

SECTION 12: TRAVEL AND TRANSPORT

INTRODUCTION

- 12.1 Addressing the requirements for movement in all its forms within, and to and from, Jersey is a key component of the new Island Plan. There is a clear link between land-use and travel. The new Island Plan aims to minimise the number of trips by private car and encourage the use of environmentally friendly modes of transport, such as walking and cycling, in line with the States approved Sustainable Island Transport Policy.
- 12.2 The current manner of travel in the Island is not sustainable – the level of reliance on the private car as experienced at present cannot continue. Road space, junction capacity and parking space cannot realistically be provided for the future demand for car travel. The more prosperous the community becomes, the more cars there are and the greater the number of trips, many of them over short distances. However, the Planning and Environment Committee recognises that any restraint policy that is designed to encourage a change in mode of transport must be balanced by the need to maintain economic viability. Alternative modes must be viable, available, attractive and safe to use.
- 12.3 Private parking in St Helier accommodates the majority of commuter trips. The level of congestion in itself is therefore unlikely to encourage a change in mode of transport. Over the Plan period there will need to be a change in balance between private and public parking supply so that parking policy can become a stronger tool in the implementation of the transport policy. This will need to be achieved through development control policies and fiscal measures.
- 12.4 In the United Kingdom local authorities have started to introduce bus lanes and High Occupancy Vehicle lanes but the width of Jersey's roads prevents such innovation. The new Island Plan recognises that public transport must play a greater rôle in island life. Enabling such change will be outside the scope of the land-use policies of the new Island Plan but is of such importance that it must be mentioned in the Plan and warrants the full support of the Planning and Environment Committee.
- 12.5 Opportunities to use public transport, taxis, cycling and walking must be improved. Bus travel should be convenient, comfortable and reasonably priced. There needs to be innovation in providing different types of services including central area feeder routes, high frequency routes, and dial-a-ride. There may be a need to give priority to buses in the centre of town over car traffic.

Relationship to the Vision and Objectives

- 12.6 The Vision for Jersey is of an Island where access for people and goods is provided in a manner which minimises the need to travel and the impact of transport on the environment. The Vision also highlights the need for sustained economic development and prosperity and a high quality and safe environment.
- 12.7 The new Island Plan objectives relating to travel and transport include:
- the promotion and encouragement of the use of public transport and other more environmentally sustainable forms of transport through integrated land-use and transport planning and to reduce the social, economic and environmental impact of current transport modes;
 - assisting the protection and development of adequate transport and communication links to the UK, Europe and the rest of the world; and
 - maintaining the rôle of the town of St Helier as a major centre providing employment, shopping, community and other facilities.

Approach

- 12.8 The transport strategy for the Island has been detailed in Section Three of this document and is based on a significant amount of work already undertaken and on approved policy documents. It is against this background and the objectives of the new Island Plan, (to promote sustainable forms of transport through integrated land-use and transport planning and to reduce the social, economic and environmental impacts of current methods of travel), that the travel and transport policies have been developed.
- 12.9 The transport strategy sets out the key elements to be encompassed within the policies and proposals of the Plan, in order to develop a more sustainable pattern of transport use in the future. These are to:
- **Reduce the need to travel:** through the Spatial Strategy and development policies that influence the location of development relative to transport;
 - **Provide alternatives:** put in place a more energy efficient and environmentally sustainable transport system for the Island, giving an enhanced rôle for public transport, walking and cycling and enabling more people to make an alternative choice to car travel;
 - **Influence travel demand and choices:** increase public awareness of the implications of their journeys and introduce traffic measures to encourage use of alternatives;
 - **Make efficient use of existing transport infrastructure:** including improvements to, and maintenance of, the road network;
 - **Improve safety and security for transport users:** including accident reduction measures and priority for pedestrians, cyclists, the mobility impaired and public transport users over the car;

- **Manage travel within the centre of St Helier:** put in place a movement strategy for the town centre that gives priority to the pedestrian, cyclist and those with mobility impairments and assists the town centre to be a vibrant and an attractive place to work, shop, live or visit.

12.10 The policies in the new Island Plan are only part of much wider action needed to achieve a sustainable transport strategy. Much will depend on States' policy and the application of public sector resources to capital and revenue expenditure projects.

POLICIES AND PROPOSALS

Strategic Travel Policy

12.11 The new Island Plan seeks to achieve a more energy efficient and environmentally sustainable transport system through a progressive switch to alternatives to the car. This requires an enhanced rôle for public transport, walking and cycling and encouragement to use alternative fuels (such as liquid petroleum gas or electricity). The management of transport demand (traffic restraint) is vital to the success of the strategy. It is both environmentally and economically unacceptable to meet all the likely demand for individual mobility that could occur over the Plan period.

12.12 Jersey has one of the highest car ownership levels in the world so a realistic view is required as to what can be achieved in promoting alternative forms of travel. But there are good reasons for trying. Firstly, Jersey is signed up to international conventions on climate change, which might be summed up in the slogan 'Think Global – Act Local'. These require emissions to be limited. Secondly, one of the principal complaints of visitors is that there is too much traffic congestion. Thirdly, more walking and cycling will improve the health of Islanders. Fourthly, journey lengths are relatively short.

12.13 The task is daunting. The car dominates the local transport debate. Furthermore, many of those who live in the countryside say – with some justification – that they live too far from a bus stop to make use of the bus system.

12.14 The real potential lies not so much in redirecting country dwellers but in targeting those who make short trips. Many trips that are currently made by car have the potential to be made by cycle or on foot, especially if new homes are built close to local shops, schools and jobs. Furthermore, within the layout of new development, provision should be made for appropriate cycle and footpath links.

12.15 For longer distance journeys public transport is the main alternative to the car, although car sharing can help. However, public transport needs not only to be available, reliable, frequent and convenient but cheaper than using the private car. However, it does need to be acknowledged that public transport cannot serve efficiently some of the more remote rural areas and these will have to rely predominately on the private car.

- 12.16 The new Island Plan places great emphasis on improving the living environments for all residents. The strategic travel policy outlined in TT1 will be achieved incrementally over the Plan period and will require restraint measures, a balanced parking policy and the development of improved alternatives to the car. Moreover, the existing road network in the Island, traffic management and pedestrian schemes represent a significant level of past investment. It is important that the existing infrastructure is maintained, particularly in the interests of safety.

POLICY TT1 – STRATEGIC TRAVEL POLICY

The Planning and Environment Committee will support the other Committees and relevant agencies in developing programmes to help achieve:

- **a reduction in the need to travel through a land-use strategy and development policies that influence the location of development relative to transport provision;**
- **the development of alternatives to the private car to ensure a more energy efficient and environmentally sustainable movement strategy, including the promotion of greater public awareness of the implications of travel;**
- **improvements to, and maintenance of, the existing highway infrastructure to improve safety and accessibility for all road users including pedestrians and cyclists;**
- **improvements to environmental conditions through measures to address the adverse problems of road traffic; and**
- **development of proposals that minimise the need to travel and give priority to access by walking, cycling and public transport.**

Travel Awareness Campaign

- 12.17 Over recent years the debate about transport has become polarised. Those who attack it claim it is a secret agenda to ban the motor car. In fact, the approach of successive Public Services Committees has been to encourage Islanders to alter the way they travel. Giving up the car for even one day a week in favour of walking, cycling, catching the bus or sharing a neighbour's car would reduce congestion and cut emissions.

POLICY TT2 – TRAVEL AWARENESS CAMPAIGN

The Planning and Environment Committee will support the Public Services Committee's Sustainable Transport Steering Group in promoting a Travel Awareness Campaign to generate public understanding and support for sustainable transport initiatives.

