



St John's Road -  
Road Safety  
Pet Cabin Pilot Scheme  
Board Meeting 4  
Post Construction Results

March 2021



# Key Actions from meeting on 30<sup>th</sup> September 2020



- Letter to residents of Southern section of St John's Road
  - Letter drafted and agreed by Deputy Gardiner
  - Wait until the post-consultation results are known and Our Hospital location and consider possible ways forward at next meeting

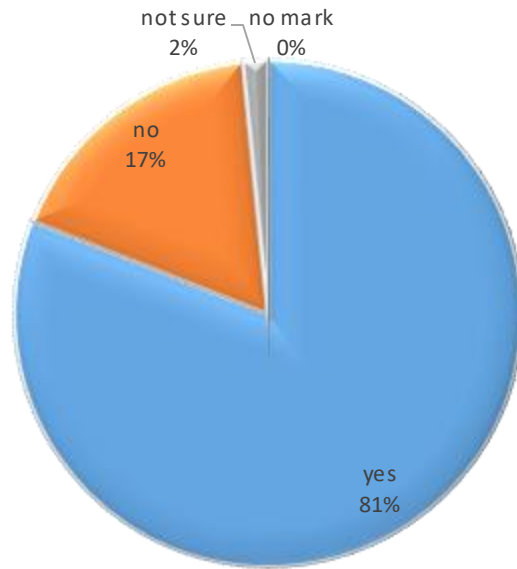
# Post-Construction Engagement



- Work commenced on crossing mid-August 2020 before the school term started
- Consultation began again on gov.je website at the start of the school term and carried on until 18<sup>th</sup> December 2020
- 63 responses were received via the web site
- 2 responses sent directly to the department



# 1. Do you agree there was a need to improve safety for children and others who need to cross here?

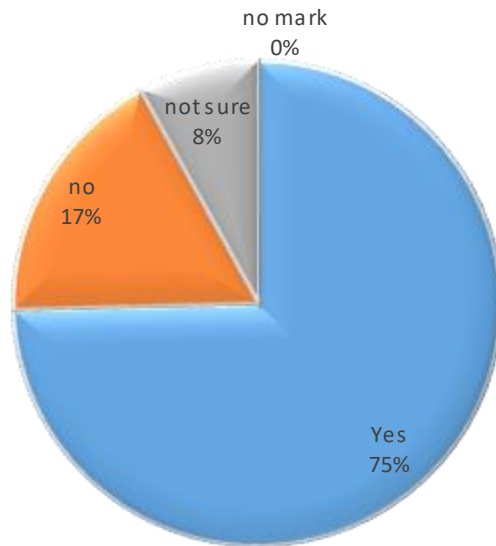


Response	Number	percentage
Yes	51	81%
No	11	17%
Not Sure	1	2%
No response	0	0

Issue of pedestrian safety is well recognised by local residents.

2.

Do the proposed interim measures improve safety?

