



Infrastructure, Housing
and Environment

St John's Road – Road Safety Improvement

Board Meeting

October 2022

Gouvernement d'Jèrri



Agenda



- Objective
- Road Safety Challenge
- Pet Cabin Crossing
- St John's Road (hill) – option review
- Our Hospital Project (OHP) Traffic Impact
- Old St John's Road – Access Only
- Requests
- Communications

Objective

The St John's Road Road Safety Improvement Board of community and school representatives with the Government of Jersey was brought together to look at all the **road safety issues** raised along the length of the road, to **prioritise areas of concern** and with the IHE technical team, and **develop safety improvement options**.





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Road Safety Challenge

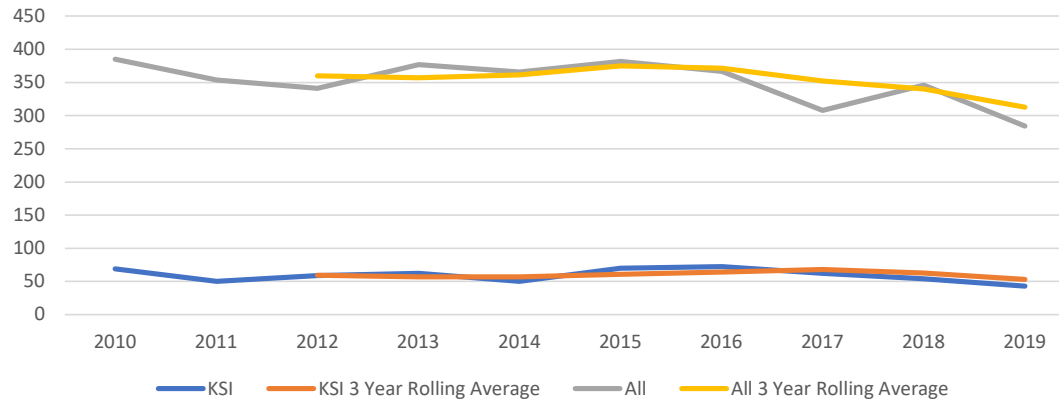


Jersey's Challenge

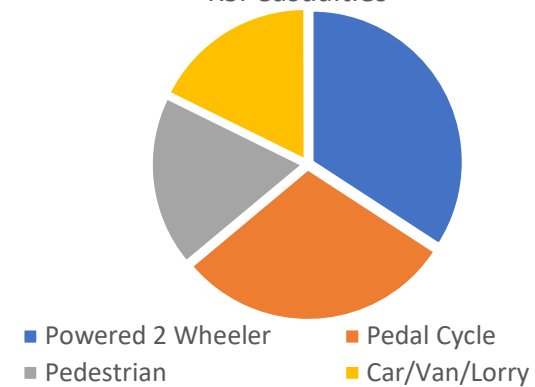


- Downward trend but mostly in slight casualties
- Slightly higher casualty rate than GB
- High proportion of vulnerable road users

Casualty Trends 2010 to 2019. Individual Years and Rolling Averages



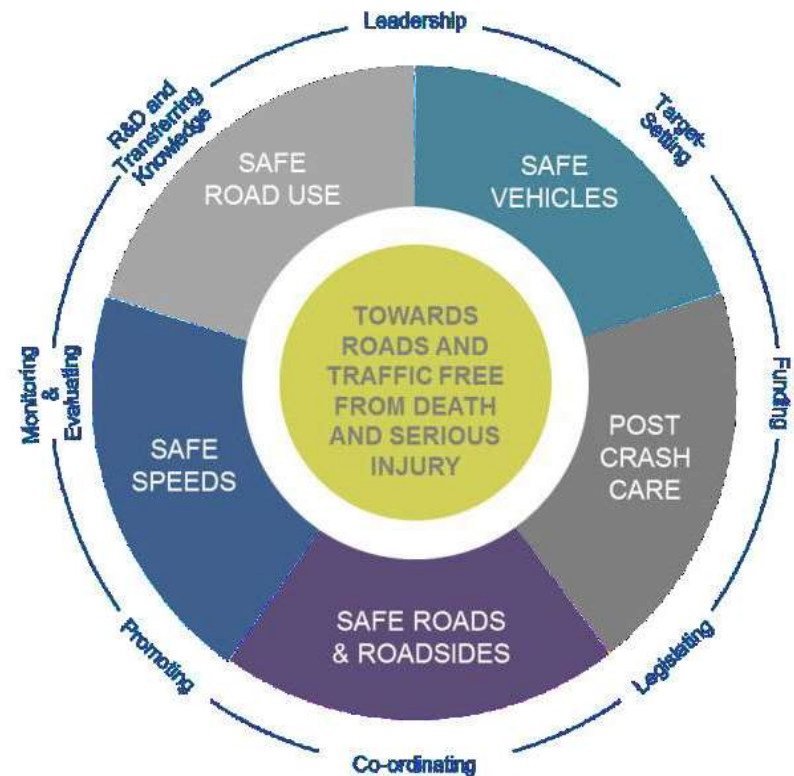
KSI Casualties





The Safe System's Approach to Road Safety

- The Safe Systems Approach to Road Safety takes a holistic view of the road transport system, and the interactions between roads, vehicles, speeds and road users. The Safe System views human life and health as paramount to all else and should be the first and foremost consideration when designing a road network.
 - Safe Roads and Roadsides
 - Safe Speeds
 - Safe vehicles
 - Safe road use
 - Post-crash response/care



