

# STATES OF JERSEY



## **SUSTAINABLE TRANSPORT POLICY: REVIEW (S.R.13/2010) – RESPONSE OF THE MINISTER FOR TRANSPORT AND TECHNICAL SERVICES**

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**Presented to the States on 29th November 2010  
by the Minister for Transport and Technical Services**

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**STATES GREFFE**

**SUSTAINABLE TRANSPORT POLICY: REVIEW (S.R.13/2010) – RESPONSE  
OF THE MINISTER FOR TRANSPORT AND TECHNICAL SERVICES**

**Ministerial Response: S.R.13/2010**

**Review title: Sustainable Transport Policy: Review**

**Scrutiny Panel: Environment**

**Introduction (*Overall reaction to the Report*):**

In responding to the Environment Scrutiny Panel Report, I would first like to thank the Panel members for their co-operation and assistance during the development of the Sustainable Transport Policy (STP), and in particular the Deputy of St. Mary for his input at a series of meetings chaired by my Assistant Minister in order to finalise the document.

The Scrutiny Report lists 46 key findings and 38 recommendations. About half of the key findings are not observations on the appropriateness of the policy but simply statement of facts identified in the policy document. We are pleased to see that many of the Scrutiny recommendations are in accord with the recommendations of the STP, and with very few exceptions the remainder seek to further develop its proposals. The policy does not purport to be a detailed business plan, but a high level policy which will provide my Department with the strategic framework under which to further develop and implement initiatives as identified in the policy. The policy needs to be flexible enough to react to various developments, particularly technological advances, and if we attempted to provide a high level of detail in the STP we would be in danger of it being out-of-date before it was published. The STP is, and will continue to be, “work in progress”.

The specific findings and recommendations of the Scrutiny Report are discussed below.

	<b>Findings</b>	<b>Comments</b>
1	<b>Air pollution and associated health risks are not considered in detail in the policy.</b>	Air (and noise pollution) will inevitably be improved by reducing the numbers of vehicles and by encouraging less polluting vehicles as proposed in the STP. The Minister for Planning and Environment is responsible for producing an air quality strategy. TTS has worked closely with officers of that Department to ensure that the STP is consistent with its likely aims and the Minister for TTS is a member of the Air Quality Strategy Board. The detail with regard to air quality will emerge with that strategy.
2	<b>Noise pollution is not addressed in the policy.</b>	Accepted. Less traffic is likely to reduce noise levels at the roadside, but the science of measuring roadside noise levels is complex and not currently resourced by TTS or by any other States Department.

	<b>Findings</b>	<b>Comments</b>
3	<b>There is a lack of detailed targets in the policy relating to broader environmental issues and sustainability.</b>	The targets TTS are most readily able to be specific about, relate to matters of traffic management and vehicle legislation. Wider environmental benefits will arise from the traffic reduction and modal shift targets, but these will be more appropriately covered in other policies, such as the air quality strategy and the energy policy.
4	<b>The Department's action plans are not made sufficiently clear in many areas of the policy.</b>	This is a high-level policy and seeks States support in principle, not in detail, for the range of proposals. The majority of these proposals will require further development, for example improvements to bus services, which will be finalised as part of the new contract commencing in 2013.
5	<b>The policy appears to be partly based on an assumption that parking charges will need to be increased by more than the rate of inflation.</b>	Our research implies that to achieve our 15% peak-hour reduction in traffic, an above-inflation increase in the order of 50p per day will be one of the measures required. The STP, however, makes clear that alternatives, in particular the bus service, will be improved first so that the effectiveness of other measures can be assessed before the need to increase parking costs or the appropriate increase is determined. (STP: pages 14, 29 and 51)
6	<b>There is evidence that demand for car parking may be price-sensitive.</b>	Our surveys confirmed this to be so. (STP: Appendix C, page 91)
7	<b>Bus services after 6.00 p.m. do not adequately meet the needs of employees working outside of normal office hours, or customers of businesses that are open for trade in the evening.</b>	Improvements to the evening bus service will be a requirement of the future contract (and earlier where possible) and are included in the specification of services which tenderers will be asked to price for. Later in the process there will be an opportunity to negotiate improvements to this specification with preferred bidders. (STP: pages 36 and 47)
8	<b>The bus service represents the only affordable means of transport for large numbers of residents who do not possess a car, yet evening services to most parts of the Island are inadequate.</b>	Some rural parts of the Island are not covered by evening bus services, particularly during the winter period, but the bulk of the population lives in the higher-density areas which do currently benefit from year-round access to bus services in the evening.
9	<b>Passengers departing Liberation Station on the limited late evening services are not able to use its facilities as the station closes early.</b>	Since it opened in September 2007, Liberation Station has been closed following the evening peak each day. A recent assessment identified that keeping the station open until 10 p.m. would cost £36,000/yr and not be a justifiable expense. With improved evening services this will be reviewed.

