

# **SUSTAINABLE ISLAND TRANSPORT POLICY**

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**Lodged au Greffe on 11th May 1999  
by the Public Services Committee**

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**STATES OF JERSEY**

**STATES GREFFE**

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## **PROPOSITION**

### **THE STATES are asked to decide whether they are of opinion -**

to receive the sustainable Island traffic and transport policy, based on transport diversification, as outlined by the Public Services Committee in its report dated 22nd February 1999; and -

- (1) to approve, in principle, the proposals set out in the above report;
- (2) to approve the carrying-out of a financial appraisal of the policy;
- (3) to charge the Public Services Committee to report back to the States on progress of the strategy at regular intervals.

### **PUBLIC SERVICES COMMITTEE**

Note: The Finance and Economics Committee reserves its position at this stage as it is not able to comment fully on the financial implications of the proposed Transport Strategy. In the event that the States adopt the proposition in principle, the Committee is of the view that a full financial appraisal of the Strategy would be required before implementation.

# REPORT

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## 1. Introduction

1.1 In the Strategic Policy Review of 1995, '2000 & Beyond', the Public Services Committee was requested to bring to the States -

*"a sustainable Island transport policy which must ensure inter alia the provision of a comprehensive Island-wide public transport service and which will give higher priority to the interests of the pedestrian and cyclist".*

The Mission Statement in '2000 & Beyond' requires States policies to achieve -

*" 'Sustainability' so that the environment of Jersey is passed on to future generations in as good a condition or better than it is today".*

In 1996 the States approved the Environmental Charter which confirmed Jersey's commitment to work towards sustainability in every area of Island life.

1.2 The majority of the environmental policy objectives agreed by the States in 1995 have direct relevance to the formulation of a sustainable transport policy. These environmental policy objectives are as follows -

- I *to enhance the quality of the rural and the urban environment;*
- II *to reduce consumption of non-renewable energy;*
- III *to reduce the detrimental impact of traffic on people's lives;*
- IV *to limit the use of resources through mechanisms which do not impose increased costs for those with relatively low incomes;*
- V *to limit the impact of noise and other nuisances;*
- VI *to ensure compliance with international commitments;*
- VII *to raise levels of environmental awareness and responsibility.*

1.3 In bringing forward its transport policy the Committee has taken into account the following additional strategic considerations -

- VIII *maintaining and improving accessibility for all;*
- IX *promoting the use of energy-efficient modes of transport;*
- X *reducing the environmental impact arising from the use and development of the transportation network;*
- XI *promoting the highest possible standard of safety throughout the network;*
- XII *integrating different modes of transport to facilitate choice;*
- XIII *assisting economic development by permitting the effective movement of people and goods and by reducing congestion costs;*
- XIV *using Information Technology to improve the efficiency and attractiveness of the transport network.*

1.4 The Public Services Committee is confident that its sustainable transport policy will allow Islanders to go about their daily lives, travel to work and school, shop, enjoy leisure activities and operate their business, while ensuring that the impact of making these journeys will not prejudice the quality of life of those who inherit the Island. The Committee intends to build upon the extensive consultation process it has undertaken in formulating its transport policy, working with other bodies to bring about the necessary changes and improvements in the Island's transport system to the benefit of all Islanders. Jersey could indeed achieve levels of sustainability, equity, and efficiency in transport provision that would be held up as an example to other jurisdictions.

1.5 Many specific policy measures are identified as part of this policy document, and where possible targets have been indicated. However, funding for these measures will have to be investigated further; detailed costings for the

proposals will follow at an early stage. In some cases it will be for other Committees and organisations to introduce measures and targets once the policies are adopted (the setting of air quality standards, for example). However, the Public Services Committee aims to be the co-ordinating committee with respect to transport policy in Jersey, as the success of the policy is dependent on a package of measures, not upon any single proposal (see section 10 below).

1.6 The Committee accepts the principle that if its sustainable transport policy can satisfy the travel needs of those with the greatest mobility disadvantages it is much more likely to meet the needs of everyone.

## 2. Summary of proposals

The Committee believes that the main elements of the strategy should be -

- (a) to lessen the impact of traffic on people's lives and on the environment by reducing overall levels of motorised traffic; to improve air quality; and to seek to minimise effects of traffic noise (promotes policy objectives I to VI, X and XIV);
- (b) to develop and improve the bus services including the school bus service; to develop and improve other public transport services, especially taxis and cabs; to promote improved access to public transport for the disabled (promotes policy objectives I to IV, VII to X and XII to XIV);
- (c) to improve facilities for pedestrians Islandwide, with safe routes along roads and adequate crossings (promotes policy objectives II to IV, VIII, X, XI and XIV);
- (d) to improve facilities for cyclists Islandwide, with safe routes and adequate parking (promotes policy objectives II to IV, VIII to XII and XIV);
- (e) to complete the St. Helier Ring Road proposals and introduce other traffic management measures; to remove unnecessary motorised traffic from residential areas; to increase safety for all road users, particularly children and the elderly, (promotes policy objectives I to V, VIII, X, XI and XIV);
- (f) to improve access to the town centre; to provide additional off-street car parking spaces where required; to implement park-and-ride and residents' parking schemes where appropriate (promotes policy objectives II to IV, VIII, XIII and XIV);
- (g) to work in partnership with schools to promote safe routes to schools, and with public and private sector businesses to set up green commuter strategies (promotes policy objectives II to IV, VIII to XI and XIV);
- (h) to further extend the scope of public parking charges and, where possible, to use the income to fund provision of improvements in the transport network (promotes policy objectives II to IV, VIII, X, XIII and XIV);
- (i) to continue the operation of the Public Services Committee's 'Sustainable Transport Steering Group' to ensure that the proposed policies are co-ordinated across relevant States' committees, public participation is achieved and that a package of measures is implemented without delay;
- (j) to monitor the effectiveness of the proposals in conjunction with a programme of traffic monitoring and, if necessary, review.

### 3. Background

#### 3.1 Vehicle ownership and usage

3.1.1 The 1996 Census established that there are 46,291 cars and vans owned by the 33,702 households in the Island, an average of 1.37 cars/vans per household. 5,872 households (17 per cent) did not have a car. 3,673 of these households are in the Parish of St. Helier. The breakdown of households that do not have access to a car is as follows -

<i>Household type</i>	<i>Number</i>	<i>Percentage of total households</i>
Couple with children	270	0.8
Single parent with children	370	1.1
Couple	595	1.8
Single person (not pensioner)	1656	4.9
Single pensioner	2088	6.3
Two or more pensioners	366	1.1
Other	521	1.5

Table 1: Households that do not have access to a car  
(Source: 1996 Census)

3.1.2 The Committee notes that there are 5,872 households without a car. The census also reveals that 22,700 residents, or 26.6 per cent of the population, are unable to drive a car. It is the Committee's view that these individuals should be well-served by the Island's transport system, and its proposals to this effect follow in later sections of the report. Efforts to reduce the detrimental impact of traffic on people's lives are particularly important in St. Helier, which contains 60 per cent of the households which do not own a car, while at the same time being the place where the impact of car use is concentrated.

3.1.3 Table 2 shows the growth in vehicle registrations since 1990 -

	<i>All vehicles</i>	<i>Cars (including hire cars)</i>	<i>Cars (excluding hire cars)</i>
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<i>Year</i>			
1990	76,634	61,878	50,854
1991	74,365	59,466	51,084
1992	75,220	60,396	52,272
1993	74,366	59,883	51,624
1994	76,784	58,491	50,849
1995	77,083	58,434	50,853
1996	79,553	60,107	53,752
1997	84,245	64,056	57,600

Table 2: Vehicle Registrations in Jersey  
(Source: DVS)

A proportion of reported increases in the numbers of cars being registered in the Island may be attributed to other causes than increased car use, such as the use of the Island as a staging-post for cars bound for the United Kingdom. The actual increase in vehicle registrations is largely due to an increase in commercial vehicles and motorcycles. Between 1990 and 1996 the number of lorries increased by 76 per cent (1,908 to 3,363) and vans by 27 per cent (4,980 to 6,323). During the same period the number of cars increased by 5.7 per cent (50,854 to 53,752). The steady growth in the Island's population means that vehicle numbers will continue to increase.

- 3.1.4 Table 3 shows the total number of vehicles that have crossed the "screen line", a system of traffic counters that monitor trips continuously (Source: PSD).

<i>Year</i>	<i>Vehicles crossing screenline</i>	<i>Annual growth (per cent)</i>	<i>Average growth in winter (per cent)</i>
1992	40,307		
1993	41,344	2.6	2.7
1994	41,868	1.3	2.1
1995	41,860	0.0	-0.9
1996	42,837	2.3	0.5
1997	42,858	0.0	-1.2

A study of the traffic flows (average week-day totals) for the years 1992 to 1997 shows that there is an average increase in traffic of just over 1.24 per cent each year. Growth over the winter months which would be attributable to the resident population is slightly lower at 0.6 per cent each year. It should also be noted that the screen-line measures traffic flows between the centre and west of the Island. The most recent Census reveals a shift in the Island's population distribution, where the greatest population change was recorded in the eastern parishes of Grouville, St. Clement and St. Martin. Consequently, the screen-line data can only be regarded as indicative and the rate of traffic growth is likely to be greater than measured on the screen-line.

- 3.1.5 The Committee believes that it would be useful to undertake a census of all vehicles on the Island, which would require information about whether each vehicle has an off-street parking space. With the co-operation of the Harbours, Customs and Driver and Vehicle Standards Departments it would then be possible to maintain an accurate register of all vehicles on the Island. It is particularly important that the rising number of commercial vehicles is monitored, so that the success of measures to improve the efficiency and reduce the impact of their use can be evaluated.
- 3.1.6 Although growth in traffic in the United Kingdom is twice the Jersey rate, the steady increase in car usage locally is cause for concern if the Island is to meet its environmental objectives and honour its international commitments, especially the Rio/Kyoto Earth Summits and the Climate Change Convention which obliges the Island to reduce its emissions of greenhouse gases. One third of local emissions of greenhouse gases arise from motor vehicles.
- 3.1.7 There is evidence that cycle use is increasing. Increased cycle flows into St. Helier may be due in part to the delays faced by motorists in the rush hour, increased parking charges, the desire to take more exercise, or by increased environmental awareness generally. The growth in cycle use has a vital role to play in reducing the demand for road space and car parking, in increasing health and mobility, especially in the young; and in reducing pollution.
- 3.1.8 Motorcycle use is also increasing. Although this is beneficial in terms of reducing the demand for road space and car parking, research has shown that emission levels from motorcycles frequently exceed those of well-maintained and fuel-efficient small cars. Certain types of motorcycle have significant impacts on the environment in noise



pollution terms, while motorcycling remains the most dangerous mode of transport.