A New Data Led Approach to Road Safety



AIM – Reduce casualties by 50% by end of 2032

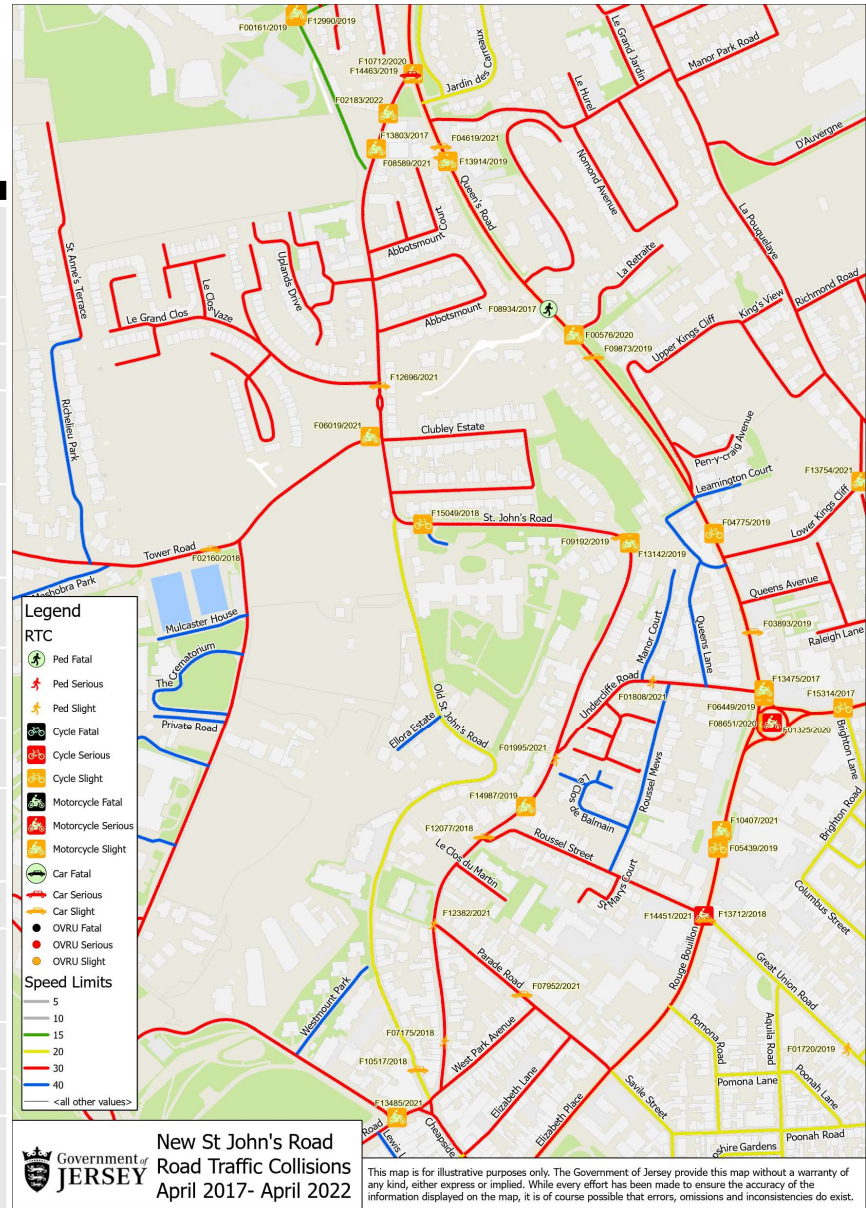


MISSION – to create a community and culture in Jersey where our roads are increasingly safe and we focus our minds and resources to achieve this

- Produce **A ROAD SAFETY STRATEGY** that sets out how we are going to go about achieving our aim, and how it will be measured and monitored
- Set interim targets to move towards the vision, starting with:
 - A 50% reduction in killed and seriously injured casualties by the end of 2032.
 - Spend 2022 realigning resources, thinking, having processes in place.
 - Work towards the 2032 target.

Collision data

Ref	Road	Sever	Date	Condition	cf1	Description
F13803/2017	New St Johns Road (top)	Slight	22/11/2017	Daylight; Dry Road; Fine	Shunted Stationary Vehicle; v3	This report is in relation to a three vehicle RTC which involved a car, a van and a motorbike. At approximately 1145 hours on Wednesday 22nd November 2017, Officers attended a three vehicle RTC involving a motorbike, van and a car outside PET CABIN
F07175/2018	New St Johns Road (bottom)	Slight	19/06/2018	Daylight; Dry Road; Fine	Unknown Factors; v1	Pedestrian clipped by V1 at the bottom of New St. John's Road.
F12077/2018	New St Johns Road (bottom)	Slight	04/10/2018	Daylight; Dry Road; Fine	Changing Traffic Lanes Carelessly; v1	Two vehicle RTC. V1 hit V2 whilst exiting junction.
F15049/2018	New St Johns Road (top)	Slight	08/12/2018	Daylight; Wet/Damp Road; Rainy	Weather Conditions; v1	This was a single vehicle RTC due to the weather conditions. No offences are being pursued, rider has slid on wet surface of road - the rider has suffered heavy bruising to his legs however no serious of life changing injuries.
F09192/2019	New St Johns Road (top)	Slight	26/07/2019	Daylight; Wet/Damp Road; Fine	-	At approximately 07:05 hours V1 was traveling south down NEW ST JOHNS HILL travelling from the LITTLE SISTERS OF THE POOR. V1 has reached the 90degree right hand bend and attempted to break, the vehicle has skidded collided
F13142/2019	New St Johns Road (top)	Slight	21/10/2019	Darkness Street Lights Lit; Wet/Damp Road; Fine	-	RTC - St John's road - Moped rider, Single vehicle, single rider Rtc. Appears to have slipped on the bend descending the hill. Road conditions noted to be very slippery.
F14463/2019	Queens Road	Serious	23/11/2019	Daylight; Dry Road; Fine	Crossing Road Junction Carelessly;	Multiple injury RTC at junction of St John's Road and Queen's Road. V1 crossed road junction believing V2 was turning off Queen's Road. V2 continued straight ahead and collided with V1.
F14987/2019	New St Johns Road (top)	Slight	05/12/2019	Darkness Street Lights Lit; Mud Road; Fine	-	Moped rider was descending St. John's Road when bike slipped on build-up of mud on road. Rider fell to the ground and suffered minor injuries.
F10712/2020	Queens Road	Slight	11/09/2020	Daylight; Dry Road; Fine	Pedestrian Actions;	Two vehicle RTC. Car vs motorbike. Motor cycle rider was riding from B&Q towards town along Queens Road. Whilst filtering down the side of traffic he approached the junction with St John's Road and at that point, a vehicle has then turned right onto St Johns Road
F01995/2021	New St Johns Road (bottom)	Slight	16/02/2021	Daylight; Dry Road; Fine	Defective Vehicle;	Pedestrian (wearing headphones) has stepped off pavement on New St. John's Road and has been struck by V1
F06019/2021	Tower Road	Slight	13/05/2021	Daylight; Wet/Damp Road; Rainy	Other actions by cyclist;	On Thursday 13th May 2021, V1 was travelling along Tower Road, St Helier towards St Johns road. As the rider approached the junction she applied her brakes however due to the weight of the bike and the road conditions being wet she slipped and fell off
F12382/2021	New St Johns Road (bottom)	Slight	01/10/2021	Daylight; Dry Road; Fine	-	Juvenile pedestrian ran into road and was struck by two vehicles.
F12696/2021	Old St Johns Road (top)	Slight	15/10/2021	Daylight; Dry Road; Fine	-	Slow-speed, three-vehicle shunt on Old St. John's Road.
F02183/2022	St. Johns Road	Slight	01/03/2022	Daylight; Wet/Damp Road; Rainy; Fog/ Mist	-	Single Vehicle RTC on ST JOHNS ROAD approaching the junction with QUEENS ROAD Moped following car that stopped suddenly due to pedestrians stepping out and starting to cross the road. Moped braked and rider fell off at slow speed.

