

Government of Jersey
Union Street | St Helier | Jersey | JE2 3DN

Deputy Hilary Jeune
Chair, Environment, Housing and Infrastructure Panel

BY EMAIL

25th March 2025

Dear Chair,

Re: Engagement and consultation on changes to traffic flow

Thank you for your letter of 11th March in relation to engagement and consultation on changes to traffic flow and associated trials.

The legal requirements for temporary modification of traffic flows are set in the Road Traffic (Jersey) Law 1956. An Order made under Article 68 may temporarily modify Orders made under Articles 59 (Parking places), 62 (Restrict use of roads by vehicles), or 63 (Designation of pay parking places) for the purposes of a trial or other initiative. This requires consultation with the relevant Parish and two notices to be placed in the Jersey Gazette seven days preceding the date of effect.

Beyond this statutory minimum, the level of appropriate engagement varies according to the needs, complexity, and impact of the scheme on road users and the neighbouring and wider island community. Thus, each project communication plan is developed as a bespoke product. Some small traffic management interventions can have a large impact, whereas other larger schemes can have minimal effect, thus a one size fits approach would not be appropriate.

The simplest way to illustrate this is to consider the communication plans of a recent typical project, as below.

Example - Bagatelle Safer Routes to School

The Bagatelle Safer Routes to School project includes numerous proposals to make it safer for children to walk, cycle, and take the bus to school. The proposals deliver on the commitments set out in the [‘Sustainable Transport Policy: Next Steps’](#) and aim to be delivered in phases over the next few years.

The [Bagatelle Safer Routes to School](#) schemes are being introduced in response to the Bagatelle Road [safer routes to school island wide engagement](#) carried out in 2022, an example of how the Department uses community feedback to inform the development of schemes. This engagement highlighted that respondents wished to see a reduction in the volume of traffic, better and more crossing points, and a safer road environment. The trial schemes have been developed working with key stakeholders including the nearby schools and the relevant Parish authorities.

From this engagement, various traffic engineering, behavioural change and public transport options were reviewed through a prefeasibility study that would address the concerns raised through the engagement survey. This included engagement with major stakeholders, such as the schools.

These were then brought forward for discussion with the relevant parish, depending on where the engineering intervention would be situated, and which road authority would be responsible for final decision making (see Appendix A)

Then, where parish support has been received, a process is commenced to instigate a trial in order to ascertain the performance or otherwise of the measure.

BAGATELLE SAFER ROUTES TO SCHOOL
 Helping you walk and cycle to school safely

The Bagatelle Safer Routes to School project includes numerous proposals to make it safer for children to walk, cycle and take the bus to school. The proposals deliver on the commitments set out in the Sustainable Transport Policy: Next Steps and aim to be delivered in phases over the next few years.

AREA CONTEXT	AIMS & OBJECTIVES	PROJECT BENEFITS
School survey and focus groups in 2022 identified priority locations for intervention (see below)	Improving cycling and walking infrastructure	More people walking and cycling to school
Project area includes multiple schools with: 7500 PUPILS 500 STAFF	Increasing cycling and walking	Increased bus use
2022 school survey identified reducing road danger as a key priority	Fewer motor vehicle journeys	Reduction in private car use and reduced CO2
Existing modes used to access school: 60% CAR 30% ACTIVE TRAVEL	Improve road safety	Reduced collisions and increased safety perception

PROPOSED IMPROVEMENTS IN 2025/2026

- Jersey College for Girls (JCG) crossing upgrade on Le Mont Millais
- Fountain Lane - active travel priority / traffic restriction
- Clarence Road - active travel priority / traffic restriction at junction with Pleasant Street, Grosvenor Street and College Hill

Further schemes are in development across the Bagatelle Safer Routes to School project area

Map labels: HIGHLANDS COLLEGE, ST SAVOIRS SCHOOL, MAITLED SCHOOL, DE LA SALLE COLLEGE, SPRINGFIELD SCHOOL, BEAULIEU SCHOOL, VICTORIA COLLEGE, JERSEY COLLEGE PREP, VICTORIA COLLEGE PREP, JERSEY COLLEGE FOR GIRLS, ST LUNE'S SCHOOL, PLAT DOUET SCHOOL.

