of our Strong Start Programme initiative, we will be reducing the volume of air pollution in the area and creating a safe place for children to play outdoors. The closed road encouraged children to play outdoors on the streets the way that many of us will remember doing when we were children.



4. Sustainable transport and the draft Carbon Neutral Roadmap



Transport is the largest source of on-Island carbon emissions in Jersey, accounting for 44% of the total⁶. It is a priority area for action, and the draft Carbon Neutral Roadmap⁷ establishes 11 new funded policies to increase the pace of decarbonisation in the Island’s vehicle fleets, and to support the on-going development of sustainable transport policies.

These policies are summarised in [Appendix 1](#) and explained in full in the draft Carbon Neutral Roadmap. The government is consulting with all stakeholders and Islanders on the development of these policies, and you can have your say until the 31 January 2022.

Taking a lead from the Sustainable Transport Policy mobility hierarchy, which acknowledges the on-going role that private vehicles will play, the Carbon Neutral Roadmap also introduces a series of incentives to speed up the adoption of low carbon transport.

While there is an important link between these two areas, the Sustainable Transport Policy⁸ (summarised in Figure 3) is about much more than just carbon abatement: it does consider what the Island’s environment needs from its transport system, but also what the Island’s economic and community needs are, and the associated challenges and opportunities.

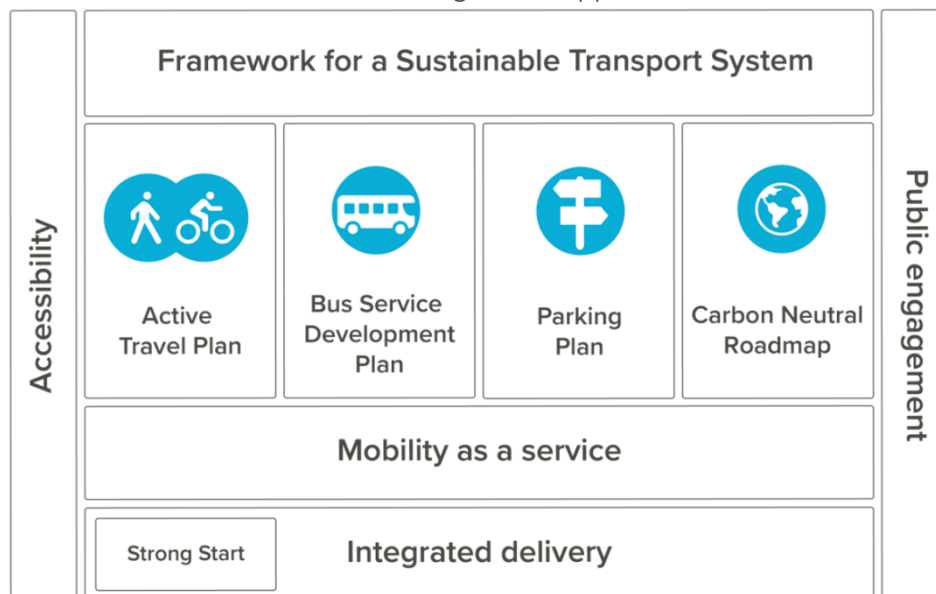


Figure 3: Framework for a Sustainable Transport System

⁶ [Jersey’s Greenhouse Gas Emissions \(gov.je\)](http://gov.je)

⁷ [Draft Carbon Neutral Roadmap \(gov.je\)](http://gov.je)

⁸ [Sustainable Transport Policy \(gov.je\)](http://gov.je)



5. Sustainable transport policy principles



The Sustainable Transport Policy⁹ (STP) established ten decision making principles. The first principle, and perhaps the hardest hitting aspect of the STP, is for both Islanders and public service decision making systems to recognise that *fewer motor vehicle journeys will be good for Jersey*.

1	Recognise that fewer motor vehicle journeys will be good for Jersey
2	Conform with the Jersey mobility hierarchy
3	Improve transport options, including parking, for people with mobility impairments
4	Make walking and cycling more attractive, especially for travelling to school and commuting, by providing safer routes
5	Invest in a better bus system that more people want to use and that is accessible to all, and present a Bus Service Development Plan to the States for debate during the spring session, 2021
6	Recognise, and price fairly, the social and environmental costs of private vehicle use and present a Parking Plan to the States for debate during the spring session, 2021
7	Reduce the impact of vehicles on our landscape and create more space for people in St Helier
8	Create public service and planning systems that reduce the need to travel
9	Discourage the use of petrol and diesel vehicles and 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 and their uptake of alternative, low carbon fuels

The Sustainable Transport Policy committed that these principles would be “built into and applied in public decision-making in a range of ways”. Accordingly, the draft Bridging Island Plan¹⁰ takes new steps to integrate the Sustainable Transport Policy into the development control system.