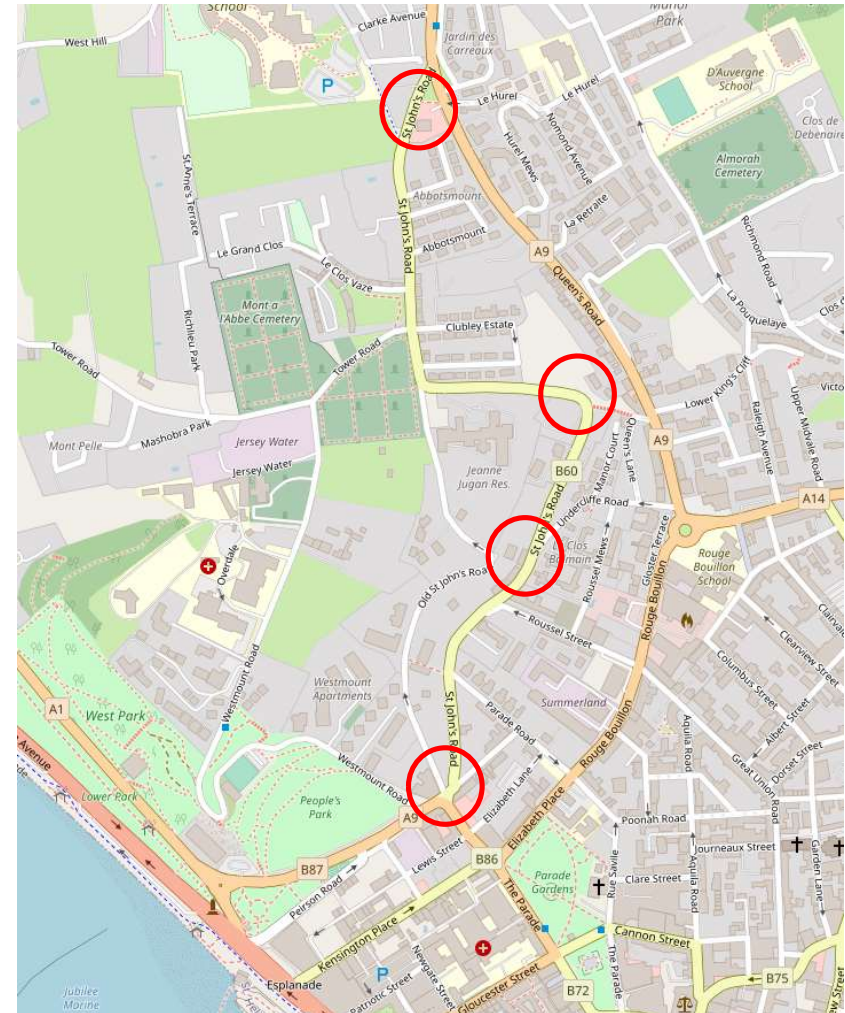


Previous Board Meetings identified the following:



Key areas of concern:

- Crossing facilities near to Pet Cabin
 - Trafalgar Terrace
 - Mount Tay
 - Lower section of St John's Road
- Main priority – Prioritise pedestrians over traffic impacts





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Road Safety Requests Review Panel





Road Safety Requests

Road safety requests have been collated from residents and islanders regarding St John's Road/ Old St John's Road. These are recorded to the IHE department. Over three years, seven correspondents have voiced their concerns. Common themes from these road safety requests are:

- Reducing the speed of the road from 30mph on St John's Road;
- Introducing traffic calming alongside the widening of Trafalgar Terrace bend;
- Encouraging electric car drivers to utilise their 'petrol noise' function when driving in residential areas;
- Mont Martin Farm: reconsider the platform / kerb arrangement with a possible midway island or traffic calming feature;
- Regular cleaning and maintenance of overhanging trees where mirrors are placed;
- Dropped kerbs are not available to cross St John's Road (opposite Trafalgar Terrace) at designated points; and
- Repeater signs on St John's Road to signify crossing points.



Communications

IHE have a road safety requests process to consider all concerns and suggestions.

The purpose of the board is, at a strategic level, to consider concepts to deliver road safety and to promote them to the Minister and appropriate authority.

If a concept is taken forward by the board, the community engage will allow views of potential improvements to be submitted at that time.





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Pet Cabin Crossing



Pet Cabin Crossing

The Pet Cabin area was identified as part of the Safer routes to school initiative.

Consultation found that two-thirds of respondents believed a zebra crossing would improve safety for pedestrians.