Infrastructure and Environment
 More details on all schemes will be available closer to delivery dates. In the meantime, please contact DFI@gov.je or visit gov.je/activetravel

Fig 1. Leaflet explaining proposals to the public and interested parties

Example - Clarence Road

To trial a safer space for children and adults walking and cycling to school, the Government is proposing to introduce a traffic restriction on Clarence Road at its junction with Pleasant Street, Grosvenor Street and College Hill. In this instance, the Minister for Infrastructure is the Roads Authority and the final decision maker but must consult with the Parish because of the effect upon its neighbouring roads and residents.

8. Clarence Road – Proposed timeline

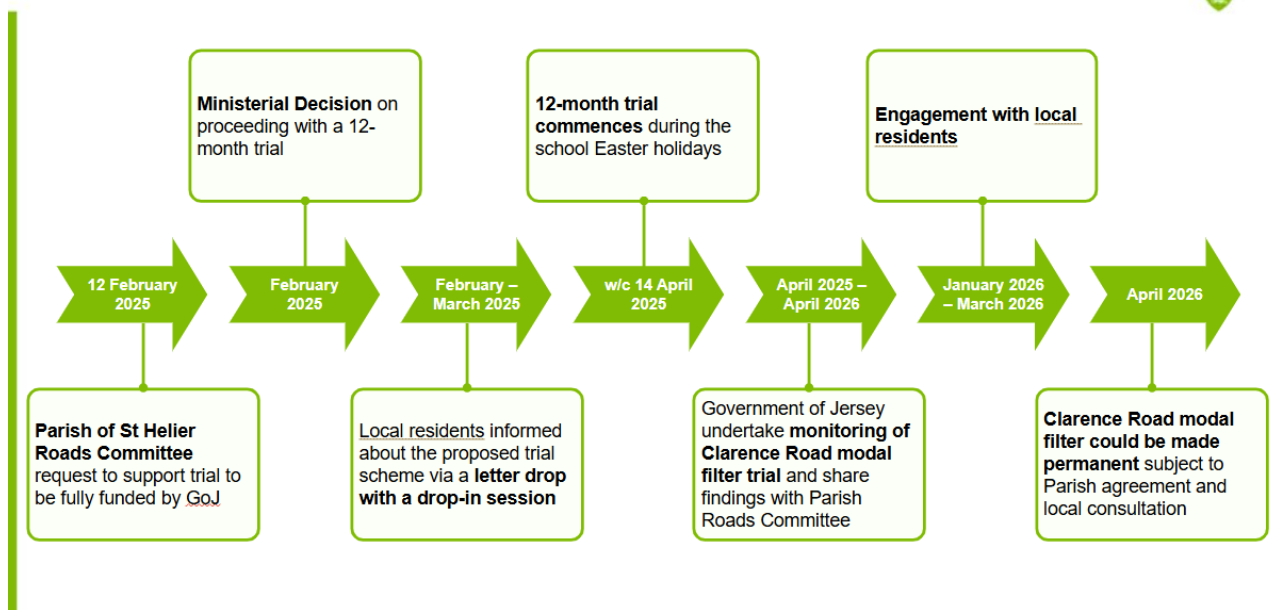


Fig 2. Clarence Road Proposed Project Timeline and Communications

Notice was provided to residents in the vicinity of the safer routes to school trial interventions six weeks ahead of the proposed trial. The relevant scheme leaflet was letter dropped to approximately 2,100 homes and businesses inviting comment via email or through the local drop-in sessions and was further publicised through social media and the Government’s Safer Schools Zones [website](#). The leaflets were also distributed by the schools to parents.