The draft Bridging Island Plan incorporates the ten decision making principles, and recognises that:

⁹ [Sustainable Transport Policy \(gov.je\)](http://gov.je)

¹⁰ [draft Bridging Island Plan \(gov.je\)](http://gov.je)



To support the delivery of the Sustainable Transport Policy, 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.**

The draft Bridging Island Plan¹¹ also proposes new policies to ensure development better reflects the objectives of the Sustainable Transport Policy¹², including embedding the Jersey Mobility Hierarchy (as shown in Figure 4); establishing new policies to enable development required by the Sustainable Transport Policy rapid plans and the government's public realm¹³ works programme; and introducing the concept of Sustainable Transport Zones, backed by statutory guidance, that would vary parking densities and the provision of sustainable transport infrastructure.

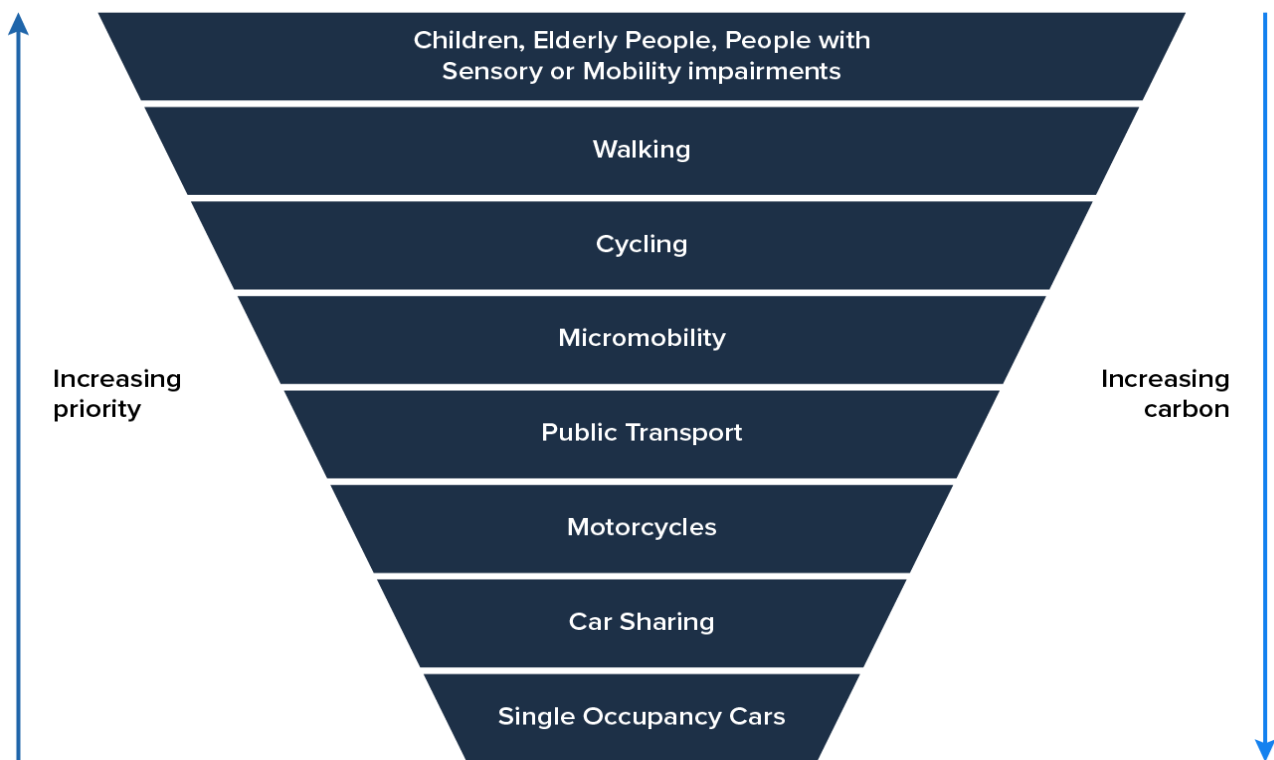


Figure 4: Jersey Mobility Hierarchy

Work continues to incorporate the principles into other decision making systems, including government capital programme development and funding allocation decisions.