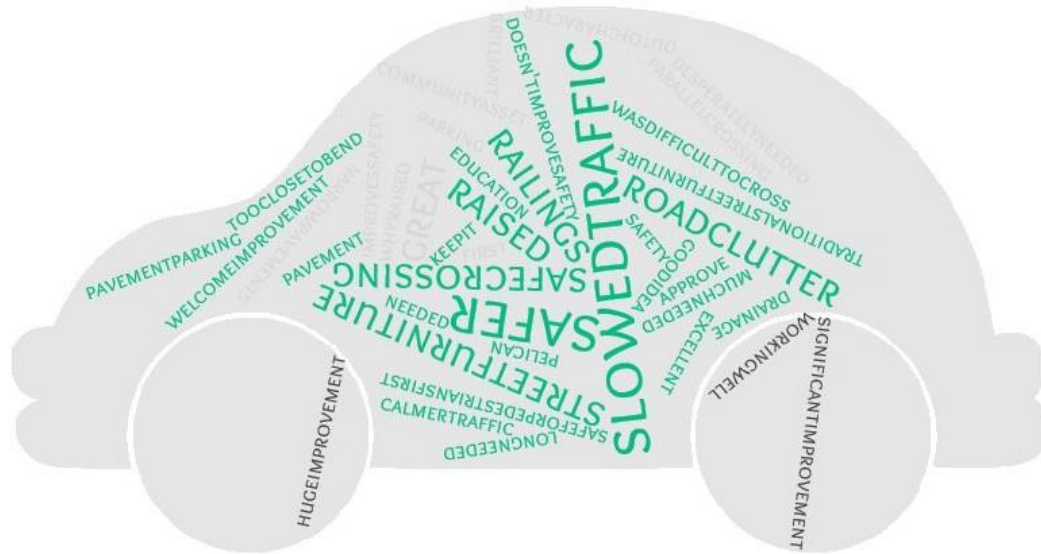


Response	Number	percentage
Yes	47	75%
No	11	17%
Not Sure	5	8%
No response	0	0



# Comments from the free form section

- 47 people added comments, of these
  - 49% were fully supportive
  - 15% supportive but did not like certain aspects
  - Only 1 comment (2%) did not think safety was being improved



# Main comments



- **Street Furniture** – relating in the main to the railings and bollards
  - Working with Heritage and Landscape Architects to achieve a solution which respects the Heritage setting of Chestnut Farm and does not reduce the safety risk to pedestrians, in particular school children
  - Looking at removing some of the existing street ‘clutter’ and rationalising the rest
- **Pavements** – narrowness of the footways
  - No ability to widen any further
  - Maybe opportunities within the new Island Plan
- **Raised Zebra Crossing** - why did it need to be raised?
  - Speeding was seen as an issue, raising the crossing helps to lower speeds in the area.

# Historic Report on Railings and Bollards



## • Street Furniture

- Proliferation of advisory signage, road markings and lamp posts
  - Incongruous stainless steel bollards at end of La Grande Route du Mont a l'Abbe
  - Municipal rubbish bin
  - Bright yellow (private) advertising sign
  - Railings, bollards and crossing have further obscured the arches
- 
- Piecemeal impacts over years on the setting
  - Temporary railings, bollards and raised crossing further obscure the arch
  - Railings should be avoided
  - Ideally no bollards but if absolutely necessary, low level bollards to stop parking but maintain visibility to arches



