

Title	Chasse Brunet Survey Report
Version	1.1
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## 1. INTRODUCTION

- 1.1.1. In December 2018 a central blockage, in the form of a lockable gate, was installed along Chasse Brunet to create culs de sac. The installation is on a one year trial basis.



Photo 1 – Central Road Closure Location and Image

- 1.1.2. The trial has been designed to improve the quality and safety of walking, and cycling, to and from Grainville School, St Saviour's and FCJ Primary schools. The primary aim is to make walking and cycling to school safer and a more attractive option.
- 1.1.3. This is in-line with parts of the Council of Ministers strategic priorities for their term in office, being to put children first, to improve Islanders' wellbeing and mental and physical health and to protect and value the environment.
- 1.1.4. It is also in line with the Sustainable travel Plan and St Saviours Schools Action Plan, which aims to encourage students to walk or use a school bus which helps to reduce congestion around schools.
- 1.1.5. Prior to the closure, pedestrian and vehicular surveys were undertaken along with footage showing the hazards which pedestrians were faced with. The surveys were conducted during term time on an average dry day.

- 1.1.6. Eight months after the closure was put in place, further surveys were undertaken to establish whether the number of pedestrians has increased.
- 1.1.7. If the number of users has increased, it will be reasoned that the scheme has had a beneficial effect on the amount of people walking and cycling.

## 1.2. Background

- 1.2.1. Chasse Brunet is a residential street, linking St Saviour's Hill to the north with Patier Road to the south.
- 1.2.2. There are 2 schools to the north of Chasse Brunet, Grainville Secondary School and FCJ Primary School. St Saviour's Primary School is on the lower section of Chasse Brunet to the south of Patier Road.
- 1.2.3. In 2010, a planning application was submitted to construct a retirement village on Fields 516, 517 and 518 off La Rue de Patier, St Saviour. The site also has boundaries along St Saviour's Hill, Chasse Brunet and Clos de Patier (a private close) to the south.
- 1.2.4. Planning approval was granted in November 2011 with a number of conditions and a Planning Obligation Agreement (POA). With regards to highways infrastructure, the POA was to:
1. Construct hardstanding areas for two bus shelters
  2. Provide a central island on St Saviour's Hill to assist in crossing the road to the northbound bus shelter
  3. Upgrade the northern footway on St Saviour's Hill around Granville School Playing Fields
  4. Build a virtual footway along Chasse Brunet
- 1.2.5. The developer was required to provide funding to enable the Highway Authorities to deliver these proposals.
- 1.2.6. Items 1 - 3 have been completed.
- 1.2.7. A public drop-in session was held on Wednesday 24 January 2018 to discuss options for Chasse Brunet. These options were:
- Option A – A 1.5m virtual footway with two way traffic
  - Option B – 1.5m virtual footway with one way traffic northbound
  - Option C – 1.5m virtual footway with one way traffic southbound
  - Option D – Divide Chasse Brunet into two culs de sac
- 1.2.8. The most popular option was Option D making Chasse Brunet into two culs de sac.
- ## 1.3. Surveys
- 1.3.1. Prior to the public drop-in session, surveys were undertaken to show the volumes of vehicles, pedestrians and cyclists using Chasse Brunet.

1.3.2. The survey was repeated on Thursday 10 October 2019, 8 months after the closure of the road.

1.3.3. Records were taken of the following manoeuvres for all modes of transport:

- St Saviour’s Hill from the west into Chasse Brunet (Reference F on map below)
- Deloraine Road into Chasse Brunet (E)
- St Saviour’s Hill from the east (Five Oaks Roundabout) into Chasse Brunet (D)
- Chasse Brunet onto St Saviour’s Hill west bound (A)
- Chasse Brunet into Deloraine Road (B)
- Chasse Brunet onto St Saviour’s Hill east bound (towards Five Oaks) (C)
- Patier Road from the west into Chasse Brunet (G)
- Chasse Brunet south into Chasse Brunet (H)
- Patier Road from the east (Bagatelle Road) into Chasse Brunet (I)
- Chasse Brunet onto Patier Road eastbound (J)
- Chasse Brunet into Chasse Brunet south (K)
- Chasse Brunet onto Patier Road westbound (L)