¹¹ [draft Bridging Island Plan \(gov.je\)](https://www.gov.je/draft-bridging-island-plan)

¹² [Sustainable Transport Policy \(gov.je\)](https://www.gov.je/sustainable-transport-policy)

¹³ [Public realm and movement strategy \(gov.je\)](https://www.gov.je/public-realm-and-movement-strategy)



6. Integrated delivery



Historically, transport project delivery in Jersey has been reactive, responding to a localised problem or need. Transport schemes can appear piecemeal or ad hoc if the full forward programme of work that government wishes to undertake is not clear.

This can happen for a variety of tangible reasons including engineering constraints, resourcing or land ownership challenges, and changes in political priorities.

To transition to proactive transport scheme delivery, we need:

- Assured long-term funding commitments to adapt the Island's infrastructure to support long-term development of plans for sustainable transport and scheme delivery (see Figure 5)
- To recognise the time it takes to deliver on Government's commitment to employ and upskill local people to meet the future ambition and;
- To provide the space and time for thorough and robust multi-stakeholder engagement throughout design and delivery.

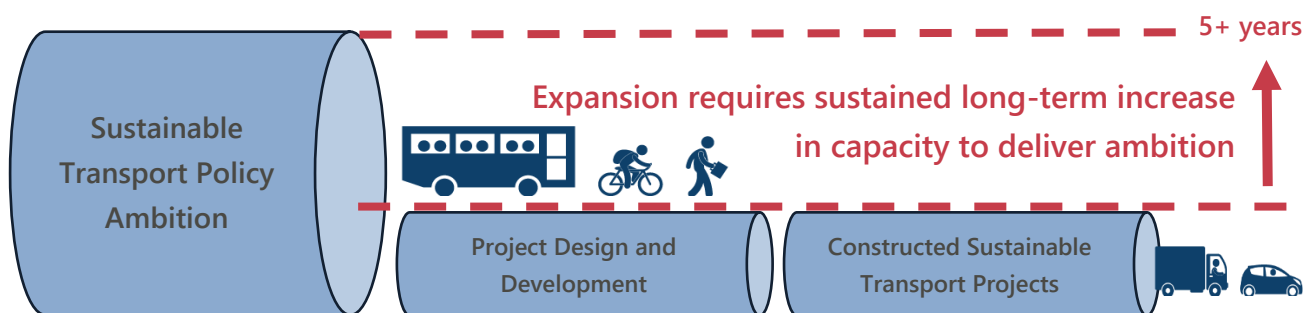


Figure 5 – Current vs required transport delivery pipeline requirements

The Infrastructure, Housing and Environment Target Operating Model seeks to build this sustainable and proactive infrastructure delivery capability, which is needed to deliver on the ambition of the Sustainable Transport Policy. Without sustained investment in this area, projects could take longer to be implemented.

Delivery has been supported through an existing series of investments from the Climate Emergency Fund, as set out in the Government Plans for 2020-23¹⁴ and 2021-24¹⁵. The Carbon Neutral Roadmap¹⁶ continues to provide investment from the Climate Emergency Fund, with a further £0.3M for active travel infrastructure improvements in 2022. It is important to recognise that further investment will be needed beyond this period to deliver the infrastructure required to meet the Sustainable Transport Policy vision.

¹⁴ [Government Plan 2020-23 \(gov.je\)](https://www.gov.je/government-plans/2020-23)

¹⁵ [Government Plan 2021-24 \(gov.je\)](https://www.gov.je/government-plans/2021-24)

¹⁶ [Draft Carbon Neutral Roadmap \(gov.je\)](https://www.gov.je/carbon-neutral-roadmap)



Part 2

Update on delivery

7. Active Travel Plan

The Sustainable Transport Policy¹ commits that:

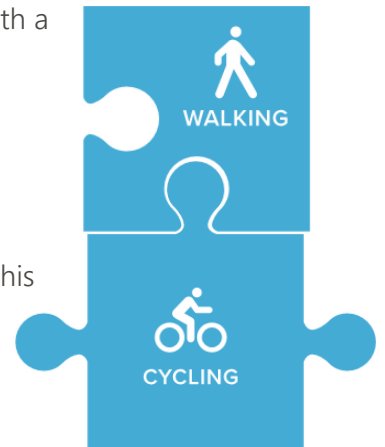
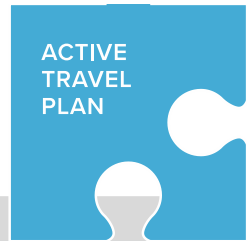
The Active Travel Plan will set out how we will make active journeys safer and easier for Islanders of all abilities over the coming years. It will identify key cycle corridors in order that they can be preserved in the Island Plan, exploring improvements in modal interface at ports and airports and include medium-term investment plans for walking and cycling infrastructure.