Island Route Network

- 12.18 For an island of only 45 square miles, there is a very comprehensive network of highways, 358 miles in length. However, with the exception of the A2 between La Route de la Liberation and Victoria Avenue (to its junction with the B59 at Millbrook), all of the Island's roads are single carriageways. Many have no footways. In the main, the principal road network (A roads) radiate from St Helier. These routes are supported by a series of B and C class roads linking smaller communities. In addition there is a comprehensive network of minor lanes. A number of these have been designated as Green Lanes.
- 12.19 In order to establish an Island-wide transport policy it is necessary to define a hierarchy of routes, each of which will have different functions. The following hierarchy is a development of that established in the 1987 Island Plan:

Pedestrian Routes – Pedestrian routes can vary from traditional footways adjacent to roads, to rural public footpaths, to pedestrian streets. In pedestrian streets people on foot should only encounter delivery vans (possibly during restricted hours) and emergency vehicles. The pedestrian network must be well maintained and have safe crossings. The rural public footpath network in Jersey is less extensive than, for example in the UK, which means that the network that does exist is very important, not only for local residents but for visitors.

Cycle Routes – These range from segregated routes such as the St Aubin's Bay seafront route or the Railway Walk; through a network of quiet roads and Green Lanes; to designated lanes within the highway. A cycle network outside of St Helier has been established which consists of 96 miles and eight routes:

- Route 1: Coastal Route following the entire Island coast;
- Route 2: St Aubin's Bay (south) to Route 3 via La Vallée de St Laurens (Waterworks Valley);
- Route 3: St Ouen's Bay (west) to Royal Bay of Grouville (east);
- Route 4: St Aubin's Bay (south) to St John's Bay (north);
- Route 5: St Helier to Les Augres (joining Route 3) via Vallée des Vaux;
- Route 6: St Aubin's Bay (south) to St Ouen's Bay (west) via Airport;
- Route 7: St Helier to Trinity via Les Grands Vaux;
- Route 8: St Clement's Bay (south-east) to St Saviour joining Route 3.

Green Lanes – The 1987 Island Plan identified the need to maintain the natural beauty of the Island's narrow, tree-lined lanes. The intention was to create a leisure facility for walkers, cyclists and horse riders where people, not the car, had priority. The concept of Green Lanes was a later initiative, which developed that thinking. Green Lanes are narrow roads (generally less than 4 metres wide) with 15 mph speed limits and distinctive road signs. Ten of the twelve parishes have now designated some Green Lanes.

Country Lanes – These are narrow lanes serving isolated premises and are only suitable for local and agricultural traffic. The width of the lanes often prevents two vehicles from passing one another.

Residential Streets – These are streets that are totally residential and should be designed so that pedestrians and cyclists have equal priority to the car. The highway space should be designed to prevent vehicle speeds over 20 mph. In new developments highways should be laid out in a manner that controls traffic speeds and helps to reduce the car's impact and nuisance, gives greater priority to the needs of pedestrians (particularly children) and cyclists and improves the quality and amenity of the local street environment. These measures can reduce the number of road accidents, so traffic calming measures and highway layout should be an integral part of the detailed design of new residential proposals. Where practicable, a continuous and safe pedestrian route to the nearest bus stop should be provided.

Local Routes – These routes provide access to small developments or individual properties. They should not carry through traffic and would not normally be bus routes. Improvements to layout and traffic management measures would normally be appropriate to ensure vehicle speeds are low and pedestrians and cyclists have an equal opportunity to move around in a safe environment.

Secondary Routes – These routes link rural communities or different parts of the urban area. They are likely to be bus routes but commercial vehicles would normally only use them for access. Direct access from frontage properties to secondary routes would normally be appropriate, although in larger developments there would be advantages in a single access point.

Primary Routes – The main purpose of these routes is as primary distributors of traffic both within and around St Helier (the Ring Road) and across the Island. They are the most important routes with regard to public transport, commercial vehicles and general traffic. Their capacity must be maximised by parking restrictions, junction controls and, in a limited number of locations, by localised widening (although only where this is acceptable in environmental and amenity terms). Particular consideration needs to be given to the requirements of pedestrians walking alongside and crossing primary routes, similarly for cyclists crossing them. The creation of new vehicular access points should be restricted as far as possible and where it is necessary, particularly in the urban areas, consideration will be given to providing an acceptable level of visibility for emerging vehicles.

POLICY TT3 – ISLAND ROUTE NETWORK

The Planning and Environment Committee, in conjunction with the Public Services Committee and Parish Roads Committees, will support the definition of an Island Route Network comprising:

- **PEDESTRIAN ROUTES** – in the form of well-maintained footways in the built environment, the protection and development of the public footpath network and where appropriate the creation of pedestrian priority streets;
- **CYCLE ROUTES** – the continuing development of a strategic and local cycle network;
- **GREEN LANES** – the development of a linked Green Lane network with an emphasis on the original concept of a change in priority to walkers, cyclists and horse riders rather than as traffic speed reduction schemes;
- **LOCAL ROUTES AND RESIDENTIAL STREETS** – will not normally be through routes. The layout and traffic management measures should ensure vehicle speeds are low and that pedestrians and cyclists are seen as priority users;
- **SECONDARY ROUTES** – will normally be suitable for direct frontage access or single access points for larger developments subject to satisfactory visibility splays being provided;
- **PRIMARY ROUTES** – the capacity of the Primary Route Network will be maintained by:
 - the introduction and enforcement of waiting restrictions;
 - the introduction of traffic lights, where appropriate, at junctions;
 - the introduction of appropriate pedestrian and cycle crossing facilities.

The creation of new access points onto the Primary Route Network will not normally be approved. Exceptions to this policy may be made where there are no practical alternatives, adequate visibility can be provided and the proposals are in accordance with other principles and policies of the Plan.

Protection of the Footpath and Cycle Network

- 12.20 It is important that where footpaths and cycle routes are developed, particularly off road, they are protected from subsequent development. Where development is proposed that would have an adverse impact on footpaths or cycle routes and it is in the public interest, it will be necessary to provide a replacement facility that maintains the integrity of the route network.

POLICY TT4 – PROTECTION OF THE FOOTPATH AND CYCLE NETWORK

Development that unreasonably affects an existing footpath or cycle route will not normally be approved. If the proposal is deemed to be in the public interest then an acceptable alternative provision will be required to maintain the integrity of the route.

Primary Route Traffic Studies

- 12.21 The wholesale road-widening programme adopted many years ago is no longer considered appropriate. However, there are a limited number of locations where localised road widening or junction improvements would bring safety benefits, improve facilities for pedestrians or remove traffic from sensitive locations by allowing re-routeing.
- 12.22 The Ring Road forms the main circulation route around St Helier. With the exception of the south-east corner (Don Road, La Colomberie, Green Street, Grenville Street and Francis Street) it is well defined. While sections are operating at or near capacity in the peak periods, the Ring Road provides a defined circulation system, which removes a significant amount of traffic from the inner residential areas and town core.
- 12.23 There are three areas on the Primary Route Network that require detailed investigation within the early part of the Plan period. This is due to the current and anticipated traffic flows, the suitability of the existing roads in relation to width and adjacent land-uses and the current levels of pollution (mainly related to the 'canyon' effect of the buildings on narrow streets):
- the Ring Road in the south east of the town which currently comprises Don Road, La Colomberie, Green Street, Grenville Street and Francis Street;
 - the junction of Commercial Buildings with La Route de la Liberation (A17) at the Tunnel and Weighbridge, particularly taking account of proposed changes in the Harbour area and at La Collette 2; and
 - the junction at Beaumont between La Route de la Haule (A1) and Beaumont Hill (A12).
- 12.24 A further traffic study is also considered to be appropriate for the Mount Bingham area of the Primary Route Network, as identified during the Island Plan debate in the States.
- 12.25 In addition there are a limited number of improvements to the secondary route system that would warrant investigation during the Plan period. For example the Midvale Road / Val Plaisant route. The Planning and Environment Committee will support improvements to the secondary route network where it is clearly demonstrated that there are safety benefits for all users, there is no unacceptable impact on the environment or local amenities and that the proposal is in accordance with other principles and policies of the Plan.