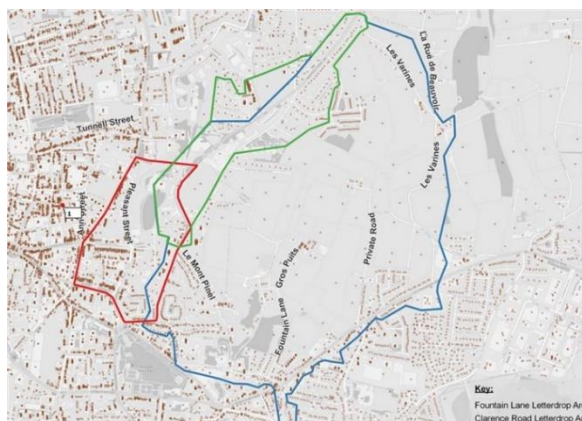


Fig 3. Map showing zones for the letter drop.



BAGATELLE SAFER ROUTES TO SCHOOL



Helping you walk and cycle to school safely

3

TRIAL MODAL FILTER ADJACENT TO CLARENCE ROAD

To provide a safer space for children and adults walking and cycling to school, the Government of Jersey are proposing to introduce a traffic restriction on Clarence Road at its junction with Pleasant Street, Grosvenor Street and College Hill. The proposed modal filter will be introduced as a 12-month trial in April 2025 and will provide a safe area for pedestrians accessing Victoria College Preparatory and other local schools while reducing through traffic on local roads.

PROPOSED CHANGES

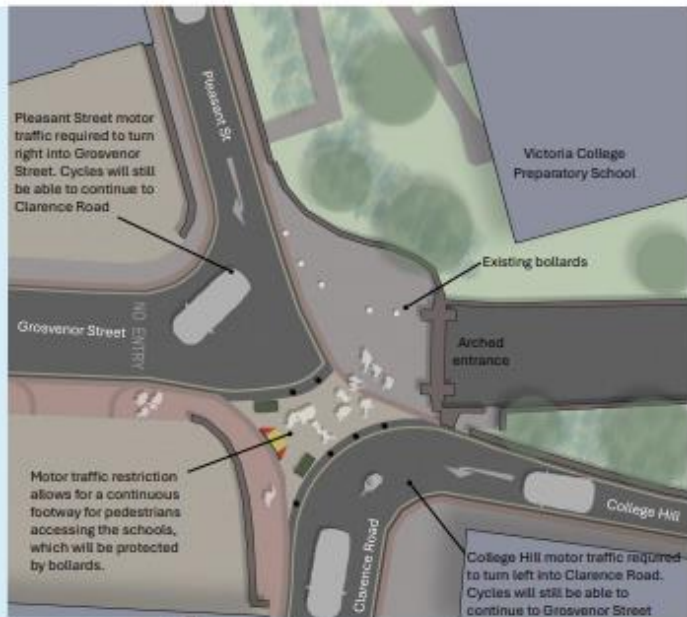
The trial traffic restriction will introduce a set of traffic bollards on Clarence Road at its junction with Pleasant Street, Grosvenor Street and College Hill.

The bollards will create a safe, traffic free pedestrian crossing area to Victoria College Preparatory (VCP), while allowing cyclists to pass through between the two junctions and retaining school vehicular access.

Through-traffic between College Hill and Grosvenor Street, and between Pleasant Street and Clarence Road, will not be allowed.

SCHEME MONITORING

The scheme impacts will be monitored over the 12-month trial period. The Government will conduct pedestrian and traffic counts outside VCP and are installing traffic counters at the junction of College Hill with Le Mont Millais to understand the impact of the scheme on general traffic, pedestrian and cycle levels before and during the scheme trial.



