

**WRITTEN QUESTION TO THE MINISTER FOR INFRASTRUCTURE
BY THE CONNÉTABLE OF ST. JOHN
QUESTION SUBMITTED ON MONDAY 21st JUNE 2021
ANSWER TO BE TABLED ON MONDAY 28th JUNE 2021**

Question

Will the Minister advise –

- (a) what priority is being given to the ‘Safer Routes to Schools’ initiative within his portfolio;
- (b) how the prioritisation of schools for review within this initiative has been determined;
- (c) what priority, if any, is given to schools whose teachers currently park their vehicles in active playgrounds; and
- (d) when he expects to complete Safe Routes to Schools for both primary schools and for secondary schools?

Answer

- (a) Creating safer routes to school remains one of the highest priorities in my portfolio and I am keen that we put children at the forefront of our considerations when introducing improvements to our infrastructure.

The sustainable transport policy, which has been adopted by the states assembly, puts the need of children at the top of the Jersey mobility hierarchy and we are continuing to develop new policies and projects as quickly as resources allow.

- (b) The Department has limited resources for undertaking reviews of schools and their safer routes requirements, and they must necessarily be prioritised accordingly. To guide our investment programme we undertake travel planning initiatives with the schools to objectively identify the best ways Government can help with encouraging healthy and active travel. There is little point investing in, say, expensive infrastructure when simple things like introducing a lollipop person or encouraging car sharing might be the most practical and effective alternatives.

Thus projects are targeted in structured and prioritised manner where there is an evidenced need based upon demand (actual and unmet) and road safety data, rather than merely react to the calls of lobbyists without closely examining the evidence.

(Note - all requested for road safety improvements are put through a structure assessment process to by experienced and qualified road safety specialists, where a benefit might be achieved any scheme identified from this process is incorporated into the government’s ongoing highway improvement programme, depending upon the circumstances in some instances it is more appropriate to reffer the request to enforcement agencies or the Road Safety Panel for inclusion in their educational campaigns).

Due to the Departure of key staff prior to the STP Strong start the travel planning capability of the Department had waned, and many existing school travel plans had become dated. Under my stewardship I have worked to reenergise this initiative as quickly as possible so we can fulfil our commitment to put children first. Unfortunately, this had stalled during the pandemic but we are now looking to get back on track.

I have requested that the prioritisation of the travel planning initiatives takes place with schools in the St Saviours and St Helier area, as this is where we know the traffic problems are most acute.

Once this is completed, it is our aim to have a rolling programme of updating all the school travel plans as quickly as resources allow.

- (c) Teachers and school visitors have their own particular needs, on-site parking arrangements are a matter for individual schools. IHE work using travel planning to support schools and students to make active journeys through the identification of barriers to travel and work to mitigate them, other components include events to encourage active travel.
- (d) Safer routes to school is an ongoing journey rather than a destination, we are looking to strive for continual improvement to make school travel as safe as it can possibly be. In the future as travel modes change and new technology changes the way that education is delivered, it is likely that further improvements can be made.

By way of illustration, I list below a sample of the types of works completed, in hand, and under development:

Safer Routes to School

The Government has been running a programme of works to create safer routes to schools for a number of years, to encourage walking and where appropriate cycling to school, to reduce school congestion and improve student health.

The table below identifies the projects that have been completed:

School	SRTS Completed schemes
La Moye	Raised table zebra crossing Phase 1 Park and stride from Les Creux Country Park
Bel Royal	Pelican crossing on La Vallee de St Pierre Virtual footway on La Vallee de St Pierre Virtual footway on La Rue de Haut
La Rocquier St Clement St Christopher	New footway linking school to St Clement's Parish Hall along sports field Traffic calming measures on Pontorson Lane and Samares Lane Rue Maupertuis closed to through traffic New footway from Samare Nurseries development to Rue Maupertuis
St Lawrence	Village amenity car park to allow park and stride
Hautlieu	Virtual footway on Bagatelle Lane linking school with bus park Zebra crossing on Wellington Road
JCG VCP De La Salle Beaulieu	Virtual footway on Bagatelle Lane Zebra crossing on Wellington Road Additional Bus Layby on Wellington Road One-Way pick-up and drop off for system for Beaulieu
St Mary	New field footways linking residential areas to the school Road narrowing
Haute Vallee	Pilot raised table zebra crossing on St John's Road Pedestrian island at Clarke Avenue Dropped kerbs, tactile paving and trip hazard removal on Clarke Avenue
D'Auvergne	Pilot raised table zebra crossing on St John's Road Pedestrian island at Clarke Avenue Dropped kerbs, tactile paving and trip hazard removal on Clarke Avenue
Janvrin	Improved pelican crossing facilities on Rouge Bouillon Zebra crossing on Janvrin Road

Springfield	Zebra crossing on Janvrin Road
VCP	Speed reducing features on Pleasant Street
Les Quennevais	Cycle routes linking to existing off road track, Les Ormes and towards St Peter Resurfaced existing cycle route in tarmac
Rouge Bouillon	Footway widening on Rouge Bouillon New pelican crossing on Rouge Bouillon
Grainville St Saviour FCJ	Chasse Brunet closed to through traffic Zebra crossing on St Saviour's Hill
Grouville	Surfacing Off road path alongside Royal Jersey Golf Course – Completed Jan 2021 La Rue de la Haye de Puits – Pedestrian Improvements
St Lukes	Route du Fort / St Clements Road Crossing (Banned Turn)
Trinity	20mph zone on adjacent by-road access routes

An extensive process has recently been undertaken to review speed limits outside of Schools in St Helier and St Saviour and IHE have worked collaboratively with Comité des Connétables on this.