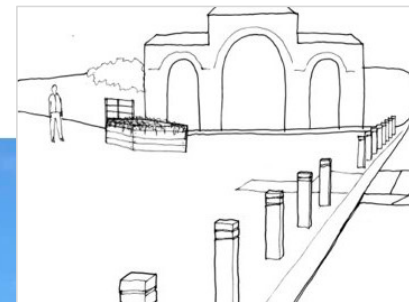
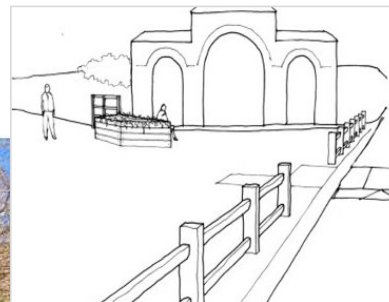
A raised zebra crossing was introduced for students and others to cross St John's Road to access Haute Vallee School and d'Auvergne schools.

The railings were introduced to guide walkers and prevent parking. The temporary railings will be replaced with permanent, heritage-approved railing.

Permanent bollards will also be introduced once a final design is agreed with the planning authority in addition to flashing road studs along the zebra crossing.

The bollards will be fitted once delivered and operatives are available.

Timescale for completion: Spring 2023.





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St John's Road (hill) – Option Review



St John's Road

Narrow width of carriageway and footway on St John's Road from Cheapside to Parade Road.

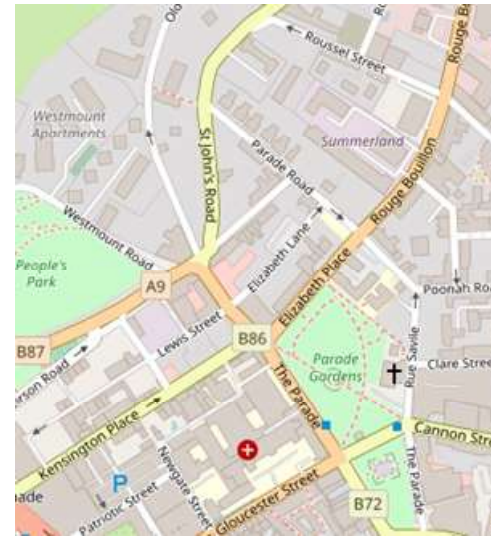
- Northbound vehicles seen to mount the kerb or drive up the footway. Hence the need for improvement.

Originally 7 options created to improve the road.

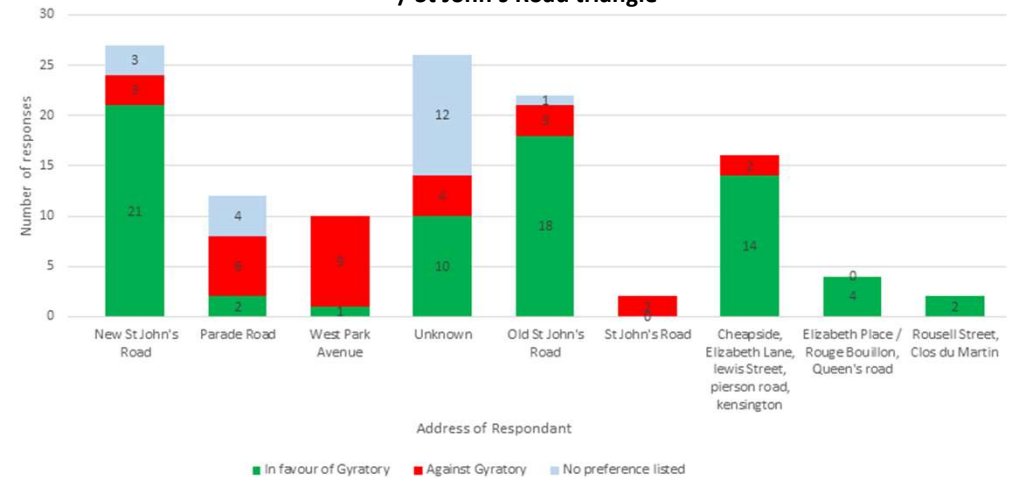
Two preferred options:

- Option 5:
 - One-way northbound - Southern Closure Only
 - Footway widened on east and west to 1.5m
 - West Park Avenue one-way system reversed
- Option 7:
 - One-way northbound - Full Length Closure
 - Shared use virtual space, 2.5m wide from Parade Road, on the west side with bollard protection

Feedback was collated in 2010 for option 5 to understand islanders views on the proposal of a gyratory system along Parade Road, West Park Avenue and St Johns Road. However, residents on West Park Avenue and Parade Road did not want to a gyratory system in place – and therefore option 5 was not favoured.



Responses from 2010 consultation on one way loop for Parade Road / West Park Avenue / St John's Road triangle



St John's Road – Speed reduction consultation



The Parish Roads Committee has given in-principle approval to Phase 2 of the speed limit change, which identified 59 roads that will benefit from having the current speed limit reduced.

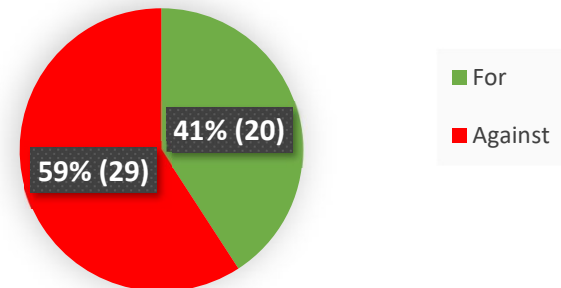
The consultation period was held from 5th July to 30th July 2021.

The previous Infrastructure Minister wanted to delay his decision until a decision on the hospital was made. Approval for the speed reduction could now be sought and considered by the new Infrastructure Minister.

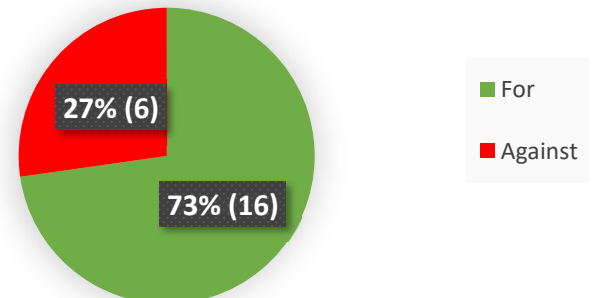
According to consultation feedback the majority of respondents were against the reduction in speed limit from 30mph to 20mph on St John's Road.