1.3.4. The survey results were recorded at 15 minute intervals for the morning peak between 07:45-08:45 and the afternoon school peak from 14:45-15:45

## 1.4. Results

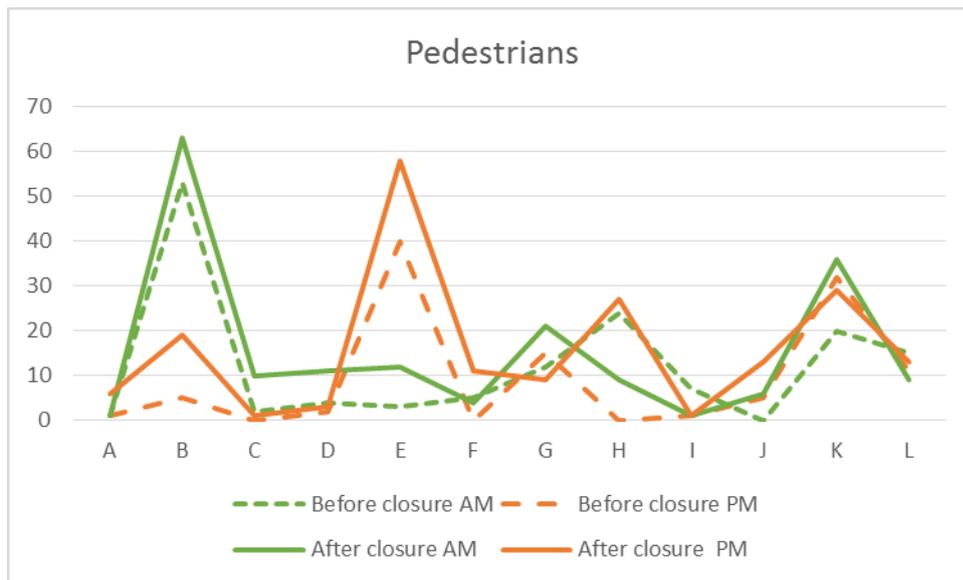
1.4.1. Pedestrians Movements

Pedestrians	A	B	C	D	E	F	G	H	I	J	K	L	Total	%
Before closure AM	1	53	2	4	3	5	12	24	7	0	20	15	146	
After closure AM	1	63	10	11	12	4	21	9	1	6	36	9	183	20
Before closure PM	1	5	0	2	40	0	15	0	1	5	32	11	112	
After closure PM	6	19	1	3	58	11	9	27	1	13	29	13	190	41