## 3.2 Transport policy background

3.2.1 While the predictions and consequences of the effect of traffic growth were clearly and accurately put before the States, in the 70s and 80s, the options for restraint were rejected. In 1992, the Policy and Resources Committee appointed Professor Gwilliam to carry out an independent review of Jersey's traffic and transport provision and to appraise the range of possible solutions to the identified problems. In his study Professor Gwilliam identified three alternative strategies -

The CAR ACCOMMODATION Strategy - a strategy for minimising congestion, given free use of the motor car for all trip purposes.

The PUBLIC TRANSPORT Strategy - a strategy to reduce congestion below current levels by the development of public transport.

The CONTROLLED COMMUTING Strategy - a strategy to minimise congestion by controlling the use of the private car by commuters.

3.2.2 In May 1994 the States approved the recommendation of the Public Services Committee of the day, that a controlled commuting strategy should be adopted for Jersey, following which the Policy and Resources Committee Strategic Policy Review, in December 1995, charged the Public Services Committee with developing a sustainable transport policy.

3.2.3 In 1996 the Public Services Committee, as previously constituted, published a discussion document, entitled "A Sustainable Transport Strategy". Various means of reducing dependence on the private motor car were suggested, and a package of measures was proposed, including a radical revision of the public transport system, subsidised by a 200 per cent increase in long-stay public parking charges and a 15 per cent increase in fuel costs. The document was widely publicised and produced a great deal of discussion. While a number of the objectives and targets were accepted by many, the mechanisms for implementing the strategy were not well received. The Finance and Economics Committee of the day considered that the costs of the proposals had not been adequately determined. In view of the number of buses required, the likely usage, cost, emissions and effect on roads, the sustainability of the proposals was also questioned.

3.2.4 The present Committee has reviewed the traffic and transportation issues in the Island and has concluded that, although there have been many benefits in motor vehicle use, the States should now recognise the many negative impacts the current level of motor vehicle usage is having on the community. The Committee wishes to put in place a package of measures that will reduce overall levels of motorised traffic in the Island at the same time as improving the transportation system for all Islanders. Its preferred approach, that of transport diversification, will produce a way forward to sustainable transport in Jersey that is both positive and practical.

3.2.5 This transport diversification strategy will allow people to use their chosen modes of transport, be that walking, bicycle, public transport or motor vehicle. However, the Committee will promote environmental awareness so that everyone will be conscious of the impact that their chosen form of transport has on the people around them as well as upon the natural environment, both locally and globally. In partnership with appropriate States Committees and other organisations, the Public Services Committee will highlight the effects of the excessive or inappropriate use of motor vehicles. At the same time, measures will be taken (described in later sections of this report) that will make alternatives to using the private car more attractive, at least for certain journeys.

3.2.6 The Committee supports the comprehensive review being undertaken by the Finance and Economics Committee of fiscal measures relating to the ownership and use of motorised vehicles. It accepts that this is likely to mean increases in the cost of the least energy-efficient and most polluting modes of transport. There is a variety of charging and pricing measures whose use can have significant effects on levels of motor vehicle usage (and possibly ownership). Such measures are likely to be more acceptable to the public if the income from these measures is dedicated to improvements in the transport system generally (hypothecation). However, the States have committed themselves to catering for the transport needs of Islanders with lower incomes when pricing mechanisms are implemented.

## 4. **Lessening the impact of traffic**

### 4.1 Air quality

- 4.1.1 Emissions from traffic are dangerous to health. One of the main objectives of the Committee's transport policy is to achieve standards of air quality that will reduce damage to human health and the environment. A report produced for the South West Energy and Environment Group (SWEEG) suggests that the estimated costs to society including health care costs of the effect of air pollution caused by road traffic in Jersey in 1990 was of the order of £20 million.
- 4.1.2 The reduction in the use of leaded petrol since 1990 could be said to have resulted in a significant saving to the community through the promotion of good air quality. (It is likely that the sale of leaded petrol will be banned in Europe within the next few years.) However, the benefits arising from less lead in vehicle emissions are currently offset to some extent by the increased levels of harmful chemicals such as benzene which are found in higher concentrations in unleaded petrol, and with the rise in the use of diesel there has also been an increase in the fine airborne particles that are linked to respiratory problems.
- 4.1.3 In 1997, the programme of nitrogen dioxide monitoring that has been carried out by the Environmental Health Department since 1993 was supplemented by a two-month survey involving a mobile laboratory in Halkett Place and a year-long survey of Volatile Organic Chemicals (VOCs) at a number of sites, including Beresford Street, the Ring Road and in the vicinity of a large petrol station. The Halkett Place survey found that the air quality was generally good, except that the level of PM10s or fine airborne particles exceeded, at times, recommended guidelines, and was comparable with a site in Sutton, London. The canyon effect is recognised as contributing to the elevated levels of some pollutants detected in Halkett Place, and as this effect can be discerned in other town streets, the Committee is proposing a variety of measures to reduce emissions from diesel vehicles, particularly within the Ring Road.
- 4.1.4 The VOC survey showed that air quality near the petrol station exceeded the United Kingdom's 2005 health limit for benzene (5ppb) and that all sites exceeded the target limit of 1ppb. Benzene is a known carcinogen linked to leukaemia, and a pollutant for which there is no safe level of exposure. It is particularly important that air quality monitoring is carried out in the vicinity of the many schools which are adjacent to busy roads, such as Rouge Bouillon, and around petrol stations which are close to residential areas. It is further proposed that all petrol stations and fuel depots be required to fit vapour recovery units to reduce fugitive emissions of VOCs.
- 4.1.5 A particular air quality black-spot is the Tunnel which has "poor" air quality at certain times. This would be made safer for all users by introducing forced ventilation.
- 4.1.6 Significant improvements will be made in the Island's air quality when the testing of vehicles' emissions is introduced. It has been shown by the Automobile Association that 50 per cent of carbon monoxide emissions come from the ten per cent of vehicles which have the most poorly adjusted engines. In Jersey there are more than 28,000 vehicles registered that are more than ten years old, running on engines considerably less fuel-efficient and emitting greater levels of pollutants than more modern vehicles. In the near future it is likely that Jersey vehicles travelling within Europe will have to comply with certain emission standards. The Committee supports the addition of emissions testing to roadside testing.
- 4.1.7 While introducing the infrastructure required for alternative fuels for general use is likely to be a lengthy and costly exercise, it should be possible for organisations with large fleets (States Departments, the Parish of St. Helier, the Jersey Electricity Company, Jersey Post, the Jersey Evening Post, Jersey Gas, etc.) to switch to low or zero emission vehicles more readily. The Committee will co-operate with the Finance and Economics Committee to establish financial incentives, which will encourage the replacement of petrol or diesel-driven vehicles with gas or electric ones, or with conventionally powered vehicles which are most energy-efficient and least polluting.
- 4.1.8 An immediate improvement in air quality can be achieved by replacing current forms of diesel fuel with a cleaner type such as "Citydiesel". Diesel-driven vehicles are responsible for most of the particulate matter emitted by vehicles. These small particles, which are also emitted by oil-fired central heating systems and power stations, are known to have serious health effects. Ultra-low sulphur diesel can be used in all diesel-driven engines, and dramatically reduces the amount of harmful emissions, especially when particulate traps are also fitted to exhausts. The Committee will request importers of fuel to enable a cleaner form of diesel to be available locally.
- 4.1.9 In the United Kingdom, the Environment Act (1995) provided the legislative framework for the management of air quality by local authorities. Several authorities are well-advanced in monitoring key pollutants, and in preparing action plans so that they can achieve certain standards by 2005. The Committee proposes to co-operate with the relevant States committees in the production of an air quality management strategy for the Island.
- 4.1.10 While wishing to encourage the use of vehicle engines which are more fuel-efficient, and the use of cleaner fuels, the Committee believes that the links between vehicle emissions and ill-health are clear enough to justify decisive

action. Given the increased health costs which have been shown to result from emissions from all petrol and diesel-driven engines, it is reasonable to increase the cost of these fuels, and to reduce the importation and registration of high-powered vehicles by fiscal measures. Increased fuel prices will encourage drivers to save fuel in a variety of ways, such as switching off their engines when idling in car park queues, car sharing, avoiding unnecessary journeys, and preferring less polluting modes of travel where feasible.

4.1.11 In the longer term, increased fuel costs will also make the switch to low or zero emission vehicles more cost-effective. Therefore, the Committee will co-operate with the Finance and Economics Committee to review the introduction of a fuel tax, with the additional objectives of using some of the revenue raised to finance improvements in other transport areas.

4.1.12 The Committee is mindful that increases in the cost of fuel can be criticised for adversely affecting those on lower incomes, both directly in increased transport costs (which need not necessarily follow where alternative modes of transport are provided) and indirectly through inflation and higher costs of goods and services (which need not necessarily follow where more efficient use of fuel is achieved). However unpopular it may be to raise fuel prices by more than the cost of living, there can be little doubt that at present the cheapness of petrol and diesel has a direct deleterious effect on the health of a proportion of Islanders, especially the most vulnerable members of the community: the young and old living and/or working in urban areas.

4.1.13 Concern has been expressed that the policy measures proposed by the Committee may adversely affect Islanders on lower incomes and restrict their transport choices. It is argued that the less well-off will be penalised for their use of older, less fuel-efficient vehicles, suffer more as a result of increases in fuel duty and therefore become isolated and marginalised through lack of mobility. However, the Committee believes that the sustainable transport policy will meet the transport needs of those on lower incomes in the community through the improvements proposed in sections 5, 6, 7 and 8. A better and cheaper transport system will remove the extent to which car ownership is a necessity for certain households, permitting considerable savings to be made.

4.1.14 Jersey has also committed itself to play its part in reducing global warming by moderating its emissions of greenhouse gases so that emissions in the year 2000 are the same as 1990 levels. Although the Island's CO<sub>2</sub> emissions from traffic (based on fuel consumption) are below 1990 levels at present, more stringent standards are likely since the Kyoto conference, and there is no room for complacency.