POLICY TT5 – PRIMARY ROUTE TRAFFIC STUDIES

The Planning and Environment Committee will support traffic studies being undertaken to consider improvements to the Primary Route Network at the following locations:

- 1. the Ring Road on the south eastern side of St Helier;**
- 2. the junction of Commercial Buildings and the A17; and**
- 3. the junction of La Route de la Haule and Beaumont Hill.**

The Planning and Environment Committee will also support a traffic study being undertaken to consider:

- 4. new road construction to facilitate the flow of traffic and improve access at Mount Bingham.**

Improvement Lines

12.26 The 1987 Island Plan identified a number of improvement lines to assist the flow of traffic, however, only a very limited number have been implemented. As part of the Island Plan Review process all the improvement lines have been assessed. The criteria used in the assessment included the following:

- benefits for pedestrians;
- impact on the built environment;
- visual impact;
- benefits for public transport (operators and passengers);
- benefits for cyclists;
- impact on parking and servicing;
- improvements to general traffic flow; and
- whether alternatives to road widening were practical.

12.27 A higher weighting was given to pedestrian safety, the impact on the built environment (particularly buildings of historic value) and visual impact, than the easing of traffic flow. The aim was to find a balance between safeguarding the quality and uniqueness of local character and the need to ensure a safe pedestrian environment and adequate traffic circulation space. In some cases the implementation of the improvement would enable benefits to be realised in other parts of the town.

12.28 In most cases the proposed improvements will be achieved as properties are redeveloped. However, the Public Services Committee, with support from the Planning and Environment Committee, may seek to acquire the necessary land where it is considered essential that such improvements should be made in the Plan period.

12.29 In addition, the assessment identified a number of current improvement lines where alternatives to the acquisition of property and widening of the highway could be feasible. This might include, for example, the narrowing of the carriageway and footway widening, within the existing highway boundary.

12.30 The improvement lines recommended to remain in the new Island Plan fall into three broad categories:

1. pedestrian safety schemes;
2. primary route schemes; and
3. secondary route capacity/footway schemes/minor improvement schemes.

12.31 Following the review it is proposed that the procedures to delete the following improvement lines (which were included in the 1987 Island Plan) be actioned by the appropriate body:

- Bath Street southern section (west side);
- David Place (west side between Victoria Street and Vauxhall Street);
- Clarence Road;
- Devonshire Place (near the junction with Great Union Road);
- Francis Street (east side);
- Great Union Road / Rouge Bouillon;
- Green Street (east side between La Route du Fort and Le Havre des Pas);
- Halkett Street;
- Hilgrove Street;
- Le Rouge Bouillon / Val Plaisant;
- Midvale Road ;
- New Street (adjacent to properties 44 and 46);
- New Street / Union Street / Burrard Street junction;
- Parade Road / Le Rouge Bouillon junction;
- Pleasant Street;
- Rue de Trachy (adjacent to Tower Park);
- Union Street / Burrard Street;
- Val Plaisant / New Street (west side); and
- Vauxhall Street (south side).

The Planning and Environment Committee will review a number of the above deleted improvement lines in consultation with the Public Services Committee and the Parish of St Helier Roads Committee as part of the Plan monitoring process and following any relevant traffic studies that are undertaken.

POLICY TT6 – IMPROVEMENT LINES

The following improvement lines as designated on the Town Proposals Map will be taken into account when considering proposals for development:

- 1. Pedestrian Safety:**
 - (i) Don Street (east);
 - (ii) Old St John's Road (west side); and
 - (iii) Rue de Trachy (west side).
- 2. Primary Route:**
 - (i) St James Street (west side) Don Road (north side); and
 - (ii) St Saviour's Road (east and west side).

3. Secondary Route/Footway Schemes/Minor Improvement Schemes:

- (i) Bath Street (west side);
- (ii) Castle Street (west side);
- (iii) Devonshire Place (south side/ Val Plaisant junction);
- (iv) La Pouquelaye;
- (v) New Street (west side, opposite Craig Street junction);
- (vi) Roseville Street/ Le Havre des Pas junction;
- (vii) St Saviour's Road/ Wellington Road; and
- (viii) Tower Road.

Town Centre Movement Strategy

- 12.32 Any town centre is a complex area of land-uses and movements, often based on an historic road pattern. In St Helier the layout and scale of the road system and the lack or substandard width of footways, sometimes causes conflict between vehicles and pedestrians. A balance needs to be sought between ensuring the centre is accessible, allowing it to be serviced, providing a pleasant and safe environment for pedestrians, encouraging a vibrant economy and creating quality urban spaces.
- 12.33 The most effective way of achieving an appropriate balance between these aspects, is to establish a movement strategy for the town centre which includes a hierarchy of types of routes:
- areas where pedestrians have priority;
 - access routes for service vehicles and to multi-storey car parks that prevent through movements;
 - a secondary network for internal circulation; and
 - a primary network for access and circulation.
- 12.34 One of the major problems in the town centre is that caused by motorists looking for on-street parking. This increases the flow of traffic, pollution and pedestrian/vehicular conflicts. In many historic towns in the UK the removal of on-street parking, combined with strategically located car parks, has significantly reduced traffic flows in the most sensitive locations. Facilities that enable the disabled to park will, however, need to be maintained and there will also be locations where facilities to pick up goods could be warranted.
- 12.35 Along with the definition of a hierarchy of routes, priority of the use of road space within the town centre core area needs to be defined. The town centre movement strategy should be based on the following order of precedence:
- pedestrians (including requirements of the mobility impaired);
 - servicing;
 - buses and taxis;
 - cyclists;
 - motorcycles;
 - cars requiring access; and
 - vehicles passing through the area.

Emergency vehicles are not included in the above list as all proposals will need to meet their requirements.

- 12.36 The longer-term aim of the movement strategy should be the removal of all vehicular traffic from the central core except for service vehicles (restricted to off-peak hours), certain facilities for collecting goods, public transport and parking for the disabled.
- 12.37 It is important within the central area that premises can be efficiently serviced. Few retail premises, particularly the smaller ones, have rear access so kerbside servicing is required. Loading bays should be identified at appropriate locations. Hours of servicing should be rationalised throughout the central area to a core time that is practical for suppliers and the retail units, but keeps the streets free of traffic for most of the day.
- 12.38 It will be important to ensure that bus services, including a Town Hopper, can gain access to convenient locations in the centre for dropping off and picking up passengers. Taxis are also a form of public transport and access should be provided to suitably located taxi ranks, ideally adjacent to the pedestrianised areas.

POLICY TT7 – TOWN CENTRE MOVEMENT STRATEGY

The Planning and Environment Committee will support the development of a movement strategy for the town centre which will give priority to pedestrians, including the mobility impaired, servicing requirements, public transport, taxis and cyclists.

Pedestrian Improvement Areas

- 12.39 Within the town centre core area a number of streets have been successfully pedestrianised. Further pedestrianisation within the town centre is unlikely, however, there are areas where greater priority to pedestrian movements should be considered:
- Conway Street;
 - Broad Street, Library Place and Church Street;
 - New Street (southern section);
 - Halkett Place;
 - Hilgrove Street;
 - York Street, Charing Cross and Dumaresq Street;
 - Colomberie, La Motte Street and Hill Street; and
 - Liberation Square.

- 12.40 **Conway Street** will have an increasing rôle as the main pedestrian route between the proposed Transport Centre (see Policy TT17), the Waterfront with its housing and leisure activities, and the core shopping area. Measures are required to significantly reduce the level of traffic, so that the footway can be widened. This will result in the loss of some limited waiting car parking spaces. If traffic flow was restricted to a loop via Conway Street, Library Place, Church Street and Mulcaster Street, a number of pedestrian/vehicle conflict points would be eliminated. Access to Broad Street for servicing and public transport would still be required.
- 12.41 **Broad Street** has significant opportunities for enhancements that would improve safety and movement for pedestrians. There are a number of key features – the Le Sueur Obelisk, important buildings (for example, the Post Office) and public spaces. Current proposals by the Urban Renewal Sub-Committee in conjunction with Centre Ville and the Parish of St Helier will reduce traffic flows, remove the motorcycle parking and may allow an incremental approach to further pedestrian priority with, perhaps, access restricted to servicing, buses, taxis, cycles and disabled drivers. There is also the opportunity to improve the pedestrian environment in Library Place and Church Street as a further development of the Broad Street scheme.
- 12.42 **New Street (southern section)** is the subject of traffic orders to remove general traffic but is in need of enhancement to improve the pedestrian environment. At present it provides a facility for minibuses carrying disabled people to disembark and the spaces are well used. In any enhancement scheme this facility will need to be taken into account.
- 12.43 **Halkett Place** provides a vehicular route through the town centre and crosses the main pedestrian shopping streets of King Street and Queen Street with obvious problems of conflict between vehicles and pedestrians. Further traffic calming could confuse pedestrians and drivers about who has priority. If the priority within the town centre is for pedestrians, the through movements on Halkett Place between Waterloo Street and Hill Street should be removed. The needs of pedestrian safety and town viability must be put before the traffic that will be displaced; after all it is the pedestrians who spend money in shops, not the through traffic. But in any scheme the continued viability of the market traders will have to be taken into account.
- 12.44 **Hilgrove Street** is a narrow one-way street paved in traditional materials. It crosses two pedestrianised streets, Halkett Street and Bath Street. While existing traffic flows are low they should be restricted to servicing only for time periods similar to adjacent pedestrianised streets.
- 12.45 **York Street, Charing Cross and Dumaresq Street.** Traffic management changes in Union Street have significantly reduced the volume of traffic in York Street, Charing Cross and Dumaresq Street thereby providing significant opportunity for enhancements that would improve safety and movement for pedestrians, provide dedicated servicing bays for local business and enable environmental improvements.