# Possible Heritage Mitigation Actions

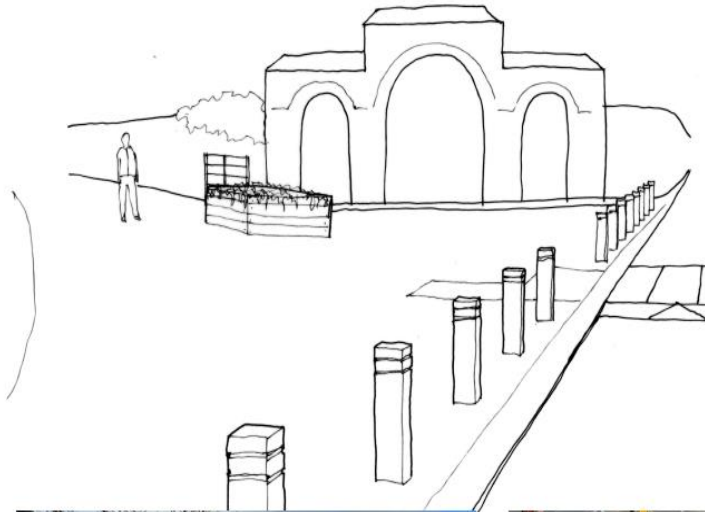
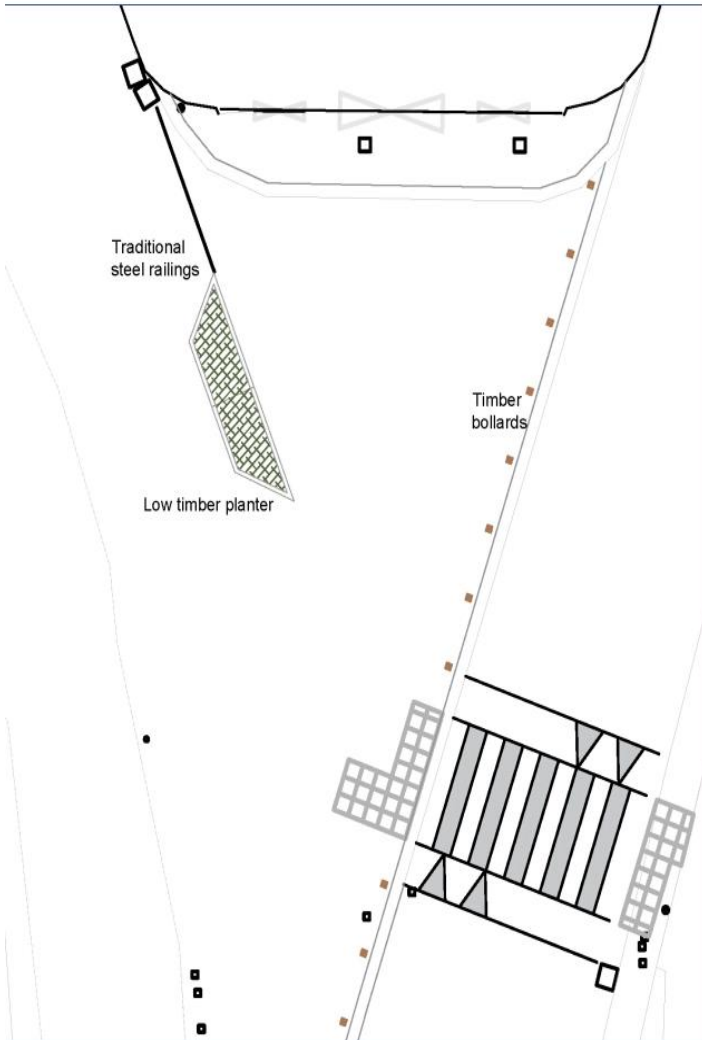


- Changing steel bollards at end of La Grande Route du Mont a l'Abbe
- Removing unnecessary signage
- Relocating lamp column
- Relocate rubbish bin to the west side of La Grande Route du Mont a l'Abbe
- Using high quality materials, relay existing tarmac, granite paving, change in texture

# Heritage Options

St John's Road Crossing  
Public Realm - Option A

Traditional-style steel railings preventing short-cut movement leading into low timber planter, with timber bollards along roadside.