Increase usage

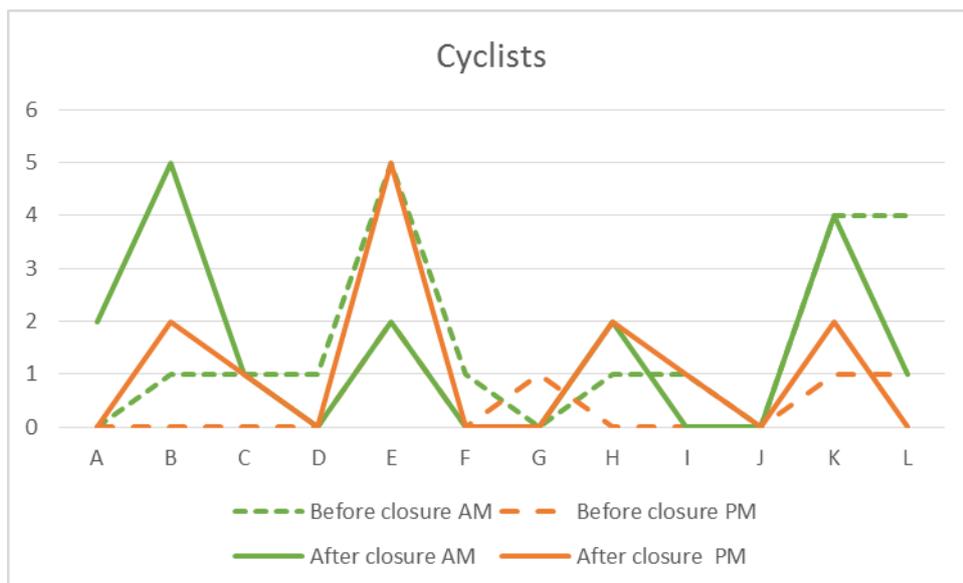
Neutral

Decrease usage



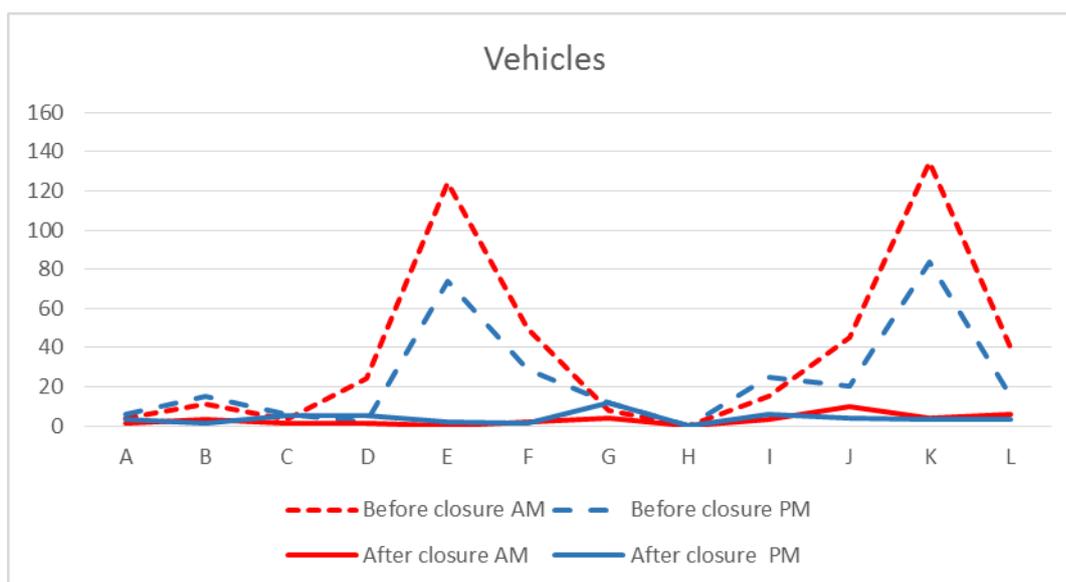
1.4.2. Cyclists

Cyclists	A	B	C	D	E	F	G	H	I	J	K	L	Total	%
Before closure AM	0	1	1	1	5	1	0	1	1	0	4	4	19	
After closure AM	2	5	1	0	2	0	0	2	0	0	4	1	17	-10
Before closure PM	0	0	0	0	2	0	1	0	0	0	1	1	5	
After closure PM	0	2	1	0	5	0	0	2	1	0	2	0	13	160



1.4.3. Vehicular Movements

Vehicles	A	B	C	D	E	F	G	H	I	J	K	L	Total	%
Before closure AM	4	11	3	24	124	50	8	0	15	45	135	40	459	
After closure AM	1	3	1	1	0	2	4	0	3	10	4	6	35	- 1211
Before closure PM	6	15	6	2	74	29	12	0	25	20	84	15	288	
After closure PM	3	1	5	5	2	1	12	0	6	4	3	3	45	-540