- 12.46 **Colomberie, La Motte Street and Hill Street.** High levels of vehicular and pedestrian traffic, illegal parking and narrow footpaths provide a difficult environment for pedestrians in this area presently. There is also an absence of servicing bays for local business.
- 12.47 The road system around **Liberation Square** will require modification when the bus station is relocated to the Transport Centre on the Island Site. The potential of the Weighbridge site (the current bus station) will be maximised if the urban space is linked to Liberation Square and all through vehicle movements between Mulcaster Street/Esplanade and La Route de la Liberation prevented. However, this will need detailed investigation. It is likely that a bus and emergency vehicle link will be required between La Route de la Liberation and the Esplanade. Access will also need to be maintained to service Caledonia Place and Ordnance Yard. It is recommended that this junction is included in the traffic study of the junction of Commercial Buildings and La Route de la Liberation (Policy TT5).
- 12.48 The type of measures that could be considered in the eight areas include:
- full or partial pedestrianisation;
 - limited servicing hours;
 - footway widening;
 - kerb 'build-outs';
 - reduction in circulating traffic;
 - removal of on street parking;
 - re-paving and new street furniture;
 - new lighting that is more appropriate to the pedestrian realm;
 - provision of loading/unloading bays; and
 - disabled parking.

The type of scheme appropriate for each area will need to be discussed by the Planning and Environment and Public Services Committees, the Parish of St Helier, local businesses, market traders and residents. In developing the pedestrian improvement areas, it may be necessary, in the interests of safety, to remove existing disabled parking. In such circumstances alternative and conveniently located spaces must be identified and implemented.

- 12.49 While eight areas have been identified and prioritised for improvements to the pedestrian environment, there will be other areas in the town centre where improvements in terms of safety, pollution and the quality of the urban environment are required.

POLICY TT8 – PEDESTRIAN IMPROVEMENT AREAS

The eight areas named below have been identified as pedestrian improvement areas. In close co-operation with market traders and other central area interests and having regard to the vital importance of preserving the reputation of St Helier as an international and key local commercial centre, a range of measures will be considered for improving the environment for pedestrian users of the services available in these areas. The areas are:

- **Conway Street;**
- **Broad Street, Library Place and Church Street;**
- **New Street (southern section);**
- **Halkett Place;**
- **Hilgrove Street;**
- **York Street, Charing Cross and Dumaresq Street;**
- **Colomberie, La Motte Street and Hill Street; and**
- **Liberation Square.**

Walking Strategy

12.50 Walking is the most environmentally and socially sustainable form of transport and has an important part to play in the public health of Islanders. In the past, the money and the attention has been given to the motor car. Pedestrians are now being given a higher priority.

12.51 Within the new Island Plan support is given to the development of a walking strategy that:

- re-allocates central area road space to pedestrians by widening pavements and creating pedestrian improvement areas;
- provides more direct and convenient routes for walking;
- provides crossing facilities where appropriate;
- considers pedestrian green time at traffic signal junctions;
- maintains a high level of footpath maintenance and cleanliness;
- introduces traffic calming near schools and other significant pedestrian generators;
- deals with those characteristics of traffic that deter walking;
- clamps down on irresponsible and illegal pavement parking;
- uses planning powers to ensure developments take account of the safety and convenience of pedestrians; and
- identifies key routes and enhances the quality of the pedestrian realm.

POLICY TT9 – WALKING STRATEGY

The Planning and Environment Committee will support the preparation by the Public Services Committee of a Walking Strategy that makes adequate provision for walking as a priority mode of travel in the Island.

Cycle Network

- 12.52 All over Europe, increased emphasis is being placed on cycling. While cycling is increasing in Jersey, there is scope for many more journeys to be made by bicycle. That is only likely to happen if safe facilities are provided and if the benefits of increased cycle use are publicised. There are clear benefits in encouraging cycling as a mode of travel, particularly within the context of developing a sustainable transport policy. Cycling is efficient, unintrusive, non-polluting and the provision of infrastructure and facilities is relatively inexpensive.
- 12.53 Most journeys in Jersey are less than five miles so it would seem, on the face of it, to be the ideal place to cycle. But there is no doubt that potential cyclists are deterred by a lack of safe routes due to the narrow road network on the Island, high banks and walls and traffic congestion on the radial routes approaching the town centre.
- 12.54 The new Island Plan therefore seeks to encourage the implementation of specific measures to promote safe cycling and will take into account the needs of cyclists when considering future land-uses and their location. The Planning and Environment Committee, with the Public Services and Tourism Committees and the Parish of St Helier, will seek to introduce better facilities for cycling, building on work that has already been done. Consideration will also be given to the proposals emerging from the St Helier Town Centre Cycle Network Report, for expansion of the existing network. Other aspects that should be considered include the provision of cycle lockers within the proposed Transport Centre and, where appropriate and feasible, dedicated cycle lanes.
- 12.55 Where shared use of cycleways and footpaths is being considered, the needs of the mobility impaired will require careful consideration. The shared use should only be taken forward where adequate safety is assured.
- 12.56 Recreational cycling is important for residents of the Island and for visitors. Much work has been undertaken in developing an Island wide cycle network. There are eight main cycle routes totalling 96 miles. The majority of the network uses quiet roads and Green Lanes, although there are some sections away from trafficked roads.

POLICY TT10 – CYCLE NETWORK

The Planning and Environment Committee will support the continuing development of a cycle network to encourage cycling as a recreational pursuit and as a main mode of travel.

Cycle Facilities

- 12.57 The many advantages of cycling will be lost if cyclists cannot conveniently park close to their destinations at secure facilities. A number of sites have been provided in public spaces. There should also be a requirement to provide secure spaces in private or commercial developments where the public has access. It is proposed that cycle parking guidelines are adopted for a range of land-uses, including new buildings and changes of

use. There will also be a need to provide showers, changing facilities and lockers, particularly at offices.

POLICY TT11 – CYCLE FACILITIES

The Planning and Environment Committee will adopt, where appropriate, cycle parking guidelines for new developments to ensure that secure and convenient cycle parking facilities are provided and, where appropriate, that facilities for cyclists are provided.

Safe Routes to Schools

- 12.58 The decline in the number of children walking or cycling to school has been significant over recent decades. In addition to the traffic implications, there are also serious long-term effects on the health of children being driven to and from school. 'Safe Routes to Schools' initiatives are now being implemented throughout the UK with the aim of making walking and cycling routes safer and encouraging children and parents to make use of them. In Jersey the 'Access Working Group' has put forward a pilot scheme to establish Safe Routes to Schools. There is a need to identify potential traffic free or traffic calmed routes linking residential areas and schools, to establish new footways and, importantly, to gain the support of parents, teachers and the pupils themselves.
- 12.59 If a proposed development will interrupt a safe route to school, or generate extra traffic that might make the route dangerous, it will not normally be approved.

