

**WRITTEN QUESTION TO THE MINISTER FOR INFRASTRUCTURE  
BY DEPUTY K.L. MOORE OF ST. MARY, ST. OUEN AND ST. PETER  
QUESTION SUBMITTED ON MONDAY 14th OCTOBER 2024  
ANSWER TO BE TABLED ON MONDAY 21st OCTOBER 2024**

**Question**

“Will the Minister provide an update on the delivery of the [School Street Scheme for Safer Travel to school](#); and regarding the [School Travel Issues and Opportunities Reports](#), will the Minister advise which of the identified solutions have been completed and which remain outstanding and, for schools where no report exists, when these will be produced?”

**Answer**

As of now, two schools – St Luke’s Primary School and Trinity Primary School – have successfully implemented School Streets. I was delighted to visit St Luke’s on 10<sup>th</sup> October to see the School Street in action. A Ministerial Decision has been made to make the St Luke’s School Street permanent, following the conclusion of a successful trial period. In addition, First Tower Primary School and Grouville Primary School have approached the Department regarding the potential for School Streets, and discussions are ongoing with the relevant Parishes and school communities.

The School Street Scheme is part of the wider Safer School Zones initiative, which was developed from the outcomes of the Safer Routes to School Programme. These Safer School Zones identify roads around schools where improvements can be made to enhance safety and encourage more sustainable modes of travel for pupils, parents, and staff. The zones that have been identified will inform future infrastructure projects, including the development of cycling and walking routes.

The results from Phases 1 to 3 of this programme are currently being mapped and will feed into future infrastructure plans. The next phase, Phase 4, is scheduled to begin in the spring term of 2025, and the following schools will be included:

- Grand Vaux
- La Moye
- Mont Nicolle
- St Lawrence
- St Mary’s
- St Peter’s
- FCJ Primary
- Grainville

Each school will be considered on a case-by-case basis for the implementation of either School Streets or School Safety Zones, depending on funding and collaboration between the schools, Parishes, and the Government. For example, in the case of Les Landes Primary School, the Issues and Opportunities Report recommends the establishment of a School Safety Zone rather than a School Street.

For schools that do not yet have a report, it is anticipated that a final phase of this work will begin once Phase 4 has been completed, ensuring that the remaining schools will have their travel issues and opportunities assessed, with recommendations for safer and more sustainable travel options being implemented as appropriate. Our ambition is to get this work completed as quickly as possible, although we can only go as fast as our resource levels allow.

The Department continues to work to ensure the safety of school routes and in partnership with school communities and parishes to deliver meaningful and long-lasting improvements. Some of the notable achievements from Phases 1-3 include new bicycle shelters, racks and scooterpods at schools, zebra crossings, footway improvements, wayfinding upgrades and support for the WOW (Walk to School) challenge.