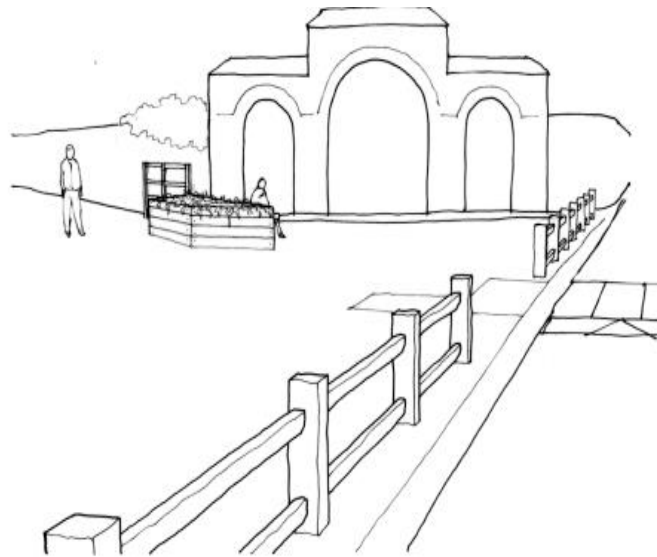
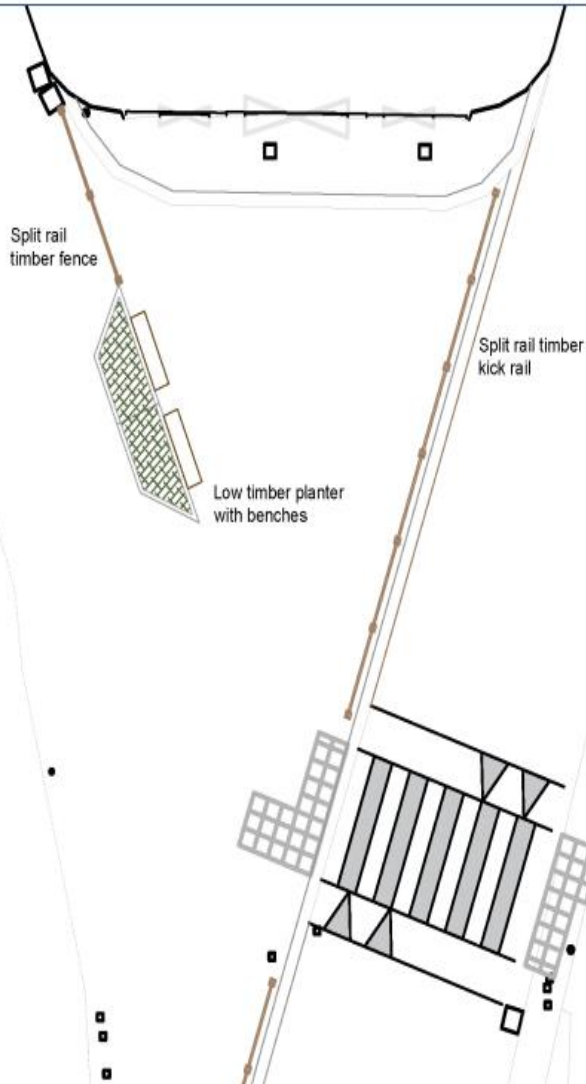


Traditional railings and low level planter maintain to visual impact of the arches whilst directing pedestrians away from the high wall. Timber bollards less intrusive than other materials Existing steel bollards and signage removed. Potential to tidy up the area of tarmac in front of arches, change lamp column, bin located to west - PoSH



## St John's Road Crossing Public Realm - Option B

Rural style timber fence used to prevent short-cut movement, with lower rail in the same style along roadside. Low timber planter bed with cantilevered bench seating facing the historic gates.



Traditional timber post and rail and low level planter maintain the visual impact of the arches whilst directing pedestrians away from the high wall. Low level post and rail timber fence -less intrusive on the arches whilst preventing parking. Existing steel bollards and signage removed. Potential to tidy up the area of tarmac in front of arches and change lamp column, bin relocated to west - PoSH



# Road safety Review on Heritage Options



- Option A
  - Reduction in length of railing and bollards allow pedestrians to head northwards to cross next to high wall
  - Would not result in an obstruction of intervisibility
  - Allows service vehicles to gain access to arches with removable bollard
  - Stops vehicles mounting the footway
- Option B
  - Climbing over the roadside railing would be a less likely occurrence
  - Would not result in an obstruction of intervisibility
  - Service vehicle access would be via the crossing
  - Stops vehicles mounting the footway

# Road Safety Conclusions



- Both maintain the intervisibility between pedestrians approaching the crossing and vehicles
- Both stop anti-social parking
- Option A does not restrict pedestrians as well as Option B from crossing St John's Road away from the crossing-likely to engender a higher risk of pedestrian/vehicle collisions near the high wall than Option B