## 1.5. Site Observations

- 1.5.1. The following site notes were recorded during the survey by the survey team
- 1.5.2. 07:45 Refuse lorry causing tailbacks from the zebra crossing by Grainville to Five Oaks Roundabout
- 1.5.3. 08:00 No queuing in either direction
- 1.5.4. 08:14 St Saviour's Hill backed up westbound to zebra crossing by school
- 1.5.5. 08:15 St Saviour's Hill backed up westbound to pelican crossing
- 1.5.6. 08:20 St Saviour's Hill backed up westbound to Five Oaks Roundabout
- 1.5.7. 08:30 Queuing backed up westbound to pelican
- 1.5.8. 08:40 Queuing backed up westbound to zebra crossing
- 1.5.9. 08:45 Queuing back up westbound to Grainville car park entrance
- 1.5.10. 08:50 Queueing gone

- 1.5.11. Maximum queue length on Deloraine Road of 7 vehicles
- 1.5.12. When westbound queuing on St Saviour's Hill, vehicles generally turned left (eastbound) out of Deloraine Road
- 1.5.13. Although 191 vehicles turned out of Deloraine Road in the AM peak and 155 in the PM peak, queuing was limited as they were able to exit quicker and easier due to the limited vehicular movements out of Chasse Brunet.
- 1.5.14. 1 cyclists ignored the zebra crossing and 1 car overshot the waiting line by the zebra crossing
- 1.5.15. Cycling occurs on the footway at times, particularly when there is queuing traffic.
- 1.5.16. Motorcyclists were observed going through the closure
- 1.5.17. Mobility scooter user
- 1.5.18. A few St Saviour's Primary School pupils were seen walking to and from school independently
- 1.5.19. Some FCJ pupils were walked / scootered to school by parents / guardians

## 1.6. Summary

- 1.6.1. Chasse Brunet has been closed to through traffic for an 8 month period.
- 1.6.2. From the tables and graphs within the results section, it can be seen that there has been an increase in pedestrian journeys along Chasse Brunet following the introduction of a central blockage.
- 1.6.3. During the two peak periods, the number of pedestrians increased on average by 30%.
- 1.6.4. The main routes which increased were those going to and from Grainville School.
- 1.6.5. This would imply that more young people are walking to and from school than previously happened.
- 1.6.6. Primary age children were recorded as walking, some independently, this would suggest that parents are feeling more comfortable allowing their children to walk to school in what they perceive to be a safer environment.
- 1.6.7. The number of cyclists using the route still remains low, with the number recorded during the AM peak being 10% less than previously recorded. However, as the numbers are all low, this figure is statistically insignificant.
- 1.6.8. There was an increase of 160% during the afternoon peak but again this only equates to an additional 8 cyclists.
- 1.6.9. As expected, the volume of vehicles has dramatically decreased.

- 1.6.10. One resident stated that it 'is lovely and quiet living down here now'.
- 1.6.11. During the initial survey, queuing was seen as an issue along Deloraine Road. During this survey, the queuing was minimal and any queues which did build up were quickly dissipated.
- 1.6.12. There was an issue with queuing westbound on St Saviour's Road which it is understood happens on a regular basis. It was somewhat exasperated by the refuse collection and roadworks on Grande Route de St Martin to the north of Five Oaks Roundabout.

## 1.7. Conclusions and Recommendations

- 1.7.1. Even though the follow-on survey was undertaken in mid-October as opposed to mid-May when the weather can be expected to be better, there has been an increase in pedestrian movements.
- 1.7.2. The greatest increase is with young people going to and from Grainville School.
- 1.7.3. The scheme can be seen to have been successful in improving road safety for vulnerable road users and therefore increasing usage for that user group.
- 1.7.4. On this basis, it is recommended that the trial of Chasse Brunet into two culs de sac be made permanent.
- 1.7.5. Chasse Brunet is a Parish of St Saviour administered road. As such, the final decision lies with the Connétable and the Roads Committee.
- 1.7.6. If the Roads committee are in agreement with the recommendation, they should make a request to the Minister for Infrastructure to make it permanent through an amendment to the Road Traffic (St Saviour) (Jersey) Order 2000.