## 4.2 Noise emissions

4.2.1 There is no information available on the current levels of traffic noise nuisance experienced by residents. However, the Committee is aware that many residents of urban areas have their quality of life adversely affected by traffic noise. Therefore, the Committee will continue to co-operate with the Environmental Health Department of the Health and Social Services Committee, to set in motion a programme of noise monitoring that will provide essential base-line data, as well as monitoring noise levels where residents' quality of life is being affected by traffic.

4.2.2 The World Health Organisation recognises noise as a health hazard, and suggests that the desirable daytime outdoor levels should be less than 55 dBLAeq and should not exceed 65 dBLAeq. The European Community sets targets for night-time exposure as -

- exposure to levels exceeding 65 dBLAeq should be phased out;
- no increase in existing noise levels in areas where present levels are below 65 dBLAeq.

Despite the difficulty of achieving these targets, due to the proximity of some busy carriageways to houses, the Committee believes that the targets must be aimed at in order to improve significantly the quality of life of residents, shoppers and workers alike.

4.2.3 It would appear that some vehicle owners adapt and/or drive their vehicles in such a way as to maximise levels of engine and exhaust noise. In conjunction with its noise monitoring programme, the Committee will seek to raise public awareness of the effects of this type of gratuitous noise pollution. It will also seek from the Defence Committee greater implementation of the powers that already exist under the Construction and Use sections of the Motor Traffic Law, to require changes in vehicles with noisy exhausts. It will support the removal of vehicles from circulation that can be shown to be 'gross polluters' in noise-pollution terms.

4.2.4 The Island's highway authorities can play a major role in helping to reduce noise levels, but at a cost. Road

surfaces should be well-maintained and not generate noise. Certain surfaces, such as cobbles, may be aesthetically pleasing, but they generate noise, as do speed humps. Careful thought should be given to the proposed treatments in residential areas. Refuse lorries, delivery vehicles and buses currently propelled by noisy diesel engines could, in future, be electrically or gas driven; this would make sense in terms of air pollution too.

4.2.5 The minority of vehicles which are driven at unnecessarily high revs create a great deal of nuisance, especially in the urban areas. Residents on the ring road and the coast roads frequently have their peace disturbed by noisy vehicles, many of which are being driven at excessive speeds. The Committee will co-operate with other relevant Departments to educate drivers to drive considerately, especially at night (see 4.4 below).

4.2.6 In the absence of any other alternatives, consideration should be given by the States to providing grants to householders to assist in providing suitable noise insulation where intrusion from traffic noise is recognised as affecting health. The cost of these grants should properly be borne by the users of the vehicles which create the pollution, i.e., it should be met from fuel tax receipts.

### 4.3 Traffic on residential roads

4.3.1 The policy of reducing the use of residential roads as through-routes for motorised traffic has been consistently espoused in successive transport policy documents, and dovetails with the Island Plan's Environmental Protection and Improvement Area (EPIA) strategy currently being followed in St. Helier. It is recognised that some roads, not only in St. Helier but in other parts of the Island, are used by through-traffic in an attempt to take short-cuts. Even some residents who complain about motorised traffic in their street will think nothing of using a residential street elsewhere as their own rat-run. Invariably this leads to drivers accelerating through these streets in an attempt to gain the most advantage. The speed and volume (whether real or perceived) of this through-traffic alarms residents and intrudes on their quality of life. The problem is that the removal of this traffic will displace some of it onto other roads, increasing the environmental impact on residents there.

4.3.2 Although the traffic-calming of residential streets which are not primary routes or local distributors will continue to be promoted, the likely increase in the total amount of traffic on major roads is of great concern to the Committee. Certain measures proposed in this report in respect of noise and air quality will, once implemented, help to reduce the impact of the additional traffic on these roads. However, for the many residents who live, travel or work along the Ring Road or the busy distributor roads, a reduction in overall levels of motorised traffic is the only equitable and practical solution to the problem.

4.3.3 The Committee believes that the remainder of the proposed Ring Road improvements should be completed, and that increased traffic management will be necessary, including the introduction of peak hour clearways and more rigorous enforcement of yellow lines to avoid unnecessary delays and congestion on the Ring Road and main distributors. While measures to reduce through traffic will increase safety in residential streets, the Committee will ensure that there are safe pedestrian and cycling routes across the busier primary and local distributor roads (see sections 6 and 7 below).

4.3.4 As indicated in section 3.1 above, there has been an increase of over 4,000 commercial vehicles in the Island since 1992. While further investigation is needed, the Committee is concerned that many of these lorries and vans do not have suitable garaging facilities and that consequently public areas, including roads and car parks, are being used to the detriment of the environment and quality of life of those residents nearby. The Committee currently ensures that owners of public service vehicles have adequate parking facilities before such vehicles are registered: a similar condition should be placed on the granting of commercial vehicle licences by the appropriate authority.

4.3.5 The Committee has noted the latest initiatives for traffic calming in residential streets to be proposed in the United Kingdom. The Home Zones Bill will allow local authorities, with the support of their communities, to designate appropriate residential streets pedestrian priority areas with traffic speeds reduced to 10mph. Home Zones have been introduced in Europe, having been pioneered as 'woonerf' streets in the Netherlands in the 1960s, and they have been shown to increase dramatically the amount of play space available to children, as well as promoting community interaction and reducing crime. The Committee will promote a similar scheme in Jersey at an early opportunity.

4.3.6 Given the States' strategic policy of encouraging new housing development in urban areas, the Committee believes that it is imperative to pursue policies which provide all residents with a quality street environment. Environmental improvements in residential streets should help to halt the steady movement of families into rural parishes that was demonstrated in the 1996 census, a trend which in itself tends to produce an increase in motorised traffic.

#### 4.4 Traffic in town

4.4.1 High levels of traffic in the central area of St. Helier are the source of frequent complaints from Islanders and visitors alike. The restriction and interruption of pedestrian movement poses particular problems for those with disabilities and the elderly. Aside from the impact of pollution (4.1, 4.2 above), the presence of large numbers of vehicles in the town centre obstructs pedestrian flows and discourages spontaneous movement between retail outlets. A recent survey by the Centre Ville group found that 64 per cent of respondents favoured more pedestrian priority areas, especially around the markets. Both the MORI poll carried out by the Policy and Resources Committee, and the Focus Groups in the Sustainability Review have drawn similar conclusions. The Committee's proposals to provide more pedestrian priority areas in the town appear in section 6.2 of this report.

4.4.2 The Committee is aware of the concerns some town traders have that restricting vehicle access to the town centre may discourage shopping in town, making out-of-town shops and supermarkets more attractive to shoppers. However, the Committee wishes to emphasise its commitment to maintaining and improving St. Helier's retail vitality, in particular, in the markets. It accepts that elsewhere there have been examples of traffic restraint which have damaged town centres, but is aware of far more examples of successful schemes where the elimination of through traffic has been combined with -

- better management of available on-street parking and unloading bays;
- arrangements for commercial vehicle access which assist traders;
- schemes such as the provision of trolleys to enable shoppers to convey purchases conveniently to car or bike park, or home delivery schemes;
- town 'hopper' bus services and/or park-and-ride to transport shoppers to and from the town;
- through routes maintained for buses, taxis and cycles;
- a quality environment that is safe, clean, and attractive to encourage shoppers to enjoy St. Helier's unique variety of shops, cafes and restaurants;
- 'shop mobility' schemes for the disabled
- planning policies which prevent the development of out-of-town shopping centres.

4.4.3 It is accepted that restrictions in the times deliveries are permitted would be difficult to achieve, but much closer liaison between retailers and suppliers would result in fewer deliveries in the town area and consequent savings in time and money. The nuisance created in the town centre by the constant manoeuvring of delivery vehicles, and the air and noise pollution associated with this, suggests, however, that the Committee should seek the co-operation of town business proprietors in establishing certain periods, perhaps as short as two hours in the middle of the day, when town streets will be free of delivery vehicles. This would have obvious benefits in making lunch-hour shopping and relaxation much more enjoyable to the many office workers who are based in St. Helier.

4.4.4 A parking survey in January 1997 revealed that two-thirds of those parking on-street were parked illegally, either showing an incorrect scratchcard or waiting on a yellow line. The Committee will seek through its Parking Control Officers and in co-operation with other agencies to reduce the level of illegal on-street parking as it increases the difficulties experienced by all visitors to town, and often holds up buses and delivery vehicles, thereby adding to congestion and pollution.

#### 4.5 Traffic in rural areas

4.5.1 The Committee will continue to co-operate with the Connétables and Roads Committees of the rural parishes to pursue agreed States policy in respect of the maintenance of the rural environment and the lessening of the physical impact of traffic in the countryside. However, the Committee wishes to remind the States that the funding of road and footpath maintenance must be given higher priority if the present decline in standards is to be halted.

4.5.2 The "Green Lane" network is a vital resource for walkers, cyclists and horse-riders. It has proved a valuable asset in promoting the Island as a tourist destination and is being assessed by other jurisdictions. It is for these reasons that the improvement of the network, in particular, the consistent enforcement of the 15 mph speed limit and the

completion of the network, will be supported by the Committee. As similar schemes are now being mooted in the United Kingdom, it would be a 'Jersey first' if the Island's own scheme could be fine-tuned and held up as an example of how a new type of road network can be developed for the benefit of Islanders and visitors alike.

4.5.3 The Committee believes that rural 'rat-runs' should be discouraged, and that a reduction in the volume and speed of traffic in country lanes would improve the quality of life of all who live in or make use of the Island's countryside. Damage to banks and hedgerows is regularly caused by vehicles travelling at excessive speeds in rural areas. The Committee will co-operate with the rural parishes to investigate ways of dealing with these problems.

4.5.4 The Committee regularly comments on the traffic implications of planning applications submitted to the Planning and Environment Committee. It supports the view that increased traffic is generated in rural areas by new housing developments unless they are located on or near public transport routes and have schools and shopping facilities nearby.

4.6 Road safety

4.6.1 A major tool in lessening the impact of traffic is improving road safety. As a result of the Defence Committee's Road Safety programme, drink-driving and other legislation, and the efforts of this Committee in respect of road improvements, traffic management, and better pedestrian facilities, the trend in the numbers of accidents and casualties is reducing year on year. Compared to some parts of Europe, Jersey's casualty rate is at the low end of the scale. The injuries and deaths which do occur on Island roads are cause for serious concern, however. Aside from the incalculable amount of human suffering to victims and their families, collisions involving cyclists and pedestrians encourage car-dependency, and discourage walking and cycling.