TARGET PROGRAMME

December 2024 – March 2025
Engagement and trial preparation

14 April 2025 - Trial of Clarence Road modal filter planned to commence

April 2025 - April 2026 – Monitoring of trial and consultation on making scheme permanent

April 2026 – Trial scheme decision following consultation

“ Given the number of young students and families who frequent this area daily, ensuring their safety should be a top priority. Daniel Pateman, Headteacher, Victoria College Preparatory School ”



Infrastructure and Environment

Should you have any comments regarding the proposed scheme, please get in touch by email at DFI@gov.je

For information about our approach to active travel please visit: gov.je/activetravel

Fig 4. Leaflet to public detailing proposed changes to Clarence Rd, scheme monitoring and programme.


Drop-in Sessions

The covering letter accompanying the information leaflet sent to the households invited any interested person to attend a series of drop-in exhibitions, where I&E transport and road safety professionals would be available to answer questions about the trial proposals directly.

The purpose of this engagement is to understand whether there are any issues that would need minor modifications to the proposals, gain feedback on public concerns that can be monitored during the trial operation and assist people to fully understand the scheme aims.

It is important to keep in mind that at this stage the trial has not been commenced and so comment received is generally conjecture, as opposed to empirical observation. This is the reason why the drop-in sessions are engagement rather than consultation.

7. Bagatelle Safer Routes to School – Engagement Summary



Bagatelle Safer Routes to School – 2022 Survey:

- 221 responses
- Three most popular responses:
 - A reduction in the volume of traffic was needed to improve the local area (48%)
 - **Better/more crossing points (46%)**
 - Safer environment on the roads (43%)

Bagatelle Safer Routes to School – March 2025 Resident Engagement for Three Schemes:

Letters and scheme leaflets sent out to 2,100 residents:

- JCG Crossing - 266
- Fountain Lane – 1,240
- Clarence Road - 832

- 27 residents have either emailed or telephoned I&E in response to the engagement letter
- ~ 60 attendees across all three drop in sessions (JCG ~4, Fountain Lane ~20, Clarence Road ~30-40)

	Number of responses	Supportive of scheme	Change to trial design	Traffic impact	Traffic data	Collisions	Details of monitoring	Lack of consultation	Costings	Emergency vehicles	Roadworks
JCG Crossing	2	1	1	1	0	1	0	0	0	0	0
Fountain Lane	5	3	1	3	0	0	1	0	0	1	0
Clarence Road	20	0	6	10	2	1	2	4	0	1	1

In respect of the proposed Clarence Road trial, I have also attended a public meeting with residents, at their request, to discuss concerns they have regarding the trial scheme and to explore and consider other potential options. This was a very helpful and constructive meeting and, it needs to be emphasised, could very well lead to us adopting an alternative option for the trial to create a safer space for children and adults walking and cycling to school. This is an exemplar of our engagement in action.

Clarence Road Scheme Monitoring

The scheme impacts will be monitored over the trial period. This will allow the measures to settle in and for changes in travel patterns and behaviours to become apparent so that an informed decision can be made. Adjustments may be necessary to take account of real-world feedback within the trial period.

In the case of Clarence Road, the Department will conduct pedestrian and traffic/speed counts outside VCP and have installed an automated live traffic counter at the junction of College Hill with Le Mont Millais to understand the impact of the scheme on general traffic, pedestrian and cycle levels before and during the scheme trial, as well as undertaking observations around the wider network.

As is normal the Department would expect to receive comments throughout the trial, on occasion these may result in the measures being adjusted. The comments received are included in the project evaluation report.

Post Trial Consultation

Towards the end of the trial period, once the measures have settled and as reliable quantitative data becomes available, a public consultation survey will be issued to receive feedback and qualitative data of the perceived success of the trial or otherwise.

This information will then be compiled into a project evaluation report to inform decision making. For a one-year trial, evaluation needs to be carried out at around nine months so that engagement with the parish authorities to inform the final ministerial decision can be progressed.

Clarence Road Evaluation Report and Decision Making

The evaluation report will be used for discussion with the Parish and the Minister, before recommendations are made by officers as how to proceed. This may include further public consultation events, before a final ministerial decision is made.

The evaluation report would then be published on www.gov.je with the final decision, setting out the process, quantitative data collected and qualitative data received, with the rationale for the final decision.