# Heritage Solutions



- Option B recognised by Heritage Architect as being most suitable:
  - Vertical obstacles obscuring the arches removed
  - The emphasise on the rural aspect of the area with the field to the west by using timber materials
  - Efforts have been made to accommodate the historic asset
  - Efforts been made by Parish to clean up the area
    - Signage will be removed
    - Potential relocation of lamp column
    - Rubbish bin to be relocated
    - Steel bollards to be removed at crossing end
    - Steel bollards by school replaced with timber ones
  - Seating gives the area purpose

# Summary of Pet Cabin Crossing



- Pilot scheme is well received by local residents
- Aesthetical issues around the setting of Chestnut Farm Arches are being addressed with Option B to be taken to other stakeholders (planning, Highways, Roads Committee)

## Next Steps

- Belisha Beacons?
  - Longer term Island wide safety review of Jersey Zebra Crossing (no Belisha beacons) and Zebra Crossings



# St John's Road Discussions

*Priorities Noted From First Board Meeting:*

- Remaining sections:
  - Trafalgar Terrace
  - Mount Tay
  - Lower St John's Road
- Board's priority
  - Create safe walking routes for students, mothers and disabled pedestrians
  - Access onto the road for pedestrians – reduce the risk on footways
  - Cycle safety
  - Safe crossings at key locations
- **Prioritise pedestrians over traffic impacts**
- **Key issues:**
  - **Our Hospital**
  - **Interim Island Plan**



## Outstanding Items on Lower St John's Road



In order to validate one way northbound on St John's Road (Board's preferred option 7), these matters remain outstanding:

- Explore options around access onto Undercliffe Road and Roussel Street with the existing one way system reversed (Parish Roads)
- Reversing Roussel Mews, (Andium administered road) to as Undercliffe Road would not be permitted to exit onto Queen's Road roundabout



Government *of*  
**JERSEY**



Gouvernement  
**d'JÈRRI**

Dear Resident

St John's Road



Thank you for contacting me regarding your concerns about road safety on St John's Road.

As you may be aware, working with the Minister for Infrastructure, I have set up a Project Board to work on towards solutions to the issues. The Project Board, which consists of members from Haute Vallee School Leadership, technical officers from Infrastructure, Housing and Environment who are the highway authority for the road, along with Parish of St Helier Roads Committee and technical officer representatives, have carried out detailed research on the road.

The Board felt that the issue of crossing the road by the Pet Cabin needed to be addressed as a matter of urgency. Despite a very challenging year with disruption, through the determination and dedication of all those involved, a pilot scheme has been introduced in the form of a raised table zebra crossing. The pilot will be monitored and any safety enhancements that may be required will be incorporated in the new year.

The Board engaged the services of an independent Road Safety Specialist to carry out an assessment of 14 road safety improvement options for the remaining sections of St John's Road. Three of these options could improve safety on St John's Road without increasing the risk category of the adjacent parish roads.

It was the intention of the Board to hold public drop-in sessions to discuss these options and gather a community consensus view as to the preferred option and best way forward. However, the drop-in had to be postponed due to the restrictions in place because of the Covid pandemic.

The delays to a new Island Plan and the issue of Our Hospital project and its location, have a bearing on how we can progress. The Board has been advised, based on the current traffic information. The location of the new hospital and any potential new housing zones would have an impact on the volume and type of vehicles using the road. The Council of Ministers has announced that Overdale is their preferred site and, if approved by the States Chamber, it would affect the traffic basis which has been used for options development; consequently there will be an impact on the options the Board is able to bring forward to community consultation.

Until such time that a final decision has been approved by the Government of Jersey as to the Island's hospital's location and the interim Island Plan is published, the Board have reluctantly decided that any further work into the traffic issues on St John's Road will have to be temporarily placed on hold.

This delay is enormously frustrating for the Board as I am sure it is to you as residents, but rest assured that once final decisions have been made by the Government of Jersey, the Board is determined to recommence its work on establishing if there are acceptable, viable road safety options for St John's Road.

YS

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Chair of St John's Road – Road Safety Project Board