4.6.2 It should also be remembered that accidents cost the community considerable amounts of money. In 1996 the cost of an injury accident as assessed by the United Kingdom Department of Transport was as follows -

<i>Type of accident</i>	<i>Cost of accident (£)</i>
Fatal	£913,140
Serious	£108,080
Slight	£10,630
Average	£55,650

Table 5: Cost of an injury accident  
(Source:DETR)

4.6.3 On this basis, traffic accidents cost the Island over £22 million in 1996, approximately £270 for every inhabitant. While it is clear that improvements to the road network which increase the safety of road users can be justified in financial terms alone, it must be emphasised that improving road safety, especially for the most vulnerable road users - pedestrians and cyclists - those who for reasons of age, disability or choice cannot travel around our Island by car, is a duty of good government.

4.6.4 Lower speed limits, if justified by local traffic conditions, properly understood, well-enforced and thus effective, increase road safety for all road users. Therefore, the Committee proposes to investigate the feasibility of creating a 20 mph speed limit within the St. Helier Ring Road and the creation of 20 mph zones in all built-up areas.

4.6.5 The Committee will co-operate with the Defence and Education Committees in ongoing speed-enforcement and awareness-raising campaigns. It is recognised that improvements in information technology allow police forces to monitor speed and traffic light infringements through speed-cameras effectively and relatively cheaply. Given the potential of such measures to save lives and increase levels of personal freedom, particularly among the young, the disabled and the elderly, the Committee regards its risk control proposals as among the most positive in its overall transport policy.

4.6.6 Road safety will be enhanced by the reduced levels of motorised traffic on island roads that will result when the Committee's package of proposals is implemented. Less motor traffic combined with lower vehicle speeds in urban areas will also make walking and cycling safer and more attractive, thus serving to increase the freedom experienced by children and reverse the current trend of decreasing mobility with its associated health effects. It will also lead to a reduction in the number of escort trips provided by parents, creating less congestion on the roads to the benefit of all road users. The Committee's further proposals to improve road safety for the most vulnerable groups of road users, pedestrians and cyclists, follow in sections 6 and 7 of the Report.

## 5. Improving public transport

### 5.1 Improvements to existing bus services

5.1.1 A considerable amount of time has been devoted to investigating the public transport issue - to interpreting what is meant by the States' requirement in 1995 for a transport strategy "which must ensure inter alia the provision of a comprehensive Island-wide public transport service" (2000 and Beyond), and to exploring the practicalities of providing such a service. The scheme favoured by a previous Committee consisted of a high-frequency bus service based on main routes operating to the rural parishes from St. Helier, and mini-buses operating within each parish, delivering passengers to and picking them up from the main bus stops. On the basis of a ten-minute frequency, it was assessed that 500 or so cars would be removed from the roads in peak periods, at a cost to the States of £7.5 to £9 million per annum. The present Committee recognises that significant improvements to the existing service are necessary, and is committed to promoting an improved bus service, but along more cost-effective lines.

5.1.2 Despite the fact that the existing privately-run service serves certain parts of the Island well, especially routes along the south coast, with regular and reliable services from 7 a.m. to 11 p.m., it is clear that the present bus system is not an acceptable alternative to the private car for the majority of Islanders. The 'Winter Timetable', which is followed between October and April, cuts both the frequency of buses and the times at which they are available during the months when local people, especially children, are most likely to make use of buses. The Committee will seek to promote a more comprehensive bus service for local people on a year-round basis.

5.1.3 In respect of commuting, less than four per cent of vehicle-borne commuters use the bus. Recent traffic surveys show that there are approximately 13,500 journeys into St. Helier in the morning peak which break down as follows

car/motorcycle	11,650	86 per cent
bus	500	4 per cent
school bus	900	7 per cent
cycle	450	3 per cent

Table 6: Commuter travel by mode  
(Source: PSD)

5.1.4 The present bus service is also unattractive to many potential travellers because of time and money factors. It is rarely quicker to use the bus than the private car as without the benefit of bus lanes the two modes share the same traffic jams, and most people would prefer to sit in the privacy of their own car under these conditions. The same congestion makes it difficult for buses to run on time in rush hours, resulting in lengthy and uncertain waits at bus stops, which is particularly unpleasant in inclement weather. Although bus users do not have to spend time parking their cars and can often alight in the town centre, 60 per cent of commuters have private parking spaces to go to, and are unlikely to transfer to the bus while that situation exists (see section 9.5 below).

5.1.5 The bus service remains expensive when compared to parking. Despite the recent increase in public parking charges, which has made the cost of a day's parking for a single commuter higher than the cost of a return fare on the bus, it remains cheaper for two people to share the parking charge than to travel by bus. For a person on a shopping trip, parking for two or three hours will still prove cheaper - as well as considerably more convenient - than travelling by bus, while for a family trip into town the cost of bus travel is extremely prohibitive. It is clear, therefore, that at present the savings in time and money that can be made by the individual motorist actively discourage the switch to public transport. However, the Committee is of the view that it would be wrong to increase dramatically the cost of motoring in order to make public transport cheaper in relative terms, if this would place an unfair burden on persons on low income.

5.1.6 The Committee believes that a small community such as Jersey will respond better to 'carrots' than 'sticks' when considering transport choices. Successive opinion polls have indicated a high degree of support for an improved bus service, not least because Islanders are becoming increasingly aware of the drawbacks of traffic congestion in health, environmental and economic terms. Therefore, the Committee will take steps to promote improvements in every aspect of the current bus service by working in partnership with the private sector providers. In particular, it will be seeking to encourage -

- service level agreements;
- high levels of customer care;

- modern, low-emission vehicles;
- attractive interiors of vehicles with good quality seating;
- vehicles more accessible to disabled and parents travelling with small children;
- provision for shopping;
- point-of-travel 'real-time' information;
- efficient ticketing - 'smart cards' and through-ticketing, (e.g. Gorey to Airport or St. John to St. Aubin routes);
- new services to attract new customers, (e.g., a round-the-Island service, dedicated harbour and airport services, late-night services from night clubs);
- extra on-board services, (e.g. Jersey Evening Post available for evening users);
- value-for-money from States' subsidies (fuel and HIE passes);
- targeted subsidies, (e.g. special shopper and commuter fares);
- provision of more bus shelters;
- favoured access arrangements, (e.g. through pedestrian priority areas) and bus or multi-occupancy vehicle lanes, where possible;
- bus priority at junctions, where possible;
- bus routes integrated with other modes, (e.g. cycle and car parks, walking routes, shopping centres);
- increased publicity and promotion of bus services.

5.1.7 Improvements to the bus service will be of immediate benefit to the 17.4 per cent of households without a car, and to everyone below the age of 17 years whose transport needs cannot be met by the private car. It will also continue to benefit visitors to the Island, in particular, those tourists who expect to find a high level of environmental responsibility in Jersey, a Green Globe destination. An improved bus service for tourists will reduce tourists' dependency on hire cars, and fewer hire cars will release valuable land (currently used for parking) for other purposes.

5.1.8 The Committee will review current arrangements with the service provider to ensure that the Island receives the best bus service possible, and value for money in terms of sums paid to the operator or other benefits such as provision of the bus station.

## 5.2 New public transport services

5.2.1 The idea of employing smaller buses on a hop-on/hop-off town centre service was proposed in the Island Plan. The Parish of St. Helier, the Public Services Committee and the Centre Ville Group is researching the feasibility of such a system which may be trialled in 1999, possibly making use of electric vehicles, and operating in conjunction with a new park-and-ride system (see 9.3 below). The Committee is aware of the difficulties of making such a service financially viable, given the cost of new vehicles and labour costs, but recognises that it would provide transport solutions to many Islanders who currently make car journeys around the town in search of elusive parking spaces.

5.2.2 A dial-a-ride service for those with special needs will also be promoted. A recent survey carried out on behalf of the Health and Social Services Committee identified that over 30 per cent of respondents would be unable to walk to a bus stop or use the current vehicles. The Committee recognises that the provision of the Disability Transport Allowance should enable those who have difficulty walking to take advantage of a dial-a-ride service, especially if it is run in conjunction with a Shop-mobility scheme in St. Helier.



5.2.3 Dial-a-ride bus systems for the general public are currently being trialled in the United Kingdom in response to calls for better public transport provision in rural areas. Such systems avoid the high-cost of providing comprehensive coverage, with fixed routes and timetables for areas which have varying levels of demand. In Jersey this type of service would make it possible for residents in parishes not well-served by the regular bus service to have access to public transport.

5.2.4 There has been continued interest in restoring some form of railway in the Island since the demise of the former system in 1936. Investigations into the 'rapid transit system' suggested by Professor Gwilliam concluded that it would be expensive and ineffective in reducing congestion, and that lack of penetration into the town centre would make it unattractive. The Committee will evaluate the proposal it has received for a narrow-gauge steam railway which might have greater potential for commuter/school trips/tourist use if linked with the proposed transportation centre, and be achievable at a lower cost.

### 5.3 Improvements to the school bus service

5.3.1 The school bus service is extremely well-used, particularly by the non fee-paying sector. As yet, the service does not serve all secondary schools, and the current network has suffered from a lack of active management resources. At present, there are routes in operation that can mean some pupils spending up to two and a half hours each day travelling on the bus. Other difficulties of the present system are the pollution generated when a large number of buses converge on a school, such as occurs on Wellington Hill, and complaints of poor customer care/poor discipline (whether real or perceived) which act as a disincentive to school pupils who might otherwise take advantage of the system.

5.3.2 The Committee proposes that the school bus service is maintained and expanded to include all secondary schools. Furthermore, the system should be reviewed with appropriate measures introduced to determine its effectiveness and value for money which will require additional resources both in terms of money and manpower. The Public Services Department has started a review of the existing school bus system and is inaugurating improvements to the current service. The potential for linking the service with the normal bus service will also be investigated.

5.3.3 It should be remembered that it is the Island's young people who will inherit the Island. By offering a good bus service or better cycling facilities they may choose to continue using these modes when they reach driving age, particularly if it means that they can use their hard-earned cash for things other than petrol, parking and insurance. There might also be a major benefit to road safety, as the accident statistics show that young drivers are more likely to have road traffic accidents.

### 5.4 Taxis and cabs

5.4.1 Taxis and cabs have an important role in any transport policy, particularly with the recently introduced mobility allowance. In 1995, the States approved the form the future taxi and cab industry should take and new Regulations should be introduced in 1999. These new Regulations will provide the basis for an improved and more efficient service, and one benefiting in particular from the use of information technology to reduce waiting times for taxi users and to simplify payments.