Other recent examples that resulted in schemes of various scale include:

1. [Trinity Village Improvement scheme](#) (see pages 21 – 31 for consultation process and results)
2. [St John's Village Improvement Scheme](#) (see pages 2 – 23 for consultation process and results)


I hope you find this information of use and we will be able to provide the Panel with further information during the hearing taking place on the 9th April.

Yours sincerely



Constable Andy Jehan
Minister for Infrastructure


APPENDIX A - Bagatelle Safer Routes to School – Clarence Road - PoSH Presentation



Infrastructure
and Environment

Gouvernement d'Île de Manne

Bagatelle Safer Routes to School – Clarence Road



BAGATELLE
SAFER ROUTES TO SCHOOL
Helping you walk and cycle to school safely

February 2025

Clarence Road – Meeting Purpose

The purpose of this meeting is to provide an overview of the wider Bagatelle Safer Routes to School project and brief the Roads Committee on a proposal to introduce a 12-month trial modal filter on Clarence Road from April 2025.

- The Infrastructure & Environment Team have school and Ministerial support to trial a safer, traffic free pedestrian crossing area to Victoria College Preparatory (VCP) from the top end of Grosvenor Street.
- The scheme will directly support 220 school pedestrian crossing movements in the school peaks and encourage more students to walk to school.
- The scheme will be introduced on Clarence Road, a Government of Jersey road but traffic changes will affect users on adjoining Parish of St Helier Roads. These impacts will be monitored throughout the trial.
- We would like to brief the Roads Committee on the scheme and its benefits and understand any comments/concerns so that we can make changes if need be before the trial.
- We will undertake a community letter drop and facilitate a drop-in session at the beginning of March 2025 and will brief the Roads Committee and residents on monitoring outputs throughout the trial.

Case Study

Traffic restrictions have been shown to be a success including on Dorset Street. Another example, Rue du Maupertuis delivered in 2020 (following a one-year trial) introduced traffic bollards shown in the photograph below. The change led to 77% of Le Rocquier students using the route feeling safer when travelling to and from school.



Clarence Road – Agenda



- | | |
|---|---|
| <p>1 Bagatelle Safer Routes to School Project - Background</p> <p>3 Clarence Road – Scheme Drivers</p> <p>5 Clarence Road – Data Analysis</p> <p>7 Clarence Road – Proposed Engagement</p> <p>9 Clarence Road – Summary</p> | <p>2 Bagatelle Safer Routes to School Project – Overview of Schemes</p> <p>4 Clarence Road – Scheme Overview</p> <p>6 Clarence Road – Diversion Routes</p> <p>8 Clarence Road – Proposed Timeline</p> |
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The **Sustainable Transport Policy** decision-making principles state that to reduce vehicle journeys, it will:

'Make walking and cycling more attractive, especially for travelling to school and commuting, by provided safer routes'
 – **Principle No. 4**

1. Clarence Road – Bagatelle Safer Routes to School Project



An island wide online engagement exercise in 2022 and school reports for the wider area identified opportunities for road safety and active travel measures in the project area (see adjacent map showing heat map of response focus areas)

Area Context

<p>Project area includes multiple schools with:</p> <p>7,500 Pupils 600 Staff</p>	<p>2022 survey identified improving road safety as a key priority.</p>	<p>Existing modes used to access school:</p> <p>60% Car 30% Active Travel</p>
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Aims & Objectives

<p>Improving cycling and walking infrastructure</p>	<p>Increasing cycling and walking</p>
<p>Fewer motor vehicle journeys</p>	<p>Improve road safety</p>

Project Benefits

<p>More people walking and cycling to school</p>	<p>Increased bus use</p>
<p>Reduction in private car use and reduced CO₂</p>	<p>Reduced collisions and increased safety perception</p>