Work to develop the Active Travel Plan has been a priority throughout 2021, with a focus on developing the evidence necessary to design the future walking and cycling infrastructure needed in the Island.

Active travel – Primary evidence base

The *Active Travel Plan – Primary Evidence Base* is a substantial step forward in this regard and will underpin subsequent work to audit and cost potential infrastructure improvements. The evidence base is published alongside this interim report and summarised in the table at Figure 6.

The primary evidence base establishes the ‘desire lines’ of travel – where Islanders want to travel from and to, over distances that might be suited to walking, cycling or other active modes of travel. This establishes the demand that a future Island-wide active travel network would need to meet and gives us a data led approach to identifying active travel initiatives to support further use of the road network for these modes of travel.



	Active Travel Plan – Primary Evidence Base	Recommendations
Overview	<p>Development of conceptual walking and cycling network based on data, including:</p> <p>A) Island Cycling and Walking Infrastructure Plan (ICWIP): The ICWIPs provide a long-term strategic approach to developing cycling and walking networks, usually over a 10-year period.</p> <p>B) St Helier Mobility Plan: this aims to build on the St Helier Public Realm and Movement Strategy to reduce the impact of through-vehicular traffic upon streets in the town centre to create more space for people in the town centre and enable mode shift to walking, cycling and public transport.</p>	<p>Undertake a programme of detailed route audits, including:</p> <ul style="list-style-type: none"> • A series of route audits, including initial desktop audits of walking and cycling routes, • Site visits to undertake walking audits of core walking zones and key walking routes. This will be conducted using Walking Route Audit Tools and Route Section Tools from the Local Cycling and Walking Infrastructure Plan guidance where appropriate. • Cycle route audits using the Route Selection Tool. <p>Scheme identification and production of a prioritised series of concept designs, including high-level costs, for future interventions.</p> <p>Stakeholder engagement will be key to identifying prioritisation criteria, mix of the three typologies identified in active travel plan: mix of rural routes/ Green Lanes, routes within villages and routes into St Helier.</p>
Progress	Complete	Currently being commissioned – expected completion April 2022
Outcomes/ Next steps	<p>Government will consult stakeholders on the primary evidence base in early 2022. Alongside this, work will begin on development of an investment plan as part of the Sustainable Transport Roadmap to improve conditions across the island for walking and cycling. In effect, this will be an active travel investment strategy which enables delivery of the operational cycling road map (see below) and that can lead to measurable increases, by 2030, in the proportion of commuter journeys undertaken by bike and in the overall levels of physical activity. This will accompany the provision of a GIS (Geographic Information System) model of the preferred cycle network and the locations of the identified key design measures.</p>	

Figure 6: Summary of Active Travel Plan – Primary Evidence Base.

Active travel – Strong start

Alongside the development of the primary evidence base, and work to improve school and workplace travel planning in the Island, practical steps have also been taken – as part of the Strong Start Delivery



Plan¹⁷ – to improve and extend existing active travel infrastructure. A summary of recent improvements is set out in the table at Figure 7.

Network	Infrastructure improvement	Status
Cycle	Cycle path improvement at the Old Station Café	Complete
	Les Jardins cycle path improvements	Complete
	Covered cycle shelters in town	Complete
	Evie Bike Bel royal park and ride pilot project	Complete
	Dockless hire bike stands (Evie) in St Helier	Complete
Pedestrian	St Ouen's Village crossing	Complete
	La Rue du Pont Marquet crossing	Complete
	La Moye school crossings and traffic calming	Complete
	Pet cabin crossing	Complete
	La Route des Genets improvements	Complete
	La Rue des Pres Footpath	Complete
	La Vallee de St Pierre pedestrian improvements	Complete

Figure 7: Active Travel infrastructure improvements delivered as part of the Sustainable Transport Policy Strong Start.

Active Travel and public realm improvements

Further infrastructure improvements will continue to be delivered in 2022, ahead of development of the full Sustainable Transport Roadmap.

The draft Carbon Neutral Roadmap¹⁸ provides an additional £0.3M investment in cycling and walking infrastructure, with funded projects to be confirmed subject to capital programme governance.

The Government Plan 2022-25¹⁹ also establishes an annual capital budget of £1M for Public Realm improvements, which will include delivery of existing planned schemes in St Helier, informed by the Public Realm and Movement Study²⁰, published in April 2021.