	<b>Findings</b>	<b>Comments</b>
10	<b>Practical and affordable opportunities for applying bus priority schemes in Jersey are limited by the size of existing roads; in most cases significant investment would be required to create additional bus lanes.</b>	Agreed. (STP: page 37). Provision of bus lanes would either involve land acquisition or reallocation of existing road space. The STP (page 37) concludes it would be better to focus on more readily achievable improvements first. A bus lane would be feasible on St. Aubin's Inner Road approaching West Park roundabout, though it could be counter-productive if increased congestion delayed the buses before reaching it. TTS propose to analyse this option and trial it if studies show it to be potentially advantageous.
11	<b>Passenger comfort is inadequate for many people on existing buses owing to insufficient space between seats.</b>	New vehicles will have better spacing, and this will be a requirement of the new contract commencing January 2013.
12	<b>Current arrangements for accommodating wheelchairs, child-buggies and luggage on buses have been criticised and can vary between vehicles and services.</b>	Agreed. The majority of the fleet will remain until the new contract commences, at which time these issues will be addressed. In addition, the current operator has pledged to increase the proportion of wheelchair-accessible vehicles sooner, which will be partially achieved by the delivery of a number of new vehicles early in 2011.
13	<b>Bicycles cannot currently be carried on buses.</b>	Discussions have been held with the current operator regarding trialling buses which can accommodate bikes. This will be pursued.
14	<b>The current bus fleet is comprised of conventional diesel-powered vehicles which tend to be noisy and have relatively high levels of emissions.</b>	In terms of emissions, the current fleet is much improved over the vehicles used prior to the current contract from 2002, and is comparable to that of Guernsey and many UK operators. Early experience with hybrid buses currently being trialled in London has shown that, because the technology is still in its infancy, reliability and fuel consumption have been generally poorer than expected.
15	<b>The use of alternative fuels in commercial and other vehicles is not considered in any detail in the policy.</b>	The potential for alternatively-fuelled buses will be considered as part of the new contract. However, current information suggests that such vehicles are considerably more expensive to buy and run than those with diesel engines.  TTS/Jersey fleet management is currently investigating options for electric commercial vehicles and will lead by example, subject to reasonable financial appraisal.

	<b>Findings</b>	<b>Comments</b>
16	<b>Current arrangements for discounted weekly and monthly bus tickets are date-limited and inflexible, so would not encourage occasional bus use.</b>	Agreed. The options for tickets are in need of review. TTS propose to do so in 2011 with regard to early implementation of improvements, and will address this issue within the new contract. It is anticipated that the onus will be placed on the operator to develop marketing and ticketing strategies rather than TTS, as with the existing contract.
17	<b>The additional burden of school travel by car during term-times is seen as tipping the balance between ‘acceptable’ and ‘unacceptable’ levels of congestion.</b>	Agreed.
18	<b>Just over half of parents responding to the 2006 Jersey Annual Social Survey indicated that they would make greater use of an improved school bus service.</b>	Agreed.
19	<b>The indicative budget for travel plans in the policy is just £40,000 to cover all States departments and schools; this is considered unlikely to be sufficient to deliver results in both areas.</b>	Discussions with a school travel plan co-ordinator at a UK local authority of similar size, has indicated that the budget is realistic. The cost of £40,000 per annum is based on providing a part-time contract post for 5 years, allowing for some marketing/promotional costs and support from existing resources at TTS, Health, and P&E Departments.
20	<b>Proposals to employ a part-time schools travel co-ordinator to ensure that all schools adopt a travel plan by 2015 are a step in the right direction, but it is considered that additional resources will be required.</b>	As above.
21	<b>The Panel welcomes proposals for a new hopper bus service which could reduce the demand for on-street parking in town and improve access for shoppers and visitors.</b>	A town hopper service will be part of the new contract commencing 2013.
22	<b>The policy does not support large-scale park-and-ride operations owing to constraints on land use and costs. Development of a ‘bespoke’ park-and-ride scheme is not considered appropriate by the Department, although smaller informal solutions are encouraged.</b>	Agreed.