5.4.2 The Committee will encourage taxi and cab companies to introduce flexible fares to encourage multiple usage, and foresees significant improvements in the level of service to the public, benefits to operators and greater fuel efficiency by introducing computerised booking, global positioning and other technological advances. Taxi and cab operators should be encouraged to form co-operatives which will introduce and support such advances. It will be important to ensure that sufficient resources are available to monitor and police the new Regulations and to promote further improvements.

5.4.3 The apparent lack of taxis and cabs in St. Helier in the evenings, and at the Airport and Harbours, is being investigated by the Committee and will be addressed in the near future by proposals which have been extensively consulted upon with the industry. The provision of better bus services to and from the harbours and airports will also be encouraged (see 5.1.6 above).

5.4.4 The Committee will seek the co-operation of the Defence Committee in ensuring that a timetable is drawn up for the introduction of taxis and cabs that are accessible to the disabled.

### 5.5 The transportation centre

5.5.1 The States has decided that the Island Site is to be the site of a new transportation centre and that the existing bus

station at the Weighbridge is to be closed down. While there is continuing debate over the exact form of the transportation centre, the Committee will determine its strategic requirements and will ensure that the new facility will serve the Island's needs for the foreseeable future. It should not be merely another bus station, but the hub of a number of modes of transport, well-integrated and providing a high degree of information provision, comfort and access to all users. The transportation centre will provide the vital link between the various modes of transport, allowing seamless travel opportunities for visitors and locals alike. Such facilities and opportunities are seen as vital to persuade the public that there are viable alternatives to using the car for every journey.

## **6 Encouraging walking**

### **6.1 Pedestrian routes and crossings**

6.1.1 The States required in 1995 (2000 and Beyond) that the Island should have a transport strategy "which would give a higher priority to the interests of the pedestrian and cyclist....". Increasing emphasis is being placed on walking and cycling in all European towns and cities because of the health benefits of taking more exercise, and the range of environmental, social and economic benefits that result from increased walking and cycling.

Health benefits	benefits of safe physical exercise to all age groups - increased longevity; reduction in heart disease and obesity; reduction in health care costs.
Environmental benefits	creates no air or noise pollution; requires minimum amount of space; creates negligible impact on natural environment; does not detract from built environment; encourages appreciation of surroundings.
Social benefits	increases children's mobility and well-being; promotes social interaction and sense of community; reduces crime.
Economic benefits	saves the States money in reduced need for vehicular infrastructure as well as in reduced 'external costs'; encourages retail vitality and economic activity - shopping (including passing trade), browsing, impulse buying, local shop support; al fresco eating and drinking; boosts tourism satisfaction.

6.1.2 The Committee recognises that the Island's urban areas were not planned with large volumes of motor traffic in mind. For most of this century the needs of pedestrians have come second to the needs of motorists, so that walking in many urban areas is difficult, unpleasant or dangerous, especially for children, the disabled and the elderly. As motor traffic has increased in speed and volume, so pedestrians have become confined to narrow pavements and marooned at junctions where there is inadequate provision for crossing. In the town centre and on major walking routes this has led to a topsy-turvy situation where a majority (walkers) have less space in the thoroughfare and less priority at junctions than a minority (motorists). The Committee believes that it is important for everyone to remember that as soon as car drivers and cyclists park their vehicles they become pedestrians.

6.1.3 The Committee aims to redress this balance by identifying the major walking routes and promoting better facilities on them. These improvements should include -

- pedestrian priority junctions along principal pedestrian routes;
- appropriate signage marking major pedestrian routes;
- pavements that are wide enough to accommodate the volumes of pedestrian traffic using them, especially people in wheelchairs or with prams and pushchairs;
- an attractive walking environment with trees and planting;
- continuous pavements across certain junctions of minor roads in town and residential areas;
- seats, litter bins and good lighting;
- measures for people with disability, e.g. tactile paving strips at junctions and removal of unnecessary pavement obstructions;
- new pedestrian crossings where no facilities currently exist, especially at major junctions;
- a better level of service for pedestrians at light controlled crossings;

- tough enforcement to prevent illegal pavement parking and cycling on pavements (except in specified areas);
- better control of scaffolding and roadworks.

6.1.4 These networks of pedestrian routes will be created in all areas of the Island, especially in urban areas, to encourage people to walk to work, to the shops, to school. They will be integrated to link housing developments, bus stops, car parks, shops, public facilities such as halls, libraries and churches. The Committee will investigate the feasibility of providing more of the inexpensive ‘Jersey crossings’ at frequent intervals in one-way town streets.

6.1.5 Pedestrians should be able to cross island roads conveniently. Subways and footbridges, apart from being extremely costly, harder for the disabled to use, and often unsightly, require additional measures such as barriers to prevent pedestrians from taking the most natural route. Giving greater priority to the needs of pedestrians is not consistent with sending them on detours to avoid vehicular traffic. Vehicle traffic should be managed in such a way as to prepare drivers for the possibility of stopping at a pedestrian request signal.

## 6.2 Pedestrian priority areas

6.2.1 The Committee believes that pedestrian-priority areas should be created along the lines approved in the Island Plan, particularly where high numbers of pedestrians are competing for space with on-street parking and non-essential vehicles. Where necessary these would permit the through-passage of public transport vehicles, cycles and emergency vehicles, while essential loading/unloading facilities would be provided with time restrictions where appropriate. The Committee is of the view that such measures require the co-operation and support of local businesses, whose proprietors will need to be convinced that public access to their premises will be improved rather than worsened by pedestrian priority areas. Halkett Place, Beresford Street, Waterloo Street, Don Street, Charing Cross, Sand Street, York Street, Broad Street and Colomberie will all be surveyed to establish whether less vehicular traffic at busy times of day would lead to an increase in retail profitability and an improvement in the quality of the urban environment as experienced by the majority of users of the available public space (see also 4.4 above).

6.2.2 The Committee’s proposals to extend pedestrian priority areas have already received the support of the Centre Ville Group. In conjunction with a town hopper bus service, a park-and-ride scheme (see 9.3 below) and improved cycle access to town, adding to the pedestrian priority areas of the town is seen as an exciting opportunity to enhance the quality of life experienced by all users of the town, and a major step towards the regeneration of St. Helier. The Committee would emphasise that its proposals are for pedestrian priority areas, not for pedestrianisation; it believes that increased access to St. Helier together with increased freedom of movement around the town will be beneficial for business and tourism, and will create a better town environment.

## 7. **Encouraging cycling**

### 7.1 Cycling routes

7.1.1 The strategic value of cycling is set out in 6.1.1 above. Other areas with similar terrain and climate to Jersey have had significant success in promoting cycling and walking as a main means of transport. There is no reason why a similar level of success should not be achieved in Jersey, particularly given the large proportion of Islanders who live within easy cycling distance of workplaces and schools. Apart from the benefits in terms of reducing levels of motorised traffic and congestion, there are substantial benefits to the general health of those who walk and cycle, as well as more independence for those of school age. It is vital that good facilities are provided and that the benefits of increased cycle use are well-publicised.

7.1.2 A safe Island-wide network of routes for cyclists will be established. The Tourism Committee with the help of the Public Services Department and Sustrans, the charity behind the National Cycle Network in the United Kingdom, has initiated the introduction of a rural network which can be used by visitors and Islanders alike to explore the Island and reach the main tourist attractions by bicycle. The network, which includes the Railway Walk and green lanes, is being funded by the Tourism Investment Fund and is planned to be in full operation within two years.

7.1.3 The Centre Ville Group is working with the support of the Parish of St. Helier and local cyclists to establish the town cycle routes that were proposed in the Sustrans study. While the Island suffers from obvious space-restrictions in much of its road network, there are opportunities to create cycle lanes in certain streets. Allowing shared use of pedestrian-priority areas, with time restrictions where necessary, would permit cycling commuters to reach their workplaces directly and conveniently, so reducing rush hour motor traffic and the demand for commuter parking.

7.1.4 The Committee will cater for the needs of cyclists in its road design and maintenance programmes, as well as in its provision of information to the travelling public. It will investigate the potential benefits of introducing such cycle-friendly features as advanced stop lines and traffic signals which can be operated by cyclists. Some traffic signals are during the hours of darkness only activated by the arrival of a vehicle at the junction. Attention will also be paid to the need for contraflows allowing cyclists to avoid the sometimes lengthy and off-putting detours of the one-way system in town. Cycle contraflows have been shown to increase the safety of cycling in towns. The Committee will seek the co-operation of the Parish of St. Helier in introducing changes in signage and street furniture to allow cyclists easier access through urban areas.

## 7.2 Cycle parking

7.2.1 The Public Services Committee and the Parish of St. Helier have increased the amount of cycle parking available in St. Helier, and this trend will be continued. Cycle parking will be provided in strategic locations to encourage cycling and shopping by bicycle and to discourage cycling on pavements or in pedestrian priority areas. The Committee will encourage the provision of cycle parking in all new developments, with associated facilities such as showers and lockers where feasible. To encourage year-round commuting and shopping by bicycle, the Committee will expand the provision of under-cover parking in sections of the ground floors of car parks.

7.2.2 Measures to promote safe cycling will be investigated such as steps to encourage the wearing of cycle helmets, and third party insurance cover. Cycling in Jersey, like walking, will become a safer mode of transport if the Committee's proposals for better road safety (see 4.6 above) are implemented.

## 8. **Partnerships in sustainable transport**

### 8.1 Safe routes to schools

8.1.1 The decline in the numbers of children walking or cycling to school is well-documented. Between 1971 and 1990, for example, the proportion of seven-to-eight year-olds allowed to travel to school in the United Kingdom without adult supervision fell from 80 per cent to under ten per cent. Apart from the familiar results of this change in travel habits in terms of increased congestion from school-run traffic, there are far more serious long-term effects on the health of children.