¹⁷ [Sustainable Transport Strong Start Delivery Plan \(gov.je\)](#)

¹⁸ [Draft Carbon Neutral Roadmap \(gov.je\)](#)

¹⁹ [Government Plan 2020-23 \(gov.je\)](#)

²⁰ [Public Realm and Movement Strategy \(gov.je\)](#)



Case study: Hill Street cycle lane

The Hill Street contraflow cycle lane is a year-long pilot scheme, which began in May 2021, and runs between Halkett Place and La Motte Street. The aim of the pilot is to improve cycle connectivity across the town centre, making it safer and more enjoyable to cycle eastwards and to schools in St Saviour.



The trial is using low cost “light segregation”, making it easy to change if necessary, and will provide learning that can be used to help design and deliver other schemes.

Development of the cycle lane follows a consultation on the pilot scheme in December 2020, where businesses and residents were asked to share their views. Of the 258 responses, 63% of which were made by cyclists and pedestrians. 54% said that the scheme would encourage them to walk or cycle in Hill Street. 68% said that the scheme is a step in the right direction to encourage active travel.

The scheme will be monitored to see if further safety measures are needed, and feedback from Islanders will be regularly reviewed to see if adjustments are needed once the scheme is underway.



8. Bus Service Development Plan



Bus travel provides a core service for Islanders. Bus ridership grew to approximately 5 million passengers per year in 2019²¹. Whilst future improvements will need to consider the impacts of COVID-19 on travel patterns, we remain committed to bus service improvements as outlined in the Sustainable Transport Policy.

Bus Service Development Plan – Evidence base and future trials

2021 has seen good progress made to develop the evidence base for the Bus Service Development Plan (BSDP), which 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 optimum distribution, design, and frequency of routes, including existing routes;
- infrastructure, including where improvements could make it quicker and more convenient to get the bus;
- the size and types of vehicle used e.g., smaller buses, wheeled trams etc;
- allocation of space, including for priority bus lanes, junctions, and bus stops;
- the ticketing and fare structure, concessions, and the government subsidy;
- the school bus network and service; and
- the long-term investment plan for the bus fleet, acknowledging the move to ultra-low emissions technologies. The Plan will be based on detailed quantitative modelling, and qualitative analysis, of where, when, and why people do (and don't) want to travel.

The specification for the initial research to inform the plan was subject to public consultation in late 2020. Following this, and informed by the comments received, research was undertaken in three areas, which are summarised in the table below at Figure 8.

Supported by £1.5M of investment from the Climate Emergency Fund, the Government will now implement a programme of bus service development trials over the period 2022-2024. This programme will also respond to Amendment 6 to the Government Plan 2022-25²², which provides for the introduction of a new bus pass scheme for under-18s.

The trials will be designed in conjunction with Liberty Bus and based on insights from the emerging evidence base. Areas of focus may include exploring the impacts of increased frequency of services; changes to pricing and/or ticketing; promotion of bus use within workplace travel plans; exploration of demand responsive service options; and/or use of low-carbon energy solutions.

²¹ [Bus passenger journeys top five million for the first time \(Jersey Evening Post\)](#) and [Number of passengers using Jersey bus services hits record high \(ITV\)](#)

²² [Proposed Government Plan 2022- 2025 \(P.90/2021\): Sixth Amendment \(P.90/2021 Amd.\(6\)\) – Comments \(gov.je\)](#)






Area of research	 BUS PLANNING GUIDELINES	 BUS BEHAVIOURAL INSIGHT	 BUS TICKETING REVIEW
Overview	Sets out the principles by which the bus service network is specified.	This behavioural Science Insight Report explores how Islanders view sustainable transport and the bus service, alongside the drivers of attitudes and behaviours between those who use the bus system and those who don't. This consisted of qualitative analysis, including focus groups and the use of an 'online community' forum.	This review will look to see how we can structure fares in the future across the network and utilise emerging technology to futureproof the system as we develop the public transport system over the next operating contract.
Progress	Under development	Under development	Under development
Outcomes	Provides a point of reference when making decisions and trade-offs about where and how the bus network serves the people of Jersey.	Provides behavioural insights to help deliver Sustainable Transport Policy and specifically inform the Bus Service Development Plan, helping to ensure changes made to the bus system are more likely to have the desired impact on behaviour.	Creation of a data book including an 'Origin Destination' matrix of current bus users and analysis of associated fare changes.
Next steps	Pilot the guidelines as part of the bus service development trials:	Ensure Islanders' views inform future policy development and the Sustainable Transport Roadmap.	Financial scenario modelling.

Figure 8: Bus Development Plan Workstreams.

Bus Service Development – Strong start

Alongside the development of evidence, practical steps have also been taken – as part of the Strong Start Delivery Plan²³ – to improve and extend existing bus service infrastructure. A summary of recent improvements is set out in the table at Figure 9.