	<b>Findings</b>	<b>Comments</b>
23	<b>There is evidence of public dissatisfaction with aspects of existing taxi and cab services; charges and availability feature amongst other concerns.</b>	Agreed.
24	<b>There is currently no integration of taxis with other public transport services.</b>	Agreed.
25	<b>There are disparities between regulated and unregulated taxi services which appear to cause difficulties within the industry and are potentially confusing to customers.</b>	Agreed.
26	<b>There is no evidence of majority public support for a reduction in availability of commuter parking, or for increased charges.</b>	The public consultation identified that 56.7% agreed and 37.1% disagreed that commuter parking spaces should not be increased. The public were not asked if numbers of spaces should be reduced. The STP does not propose to force a reduction in traffic by removing commuter spaces, rather a reduction will become possible by reduced demand. 42.1% agreed with an increase in parking charges and 53.4% disagreed. Nevertheless, our research suggests that this is likely to be necessary to achieve our traffic reduction target (the target was supported in the consultation).
27	<b>Existing bus services do not provide adequate alternatives to the use of the private car for most residents.</b>	Although it is proposed to make the bus service more comprehensive, the bus service review identified that 93% of the population live within 400m of a bus-stop and in the more populated southern areas of the Island the service is good. It is accepted, however, that for the more rural areas many bus services run Monday to Saturday, commencing at around 8 a.m. and finishing between 5 p.m. and 6 p.m., with no service at all on Sundays. Improvements have been introduced in 2010 to start to address this, and a more comprehensive coverage is proposed in the new model network which will be introduced as part of the new contract in 2013, if not before.
28	<b>The majority of commuters are expected to continue to use the private car for some years to come.</b>	TTS survey identified that 78% of commuters coming into St. Helier in the morning rush-hour do so by car. This will drop to 66% when the target 15% reduction is achieved, so even then the majority mode will still be the car.

	<b>Findings</b>	<b>Comments</b>
29	<b>The eco-friendly parking permit scheme does not take account of significant reductions in emissions for all new cars. It has limited environmental benefits but is exceptionally generous to a small number of owners, in direct conflict with the aim of the policy to reduce overall car use. If continued, States parking income will reduce substantially as the number of qualifying vehicles increases, leading to pressure to increase parking charges for others.</b>	Given the key finding 28 above, it is important to encourage low-emissions vehicles. Evidence shows that despite Jersey's low speed limits and short distances, the demand for very low-emissions cars is very poor, with models consequently only available by special order. Clearly, savings in fuel cost or VED are not sufficient to encourage the public to opt for such vehicles. The eco-friendly permit is known to have encouraged people, when changing their vehicle, to consider opting for a very low-emissions vehicle, (66 permits currently issued). It is accepted that the scheme will require review, as in time, either other vehicles would have to pay more to restore car park income, or the qualifying criteria for new vehicles would have to be made more stringent (though it would be unreasonable to remove the benefit to existing permit-holders without a long notice period). Although the Scrutiny Report suggests that the scheme is overly generous, TTS believes that it is a powerful catalyst for change towards more environmentally-friendly vehicles, and this will in time result in a much higher proportion of low-emissions vehicles in circulation in Jersey, many of which will not be using public car parks regularly.
30	<b>It is unclear from the policy whether proposals for the pedestrianisation of Halkett Place (south of Waterloo Street) will be progressed to completion.</b>	The STP is supportive of further pedestrianisation in the town centre and contains a proposal to develop a pedestrianisation scheme in Halkett Place south of Waterloo Street "subject to adequate arrangements for servicing deliveries, and shoppers' parking for the markets and north town centre, as well as progress towards the traffic reduction targets within this policy". Whilst consistent with the aims of the STP, removal of through-traffic will cause a deterioration of conditions on the surrounding road network, and the proposal is known to be unwelcome by a number of town retailers, particularly within the Central Market. Much work needs to be done to develop a scheme which enables the town centre to function successfully and for adequate access to be maintained in particular to the Central Market. Given the clear opposition of a number of businesses, a trial scheme is considered to be the best way forward.