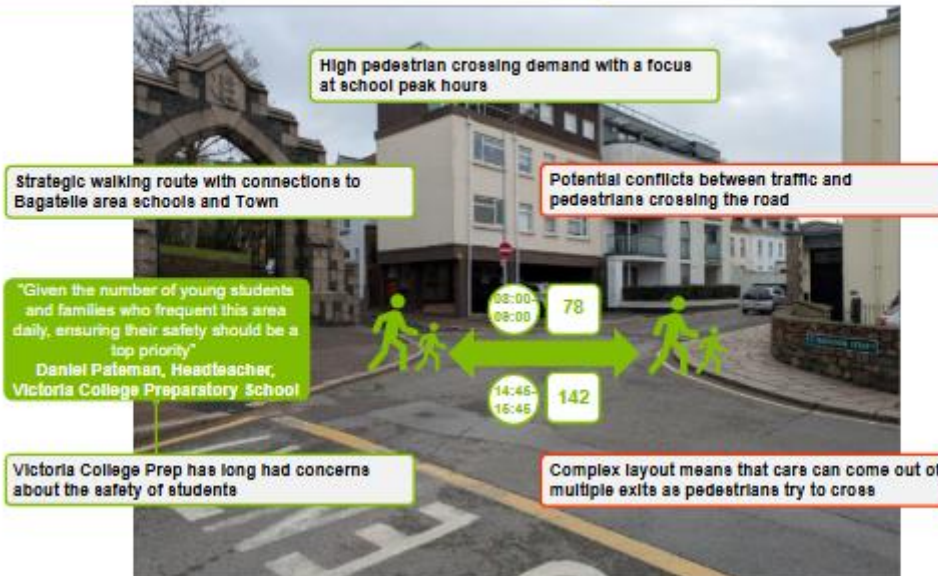
2. Clarence Road – Bagatelle Safer Routes to School Project

10 Proposed Improvement Focus Areas

- 1 Footway widening and new crossing on Bagatelle Road at St Saviour's School
- 2 La Rue du Froid Vent / Wellington Road and Bagatelle Road / Les Yvignes junction improvement
- 3 New crossing on Bagatelle Road at northern end of Claremont Road
- 2025 Delivery 4 Improvement to crossing on Le Mont Millaïs at Jersey College for Girls (JCG) car park
- 5 Improvement to path to southbound bus stop at JCG
- 6 School Street / active travel priority between JCG and Jersey College Prep on Claremont Road
- 2025 Delivery 7 Fountain Lane – active travel / traffic restriction
- 8 Feasibility of new crossing on Le Mont Millaïs at southern end of Claremont Road
- 2025 Delivery 9 Clarence Road - active travel / traffic restriction at junction with Pleasant Street, Grosvenor Street & College Hill
- 10 Improvement to crossing on Bagot Road



3. Clarence Road – Scheme Drivers



4. Clarence Road – Scheme Proposal



Photomontage showing proposed changes:

Proposed Changes

The trial traffic restriction will introduce a set of traffic bollards on Clarence Road at its junction with Pleasant Street, Grosvenor Street and College Hill.

The bollards will create a safe, traffic free pedestrian crossing area to Victoria College Preparatory (VCP), while allowing cyclists to pass through between the two junctions and school traffic to enter/exit the school.

Through traffic between College Hill and Grosvenor Street and between Pleasant Street and Clarence will not be allowed.



5. Clarence Road – Vehicle Counts, November 2024 – January 2025



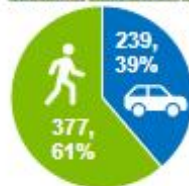
- The trial will prohibit through motor traffic between College Hill and Grosvenor Street and between Pleasant Street and Clarence Road.
- Approximately 210 vehicles in the school morning peak and 150 vehicles in the school afternoon peak make these movements on a typical day with approximately 80 vehicles dropping off or picking up students.
- Traffic surveys undertaken on the 9th and 22nd January 2025 suggest that most vehicles travelling between Pleasant Street and Clarence Road and College Hill and Grosvenor Street do not start or end their journey on these roads.