- However, analysis of resident responses along this road found that the majority were in favour of the reduction.

Proposed 20mph on St John's Road



Proposed 20mph on St John's Road (St John's Road resident responses)



Recent Speed Survey

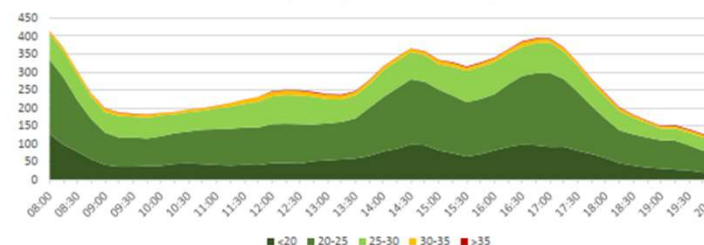
- Counter near Roussel Street junction
- Combined total traffic flow in both directions peaking at over 400 vehicles per hour on weekdays, and 300 on weekends
- The 85th% speed is between 25 and 31mph on all days. Northbound 85th% average was 27.6mph and Southbound was 26.3mph.
- 4% of all vehicles between 8am and 8pm are travelling above the speed limit on weekdays and rising to 7% on weekends.

Traffic Speed Analysis – New St John’s Road, St Helier 27th October 2022 to 2nd November 2022, 8am to 8pm

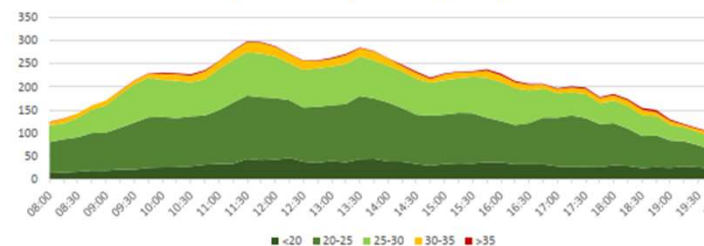


Speed Limit

Weekday hourly traffic flow and speed



Weekend hourly traffic flow and speed



- Combined total traffic flow in both directions peaking at over 400 vehicles per hour on weekdays, and 300 on weekends
- The 85th% speed is between 25 and 31mph on all days. Northbound 85th% average was 27.6mph and Southbound was 26.3mph.
- 4% of all vehicles between 8am and 8pm are travelling above the speed limit on weekdays and rising to 7% on weekends.



Old St John's Road – Access only



Residents raised concerns over speeding and volume of traffic on Old St John's Road.

On 26th January 2022, Old St John's Road commenced a trial for a 12-month period of designating the road access to premises only (closed to through traffic).

The results of the trial will be considered by the Roads Committee in January 2023.

The Parish have indicated that positive feedback has been received from residents since implementing the changes as the volume of traffic has reduced.





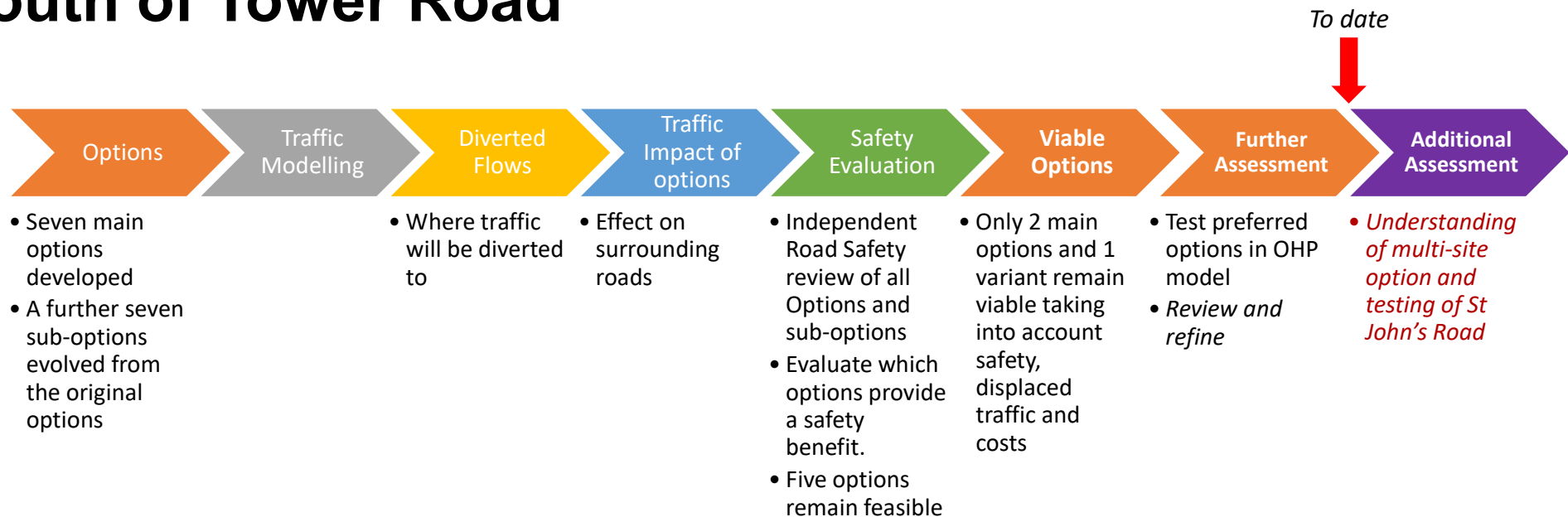
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Outcomes of traffic modelling assessment



Flow Chart for Scheme Development on St John's Road south of Tower Road



Previous actions on flow chart completed based on existing situation prior to decision for Our Hospital at Overdale. The current stage has assessed proposals assuming the Hospital at Overdale is in place. However, this is now unlikely with recent suggestions of a multi-site facility

Options Assessed

One-way northbound – Southern Closure Only

Option 5

Southern section of St Johns Road one-way northbound.
Footway widened on east and west to 1.5m
West Park Avenue one-way system reversed

Main benefits:

- ✓ Conflicts reduced on narrow southern section
- ✓ Vehicle flows on Old St John's Road unaffected

Main Disbenefits:

- ! West Park Avenue one-way system reversed
- ! Access to premises unresolved
- ! Pedestrian safety unchanged for majority of St John's Road
- ! Increased traffic on residential Parade Road and West Park Avenue

Option 5a (not tested)

As option 5 but with 3 No raised tables, one at each end and a central one. No change to risk categories

One-way northbound – Full Length Closure



Option 7 – Preferred Option

One way Northbound to Jeanne Jugan Residences
Shared use virtual space, 2.5m wide from Parade Road, on the west side with bollard protection

Main benefits:

- ✓ Better provision for pedestrians
- ✓ Safer access to premises
- ✓ No increase in traffic on Old St John's Road

Main Disbenefits:

- ! Potential to Increase speeds
- ! Traffic exiting Roussel Street and Undercliffe Road would need to turn right

Note: For the preferred option to work Roussel Mews would need to become a public road (i.e. Parish to adopt the road)

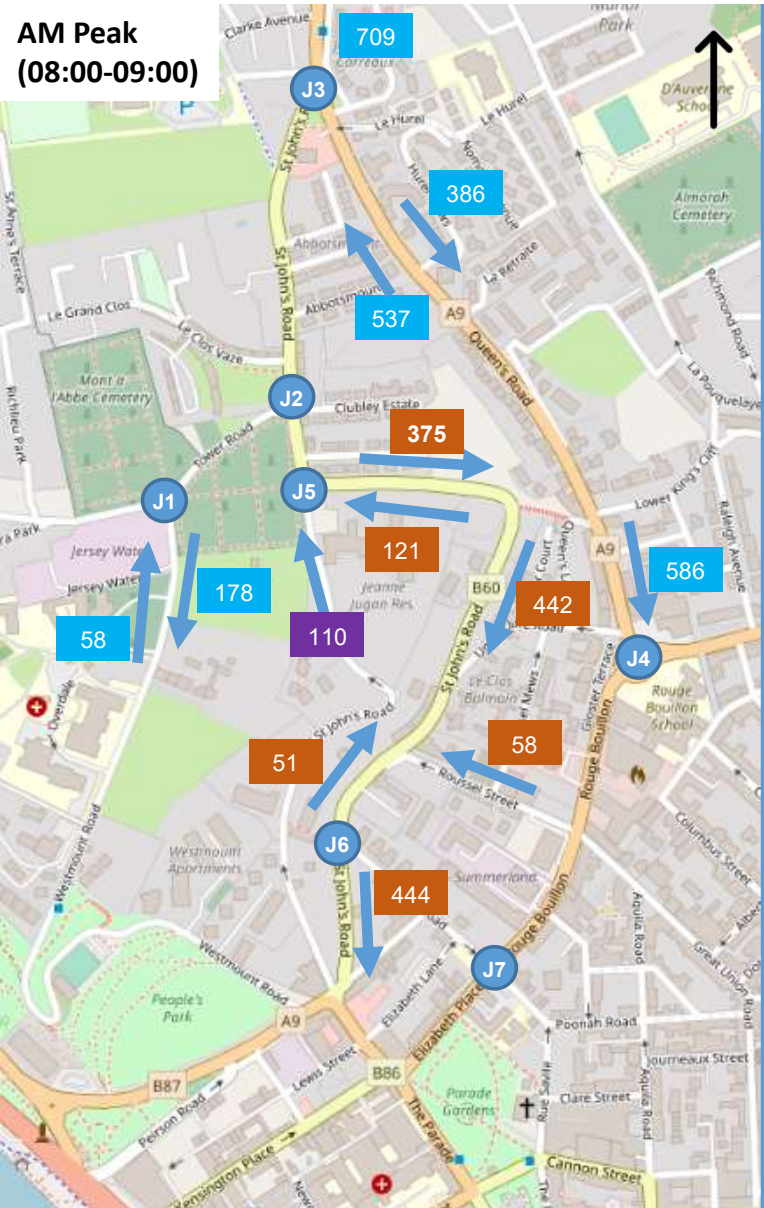




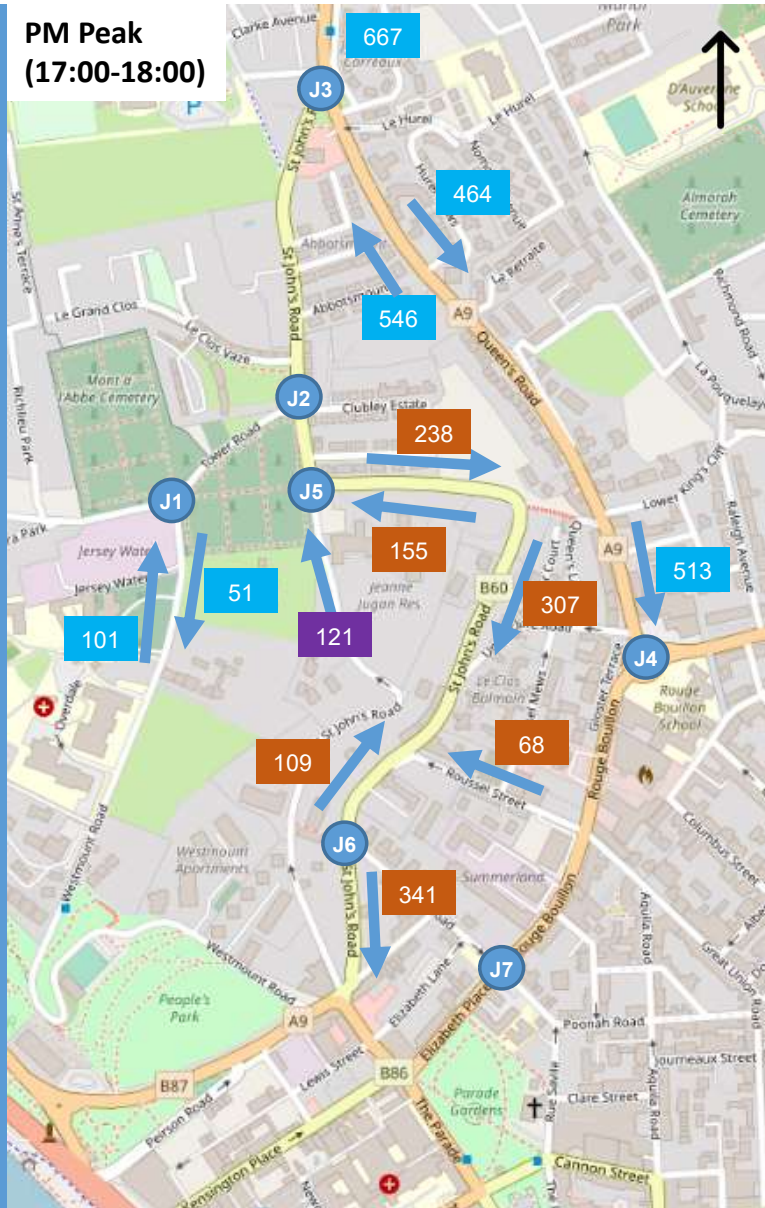
Modelling Results with OHP Westmount Campus Hospital at Overdale