	<b>Findings</b>	<b>Comments</b>
31	<b>There is no clarity concerning proposals in the policy for shared space schemes, traffic-calming, cycle network routes and improved pedestrian facilities in the town area.</b>	It is accepted that the STP does not provide detail on these issues. Detailed plans will be developed once the STP has been approved, subject to resources. The Minister has undertaken to provide walking and cycling strategies in 2011 which will further inform the process.
32	<b>Studies of the Beaumont junction have not come up with a cost-effective solution to congestion problems; remedies considered would necessitate construction of a new road for which land would have to be acquired, presumably by compulsory purchase.</b>	Agreed.
33	<b>An appropriate level of priority is given to cycling in the policy, and there is a good understanding of strategic considerations and the practical steps required in promoting cycling.</b>	Noted.
34	<b>The different elements of policy as they affect cycling are not brought together in the policy.</b>	Noted.
35	<b>The benefits of increasing the numbers of people cycling are not clearly stated.</b>	Noted. Page 26 of the STP explains how the target traffic reductions are expected to be achieved, and identifies that cycling would produce about 20% of the reduction. The significant benefits to health, however, will come from either increases in cycling or walking, of which cycling is predicted to be the greater contributor.
36	<b>Although the policy identifies safety as a key issue if cycling is to be promoted effectively and in a responsible manner, there is little detail on how this issue should be addressed.</b>	Accepted. TTS will deliver a cycle strategy during 2011 which will consider safety. This will inform the Road Safety Group, which will identify clear targets and actions for all road-users, including cyclists.
37	<b>The benefits of liaising with cyclists are not explored in the policy.</b>	Noted.
38	<b>Policy statements on road safety appear reassuring, but lack substance. A lack of specific proposals or targets other than to 're-establish a reducing trend' of</b>	It is accepted that the STP does not provide details of how road injuries can be reduced. There is a significant amount of work to be carried out, involving several organisations, to analyse causes and trends and develop appropriate actions and

	<b>Findings</b>	<b>Comments</b>
	<b>accident injuries and move towards an aspirational ‘vision zero’ target is not considered to constitute a sufficiently robust approach to road safety.</b>	targets. It was not possible to carry that work out in the STP timescales. The STP therefore proposes that TTS will establish and lead an appropriate group that will, in 2011, identify a specific trend target for accident reduction by the end of the policy period, and inform the States of this target and the rationale behind it.
39	<b>There is no specific consideration of marketing incentives for people to change their travel habits in the policy, nor is there any indication where this might be possible within the indicative budget.</b>	Although no specific mention is made of marketing incentives, the STP (page 61) proposes that public awareness campaigns will be organised and (page 88) identifies a proposed expenditure of £20,000 biannually. Specific bus route marketing is anticipated to become the responsibility of the new operator with the new contract commencing in 2013.
40	<b>Comments in the policy concerning a possible need for additional incentives to compensate for the possible effects of VED on the replacement of commercial vehicles are considered to be premature.</b>	Noted. The impact of VED needs to be monitored over several years and reviewed in due course.
41	<b>VED is not considered to be an appropriate method of taxation for large commercial vehicles, which have substantially higher emissions than private cars or light vans.</b>	As above.
42	<b>Emissions and/or roadworthiness testing would almost inevitably result in considerable additional costs to owners of private vehicles; the benefits have not been clearly established.</b>	Whether the cost would be considerable has not been determined. The STP recommendation is consistent with this finding: Monitor trends and develop for future consideration the costs and benefits of requirements for all road motor vehicles over a certain age to be tested regularly for emissions and roadworthiness.
43	<b>Evidence of an increasing number of defects in commercial vehicles tested following roadside checks suggests that there is a need for operators of commercial vehicles to be licensed.</b>	Agreed, hence the STP proposes such a licence system.
44	<b>Benefits of the policy are not identified as specific savings targets.</b>	Values can be put to the benefits (STP: page 83) but some of the parameters used are subjective. The targets proposed in the STP are objective and therefore not open to challenge.