Pedestrian crossing vs vehicle movements through junction:

AM Peak (08:00-09:00)



PM Peak (14:45-15:45)



6. Clarence Road – Scheme Diversion Routes



- As a result of the proposed trial modal filter, Pleasant Street and College Hill should see a reduction in traffic volumes with traffic likely to use Le Mont Milais, Wellington Road and St Saviour's Road main roads.
- For traffic continuing to use Pleasant Street and College Hill, some of the possible local diversion routes to access Claremont Road and Grosvenor Street are shown on the adjacent map.
- It should be noted that local access to all properties will be maintained although access may require some of the diversions outlined on the adjacent map.



7. Clarence Road – Proposed Engagement



- Local residents will be informed about the wider Bagatelle Safer Routes to School project and proposed Clarence Road trial with a letter drop in February-March 2025. Residents will have an opportunity to provide feedback by email and at a proposed local drop-in session with Project Team and Parish Roads Committee representatives.
- Throughout the trial, monitoring will take place, and the results shared with residents. Residents will also be consulted on making the scheme permanent.

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Helping you walk and cycle to school safely.

KEY FEATURES

- Improved pedestrian crossings
- New cycle lanes
- Improved street lighting
- New bollards
- New signage
- New road markings
- New street furniture
- New street trees
- New street art
- New street lighting
- New street furniture
- New street trees
- New street art

PROPOSED IMPROVEMENTS IN ACCESS

1. Improved pedestrian crossings
2. New cycle lanes
3. Improved street lighting

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PROPOSED CHANGES

1. Improved pedestrian crossings

2. New cycle lanes

3. Improved street lighting

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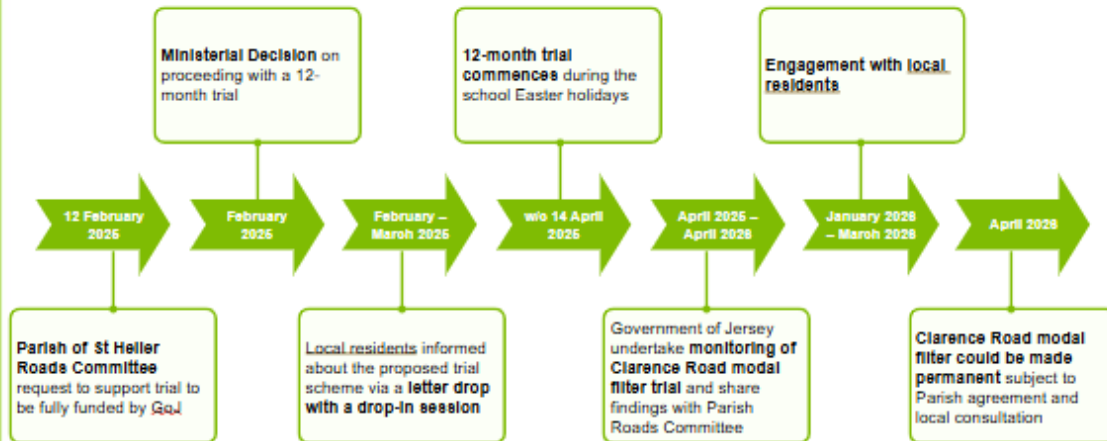
PROPOSED IMPROVEMENTS

1. Improved pedestrian crossings

2. New cycle lanes

3. Improved street lighting

8. Clarence Road – Proposed timeline



9. Clarence Road – Summary



- The Infrastructure & Environment Team plan to introduce a 12-month trial to create a safer, traffic free pedestrian crossing area to Victoria College Preparatory (VCP) and wider schools
- The scheme will directly support 220 school pedestrian crossing movements in the school peaks and encourage more pupils to walk to school. With restrictions on through traffic routes some local journeys will need to reroute
- A community drop-in session will be organised during the first week of March 2025 and we would welcome Roads Committee representation
- The scheme will be monitored through manual and automatic traffic counts and the findings shared with the Roads Committee before a decision on scheme permanency