8.1.2 'Safe Routes to Schools' schemes are now being implemented in the United Kingdom by Sustrans, in partnership with local authorities and the Department of the Environment, Transport and the Regions, in selected primary and secondary schools across the country. Sustrans has produced extensive educational materials and information for teachers, with suggested programmes of study geared to the National Curriculum. In Jersey the 'Access Working Group' has put forward a pilot scheme to establish a Safe Routes to Schools project in Jersey to enable more children to get to school 'under their own steam' than are able to at present. The project will identify two secondary schools, one in town and one out of town, together with their primary 'feeder' schools, in which to pilot the scheme. The Committee recognises that incalculable benefits will result if the current trends can be reversed -

- increased health and longevity in future generations;
- beneficial exercise patterns established early;
- improved concentration at school and better academic performance;
- increased levels of freedom and mobility for young children generally;
- reduction in 'escort time' by parents, with resulting savings in economic resource costs;
- reduction in number of older students driving to and from school;
- reduction in volume of traffic at peak periods: less congestion and pollution.

8.1.3 The Committee believes that it should co-operate with the Education and Health and Social Services Committees in developing a Safe Routes to Schools project in Jersey. This would involve the identification of the potential for traffic-free or traffic-calmed routes linking residential areas and schools, the creation of new pavements and footpaths, and a number of other strategies which have been well-researched in Europe. It is accepted that the support of parents, teachers and the students themselves will be necessary, as well as additional resources, if the project is to be successful.

## 8.2 Green commuter strategies

8.2.1 The Committee believes that the majority of Island employers are willing to consider sustainable modes of transport for the good of the community and the environment, and because it makes good economic sense. Indeed, some are already putting 'Green Commuting' into practice. The range of possible measures includes -

- car-sharing employees receiving privileged parking facilities;
- incentives for staff to travel by public transport including taxis and cabs;
- improved facilities for employees who cycle to work;
- fiscal incentives to reduce company car fleets;
- teleworking;
- reduction in size of vehicle fleets through use of other modes of travel;
- conversion of vehicle fleets to cleaner fuels, e.g. LPG;
- improvements in efficiency for movement of goods;
- use of cycle couriers;
- putting parking areas to more valuable uses, e.g., housing or amenity space.

8.2.2 The States should take a lead in establishing 'Green Transport Plans' throughout the Civil Service. For its part, the Public Services Department will develop a green transport plan for the Department, covering transport of staff to and from work and day-to-day operations. A start has been made in the Engineering Directorate, where a lease hire car has been replaced by an electrically assisted bicycle, providing a first year saving of £1,000, as well as a reduction in emissions. The Committee is confident that many large organisations could develop their own transport strategies and encourage car sharing, more effective use of existing transport and parking facilities, provision of works minibuses and incentives to walk or cycle, and that such measures would be a significant step towards a sustainable transport system for Jersey.

8.2.3 The Committee recognises that there is potential to influence the level of commuting generated by access to dedicated private non-residential parking spaces. Any reduction in the availability of such parking facilities will tend also to increase the attractiveness of commuting by public transport. It is recognised in the United Kingdom that increasing levels of underground parking for businesses makes it difficult for bus services to be competitive as well as adding to congestion in town centres. The support of the Planning and Environment Committee will be sought to minimise the provision of parking in office developments.

8.2.4 The Committee will co-operate with the Sports, Leisure and Recreation Committee to provide greater integration and improved level of transport services to the Island's sporting facilities.

## 9. **Car parking**

### 9.1 Disabled parking

9.1.1 Improved parking facilities for disabled drivers are a priority of the Committee. At the same time, it is recognised that there can never be a sufficient number of parking spaces to meet the potential demand by badge-holders. To make up for this short-fall, the alternative modes of transport for the disabled will be promoted, especially public transport (taxis and cabs, and dial-a-ride service if it is introduced). In any development of additional off-street spaces, the opportunity will be taken to give better provision for those with mobility problems.

9.1.2 More parking spaces for the disabled, promotion of a "Shop mobility" scheme and widened footways between car parking and the shops would improve accessibility to the town and its facilities. The Committee will also implement measures to regulate the disabled badge system more effectively, integrating it with the United Kingdom and Europe and adopting the new European style "blue badge" in 2000.

## 9.2 Residents' parking

- 9.2.1 The lack of parking facilities experienced by a proportion of the residents of St. Helier is the cause of considerable frustration and inconvenience, especially when residents receive parking fines for overstaying the time allowed in a parking space near their own homes. Residents' inability to park close to home makes such activities as shopping, making vehicular trips with children, and receiving visitors all very demanding logistically.
- 9.2.2 Many residents have to suffer the added inconvenience of having high-sided vans and lorries (some exceeding the 6'6" width restriction) parked directly outside their homes during the evenings and at weekends, while the presence of illegally-parked vehicles in many town streets makes the streets less enjoyable for the residents to use, creates hazards for pedestrians and cyclists, and limits access by emergency vehicles. The Committee will follow up the Housing Committee's recommendation that owners of commercial vehicles should be required to provide adequate off-street parking for their vehicles and that a licensing scheme be implemented.
- 9.2.3 The census has shown that there are just under 12,000 residents' cars parked overnight in the Parish of St. Helier. About 9,500 of these vehicles are parked in private spaces, while 1,500 use public car parks and 1,000 park on-street. A number of town residents who park in these time-restricted public areas overnight are obliged to move their cars each morning and make a short journey across town, even though they would prefer to walk to work. While a recent survey has shown that the number of residents who move their cars is likely to be less than 500, introducing an effective residents' parking scheme throughout St. Helier will eliminate the necessity to move these vehicles. There is insufficient, legal on-street parking to meet the demands of residents. If this demand is to be met, it will be necessary, therefore, to incorporate car parks into any residents' parking scheme.
- 9.2.4 A residents' parking scheme has been drawn up by the Committee in conjunction with the Parish of St. Helier. However, after two public meetings there is some doubt as to whether it will be acceptable in its present form. The scheme as proposed allows residents to park in the designated area or car park without time limit on displaying a licence, with any unused spaces during the day being available for the general public on a scratch-card basis. After 5 p.m. all spaces would be reserved for residents only. The chief obstacle to the scheme is that the payment of a considerable fee does not guarantee a parking space to the resident, either in their own neighbourhood or in the nearest car park. An alternative scheme has been suggested which would confine the residents' parking permit to the street concerned. This would encourage residents, where possible, not to take their cars to work, and could be combined with the sale of a certain number of designated spaces in car parks. Such a scheme would require decisions to be made as to how a limited number of on-street spaces should be allocated to a larger number of vehicle owners.
- 9.2.5 The Committee appreciates that in order for it to succeed, a residents' parking scheme -
- should respect the needs of businesses in residential areas by providing some short-stay 20-minute parking zones and/or unloading bays;
  - allow residents to receive visitors, deliveries, trade vehicles etc.;
  - encourage the ownership of smaller vehicles to maximise parking space;
  - encourage those with garages to use them for parking their vehicle;
  - be priced in such a way as it does not lead to either the 'dumping' of unused vehicles on or off-street, or the loss of potential income from public car parks;
  - be trialled in a number of streets with different parking availability;
  - be practical to administer;
  - have the support of residents.
- 9.2.6 While provision of a residents' parking scheme is desirable, there is a dearth of available spaces in the north-west sector of town which might warrant provision of a number of small car parks or one medium-sized car park, primarily for residents' use. Upon receipt of feedback from the Parish of St. Helier's consultation process, the Committee will review the situation with regard to residents' parking as a matter of urgency.

9.2.7 While the Committee accepts that town dwellers are entitled to enjoy the advantages of car ownership, it believes that improvements in public transport provision, Safe Routes to Schools, Green Commuter plans and so on, will enable a higher proportion of town residents to choose not to run a car. This will reduce demand for parking and make a residential parking scheme easier to administer. Spreading the cost of car ownership, including parking costs, is feasible through car share schemes which have been successfully introduced elsewhere.

### 9.3 Park-and-ride

9.3.1 The former facility which has now been reduced due to pressure for space and development in the La Collette area was well-used and liked. In addition, the Christmas park-and-ride has proven increasingly viable and popular. Many people, including the members of Centre Ville, support park-and-ride as the way forward for it provides ready and easy access for shoppers and commuters to the town centre without introducing large numbers of vehicles into the same areas, with the associated impact on the town environment. Parking is provided at a much-reduced rate in strategically selected locations around St. Helier, with regular and inexpensive public transport links to the heart of the town, possibly by means of the proposed town hopper bus service. The Committee is confident that subject to suitable sites being found, and following consultation with the Planning and Environment Committee, park-and-ride could prove beneficial in Jersey.

9.3.2 Recent criticism of park-and-ride systems from the Council for the Protection of Rural England has highlighted the potential for the damage to edge-of-town areas from the development of park-and-ride sites, as well as for the abstraction of customers from established routes. However, the land-take of park-and-ride locally could be minimised if the necessary parking were to be obtained by increasing the capacity of existing surface-level parking sites. Further, in Jersey the risk of abstraction from existing routes is considered to be very low, while the provision of park-and-ride at a number of out-of-town sites would benefit residents of those areas who currently use their cars for shopping trips and commuting, as well as those motorists who come from further afield but would be willing to play their part in reducing congestion and pollution in the town centre.

9.3.3 Many local authorities in the United Kingdom have reported increases of up to 50 per cent in bus-use, and believe successful park-and-ride is essential if motorists are to be persuaded to make more use of public transport generally. In the long-term, these authorities hope to extend quality bus routes further into rural areas to increase the numbers of travellers who do not need to use their car at all for routine journeys.

9.3.4 The Committee will discuss with the Education Committee and other relevant bodies the feasibility of trialling a park-and-ride scheme to operate on Saturdays using appropriate school car parks on the outskirts of St. Helier. This would allow the cordon zone or pedestrian priority scheme, approved in the Island Plan, to be trialled, at the same time as providing cheap, convenient and regular access to the town centre. Reduction in the present high levels of traffic congestion in St. Helier on Saturdays would improve the experience of shoppers and have beneficial effects on trading levels.

### 9.4 Shoppers' car parking

9.4.1 Currently, there are over 600 fewer public parking spaces available than were available in 1992. The States have on a number of occasions approved the principle of the provision of further multi-storey car parks at Oxford Road and Green Street. If constructed in a traditional form, these car parks would provide a further 800 or so spaces, at a cost of £17.6 million. (To provide an underground car park, in Gas Place, with a park above, has been estimated to cost £26 million on its own.) Although there is some evidence that there is currently a greater chance of shoppers finding spaces in the central car parks, due perhaps to the recent rise in parking charges, the Committee maintains that it is still necessary to renovate and extend the Green Street car park (250 extra spaces) and has restored shoppers' parking to Snow Hill. The form and function of the proposed Oxford Road car park is being investigated as part of the proposals for the Millennium Town Park. A feasibility study for the public's preferred option will be presented to the States during the course of 1999.