	<b>Findings</b>	<b>Comments</b>
45	<b>The policy does not clearly identify any means by which the public would be kept informed of progress towards achieving its aims.</b>	The STP proposes (page 89) to publish traffic count data on <a href="http://www.gov.je">www.gov.je</a> annually.
46	<b>The budget allocated to the policy is not considered adequate to achieve its intended purpose; some aspects may therefore have to be dropped or delayed.</b>	The STP has been developed in the knowledge that funding will be limited to £500,000 per annum. It is agreed that more could be done sooner with an increased budget. However, in combination with some increase to public parking and other measures which do not require specific resourcing, the research suggests that the level of funding proposed will be sufficient to achieve the target reduction by 2015.

### Recommendations

	Recommendations	To	Accept/ Reject	Comments	Target date of action/ completion
1	<b>Both air and noise pollution should be followed up in detail to support the policy, with baseline levels, targets and success criteria defined.</b>	TTS, P&E, H&SS	Reject	Air quality baseline, targets and success criteria will be established in the forthcoming Air Quality Strategy. This is the responsibility of the Minister for Planning and Environment. The Minister for TTS is a member of the Air Quality Strategy Board. Noise pollution is not currently monitored in Jersey and no resources have been identified to do so.	
2	<b>Specific information should be provided to support policy targets for environmental sustainability.</b>	TTS, P&E, H&SS	Accept	TTS will liaise with the Environment and Health Departments to ensure that information will be provided regarding the STP's impact on air pollution and carbon emissions.	Annual
3	<b>The Department should set out targets and a clear programme for action in respect of each individual policy aim.</b>	TTS, P&E, H&SS	Partially accept	The STP has identified traffic reduction targets that it has the ability to monitor accurately and the research to justify that they are realistic. These targets will benefit all the aims of the policy. TTS will also develop road safety targets and a programme for action. Air quality targets will be addressed through the air quality strategy (P&E). Oil dependence will be addressed in the Energy Policy (P&E).	
4	<b>The issue of raising parking charges needs to be handled with care, balancing the need to achieve the desired modal shift with the need for people's travel needs to be met in an affordable way. A range of affordable and practical alternative</b>	TTS	Accept	Recommendation is consistent with STP approach.	2015

	<b>Recommendations</b>	<b>To</b>	<b>Accept/ Reject</b>	<b>Comments</b>	<b>Target date of action/ completion</b>
	<b>travel choices must be in place before any increases to parking charges are applied.</b>				
5	<b>Later bus services should be made available on the majority of routes departing Liberation Station. More regular services should also be provided on all major routes to enable residents to spend an evening out in other parts of the Island and still return to St. Helier by bus.</b>	TTS	Accept	Work in progress. Some improvements are imminent but comprehensive improvements will be introduced as part of the new contract in 2013 if not before.	2013
6	<b>Liberation Station should remain open longer in the evenings to accommodate passengers using later services.</b>	TTS	Accept	As the range of evening bus services are increased, the justification for later opening will be increased. The recommendation is accepted though this will be funding-dependent, as the provision of the bus services must take priority.	2013
7	<b>Consideration should be given to possibilities for extending the use of Liberation Station as a multi-purpose transport hub.</b>	TTS	Accept	Taxi, hopper bus and cycle facilities are envisaged as appropriate uses.	
8	<b>Bus priority schemes should only be pursued where significant costs would not be incurred, for example where sufficient lanes already exist to permit a bus lane to be created on a trial basis.</b>	TTS	Accept	A trial bus lane on St. Aubin's Inner Road approaching West Park roundabout is proposed.	2012
9	<b>Passenger seating should be adequately spaced on all vehicles ordered or brought into service from now on to improve access</b>	TTS	Accept	All new vehicles are to have better spacing for larger occupants. Any existing remaining stock after the start of the new contract in January	2013