POLICY TT12 – SAFE ROUTES TO SCHOOLS

The Planning and Environment Committee will support the development of the Safe Routes to Schools Initiative. Any proposals which are likely to disrupt the integrity of a designated Safe Route or cause a level of traffic generation that would have an unreasonable impact on its safe use will not normally be permitted unless a suitable alternative route is provided at the developer's expense.

Public Transport Services

- 12.60 Getting people out of their cars and onto buses is unlikely to be achieved unless the bus service is more frequent, fast, reliable, safe and comfortable. It is simply not practical to restrain private vehicles unless an alternative mode of transport is in operation. Increasing the price of public parking will not affect the many thousands of commuters who drive to work and park in a guaranteed private space.
- 12.61 While it is accepted that encouraging a change in mode of transport will be difficult, the new Island Plan is for a ten-year period and provides a longer-term vision. It is essential that policies are developed that will enable and encourage change over this period and beyond. The Plan supports the development of a range of public transport services that reflect the particular characteristics of the Island.

POLICY TT13 – PUBLIC TRANSPORT SERVICES

The Planning and Environment Committee will support the Public Services Committee's strategy to develop, in co-operation with operators, public transport services in an effort to reduce the reliance placed on private car transport and promote accessibility.

Bus Priority Corridor

- 12.62 There are key radial routes (and important generation nodes i.e. the Airport), which should be developed as priority public transport routes. While the radial routes offer few opportunities for bus priority, there may be opportunities within the town where bus-only streets or priority turns are allowed while general traffic is prohibited. A 'showcase' bus corridor could be developed with higher frequencies at peak times, targeted marketing, quality vehicles and limited stopping, to offer a standard of service over that currently provided. The 'showcase' would need sufficient time to enable comprehensive monitoring to be undertaken. Any experimental service is likely to require financial support from the States.

POLICY TT14 – BUS PRIORITY CORRIDOR

The Planning and Environment Committee will support the investigation of a 'showcase' bus corridor initiative, which would provide an improved service with regard to frequency, quality of vehicle and journey time and the establishment of a marketing and monitoring programme.

Facilities for Bus Passengers

- 12.63 The current facilities for bus passengers are extremely poor. There are very few bus shelters or even footways to stand on or to walk to the bus stop. A programme of bus shelter provision has been instigated by the Planning and Environment Committee, but this needs to be expanded with priority for inbound stops in urban areas and key settlements. Where new housing or commercial development is proposed outside the St Helier Ring Road, it should normally be within 400 metres of a bus stop. As part of the development cost, a safe pedestrian route to a bus stop and a bus shelter should be provided wherever it is feasible. It is appreciated that in many locations, because of restricted land availability, only a small cantilever shelter will be possible rather than an enclosed shelter.

POLICY TT15 – FACILITIES FOR BUS PASSENGERS

Proposals for the development of new residential and commercial development outside of the St Helier Ring Road of at least twenty homes or 500 sq. metres (gross floor area), will normally be expected to provide a safe pedestrian route to a convenient bus stop (existing or proposed) and a bus shelter, to a design approved by the Planning and Environment Committee.

Community Transport

- 12.64 Scattered rural settlements are difficult to serve by public transport, although the dominance of St Helier as the main service centre and a strong radial route pattern does assist. In the UK and Europe there have been a number of rural public transport initiatives supported by central government funding. These have included dial-a-ride, flexible routeing, social car schemes and post buses. Such initiatives help to improve accessibility, particularly for the least mobile groups (the elderly and mobility impaired) and can provide a level of service in rural areas that conventional bus services cannot.

POLICY TT16 – COMMUNITY TRANSPORT

The Planning and Environment Committee will support rural transport and community transport initiatives.

Transport Centre

- 12.65 The majority of bus routes start and finish at the bus station in St Helier, currently located at the Weighbridge. Most of the services run along the main radial routes and operate hourly. In addition there are town services and, in the past, a summer Island circular service. The 1987 Island Plan proposed that a new bus and coach station be provided on the Island site. In the preparation of the new Island Plan, past work has been reviewed and account taken of the proposed town centre movement strategy. The conclusion is that the Island site remains the preferred location for the new bus station.
- 12.66 The current bus station has eleven stands and extensive areas for buses to park. It is used for layover and overnight parking. The bus company operates winter and summer timetables. The summer service requires standby buses in order to accommodate peaks of demand that can be weather related. These can be accommodated at the Island Site but the balance of buses currently laying over or parking at the Weighbridge will have to be housed elsewhere. This will mean a major visual improvement over the present arrangement.
- 12.67 The Island Site Transport Centre could bring together the scheduled bus services, a Town Hopper service, transfer coaches, excursion coaches, the road train, cycle hire and lockers and an evening taxi rank. It should also have the flexibility to accommodate new forms of public transport (for example, dial-a-ride).
- 12.68 The new Transport Centre should be a visible and prominent statement about the importance the States of Jersey attaches to public transport. The Chartered Institute of Logistics and Transport states that good transport interchanges need to be *'good places to be, natural centres of human activity with an ambience as good as any high quality shopping mall'*. Pedestrian links to and through the centre will be important. They need to be direct, safe and suitable for all users. The historic buildings at the Island Site – now protected by an SSI designation – could provide opportunities for social, community and office uses as well as a focus for the redevelopment of the area.

POLICY TT17 – TRANSPORT CENTRE

An integrated Transport Centre will be provided at the Island site as identified on the Town Proposals Map. The Centre will provide a range of facilities and information for people wishing to travel by foot, cycle, taxi, bus and coach.

Relocation of Bus Depots

- 12.69 The layover and overnight parking of buses at the Weighbridge is not considered to be an appropriate use of a prominent town centre site and should be relocated. The 1987 Island Plan indicated a proposal for a bus garage on the Transport Centre site. This is now considered to be an inappropriate use. There are also bus depots in the Parade and La Colomberie that, because of vehicle generation and difficulties of access, would be better located to an area such as the land reclamation site at La Collette 2.

POLICY TT18 – RELOCATION OF BUS DEPOTS

Support will be given to the relocation of bus and coach depots to sites with better access and where environmental impacts of noise, pollution and visual impact are minimised.

Accessibility Audits

- 12.70 The general movement policies in the new Island Plan give priority to pedestrians over traffic. Within all policies it is essential that the particular needs of the mobility impaired are considered. This includes not just wheelchair users but also people with walking and sensory impairments.
- 12.71 All new highway, traffic management, junction improvement, pedestrian improvement and car park projects should be subject to an accessibility audit to ensure the needs of the mobility impaired are understood and considered in the design. The audit should cover widths, gradients, crossing facilities, street furniture, drainage, lighting, dropped kerbs, tactile paving, signing and construction.

POLICY TT19 – ACCESSIBILITY AUDITS

An accessibility audit will be required as part of a planning application for all new highway, traffic management, junction improvement, pedestrian improvement and car park projects to ensure the needs of all including the mobility impaired are considered in the design. Proposals which do not meet the above requirements will not normally be permitted.

Shopmobility Centre

- 12.72 With an ageing population and a greater desire from disabled people to participate on an equal basis in general day-to-day activities, Shopmobility schemes have become increasingly popular. These are centres where people with disabilities or who find walking any distance daunting, can borrow a wheelchair for shopping or other social activities in town centres. They are particularly necessary where there are extensive areas of pedestrianised shopping streets. The centres usually have manual and powered wheelchairs and the new form of popular scooter. There are now some 200 Shopmobility centres in the UK ranging from major towns to a number of towns of similar size to St Helier (for example, Paignton, Morecambe, Taunton and Weston-Super-Mare). Some of the centres loan out their wheelchairs to hotels and for conferences. Ideally the centre needs its own reserved car parking spaces, a storeroom for equipment and small office. It must also be located where there is a direct and easy route to the main shopping area. A suitable location would be the ground floor of a multi-storey car park or within the new Transport Centre.

POLICY TT20 – SHOPMOBILITY CENTRE

The Planning and Environment Committee will support the provision of a Shopmobility Centre, which provides easy access to the main shopping area, subject to other principles and policies of the Plan.