9.4.2 Central to the Committee's parking strategy is the view that additional off-street spaces will provide an immediate improvement in the town environment, allowing the removal of on-street parking where necessary to provide space for cycle lanes and wider footways. Additional parking provision may also reduce illegal parking, hunting for spaces and some peak hour congestion. However, there is evidence that the provision of parking spaces, unless they are charged for at a realistic hourly rate, encourages car journeys, making public transport less attractive and increasing overall levels of motorised traffic in and around the town. It has been pointed out that park-and-ride systems may avoid these drawbacks (see 9.3.2). The Committee is currently reviewing its parking policy and will adopt a management regime which accords with the strategic objectives of its sustainable transport policy.



9.4.3 In the medium to long-term, implementation of the Committee's package of proposals is likely to lead to reduced parking requirements for office developments and housing developments in town. Some vacant sites in town which are currently used for private surface-level parking could be developed, releasing housing sites at a time of great shortage of residential land. Other forms of car park currently available involving mechanical parking or semi-permanent construction are being considered by the Committee.

## 9.5 Commuter car parking

- 9.5.1 Most of the vehicles travelling to St. Helier during the morning peak period are travelling to a parking place. Within the Ring Road there are 3,200 public car parking spaces, 6,500 private non-residential spaces and 3,600 residential spaces. Surveys have shown that during the morning peak period only about 1,400 (15 per cent) of 9,400 drivers entering St. Helier park in public car parks, the remainder park in private car parks. Similarly, 55 per cent of drivers pay nothing to park and, at the time of the 1992 survey, 88 per cent paid less than the cost of a return fare on the bus. Concentrating pricing or rationing measures on public car parks will only affect a small proportion of commuters and have a small effect on peak traffic levels, as has been demonstrated by the recent increase in parking charges.
- 9.5.2 There is evidence that commuters are using the short-stay car parks. This was causing problems in January 1997 when a parking survey indicated that over 30 per cent and 40 per cent of motorists parking at Sand Street and Minden Place, respectively, were found to be parking to go to work rather than shop. The Committee believes that it is important to maximise the parking spaces available to shoppers and that commuters must be provided with alternative means of transport, where feasible. Other measures include areas of commuter parking designated for multi-occupancy vehicles only. The provision of residents' parking would effectively be providing parking for people who currently commute short distances to work.
- 9.5.3 The Committee recognises that the availability of private non-residential parking facilities in St. Helier makes public transport alternatives less competitive. Surface level car parks occupy valuable land which could be used for housing or amenity space in the town centre.

## 9.6 Parking charges

- 9.6.1 The Committee proposes to maintain parking charges at a level which reflects the service provided, and to use the extra income from public parking areas to pay for the construction of new car parks and the maintenance of existing facilities. The Committee is monitoring the effects of its charging policy and will work in co-operation with the Tourism Committee to ensure that parking charges at tourist destinations around the Island do not have an adverse impact on visitors to the Island.
- 9.6.2 A Car Park Trading Fund has been established with the assistance of the Finance and Economics Committee. Subject to changes in the law, the income generated from parking will be 'hypothecated', i.e., used to maintain existing and future infrastructure, environment and transport needs; be that public transport, cycle routes, alternative fuels, etc. Unless the States agree to some of the income currently gathered from road users in the form of fuel duty being re-allocated to the Committee, it is inevitable that parking charges will rise further to pay for improvements to the transport network.
- 9.6.3 The Committee is reviewing the effects of the rise in parking charges and the extension of charging to previously free parking areas which took place earlier this year. It will take any steps that are necessary to ensure that there is equity in the system.

## **10. Sustainable transport in Jersey: the way forward**

- 10.1 The Committee believes that the function of its Sustainable Transport Policy Steering Group should continue, with its membership expanded, to ensure that its Sustainable Transport Policy is co-ordinated across relevant States committees, that public participation is achieved and that a package of measures is implemented without delay. The Steering Group will be responsible for consulting on the strategy and policy measures, and producing further studies and action plans on specific topics for consideration by the Committee.
- 10.2 It will be important to measure the success of the policy proposals through monitoring and the creation of suitable indicators where necessary. The announcement of the Committee's progress towards its targets (see section 12) will help to secure continued public support for the proposals. Public awareness and involvement will be key to the success of the sustainable transport policy.
- 10.3 It must be emphasised that the Island's planning policies have a major influence on traffic levels in Jersey and on the travel behaviour of residents. The Committee will work closely with the Planning and Environment Committee to ensure that the new Island Plan and the revised Planning Law fully reflect the need to reduce dependency on the private car and to lessen the impact of car use on both rural and urban areas. In particular, the Committees will jointly pursue policies which -

- reflect the need to improve facilities for the pedestrian and cyclist;
- locate new development in areas well-served by public transport routes;
- encourage new commercial and public sector developments to include green transport plans in the planning application;
- reduce minimum parking standards where developments are served by walking, cycling or public transport spine routes, and allow car-free residential development for islanders who prefer increased amenity space to car-parking;
- take into consideration the impacts of traffic generation and solid waste disposal when determining applications to create underground car parking;
- take into account the need for unloading facilities in the planning of new commercial development;
- take into account the issue of traffic generation in the planning of schools, major housing developments, etc.

## **11. Resources and funding**

- 11.1 It is clear that additional manpower requirements will be needed to implement the policy measures proposed by the Committee. Additional posts may be created following the identification of compensatory savings elsewhere in the public sector, in line with States policy. Investigations into potential manpower savings will include the option of relocating suitable work off-island. This already occurs to a limited extent in the analysis of the diffusion tubes used in air quality monitoring.
- 11.2 Any Transport Strategy will require funding. The previous Committee suggested several means of raising funds, such as road pricing and private parking levies, in an effort to apply a policy of ‘user pays’ across all motorists and not just those using public car parks. While no means of raising funds should be discounted entirely, clearly it would be necessary to have the legal powers to charge levies, and the technology to charge for using roads. The Committee supports a review of all fiscal measures which will bring about a more equitable approach to charging motorists. In the short-term the only real options currently available are increasing fuel tax, introducing other straightforward taxes such as a new form of motor tax, or using public parking charges.
- 11.3 Increasing fuel tax or introducing a new form of motor tax would ensure that all motorists contribute to improvements in the transport network. A ten pence increase in the cost of petrol or diesel would generate something in the order of £5 million per annum. Setting a new road tax, based on vehicle emissions, at an average charge of £50 per annum would generate in the order of £4 million per annum until such time as Islanders switch to low-emission vehicles. Such sums should be more than enough to finance gathering the tax, and provide funds to pump-prime initiatives such as promoting low-emission vehicles and grants for soundproofing. The Committee believes that the Finance and Economics Committee and the Planning and Environment Committee should investigate the logistics of introducing such measures.
- 11.4 Despite the recent changes in parking fees, many public parking places have no charges, be they car parks or on-street. Similarly, there is no charge for parking overnight in any public facility. Where there is a charge for parking, these charges remain low and cost no more, in real terms, than they did ten years ago. There is also the opportunity to charge premium rates for certain car parks at certain times. The menu of charging mechanisms can be extensive and targeted, if this is considered appropriate. Obviously, only those who use public parking facilities will be directly affected by changes in parking charges policy.
- 11.5 The Committee will seek an early change of the legal situation that currently prevents it from applying the revenue from parking to general improvements in the transport network.
- 11.6 The Committee recognises that some of the policy measures proposed in its sustainable transport policy can be introduced at little cost, or will be self-funding. Improvements in facilities to encourage walking and cycling, modes of travel at the top of the recognised ‘transport hierarchy’, are the cheapest to provide for in relative terms. Low-cost improvements to pedestrian facilities have already been successfully carried out on West Hill to enable children to walk to Haute Vallée in safety. Measures to facilitate cycling, such as cycle lanes and advanced stop lines, will be relatively cheap to implement and produce many benefits.



## APPENDIX 1

**Note:** The specific proposals contained in the main report, and target dates for implementing them, are shown in the following tables. The specific targets to be met will be set by the particular Committees given responsibility, by the States, for implementing each proposal.

### Air quality: summary of specific proposals

<i>Proposal to be adopted</i>	<i>Policy objective met</i>	<i>Linked</i>	<i>Committee responsible</i>	<i>Target date</i>
Programme of air quality monitoring at representative sites		I, III, V, VI, VII, X	Health and Social Security	2000
Current and future air quality guidelines are met	I, III, VI, X	V, VII	Various	2005
Promote the introduction of zero and low-emission vehicles	II, VII, IX, X	I, III, IV, V	Various	
“Citydiesel” is introduced as only diesel fuel	III, X	I, VI, VII	Policy and Resources	2001

### Noise emissions: summary of specific proposals

<i>Proposal to be adopted</i>	<i>Policy objective met</i>	<i>Linked</i>	<i>Committee responsible</i>	<i>Target date</i>
Programme of noise monitoring at representative sites		I, III, V, VI, VII, X	Health and Social Security	2000
Current and future noise level guidelines, where possible, are met	I, III, V, VI, X	VII	Various	TBA

### Traffic on residential roads: summary of specific proposals

<i>Proposal to be adopted</i>	<i>Policy objective met</i>	<i>Linked</i>	<i>Committee responsible</i>	<i>Target date</i>
Identify those roads that must be retained as primary routes and local distributors		IV, X, XIII	Public Services, Planning and Environment, Defence	2000
Identify those roads which are not primary or local distributors carrying more than 1,000 vehicles per day with a view to reducing the volume of motorised traffic on these roads	I, III, V, X	IV, VII, XI	Public Services	2005

### Traffic in Town: summary of specific proposals

<i>Proposal to be adopted</i>	<i>Policy objective met</i>	<i>Linked</i>	<i>Committee responsible</i>	<i>Target date</i>
Identify those roads that must be retained as primary routes and local distributors		IV, X, XIII	Public Services, Planning and Environment, Defence	2000
Identify those roads which are not primary or local distributors carrying more than 1,000 vehicles per day with a view to reducing the volume of motorised traffic on these roads	I, III, V, X	IV, VII, XI	Public Services	2005
Complete Ring Road proposals and further traffic management measures to improve flow on primary routes	II, III, IV, X, XIII	V, VII, VIII, XI	Public Services	TBA
Introduce measures to reduce the impact to residents of additional traffic levels on primary and local distributor routes	III, V, X	VIII, XI	Various	TBA
Introduce, where appropriate, further areas where pedestrians will have priority over vehicular traffic	I, III, VIII, XIII	VII, X, XI	Public Services, Planning and Environment, Parish of St. Helier, Centre Ville	TBA