	<b>Recommendations</b>	<b>To</b>	<b>Accept/ Reject</b>	<b>Comments</b>	<b>Target date of action/ completion</b>
	<b>and comfort for passengers of average or larger physique; wherever possible existing vehicles should be modified to address recognised problems with seat comfort.</b>			2013 would be converted in due course.	
10	<b>All buses should have access for wheelchair users and children in buggies. They should also have facilities for passengers to carry a reasonable quantity of luggage.</b>	TTS	Accept	All new vehicles to be wheelchair accessible.	Ongoing
11	<b>The Department should continue to investigate options for the carriage of a limited number of bicycles on all regular buses, whether on external racks or internally, with a view to offering this facility on all new buses (and retrofitting to older vehicles where appropriate).</b>	TTS	Accept	There are complications to this proposal, but TTS and the current operator are investigating the options and implications with a view to a trial.	2011
12	<b>The Department should take a pro-active stance on alternative, more environmentally-friendly fuels such as L.P.G. and bio-diesel rather than postponing consideration of alternatives.</b>	TTS, P&E	Accept	TTS/Jersey Fleet Management is currently investigating the acquisition of electric commercial vehicles and has a bio-diesel scheme in place. The options for L.P.G. and its environmental benefits will be investigated.	2011
13	<b>Possibilities for purchasing new gas-powered vehicles or converting existing buses should be investigated in depth and, if technically and economically feasible, specified as part of the new bus contract.</b>	TTS, P&E	Accept	This will be considered as part of the new contract.	2013

	<b>Recommendations</b>	<b>To</b>	<b>Accept/ Reject</b>	<b>Comments</b>	<b>Target date of action/ completion</b>
14	<b>More flexible ticketing options including Smart Cards should be progressed to encourage people to use buses as an occasional alternative to the car.</b>	TTS	Accept	Current operator is investigating an early introduction of smart cards. If not feasible for the limited period running on the current contract, this will be part of the new contract requirements. Options for smart cards to be used for other purposes such as car parking will be explored.	2013
15	<b>The needs-based review of school pupil travel patterns and potential for increased patronage of school buses is supported. The target of increasing school bus use by 20% by 2015 is considered potentially unambitious and should be revisited in the light of the review's findings.</b>	TTS	Accept	The proportion of secondary school children that travel to or from school by bus (25%) is considerably higher than the number of adults that travel to work by bus (6%) so the 20% is considered realistic having analysed pupil travel patterns; however it is accepted that further work needs to be done and the target may indeed be unambitious. It should be noted that the level of subsidy for school bus travel per passenger is considerably higher than for adults.	2015
16	<b>The budget for travel plans should be reviewed and consideration given to seeking expert assistance from consultants with a track record of success in delivering travel plans to local authorities and schools to maximise the benefits.</b>	TTS	Reject	Expert assistance will be used to set up and train personnel locally to implement a successful travel plan programme. Discussions with a school travel plan co-ordinator at a UK local authority of similar size has indicated that the budget is realistic. The cost of £40,000 per annum is based on providing a part-time contract post for 5 years, allowing for some marketing/promotional costs and support from existing resources at TTS, Health Department and Environment Department.	

	<b>Recommendations</b>	<b>To</b>	<b>Accept/ Reject</b>	<b>Comments</b>	<b>Target date of action/ completion</b>
17	<b>The Panel would prefer to see the hopper bus introduced as a free service as it believes this would encourage maximum use and bring faster recognition of the benefits of leaving the car at home. Failing this, a flat low fee for unlimited use on a daily or other basis would be recommended.</b>	TTS	Partially accept	The board times will reduce substantially if the service is cash-free, and as journey distance is short, the fare would have to be very low. Until operator costs are known with the tenders finalised for the new contract, it would be premature to promise a free service, as it could be at the expense of other more important services.	2013
18	<b>Even greater benefits could be realised if the hopper service was co-ordinated with an overall plan to increase pedestrianisation and cycle priority schemes in St. Helier.</b>	TTS	Partially accept	It is agreed that a town hopper service and pedestrianisation could be complementary. TTS will introduce a town hopper service by 2013. Pedestrianisation is addressed at recommendation 25 below.	
19	<b>The Department should take an active role in identifying and developing small-scale park-and-ride sites in suitable areas, in consultation with parishes. This would allow the development of a recognised network of approved parking and drop-off points which could be planned and integrated into the future bus network, rather than relying on ad hoc solutions.</b>	TTS	Accept	The bus service will be made more comprehensive, but it is accepted that there will be a minority of people who do not live within reasonable walking distance of a good bus service. TTS will take a proactive role in identifying small-scale park-and-ride opportunities to meet the needs of those people.	2013
20	<b>The Department's review of taxi services should be brought forward to ensure implementation of necessary changes within a shorter timescale than currently proposed, i.e. before 2015.</b>	TTS	Reject	The issues are complex and the impacts may have a direct effect on people's livelihood. TTS will implement changes as soon as practicably possible, bearing in mind the livelihood of those involved, and ensure full	2015