Reducing Traffic Pollution

- 12.73 One of the main objectives of the Sustainable Island Transport Policy is to achieve standards of air quality that will reduce damage to human health and the environment. A regular programme of monitoring of nitrogen dioxide has been undertaken since 1993. This was supplemented by a two-month survey involving a mobile laboratory in Halkett Place. There has also been a year long survey into Volatile Organic Compounds (VOCs) at a number of sites including Beresford Street and the Ring Road. The Health and Social Services Committee is producing an Air Quality Strategy document, which will be put forward as a general reference document for use by other States departments.
- 12.74 The effect of many of St Helier's narrow streets is recognised as contributing to the elevated levels of some pollutants, which makes walking an unpleasant experience. A particular air quality black spot is the Tunnel, which has 'poor' air quality.
- 12.75 Noise is another pollutant and there are many residents in the urban areas who have their quality of life adversely affected by traffic noise. A programme of noise monitoring is being developed and the Public Services Committee is seeking to raise public awareness of the effects of noise pollution.

POLICY TT21 – REDUCING TRAFFIC POLLUTION

The Planning and Environment Committee will support proposals to reduce all forms of traffic pollution. Support will also be given to alternatively fuelled vehicles and the facilities to serve them, subject to other principles and policies of the Plan.

Travel Plans

12.76 There is a growing trend for major employers (offices, hospitals, and government offices) to produce Travel Plans. The aim of a Travel Plan is to deliver sustainable transport objectives by:

- reducing car usage by staff (particularly single occupancy journeys);
- offering incentives to staff to travel by public transport;
- offering improved facilities for those who cycle to work;
- reviewing parking supply (priority for car sharers); and
- educating employees of the wider benefits.

12.77 The Planning and Environment Committee will require all major planning applications for new development, including those for States' departments, to be accompanied by a Travel Plan. The threshold for categorising a planning application as major is:

Offices	2,500 m ²
Industry	5,000 m ²
Warehouse/Distribution	10,000 m ²
Education	2,500 m ²
Retail	1,000 m ²

NB: Figures are gross floor space.

12.78 A Travel Plan will normally adopt targets for the level of car use and may include targets for the use of more sustainable modes of transport such as walking, cycling and public transport. It will set out a range of measures for the achievement of the targets and encourage staff to share responsibility for the environment, congestion and road safety. Measures could include, for example, car sharing and pooling, flexible working hours, compressed working weeks, subsidised use of public transport, facilities for cyclists (secure lockers, showers, changing rooms), home working, teleworking or home delivery services.

12.79 Travel Plans need to be enforceable and should therefore be controlled by planning conditions or legal agreement with the developer. There needs to be an annual survey at the premises to ascertain if targets are being achieved, funded by the developer/occupier but undertaken independently.

POLICY TT22 –TRAVEL PLANS

The Planning and Environment Committee will require a Travel Plan to be submitted with major planning applications for new development. The range of measures and targets contained within the Travel Plan shall be approved by the Planning and Environment Committee and may be secured through planning obligations. Where any submitted Travel Plans are not acceptable, permission will not normally be granted.

Traffic Calming and Road Safety in Urban Areas

- 12.80 Over the last five years road accidents in Jersey have led to 277 serious casualties and 12 fatalities. While the whole Island is subject to a 40 mph speed limit or less, there are instances of irresponsible speeding. Measures to control traffic speeds help to reduce the car's impact and nuisance, give greater priority to the needs of pedestrians and cyclists and improve the quality and amenity of the local residential street environment. They can also reduce the number of road accidents, particularly those that are serious or fatal. Traffic calming measures and road safety should be an integral part of the preparation of Action Plans, urban regeneration projects, the town centre management strategy and the detailed design of new residential development. In addition, public awareness and education play a fundamental rôle in reducing road traffic accidents.

POLICY TT23 – TRAFFIC CALMING AND ROAD SAFETY IN URBAN AREAS

The Planning and Environment Committee will consider traffic calming measures when preparing design frameworks for Action Areas (Policy BE6) and development briefs for housing sites. The Committee also supports the continuing promotion of road safety education as an important method of reducing traffic accidents.

Road Safety in Rural Communities

- 12.81 While most traffic problems occur in the town centre and the approaches to St Helier, there are a number of locations experiencing traffic and pedestrian/vehicle conflicts in the rural settlements and the countryside. These mainly stem from inappropriate traffic speeds, inadequate visibility at junctions and access roads, the lack of footways and irresponsible parking.
- 12.82 In the preparation of Settlement and Village Plans and the designation of Conservation Areas, consideration will be given to the means of 'calming' traffic, improving the safety at junctions and improving the facilities for pedestrians, cyclists and horse riders. In so doing it will be important that the traffic management measures proposed are not 'urban' in character and are appropriate to the location. In particular, a proliferation of traffic signs should be avoided.

POLICY TT24 – ROAD SAFETY IN RURAL COMMUNITIES

The Planning and Environment Committee will support measures in rural settlements to improve safety, particularly for pedestrians, cyclists and horse riders. It is important that the measures proposed are suitable for a rural environment and the characteristics of the road.

Parking Strategy

- 12.83 Parking policy is an important component of achieving a sustainable transport system. Effective parking policies can also assist in: managing traffic demand, accident reduction and prevention; removing the visual impact of cars; improving the pedestrian realm and, by removing on-street parking, improve servicing and create space for cycle lanes and widened footways.
- 12.84 In St Helier there is a demand for parking by commuters (all day), shoppers, business visitors, tourists, users of the harbour and residents. Outside the town, demand occurs at visitor attractions, at local shopping centres, on industrial estates and at the Airport. There is also demand for parking near beaches and the coastal footpath. There is a particularly important demand for parking in all areas from those with a mobility impairment for whom walking even short distances can be a problem.
- 12.85 There needs to be a balance between providing car park spaces and the capacity of the road network to service those spaces. In order to maximise the investment made in providing parking, definition of car parking space according to purpose is needed, with the priority for investment being given to short stay parking and residents rather than long stay/commuter parking.
- 12.86 In order that parking policy can make a meaningful contribution to the wider sustainable transport policies the majority of parking spaces should be controlled by States' committees.
- 12.87 Within any parking strategy for St Helier it will be important, particularly within the Ring Road, that the needs of the local residents are considered. There are many streets of terraced housing where private off-street parking is not possible and parking in public multi-storey car parks is not desirable or acceptable.

POLICY TT25 – PARKING STRATEGY

The Planning and Environment Committee will develop new parking standards which will assist in redressing the balance between private and public parking provision in the town and will support a balanced parking strategy being developed by the Public Services Committee that will:

- **provide adequate short stay parking for shoppers, business visitors, tourists and other short stay users by increasing the overall proportion of short stay parking provision;**
- **take account of the need for residential parking within the town particularly where on-street parking is not practical;**
- **ensure that there is an adequate supply, at a range of locations, of designated parking spaces for the disabled;**
- **develop a parking charging structure on and off-street that better reflects the real cost of provision and favours short stay parking over long stay; and**
- **give consideration to options for improving the efficiency of enforcement of both on and off-street parking;**

Parking Guidelines

12.88 The supply of parking represents a key link between transport and land-use. Allowing unlimited provision of car parking spaces in new developments, particularly in the centre of St Helier, only serves to exacerbate problems of congestion and pollution. The planning system can be used to influence the extent of provision of private non-residential parking and, thereby, the future use of private cars. The aim in the central area is to restrain commuter trips but not essential business trips. Levels of on-site parking for new developments need to provide for the reasonable operational needs of businesses but not provide a level of parking that encourages commuting by car. In areas outside the town centre, parking requirements will be related to likely employment levels and/or traffic generation and where appropriate take account of travel plans.

12.89 In the past, parking standards or guidelines have been determined by the desire to ensure that parking within a development met all the demands of car users it generated. Parking standards encouraged car use, increased congestion and contributed to the decline of public transport use and services. Extensive parking areas are now perceived as an inefficient use of valuable land and a constraint to achieving good urban design. The new Island Plan also moves away from supporting basement car parks whose excavation has simply filled up the Island's reclamation sites: such facilities will require justification and will need to demonstrate that the waste material generated can be dealt with in a manner that is acceptable to the Planning and Environment Committee if such proposals are to be considered favourably. Greater emphasis will be placed on innovation in addressing the requirement for car parking expressed through travel plans and greater efficiency in the use of land.