Network	Infrastructure improvement	Status
Bus	Eastern (Esplanade) bus gate	Complete
	Waiting shelters at bus stops: West Park Slipway, Langford, Rouge Bouillon, St Ouen Village	Complete
	La Vallee de St Pierre, Mont Fallu bus improvements	Complete
	St Ouen bus improvements TE	Complete

Figure 9: Bus Infrastructure Improvements

²³ [Sustainable Transport Strong Start Delivery Plan \(gov.je\)](https://www.gov.je/SustainableTransportStrongStartDeliveryPlan)



Case study: Esplanade bus gate pilot scheme

The eastbound Esplanade Bus Gate Pilot projects commenced in early May 2021. The aim of this pilot scheme was to reduce bus journey times and improve reliability, supporting the Sustainable Transport Policy aims to make the bus the 'go to' mode of transport on the island for journeys where walking and cycling can be challenging.



One of the two westbound traffic lanes in front of the Pomme d'Or Hotel has been converted to an eastbound bus only lane to assist this. This is reducing bus journey delays whilst minimising the changes to traffic routing for other vehicles, including inbound bus services.




Initial figures would suggest that by implementing the scheme there has been over a 50% reduction in carbon emissions from the buses using the new route than if the bus was travelling the original route since the gateway has been operational. It also reinforces the message that public transport should have priority as part of the Government's response to the Climate Emergency.



9. Parking plan

Parking is a key factor in personal choice about vehicle use, but we all incur the costs of these travel choices such as road building and maintenance, air and noise pollution, traffic congestion and accidents (each with associated health service costs), impact on our environment, landscape and climate change. Parking income is retained and used to invest in other areas of the transport network, but the income it provides is not equivalent to the costs that parking creates, in effect, a public subsidy is provided for private vehicle use. A Parking Plan to provide a blueprint for the future was committed to in the Sustainable Transport Policy.



Workstream	Strategic Parking Policy Review	Sustainable Parking Strategy	Future Parking Provision Supply and Demand Modelling
			
Overview	<p>Will set out strategic policies available to the Government with respect to parking, to help deliver the Sustainable Transport Policy.</p> <p>The policies are collated under four themes, which align with the Government's Common Strategic Priorities²⁴. These themes include Environment; Community, Health and Wellbeing; Inclusion and Sustainable Vibrant Economy.</p>	<p>This workstream looks at what opportunities there are within parking provision to disincentivise private vehicle use and increase sustainable transport opportunities across the Island. It will research different environmental taxes and what possible impact these would have in Jersey. It will also consider how we can future proof a charging structure which follows the "polluter pays" principle.</p>	<p>This workstream provides a technical note and model to help show how different demand and supply levels, based on policy decisions and future developments would affect parking provision within St Helier town.</p>
Progress	Under development	Under development	Under development
Outcome	A framework of strategic policy recommendations.	A series of Parking Charges and Pricing Structure recommendations.	A framework for future parking provision supply and demand modelling.
Next steps	This research will be pulled together into the Parking Plan component of the Sustainable Transport Roadmap.		

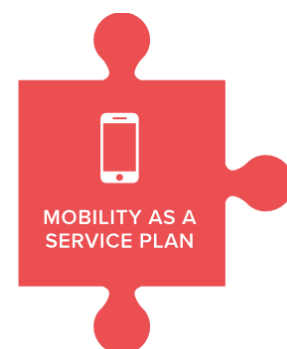
²⁴ [Common Strategic Policy 2018 to 2022 \(gov.je\)](https://www.gov.je/Common-Strategic-Policy-2018-to-2022)



10. Mobility as a Service

Mobility as a Service (Maas) refers to the integration of transportation services into a single mobility service that is accessible on demand.

Our transport system needs to be able to adapt to take advantage of such opportunities and to plan for future technologies as they are developed, including a legislative framework that can support mobility innovation.



Area of research	Mobility as a Service Exploratory Study
Overview	An exploratory study ²⁵ to identify global best practice, learn from jurisdictions that have begun to implement technology solutions to incentivise more sustainable transport use, and better understand what Mobility as a Service might mean for Jersey. The study has assessed the existing conditions, drivers and trends that are relevant to the development of Mobility as a Service in Jersey, including those within regulation and legislation to enable its use.
Progress	Complete - Published
Outcomes	This work will identify our strategic readiness and how a progressive and adaptable approach to governance and regulation could readily accommodate rapid and at times disruptive thinking and change.
Barriers/ Next steps	Develop an understanding of demand drivers for, and constraints to, Mobility as a Service in Jersey. Develop a framework plan, set out in the Sustainable Transport Roadmap, to encourage expansion of existing services (such as shared e-bikes and vehicles) and integrate other modes of transport, such as taxis and buses to provide a mobility solution for all.