	<b>Recommendations</b>	<b>To</b>	<b>Accept/ Reject</b>	<b>Comments</b>	<b>Target date of action/ completion</b>
				implementation by 2015, if not before.	
21	<b>Car parking charges should not be used as a lever to ‘persuade’ people to change their mode of transport unless other positive measures have been tried and their results assessed.</b>	TTS	Accept	Our research suggests that to achieve the 15% peak-hour reduction in traffic, an above-inflation increase in the order of 50p per day will be one of the measures required. The STP however, makes clear that alternatives, in particular the bus service, will be improved first so that the effectiveness of other measures can be assessed before the need to increase parking costs or the appropriate increase is determined. (STP: pages 14, 29 and 51)	2015
22	<b>If parking charges are increased above inflation at any point in the future, any increase in income which may result should be hypothecated for improvements to alternative sustainable transport provision.</b>	TTS	Accept	The 15% target traffic reduction at peak times will result in a significant reduction in number of commuter vehicles in public car parks (estimated to be between 1,000 and 1,300 vehicles per day). The reduction in parked cars is expected to more than negate any increased income from above-inflation increases in parking charges. If, however, this proved not to be the case, TTS would support its use as proposed.	2015
23	<b>Assuming that the STP is the model for the future and the Department has confidence in it, the Panel considers that there would be merit in using an element of the Car Park Trading Fund to stimulate travel choice initiatives.</b>	TTS	Reject	The Car Park Trading Fund has to cover the cost of administering and maintaining TTS public car parks and is not expected to have surplus funds to support the STP. (see 22 above)	2015

	<b>Recommendations</b>	<b>To</b>	<b>Accept/ Reject</b>	<b>Comments</b>	<b>Target date of action/ completion</b>
24	<b>The eco-friendly parking permit scheme should be dropped, or reviewed taking into account emissions levels of new cars, the aims of the Sustainable Transport Policy, and likely costs and benefits to the States of continuing the scheme.</b>	TTS	Partially accept	TTS do not propose to abandon the scheme, as it is currently the only effective incentive for people to use low-emissions vehicles, but accept that it will need to be reviewed and revised as car technology develops.	Ongoing
25	<b>The Department should review proposals for extending pedestrianisation contained in the EDAW strategy with the Parish of St. Helier and the Planning Department, with a view to developing plans to trial more extensive pedestrian and cycling zones in the town centre, subject to appropriate consultation with residents and commercial interests.</b>	TTS, P&E	Reject	The EDAW proposals included road closures of Colomberie, Hill Street, Halkett Place, Broad Street Charing Cross, York Street and the Weighbridge. Under current traffic conditions, removal of traffic from all those roads would cause excessive congestion and pollution on the remaining network, which would not be consistent with the aims of the STP. TTS supports a trial pedestrianisation scheme for Halkett Place, but does not support the other proposals during the next 5 years.	
26	<b>Large-scale redevelopment of the Beaumont junction should not be pursued at this time. However, any possibilities for incremental improvements to ease traffic flow through the area, which do not involve major costs (such as conversion of the existing Perquage car park crossing), should be followed up.</b>	TTS	Accept	Consistent with STP policy.	2011
27	<b>All policy elements relating to cycling, both strategic and practical,</b>	TTS	Accept	A cycle strategy is to be developed in 2011.	2011