- 12.90 In the UK, government guidance requires that development plans set out 'maximum' rather than minimum parking standards for different classes of development. Standards will be relaxed where adequate public off-street parking or shared parking is available; there are good cycling and walking links; or public transport facilities are in close proximity.
- 12.91 The application of maximum parking standards can, in certain circumstances and locations, lead to an overspill of parking into adjacent streets, creating safety and access problems and adverse environmental impacts. The introduction of maximum parking standards must be part of a wider transport strategy covering accessibility by other modes and a balanced parking supply.
- 12.92 The current Parking Guidelines (Planning Policy Note No. 3) were approved by the Island Development Committee in 1988. There is a need to review the guidelines to identify maximum rather than minimum parking requirements and to redefine the areas in which they apply.

POLICY TT26 – PARKING GUIDELINES

The Planning and Environment Committee will review the current Planning Policy Note No.3 – Parking Guidelines in accordance with the principles and policies of the Plan.

Development proposals which are not in accordance with Parking Guidelines, or an Action Area development framework, or a development brief for a housing area will not normally be permitted.

Provision of Public Parking Space

- 12.93 The supply of an adequate level of shopper parking spaces is critical to the retail function of the town. Similarly, the level of commuter parking cannot be dramatically reduced without alternative travel options being available. The implementation of a balanced parking strategy is a long-term aim of the new Island Plan and, to be effective, will require significant improvements to other types of travel such as walking, cycling and public transport. However, the Planning and Environment Committee accepts that there is a need to identify a limited amount of new public parking space due to:
- the loss of on-street parking spaces in the town centre to provide widened footways, cycle lanes and environmental enhancement;
 - the loss of some private car parks (with public use) to development; and
 - the restriction of parking provided as part of new developments.
- 12.94 In 1999 there were 18 public off-street car parks serving the town centre comprising 4,400 spaces (multi-storey: 2,800, surface: 1,600). Additional public parking space is proposed, under construction or has recently been completed at the following locations:

- The Waterfront – the underground car park provides a further 450 spaces. Of these, 150 spaces are allocated to the Marina development and 300 spaces currently operate as long stay (although these will be operated as short stay – up to four hours) once the leisure developments on the Waterfront are built.
 - Le Masuriers’ site – the Co-operative supermarket development includes a 600-space multi-storey car park, which accommodates the demands of the development and replaces the space originally on the site.
 - Town Park – an underground car park is proposed as part of the new Town Park. This will replace the existing parking (220 private non-residential spaces and 326 public parking spaces). The new supply is likely to only marginally increase the current overall total.
- 12.95 Taking the above into account, the loss of parking described earlier and the Parking Strategy Report (May 1999) prepared for the Public Services Committee, there is a need for the provision of additional off-street car parking. To ensure that parking is a tool in the overall sustainable transport policy the additional parking needs to be under public control so that an appropriate balance can be struck between supply and demand.
- 12.96 It is proposed that the additional supply is provided by the extension of the Green Street multi-storey car park, which would give 240 additional spaces. There should also be a feasibility study to examine the practicality of extending Patriotic Street multi-storey car park on its southern side.
- 12.97 The Esplanade car park provides 520 public spaces. In any development proposals for the area, at a minimum the existing number of spaces should be retained for the public. Within Section Six – Built Environment, a number of Action Areas have been identified. Within the planning frameworks to be prepared for these Action Areas consideration should be given to the potential of providing one new 350-400 space multi-storey car park during the latter part of the Plan period.

POLICY TT27 – PROVISION OF PUBLIC PARKING SPACE

With regard to the supply of public parking space in St Helier, the Planning and Environment Committee will support:

- **the extension to the Green Street multi-storey car park;**
- **the extension to the southern side of Patriotic Street multi-storey car park, subject to the outcome of a feasibility study;**
- **the use of the Waterfront underground car park for short stay (plus marina users) when the commercial leisure development is operational;**
- **the retention of the current level of parking for the public on the Esplanade site as an absolute minimum in any development proposals; and**
- **the provision of an additional 350-400 car parking spaces within the Plan period on a site/s identified as part of the development of Action Area development frameworks.**

Private Car Parks

- 12.98 In the interest of the overall transport policy, the balance between private and public parking supply should be further corrected by the development of land currently used as private car parks that are not related to any particular building or use, particularly where they are primarily used by commuters. In addition, there will be a presumption against granting planning permission for further private car parks.

POLICY TT28 – PRIVATE CAR PARKS

There is a presumption in favour of development on private car parks that are available to the public and not related to any particular building. The creation of new private non-residential car parks with public access will not normally be permitted.

Parking for the Disabled

- 12.99 With regard to parking for the disabled, the current policy of providing a range of spaces on-street and in public car parks will continue. Opportunities for further provision should be addressed in any areas of change due to traffic management, pedestrian improvement or redevelopment schemes.
- 12.100 For all new developments that have public access or are for employees, and require car parking to be provided, there will be a requirement for one space for every 25 car parking spaces to be designated for the mobility impaired. The designated car parking spaces must be clearly identified for disabled drivers and should allow easy access to the buildings they serve. A minimum of one space should be provided where calculations produce a figure of less than one space. Where development is to take place without on-site parking the availability of parking for disabled people in public or shared car parks needs to be assessed and additional provision, if appropriate, funded by the development. The availability of on-street parking for disabled people may also be taken into consideration.

POLICY TT29 – PARKING FOR THE DISABLED

In new developments which require parking and have public access or offer employment, a minimum of one space for every 25 car parking spaces, or part thereof, are to be provided exclusively for the disabled.

Commuted Payment in Lieu of Parking

- 12.101 The Planning and Environment Committee may use legal provisions to oblige developers to assist with the provision of extra public car parking or facilities for public transport, walking or cycling, by agreeing to a commuted payment in lieu of providing on-site parking provision.

12.102 The opportunities for commuted payments are likely to arise where providing parking on-site would result in damage to the local character of the area, would exacerbate traffic congestion, or is not possible to include within the scheme either due to lack of space or for reasons of development viability. Payments received will be held in a fund established by the Planning and Environment Committee to be used for transport projects, after consultation with the Public Services Committee.

POLICY TT30 – COMMUTED PAYMENT IN LIEU OF PARKING

In respect of development proposals in St Helier (within the Ring Road or Waterfront Area) the Planning and Environment Committee in consultation with the Public Services Committee may accept the commutation of developer's car parking liabilities. Payments received will be put towards the provision of public parking, improvements to public transport, cycling or walking projects.

Proposals for New Car Parks outside St Helier

12.103 There are a number of parking issues outside St Helier, related to:

- the narrow road network in some communities, for example St Mary and St Martin, making on-street parking difficult;
- the influx of seasonal visitors, for example at St Aubin, Gorey and Rozel; and
- the need to accommodate peak demands at commercial and natural visitor attractions.

12.104 In an environmentally sensitive area restricting parking may have environmental benefits but can adversely affect residents and businesses. On-street parking can impede traffic flow and the vehicles themselves may spoil the appearance and character of the area. Locations that attract a great many visitors in the summer are a particular problem. Simply extending car parks may not be the answer because more visitors, at any one time, may detract from the special sense of place. A balance needs to be achieved between adequate supply and the impacts of unrestricted demand.

12.105 With regard to commercial visitor attractions, it is important that they can satisfactorily accommodate their peak demand, particularly where any overspill parking is likely to cause safety problems on the adjacent highways or visual intrusion in the countryside.

12.106 Proposals for new car parks and extensions of existing car parks will be considered on their merits. In all cases a high standard of design will be expected. The areas will need to be landscaped around the perimeter and the visual impact of large car parks must be 'broken up' by design and landscaping. Seasonal car parks will be treated as open space with surfacing, signing and planting chosen to suit. One in twenty-five of the spaces should be designated for the disabled and conveniently located close to the entrance to the particular attraction or facility.