Works in hand

In November 2020, the Minister for Infrastructure published an Active Travel Update. This document provides information on the wide range of projects and schemes that have commenced or will be delivered in the near future. Actions are identified on improvements in cycling infrastructure; education, training and promotion; digital mobility; and policy initiatives. The relevant programmes of work are provided below and many of these includes elements of safety initiatives:

Initiative	Status	
Bikability Training	Delivery of Bikeability and Ready Set Ride to primary school children teaching them how to ride a bicycle safely and giving them practical skills for today's roads	Ongoing
Cycling Officers	Recruitment of new staff to deliver Bikeability in schools, training courses for adults and disability cycle sessions to develop cycling skills and increase confidence to ride on roads.	2021 – 2022
School Travel Planning Initiatives	Ongoing work with schools to respond to requests for cycling infrastructure and to promote active travel.	2021 – 2022 Travel restrictions permitting for specialist resource
Let's look out for each other	Campaign to encourage more responsible use of public spaces and promote safety.	2021 – Police resource permitting
Don Road / George Town Road Eastern Cycle Lane (ECN)	Undertake a feasibility study for a pilot cycle lane as part of the Eastern Cycle Network. This provides access to the St Saviours Schools	2021 - 2022

FB Fields (ECN)	Community consultation being prepared ahead of developing a planning application. This link would potentially complete the cycle route from St Clement's Parish Hall to George Town. This provides the link to the Le Rocquier School cluster	2022 – Covenant issues permitting
Midvale Road	Proposals for enhanced pedestrian safety to be implemented. This provides links between the town and Janvrin/D'Auvergne schools.	2021 - 2022
Western Cycle Track	Infrastructure improvements between Les Jardins de la Mer and Bel Royal being developed. A feasibility study being undertaken into the pinch point near the bottom of La Haule hill and creating enough space for cyclists and pedestrians. This provides greater connectivity for students accessing town and then onwards travel to the St Saviour's Schools cluster	Ongoing
Rue du Pont Marquet Crossing	Installing a toucan crossing on the railway walk to enhance safety and create safer routes. This provides safer routes to Les Quennevais and Mont Nicole Schools	2021
Hill Street Cycle Lane	The feasibility of a Hill Street contra-flow cycle lane from Halkett Place to La Motte Street is being investigated - an easier and more direct route to / from the east side of the town centre.	2021
Covered Cycle Parking	Plans for five town locations are being acted upon, this work will continue to look at active travel infrastructure in schools including cycle parking.	2021
La Route Orange	Safer routes to school (Zebra Crossing Le Moye School) Phase 2	2021
Mont Nicole	Improved pedestrian crossing facilities on Route des Genets	2021
Grouville	Resurfacing Grouville cycle track with asphalt - Complete	2021
Pilot crossings on St John's Road	Safer routes to school Haut Vallée (Zebra Crossing) One year pilot.	2020 - 2021
La Moye	Phase 2 Crossing to Le Creux and onward	2021
Active Travel Strategy	We will consult on, and publish, an active travel strategy setting out how walking and cycling will be promoted to all.	2021
Island Plan	The Island Plan sets out a proposals for the sustainable development to promote and enable more walking and cycling.	2021

St Helier Public Realm and Movement Strategy	Strategy being developed by Government of Jersey which will set the vision and principles for improving and enhancing movement and public realm within St Helier, with a focus on walking and cycling.	2021
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On the 7th December 2020 the Government published an update to the Sustainable Transport Policy (STP) with the States Greffe. This is available as Report R.137/2020 on the States Assembly website and this document outlines progress to date on the STP and the impact of Covid-19 on this area of Government work.

The nature of transport projects means there are multiple constraints to their delivery which affect the timescales. Examples include the need to define the project, need and develop viable options with stakeholders including other authorities and in some cases landowners. There can also be long lead in times for equipment supply and contractor availability.

The government plan has identified increased workload in this area and increase capability and capacity, this is not something which can be built rapidly. The specialist expertise required to manage the design and development of transport and road safety projects requires a long programme of development of local employees and may require some recruitment of specialised and experienced expertise.

Future schemes at feasibility

The programmes of work identified above constitute the forward delivery programme. In addition to these projects, there are a number of other workstreams emerging, with schemes being looked at in terms of feasibility and design.

School	Future Schemes in feasibility
JCG Prep VCP	Walking bus
St Saviour's Schools Cluster	School shuttle bus service from west of St Helier
St Luke	Traffic calming measures on Dicq Road
Rouge Bouillon Janvrin	Pedestrian improvements in Midvale Road
First Tower School	Crossings on the Inner Road
Plat Douet School	Crossings on Plat Douet Road
Trinity School	Ongoing talks with Parish representatives
Bel Royal	Improved junction crossing across Rue de Haut
Grainville	Review with Parish potential for improved access via the surrounding by-road network.
Springfield	Additional wig-wag lighting installed and road markings reinforced for temporary 20mph - Potential for further physical traffic calming St Mark's Rd
St John	Review with Parish potential for crossing on La Route des St Jean

The STP delivery team are also investigating the potential for schools to draw down on funding allocated in the Climate Emergency Fund for Sustainable Transport Infrastructure that will facilitate safe access to and from schools. This is a technically challenging and labour-intensive process as a suitable framework for schools to bid for funding will need to be identified. This is required to ensure that proposals are assessed in a fair and objective way so that value for money is delivered in terms of carbon reductions. Funding will also need to be granted in line with strict monitoring and performance targets to ensure funding is not absorbed into general school revenue budgets.

Delivery of the above will be in line with available departmental resources, as explained above. In addition, it is known that various parishes are planning and/or delivering schemes to promote safety near schools on their own roads within their own resources.