Faster adoption of transport technology

The Sustainable Transport Policy²⁶ commits to develop a strategic partnership with Digital Jersey to ensure government can draw on the best available on-Island skills and talent. This joint workstream is now in place and is reflected in the Digital Jersey 2021 Business Plan²⁷ and Five-Year Strategy²⁸.

Work to date has included improved provision of travel and transport data to support the development of a digital twin, industry insight to support development of the Mobility as a Service Exploratory Study and a joint bid to secure funding for a pilot data trust to bring together active travel data for to support strategic planning and the development of the Sustainable Transport Roadmap.

²⁵ [Mobility as a Service Exploratory Study \(gov.je\)](#)

²⁶ [Sustainable Transport Policy \(gov.je\)](#)

²⁷ [Digital-Jersey-Operational-Plan-2021.pdf](#)

²⁸ [Digital-Jersey-5-Year-Strategy-2.pdf](#)



11. Government fleet review

Government operations are a key influence on transport in the Island, and one of the main contributors to associated carbon emissions. Government commissioned a review of its own vehicle fleet in July 2021, undertaken by the Energy Saving Trust. An overview of the government fleet is set out in the table at Figure 10.



Fleet Sector	GHG Scope	Fleet size	Annual mileage	CO ₂ e (tonnes)	Energy (MWh)
Car	1,2	242	581,189	158.59	684.7
Light Commercial Vehicle (LCV) - Small	1,2	64	146,954	42.34	183.0
LCV - Medium	1	36	120,375	43.87	182.3
LCV - 3.5t	1	47	197,902	82.96	344.8
LCV - Minibus	1	62	116,758	56.29	234.0
LCV - 4x4	1	19	53,508	23.71	98.6
Heavy Commercial Vehicle (HCV) - Under 7.5t	1	53	174,288	111.48	461.9
HCV – 7.5t and over	1	48	172,389	304.08	1,259.7
Motorcycle	1	14	4,922	1.20	5.2
Plant/ Machinery	1	45	6,674	19.74	82.2
Totals	1	631	1,574,970	844.03	3,536.6

Figure 10: Overview of the Government of Jersey fleet.

The report investigates where carbon savings can be made within the fleet operation, and how renewing the fleet could be best undertaken to maximise opportunities to reduce emissions. This includes considering replacement programmes and what the broad cost implications may be to achieve early decarbonisation. The report also considers private vehicles used for business (known as the grey fleet).

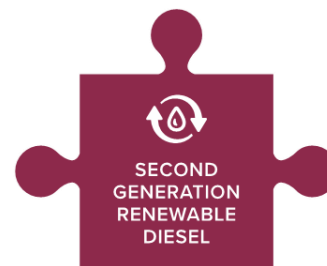
The Energy Saving Trust identified opportunities for Government of Jersey to reduce fleet emissions by 600t from current levels of around 1300t to 680t CO₂e/year by 2029. This could result in an accumulated reduction of over 2,000t CO₂e, depending on how quickly changes can be made. There will be some costs involved in reaching the full potential of these savings and investment decisions will need to be made between additional, potentially earlier, fleet investment and the date net-zero emissions can be delivered. There are also opportunities for savings to offset some of these costs, particularly if fleet utilisation can be improved and the number of vehicles reduced.

Jersey Fleet Management will lead work to develop a decarbonisation programme from the recommendations from this review to accelerate decarbonisation of the government fleet. Financial support and expertise will also be provided by the Government of Jersey Decarbonisation Unit proposed in the draft Carbon Neutral Roadmap²⁹.

²⁹ [Draft Carbon Neutral Roadmap \(gov.je\)](https://www.gov.je/draft-carbon-neutral-roadmap)



12. Second generation renewable diesel



Reducing the amount of fossil fuel burnt in our vehicles is central to reducing Jersey's on-Island carbon emissions. To support this shift, the draft Carbon Neutral Roadmap commits that Government will bring forward a proposal in the Government Plan 2022³⁰ to subsidise the rate of fuel duty charged on second generation renewable diesel (a non-fossil hydrocarbon) from 2023, in order to:

- encourage islanders to replace traditional fossil-fuel diesel with second-generation renewable diesel (SGRD) in road transport, and
- establish a market for low-carbon transition fuels that will also serve heavier vehicles, and to reduce carbon emissions in the near term without compromising the embedded carbon in existing diesel vehicles

The draft Carbon Neutral Roadmap³¹ also commits to provide funding from the Climate Emergency Fund to support the use of second-generation renewable diesel in the government and public bus fleets from 2022.