POLICY TT31 – PROPOSALS FOR NEW CAR PARKS OUTSIDE ST HELIER

Proposals for new car parks or extensions to existing car parks outside St Helier will normally only be permitted where there is an established demand and the environmental capacity exists to accommodate the proposal. In all cases, where the case for additional car parking is accepted, a high standard of design will be required with regard to materials, boundary treatments, surfaces, signing and landscaping and the proposals must be in accordance with other principles and policies of the Plan. It will be expected that one in twenty-five of the spaces will be required for the disabled.

Operational Development at Jersey Airport

- 12.107 Links to the UK and Europe are essential for the Island. Jersey Airport plays a key rôle and is a strategic asset. Airports today are no longer seen just as departure and arrival points, they are 'gateways', which can encourage a number of directly and indirectly related activities. Land-use requirements associated with airport activities generally relate to operational requirements and other developments, which could benefit from the proximity of a transport hub.
- 12.108 The operational needs of the Airport include the runway and terminal facilities, aircraft navigation, aircraft maintenance and handling provision, and warehousing and distribution services related to goods passing through the Airport. Related development that assists the operation of the Airport includes administrative offices, public transport facilities and long and short stay parking. The potential for improving accessibility by the introduction of a 'Showcase Bus Route' or express service should be considered (as discussed in Policy TT14).
- 12.109 A Master Plan for the Airport (2020 Strategy) has been drawn up which will form the basis for development of the Airport over the next 20 years. A number of projects are identified including in the short term (2002-2004) a new air traffic control tower, a new commercial hanger, a new engineering services building and an extension and refurbishment of the freight terminal. It is also proposed in the short term programme to start on the replacement of the concrete apron (which is 30 years old) on which aircraft manoeuvre and park. Longer term projects include a new primary radar system, a new baggage handling system and resurfacing of the main runway.
- 12.110 The Master Plan states that "effective environmental management at the Airport is essential if aviation is to continue to make its vital economic and social contribution to the Island's sustainable development agenda." The Airport is developing a drainage strategy to minimise run-off pollution from the apron, taxiways and fire training area. Solutions include developing wetlands and reed beds, although the Airport has to be cautious about attracting birds to the area.

12.111 All the future operational requirements, with the exception of certain navigation requirements, can be accommodated within the existing Airport boundary. In relation to the operations of the Airport the impact of all types of development needs to be considered. This may include high buildings such as masts, buildings containing electronic equipment and large expanses of water (that might encourage bird life). Such impacts are included within Policy G2 – General Development Considerations. It is important that there are consultations on the above developments with the Harbours and Airport Committee.

12.112 There are two different planning policies, relating to the operation of the Airport, that affect development and the use of land in the area around it. These are TT33 and TT34. The first of these relates to the degree to which land near to the Airport is exposed to different levels of aircraft noise and is known as the Aircraft Noise Zone policy. The second is concerned with the level of risk to public safety in the area around the Airport where aircraft crashes are most likely to occur, which is known as the Airport Public Safety Zone policy.

POLICY TT32 – OPERATIONAL DEVELOPMENT AT JERSEY AIRPORT

Operational developments at the Airport that improve facilities for passengers, handling of freight and assist airline operators will normally be permitted, subject to being in accordance with the principles and policies of the Plan.

Aircraft Noise Zones

12.113 Noise emission levels of commercial aircraft have reduced dramatically, in some cases by more than 10dB(A), over the last twenty years. Under the Chicago Convention a 'phase-out' of the older, noisier 'Chapter 2' aircraft has been underway for some years and by 2002 Chapter 2 aircraft will no longer be permitted to use European airports. Certain airports, including Jersey, have accelerated this phasing out process by implementing the ban in 1998.

12.114 Noise can have a significant effect on the environment and on the quality of life enjoyed by individuals and communities. The States has accepted that continued exposure to high levels of aircraft noise can cause annoyance and has consequently delineated noise zones to control development in those areas where it is considered exposure to aircraft noise is greatest. Between 1997 and 1999 the Department of Operational Research and Analysis (DORA) of National Air Traffic Services Ltd (NATS) was commissioned to model the levels of aircraft noise around the Airport and specifically to predict the reduction in noise exposure resulting from the banning of the older, noisier 'Chapter 2' aircraft.

12.115 In the light of this work and changing aircraft types, new noise zone boundaries were adopted by the States in April 2001. Additional data has enabled the levels of noise exposure to be remodelled to take account of changes in local topography and to more accurately reflect the noise generated by the mix of aircraft type using the Airport. The new noise zone boundaries, which supersede those approved by the States in April 2001 to take account of this additional data, are shown on the Island Proposals Map and form the basis of policy.

12.116 Three noise zones have been identified with differing degrees of restrictions on proposed noise sensitive developments. The definition of noise sensitive development for this policy is all residential development, including extensions to existing dwellings and the conversion of buildings (or part thereof) to residential use. It also includes proposals related to public buildings such as schools and health facilities and other buildings within which people would be expected to work or would occupy for continuous periods during the Airport's operational hours. Such uses include offices, shops, visitor accommodation, restaurants, warehouses and other commercial premises, where exposure to noise may prejudice the level of amenity that could reasonably be expected of such a development.

POLICY TT33 – AIRCRAFT NOISE ZONES		
Proposed developments in the vicinity of the Airport will be subject to the following noise policy for all noise sensitive developments:		
Noise Zone	Air noise exposure level (L _{eq} dB(A)) 16hr	Policy for all noise-sensitive development
One	> 72	Development permission will normally be refused, with the exception of airport operational activities.
Two	66 – 72	Development permission will not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available (in such instances of extensions to existing dwellings or conversions), conditions will be imposed to ensure a commensurate level of protection.
Noise Zone	Air noise exposure level (L _{eq} dB(A)) 16hr	Policy for all noise-sensitive development
Three	57 – 66	Noise will be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise.

Airport Public Safety Zone

12.117 While air travel is a very safe method of travel most incidents occur during take off or landing. In order to minimise the number of people on the ground immediately within the zone used for landing and take off, individual risk contours have been developed for Jersey Airport. These contours have been used to define a Public Safety Zone around the Airport where future development will be restricted.

The definition of the zone and the policy applicable to it is presently the subject of consideration by the Planning and Environment Committee and will be brought before the States as soon as possible.

POLICY TT34 – AIRPORT PUBLIC SAFETY ZONE

Within the Airport Public Safety Zone, as identified on the Island Proposals Map, development which would lead to an increase in the number of people living and working in the zone will not normally be permitted.

Jersey Harbour Operational Area

12.118 St Helier Harbour handles 99% of all Island freight and is an important passenger link to the UK, France and the other Channel Islands. With the technological advances in ferries and freight handling the Harbour will continue to change and expand. The Harbours and Airport Committee has prepared a Master Plan for the Harbour (2001). It is important that the area within the operational zone of the Harbour is available for direct and indirect operational functions. Over time, this will mean that non-port related activities are likely to be relocated to alternative sites, such as La Collette 2.

POLICY TT35 – JERSEY HARBOUR OPERATIONAL AREA

The operational area of the port is identified on the Town Proposals Map. Within this area the existing and anticipated operational functions of the port will be carried out. Uses that are not port related or ancillary to the operation of the port will not normally be permitted within the defined harbour operational area.

St Helier Waterfront, Harbour and La Collette Related Traffic

12.119 As the main service provider for imports and exports, St Helier Harbour generates a significant number of commercial vehicle movements. With continuing development of the St Helier Waterfront, the Harbour, the possible creation of a minerals/aggregates berth and land reclamation and new industrial and distribution uses at La Collette 2, a number of key road links and junctions in the area will be under pressure from commercial and other vehicle movements. There is a need to assess the impact of the likely traffic flows and to develop a safe and practical network to accommodate the flows efficiently and with minimal impact on the environment.

POLICY TT36 – ST HELIER WATERFRONT, HARBOUR AND LA COLLETTE RELATED TRAFFIC

A traffic assessment study will be undertaken for the port generated traffic, the existing industry within the port and adjacent areas and the potential traffic likely to be generated by planned developments at the St Helier Waterfront and La Collette 2, to identify a range of options for safely accommodating the anticipated vehicle flows.