	<b>Recommendations</b>	<b>To</b>	<b>Accept/ Reject</b>	<b>Comments</b>	<b>Target date of action/ completion</b>
	<b>should be brought together in one document setting out a ‘roadmap for cycling’.</b>				
28	<b>A sustained commitment to cycling over the lifetime of the policy should be stated, with a budget, organisational structure, timescales and targets worked out no later than the end of 2011.</b>	TTS	Accept	See above	2011
29	<b>Issues around cyclists and road safety should be a specific focus of the road safety task group.</b>	TTS, HA	Accept	They will be.	2011
30	<b>The policy statements on road safety and a ‘reducing trend’ for accident injuries should be treated as an interim position and replaced with more specific and robust targets to be developed by the road safety task group within an agreed timeframe.</b>	TTS, HA	Accept	TTS will establish and lead an appropriate group that will, in 2011, identify a specific trend target for accident reduction by the end of the policy period, and inform the States of this target and the rationale behind it.	2011
31	<b>All proposals for road improvements or alterations should include detailed consideration of safety implications for all road users, not just private cars or public transport.</b>	TTS	Accept	This is considered best practise.	
32	<b>Marketing incentives should be considered to promote the use of new or improved bus services, encourage greater uptake of under-used services and promote alternative transport choices.</b>	TTS	Accept	This will be the responsibility of the operator under the new contract from 2013.	2013

	<b>Recommendations</b>	<b>To</b>	<b>Accept/ Reject</b>	<b>Comments</b>	<b>Target date of action/ completion</b>
33	<b>The Department should work with the Treasury to develop an appropriate mechanism to deal with the taxation of larger commercial vehicles based on their higher emissions levels, rather than seeking ways to incentivise owners to replace older vehicles.</b>	TTS, P&E, T&R	Accept	TTS will liaise with the Treasury and the Environment Department to review the appropriateness of the current VED scheme for commercial vehicles, allowing sufficient time for the impact of the current scheme to be assessed.	2015
34	<b>Emissions and MOT style testing for privately owned vehicles should not be pursued at this time.</b>	TTS	Accept	The STP (page 82) recommends that TTS monitors trends and develops for future consideration, the costs and benefits of requirements for all road motor vehicles over a certain age to be tested regularly for emissions and roadworthiness. Those costs and benefits will identify whether there is a case for a future MOT style system.	
35	<b>Commercial vehicle operator licensing is supported, and should include requirements for training and professional competence as well as vehicle maintenance and compliance with emissions standards.</b>	TTS	Accept	Training and professional competence to be included in the operator licence scheme to be introduced by end of 2012.	2012
36	<b>The Department should prioritise opportunities for maximum benefit at low or no cost, such as developing pedestrianisation and cycle network schemes.</b>	TTS	Accept	The principle is accepted, though it is not accepted that pedestrianisation or cycle network schemes can be introduced at no cost.	
37	<b>Spending should be clearly prioritised and targeted on essential, rather than 'nice-to-have' items, structured as a rolling programme to</b>	TTS	Accept	The principle is accepted. The largest spend is the bus contract and the STP (page 88) identifies that if the new contract costs are higher than expected, then certain	

	<b>Recommendations</b>	<b>To</b>	<b>Accept/ Reject</b>	<b>Comments</b>	<b>Target date of action/ completion</b>
	<b>ensure maximum benefits from money spent in each area, rather than attempting to cover a whole range of policy objectives with limited funding.</b>			essential services would take priority over those measures which could be considered “nice to have”.	
38	<b>To give the policy a greater chance of success, the Panel believes that the Minister will need to identify additional and innovative sources of funding.</b>	TTS	Accept	The STP has been developed in the knowledge that funding will be limited to £500,000 per annum. In combination with some increase to public parking and other measures which do not require specific resourcing, the research suggests that the level of funding proposed will be sufficient to achieve the target traffic reduction by 2015. Some additional income should be forthcoming from developer contributions (STP: page 86). This is, however, unpredictable. The need for new innovative sources of income will be reviewed as out-turn costs of initiatives become known, as well as the level of developer contributions.	2015