- Preferred St John's Road options tested with OHP proposals based on Hospital Developer Traffic Model
 - Option 5 and Option 7 assessed in microsimulation software (PTV VISSIM)
 - Assessed for OHP Without mitigation (Do Minimum) and With Mitigation (Do Something)
- Modelling concluded that St John's Road Options 5 and 7 would operate with OHP Overdale without significant implications to congestion and journey times
 - AM peak hour generally showing the highest impact with average speeds changing between -2.4 mph and +1.0 mph, and average delay per vehicle between -13 seconds and +33 seconds
 - Option 7 (full southbound closure) offered the highest benefits to St John's Road
- Perhaps surprisingly, results suggested OHP Overdale proposals helped the introduction of St John's Road options due to road improvements proposed on Westmount Road and St Aubin's Road making Westmount a more attractive traffic route
 - Re-routed southbound traffic from St John's Road (closed direction) were shown to divert via both Queen's Road and Westmount Road and improvements to Westmount Road and St Aubin's Road / Cheapside helped with rerouted traffic.
 - Up to 100 vehicles on Queen's Road and 253 vehicles on Westmount Road southbound

**AM Peak
(08:00-09:00)**

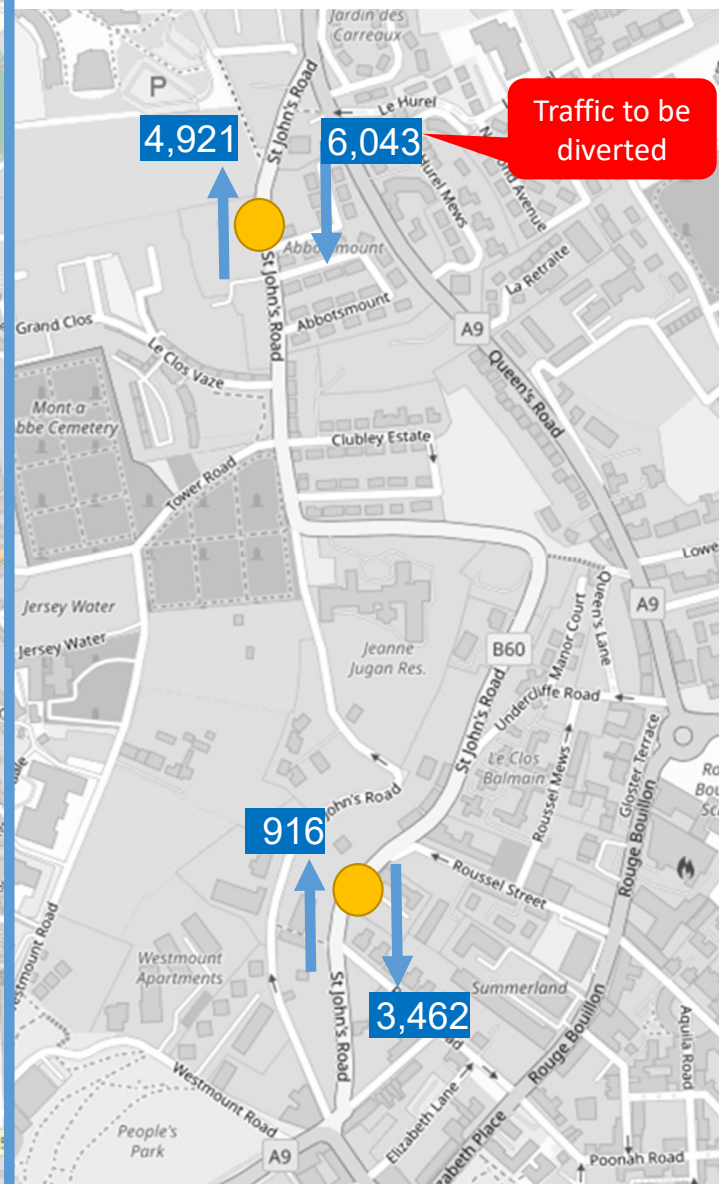


**PM Peak
(17:00-18:00)**



Observed Traffic Flows (vehicles) - Tuesday 18 May 2021 – AM and PM peak hours

Existing Flows - AADT

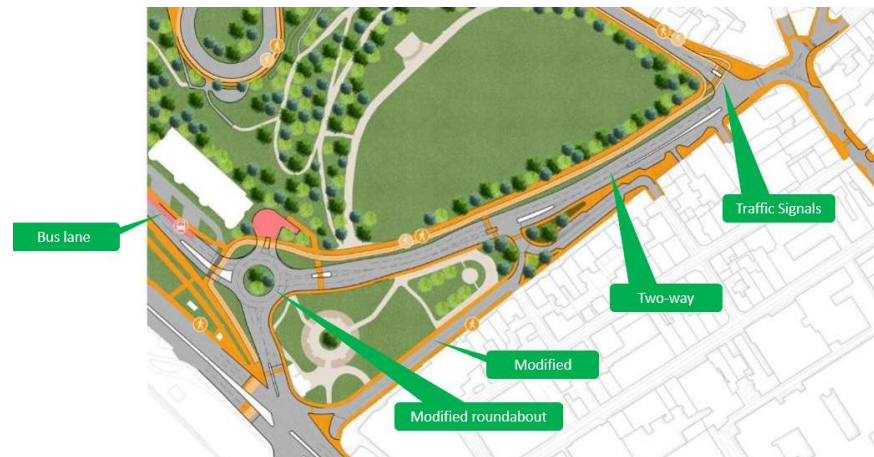


Traffic to be diverted



Impacts of a Multi-site Hospital

- Existing assessment assumes:
 - OHP mitigation schemes in place, however, with a multi-site campus approach this may not be the case
 - The Overdale Campus Hospital Proposal OHP mitigation offered additional capacity for St John's Road traffic via Westmount, two-way operation of Peirson Rd and signalisation of Peirson Rd/ Westmount Rd which aid St John's Road