## 1.8. Survey Records

### 1.8.1. Vehicular Movements

SSHW / E St Saviour's Hill West / East

PRW / E Patier Road West / East

CB / CBS Chasse Brunet / Chasse Brunet south

DR Deloraine Road

Time	SSHW -CB	DR – CB	SSHE- CB-	From CB - SSHE	From CB-DR	From CB- SSHW	PRE- CB	CBS- CB	PRW- CB	From CB- PRE	From CB- CBS	From CB- PRW
07:45-08:00	1				1	4	1					
08:00-08:15			2	1	1	1	1		2	3	2	3
08:15-08:30							1					4
08:30-08:45					1		1		1	3	2	3
<b>Total</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>4</b>		<b>3</b>	<b>6</b>	<b>4</b>	<b>10</b>

Time	SSHW -CB	DR – CB	SSHE- CB-	From CB - SSHE	From CB-DR	From CB- SSHW	PRE- CB	CBS- CB	PRW- CB	From CB- PRE	From CB- CBS	From CB- PRW
07:45-08:00	3			1			2		4	1	1	1
08:00-08:15		1					2		1	1		
08:15-08:30							6		1	1	1	2
08:30-08:45	2	1	1	2	1		2				1	1
<b>Total</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>4</b>

1.8.2. Cyclists

Time	SSH W-CB	DR – CB	SSHE - CB-	From CB - SSHE	From CB- DR	From CB- SSH W	PRE- CB	CBS- CB	PRW- CB	From CB- PRE	From CB- CBS	From CB- PRW
07:45-08:00					2							
08:00-08:15		1									1	1
08:15-08:30					2			1			1	
08:30-08:45		1		1	1	2		1				
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>

Time	SSH W-CB	DR – CB	SSHE - CB-	From CB - SSHE	From CB- DR	From CB- SSH W	PRE- CB	CBS- CB	PRW- CB	From CB- PRE	From CB- CBS	From CB- PRW
07:45-08:00		2		1				1			1	
08:00-08:15		1									1	
08:15-08:30		2			1						2	
08:30-08:45					1		1	1				
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>

1.8.3. Pedestrian Movements

Time	SSHW- CB		DR – CB		SSHE- CB-		From CB - SSHE		From CB-DR		From CB- SSHW		PRE-CB		CBS-CB		PRW- CB		From CB-PRE		From CB-CBS		From CB-PRW	
	A*	C*	A	C	A	C	A	C	A	C	A	C	A	C	A	C	A	C	A	C	A	C	A	C
07:45			1	1	3		1		1	5	1	1		3	2	1			3	3	1	3	1	
08:00		8			1				1	22				4	2				2	5	5			
08:15	3		1	6					3	20	2	4	5	6		2		1	1	0	1	7	1	2
08:30			2	1					5	6	2		1	2		2					7	7	1	1
<b>Total</b>	<b>3</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>4</b>		<b>1</b>		<b>10</b>	<b>53</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>15</b>	<b>2</b>	<b>7</b>		<b>1</b>	<b>4</b>	<b>5</b>	<b>14</b>	<b>22</b>	<b>3</b>	<b>3</b>

A\* = Adult

C\* = Child



Time	SSHW-CB		DR – CB		SSHE-CB-		From CB - SSHE		From CB-DR		From CB-SSHW		PRE-CB		CBS-CB		PRW-CB		From CB-PRE		From CB-CBS		From CB-PRW	
	A	C	A	C	A	C	A	C	A	C	A	C	A	C	A	C	A	C	A	C	A	C	A	C
14:45	1		5	17	3				2				3				1		2	1	5	6	2	3
15:00			1	25			4		4	5			1		8	13			0	8	2	12	1	4
15:15			2	5	6	1		2	3	2	1		1	2	1	2			2	0	1	3	1	2
15:30	2		1	2	1					3				2		3			0	0	0	0	0	0
<b>Total</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>49</b>	<b>10</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>9</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>8</b>	<b>21</b>	<b>4</b>	<b>9</b>