### Traffic in rural areas: summary of specific proposals

<i>Proposal to be adopted</i>	<i>Policy objective met</i>	<i>Linked</i>	<i>Committee responsible</i>	<i>Target date</i>
Identify those roads that must be retained as primary routes and local distributors		IV, X, XIII	Public Services, Planning and Environment, Defence	2000
Identify those roads which are not primary or local distributors carrying more than 1,000 vehicles per day with a view to reducing the volume of motorised traffic on these roads	I, III, V, X	IV, VII, XI	Public Services	2005
Introduce measures to reduce the impact to residents of additional traffic levels on primary and local distributor routes	III, V, X	VIII, XI	Various	TBA
Complete and improve the Green Lane network	I, III, VIII, X	VII, IX, XI	Public Services, parishes, Tourism	TBA

### Road Safety: Summary of specific proposals

<i>Proposal to be adopted</i>	<i>Policy objective met</i>	<i>Linked</i>	<i>Committee responsible</i>	<i>Target date</i>
Existing and potential accident problems are identified and, if cost-effective, appropriate remedial measures introduced	III, IV, XI	VIII	Public Services, Defence, parishes	Ongoing
A system of recognised safe routes for pedestrians and cyclists is introduced throughout the town area	VIII, IX, X, XI	II, IV, VII, XII	Public Services, Parish of St. Helier	2005
An Island-wide network of safe routes for walkers and cyclists is introduced	VIII, IX, X, XI	II, IV, VII, XII, XIII	Public Services, parishes, Tourism	2005
Introduce, where appropriate, further areas where pedestrians will have priority over vehicular traffic	I, III, VIII, XIII	VII, X, XI	Various	TBA

### Bus services: summary of specific proposals

<i>Proposal to be adopted</i>	<i>Policy objective met</i>	<i>Linked</i>	<i>Committee responsible</i>	<i>Target date</i>
Measures introduced to encourage greater use of existing bus services and promote their gradual expansion	VIII, IX, XII, XIV	II, IV, VII	Public Services	Progressive
Introduction of a "town hopper" service	VIII, IX, XII, XIII	II, IV, VII	Public Services, Parish of St. Helier, Centre Ville, private sector	TBA
The school bus service is expanded to include all secondary schools and measures taken to improve its effectiveness	VIII, IX, X, XI	II, III, IV, VII, XII	Public Services, Education	1999 <i>et seq.</i>
The introduction of a dial-a-ride service is investigated for those who have difficulty accessing existing bus services	VIII, XII, XIII, XIV		Public Services, Health and Social Services, Employment and Social Security	TBA

### Taxis and cabs: summary of specific proposals

<i>Proposal to be adopted</i>	<i>Policy objective met</i>	<i>Linked</i>	<i>Committee responsible</i>	<i>Target date</i>
Regulations to be introduced that cover the whole industry to improve its effectiveness	VIII, XII, XIV	IV, VII, IX	Public Services, Defence	1999
Ten per cent of taxis and cabs to have wheelchair access	VIII, XI, XII, XIII		Public Services, Defence	2002



### Pedestrian routes: summary of specific proposals

<i>Proposal to be adopted</i>	<i>Policy objective met</i>	<i>Linked</i>	<i>Committee responsible</i>	<i>Target date</i>
Identify major walking routes	II, III, VII, VIII, IX	X, XI, XII	Public Services	2001
A system of recognised safe routes for pedestrians is introduced throughout the town area	VIII, IX, X, XI	II, IV, VII, XII	Public Services, Parish of St. Helier	2005
An Island-wide network of safe routes for walkers is introduced	VIII, IX, X, XI	II, IV, VII, XII, XIII	Public Services, parishes, Tourism	2005
Introduce, where appropriate, further areas where pedestrians will have priority over vehicular traffic	I, III, VIII, XIII	VII, X, XI	Various	Progressive
A system of monitoring journeys on foot is introduced		VII, VIII, IX, X, XI, XII, XIII	Public Services	TBA

### Cycling routes and facilities: summary of specific proposals

<i>Proposal to be adopted</i>	<i>Policy objective met</i>	<i>Linked</i>	<i>Committee responsible</i>	<i>Target date</i>
A system of recognised safe routes for cyclists is introduced throughout the town area	VIII, IX, X, XI	II, IV, VII, XII	Public Services, Parish of St. Helier	2005
An Island-wide network of safe routes for cyclists is introduced	VIII, IX, X, XI	II, IV, VII, XII, XIII	Public Services, parishes, Tourism	Ongoing
Provide more cycle parking and expand under-cover parking	VIII, IX, X, XIII	II, IV, VII, XII	Public Services, parishes	Ongoing
A system of monitoring journeys by cycle is introduced		VII, VIII, IX, X, XI, XII, XIII	Public Services	TBA

### Partnerships in sustainable transport: summary of specific proposals

<i>Proposal to be adopted</i>	<i>Policy objective met</i>	<i>Linked</i>	<i>Committee responsible</i>	<i>Target date</i>
'Safe Route to Schools' pilot scheme introduced	IV, VIII, IX, X, XI	II, III, VII, XII	Public Services, Education	2000
Introduce pilot 'Green Transport' plans	IV, VII, IX, X, XIV	II, III, XIII	Public Services, Health and Social Services	2000

### Parking: summary of specific proposals

<i>Proposal to be adopted</i>	<i>Policy objective met</i>	<i>Linked</i>	<i>Committee responsible</i>	<i>Target date</i>
Provide more parking spaces for disabled badge holders	VIII	XIII	Public Services	Ongoing
Introduce a "Shopmobility" scheme in St. Helier	VIII, XIII	XII	Various	2003
Investigate feasibility of residents' parking schemes	I, III, X	II, V, IX	Public Services, parishes	1999 <i>et seq.</i>
Prevent "commercial" vehicles from parking on residential streets and other areas where such parking intrudes	I, III, V, X	VII	Public Services, Defence, parishes	2000
Provide additional parking spaces in the north-west sector of town	I, III	VIII	Public Services	TBA
Investigate provision of	VIII, X, XII	I, XIII	Public Services,	2000

additional park-and-ride spaces			Centre Ville	
Provide additional off-street public parking spaces where required	I, VIII, XIII	II, III, X	Public Services	2003
Parking areas are managed to promote more effective use of facilities, discourage unnecessary movement of traffic and reduce congestion	II, VIII, X	I, III, XIII	Public Services	2000 <i>et seq.</i>
Establish a trading fund for providing public parking facilities		I, II, VII, IX	Public Services, Finance and Economics	In place

#### Other proposals: summary of specific proposals

<i>Proposal to be adopted</i>	<i>Policy objective met</i>	<i>Linked</i>	<i>Committee responsible</i>	<i>Target date</i>
A sustained publicity campaign to highlight the effects of excessive use of motor vehicles and promote environmental awareness	VII	All	Various	2000
Measures are introduced that promote greater awareness of and accountability for Islanders' chosen mode of travel and that enhance the attractiveness of less environmentally damaging modes	II, VII, IX	I, III, IV, XIV	Various	2003
Periodic travel surveys are introduced which will determine more accurately the pattern of journeys undertaken in the Island and the effects of the traffic policy	VII		Public Services	2000 <i>et seq.</i>
Automatic traffic monitoring is extended to provide a fuller picture of vehicle trips	VII		Public Services	2000
Commercial vehicles should not be registered unless adequate parking/storage facilities are available	I, III, V	VII, X	Public Services, Defence	TBA
Petrol and diesel duty is increased with the additional revenues used to fund measures that promote environmental improvements	II, VII, IX	III, VIII, X	Finance and Economics	TBA
Revenue generating measures should ensure that all users contribute to improvements in the transport network	IV, VII		All	TBA

## APPENDIX 2

### Resources

<i>Proposal</i>	<i>Resource requirement</i>	<i>Comment</i>
Traffic monitoring.	Additional specialist equipment installed on-street (£10k). Analysis and reporting would be carried out by existing Public Services Department staff.	In addition to the capital cost of installing the equipment, there will be a small annual maintenance cost.
Periodic travel survey.	To be assessed.	Specialist survey carried out by experienced consultants.
Air quality monitoring.	To be assessed but probably in the order of £100k/annum.	Specialist equipment installed on-street. Analysis and reporting to be

		carried out by States Department or independent.
Ventilation in tunnel.	£80k.	Relatively small ongoing maintenance cost.
Compulsory vehicle testing.	To be assessed.	Testing would be carried out by garages.
Encourage use of low-emission vehicles.	Grants to those who wish to switch to zero or low-emission vehicles. To be assessed. Staff to administer.	Targeted at high usage vehicles such as refuse vehicles, taxis, buses, etc.
Noise monitoring.	To be assessed but probably in the order of £50k/annum.	Specialist equipment installed on-street. Analysis and reporting to be carried out by States Department or independent.
Noise insulation.	Grants to householders. Staff to assess and administer.	Guidelines available from United Kingdom.
Assessment of traffic levels in residential roads.	Existing resources would carry out assessments when time permits.	Specialist consultants could be used to accelerate programme of identification at a cost.
Traffic management measures.	From existing budgets supplemented, in future, by income from a trading fund.	Implemented when cost-effective - additional staff resources required to accelerate programme.
Routes for pedestrians and cyclists.	From existing budgets supplemented, in future, by income from a trading fund.	Additional staff resources required to accelerate programme.
Monitoring journeys on foot and by cycle.	Seasonal survey staff, £10k/annum. Analysis by Public Services Department staff.	Could be assessed from periodic travel survey with additional manual counts.
Pedestrian priority areas.	Existing budgets.	Targeting of existing capital and revenue budgets.

<i>Proposal</i>	<i>Resource requirement</i>	<i>Comment</i>
Accident problem areas.	Existing budgets.	Where cost-effective.
Car park trading fund.	Existing budgets.	Trading fund in place.
Encourage expansion and greater use of bus system.	To be assessed.	General revenues.
Review of present school bus service.	£60k.	Specialist consultants are currently carrying out a review and economies are providing a pay-back.
Expand school bus service.	£300k/annum. £15k/annum for system management.	Resources required to actively manage the existing and expanded system (part-time).
Taxi and cab industry.	To be assessed.	Resources required for enforcement of Regulations and Code of Conduct.