Second generation renewable diesel is a high-quality fuel made from hydrogenated vegetable oils, waste food and meat processing by-products. It can be used as a direct replacement for traditional fossil diesel. Ensuring Second generation renewable diesel is certified to the highest standards is vital, and there are three aspects consider in purchasing:

1. That it is made 100% from renewable non fossil fuel materials
2. That it isn't made from crops that would otherwise be used as a food source
3. The broader sustainability credentials of the product and its supply chain

One of the key concerns about renewable diesel is the broader sustainability of the product, and fully understanding the supply chain is integral to demonstrating the sustainability credentials of any product.

³⁰ [Government Plan 2022 to 2025 \(gov.je\)](https://www.gov.je/government-plan-2022-to-2025)

³¹ [Draft Carbon Neutral Roadmap \(gov.je\)](https://www.gov.je/draft-carbon-neutral-roadmap)



Case study: Liberty Bus double deckers

Government of Jersey are supporting Liberty Bus to use second generation renewable diesel in its six double-deckers. This transition fuel is due to commence in early 2022 and will be used for the remainder of the current bus contract in the six double-deckers used on the number 15 route.

Discussions continue in respect of other buses in fleet, both with manufacturers to understand the technical issues associated with using second generation renewable diesel, and to potentially identify suitable electric buses for use across all routes in Jersey in the future.



13. Appendices

Appendix 1

Summary of transport policies in the draft Carbon Neutral Roadmap³²

#	Policy title	The Government of Jersey will...
TR1	Speeding up adoption of electric vehicles	<ul style="list-style-type: none"> • Subsidise the cost of an electric vehicle at the point that it is first registered on the Island (for both new and imported second-hand vehicles) • Continue to offer subsidised public parking until a new parking plan is in place (as required by the Sustainable Transport Policy) • Exempt electric vehicles from planned increases in vehicle emissions duty • Work with Jersey Electricity to agree a scale-up plan for electric vehicle charging infrastructure that: <ul style="list-style-type: none"> ○ subsidises the cost of domestic electric charging infrastructure ○ continues to deliver off-street electric vehicle charging points across the Island ○ trials on-street charging infrastructure to identify the right solution for Jersey, including exploring consequential amendments to planning regulation where appropriate ○ improves the visibility of charger availability across the Island
TR2	Vehicle scrappage incentive	Introduce a vehicle scrappage scheme to target the most polluting vehicles. Petrol or diesel cars or small vans that are over 10 years old (manufacture date 2012 or earlier) will receive a £500 green living credit if they are scrapped.
TR3	Supporting transition fuels	Bring forward a proposal in the Government Plan 2022 to subsidise the rate of fuel duty charged on second generation renewable diesel, by 32ppl until 2026.
TR4	Vehicle Emissions Duty incentive	Apply no level of Vehicle Emissions Duty on zero carbon vehicles and increase Vehicle Emissions Duty on all domestic petrol and diesel vehicles each year until at least 2030.
TR5	End the importation and registration of petrol and diesel vehicles that are new to the Island from 2030	Bring into force legislation that prohibits the importation and registration of petrol and diesel cars and small vans that are new Island in 2030 at the latest and will seek to extend this to other categories of vehicle at subsequent dates between 2030 and 2040.

³² [Draft Carbon Neutral Roadmap \(gov.je\)](https://www.gov.je/Draft%20Carbon%20Neutral%20Roadmap)



TR6	Review Roads Law	Review the legal framework for Jersey's highways to ensure they are fit to safely enable low-carbon, sustainable and modern travel and transport.
TR7	"Green" number plates for electric vehicles	Ensure that, from the 1 January 2023, owners of electric vehicles will have the option to display a number plate that features a green marker as a visible signifier of their contribution tackling the climate emergency.
TR8	Sustainable Transport Roadmap	Complete the rapid plans required by the Sustainable Transport Policy and, drawing on these, publish a Sustainable Transport Roadmap in 2022.
TR9	Bus service development trials	Implement a programme of bus service development trials 2022-2024.
TR10	Active Travel	Implement further active travel initiatives in 2022, ahead of development of the full Sustainable Transport Policy.
TR11	Emissions from aviation and maritime transport	Work with the Ports of Jersey to reduce emissions from aviation and marine transport, in line with the Jet Zero scenario 2 emissions targets and obligations under the MARPOL ³³ treaty

³³ [MARPOL \(imo.org\)](https://www.imo.org/)