- Without the proposed OHP mitigation scheme, diverted St John's Road traffic would be forced to use Queens Rd, Rouge Bouillon, and an unimproved Westmount Rd creating additional delay on these already congested routes
- Therefore, proposals for a multi-site hospital campus could introduce the following challenges on St John's Road proposals:
 - Increased pressure on Queens Rd, Rouge Bouillon, and Westmount Rd / Cheapside
 - Increased journey times
- To fully quantify the potential impacts, a modelling test will be required once further details on the level of split between the traffic generation of multi-sites is known quantifying associated patient, visitor and staff travel requirements

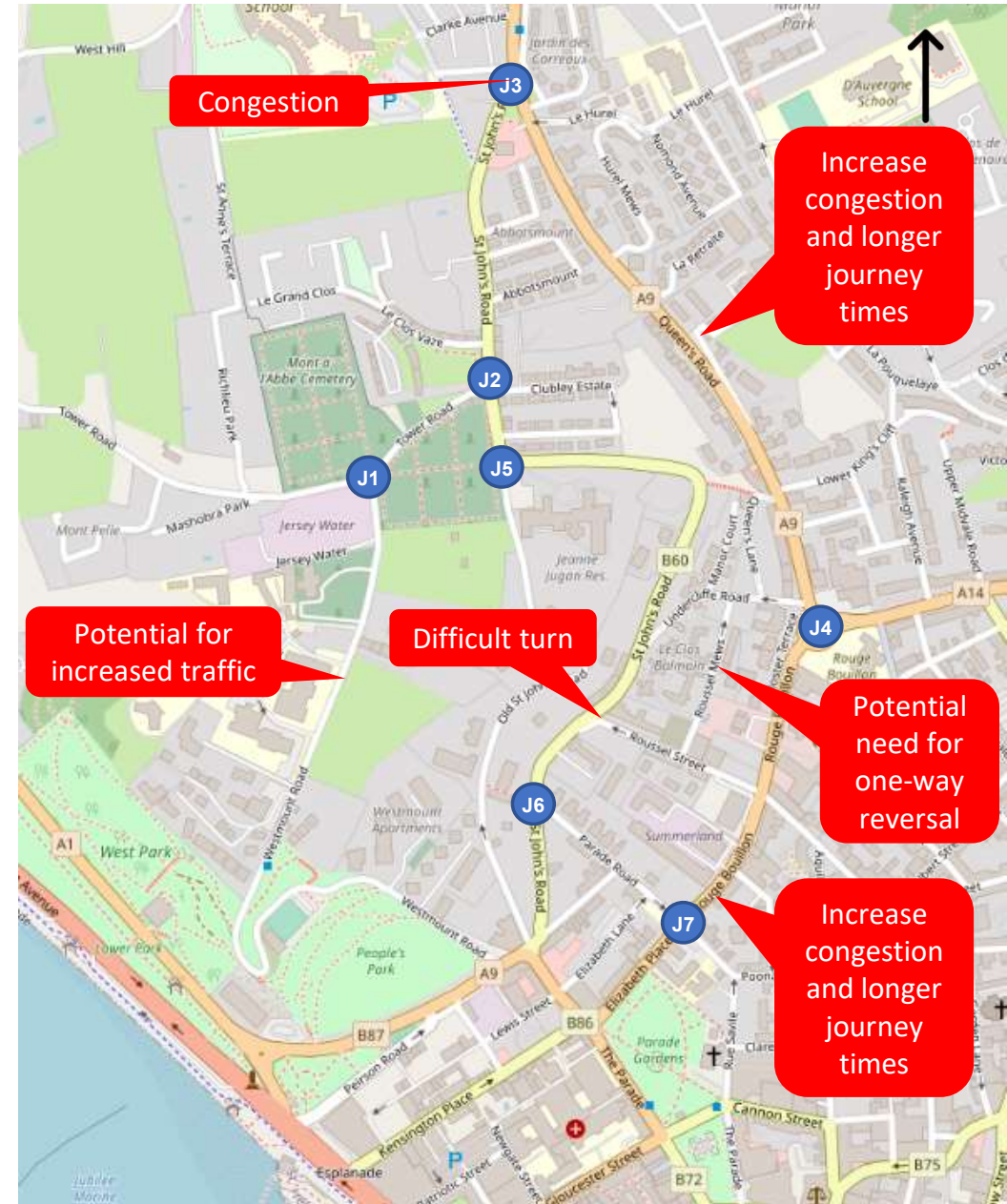


Impacts of a Multi-site Hospital

Given the emerging Hospital multi-site thoughts, the following potential traffic issues are thought likely with the implementation of St John's Road proposals :

- Increased congestion and journey times on:
 - Queens Rd, Rouge Bouillon,
 - Westmount Rd / Cheapside
- Reduced congestion on St John's Road

However, St John's Road proposals could provide lower traffic volumes, a safer environment and opportunities to encourage modal shift with improved walk/cycle facilities on St John's Road if challenges such as redirecting Undercliffe Road Traffic can be achieved.





What next?

- Review results from the modelling to inform further decision making
- Consider Options
- 20mph Speed Limit potential option to request, implement, monitor
- Option 5 – local safety benefits but not popular with resident on the diversion streets previously
- Option 7 - One-way northbound - Full length closure
- Engage with Parish of St Helier Roads Committee as key enablers for any potential scheme



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Questions?

