



Government of Jersey

COVERED CYCLE PARKING TRIAL ANALYSIS

CONSULTATION REPORT





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COVERED CYCLE PARKING TRIAL ANALYSIS CONSULTATION REPORT

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EXECUTIVE SUMMARY

WSP was commissioned by the Operations and Transport team within the Government of Jersey Infrastructure, Housing and Environment (GoJ IHE) department to undertake analysis of the public consultation survey responses relating to the St Helier Covered Cycle Parking Trial, which saw the erection of four temporary cycle shelters as a part of a trial scheme to promote sustainable travel.

Four temporary covered cycle shelters were installed in St. Helier as part of a four-month trial scheme to encourage islanders to cycle in and out of town as part of the Sustainable Transport Policy (STP) Strong Start Delivery Plan. The locations were as follows:

- Les Jardin's public car park, near the cycle track;
- At the front of Sand Street public car park;
- Outside the International Finance Centre offices (IFC) and adjacent to the Esplanade; and
- Near the Esplanade/Gloucester Street junction.

The public consultation for the trial scheme was undertaken between 26 July and 19 November 2021. The online questionnaire received input from 204 respondents and was formed of 14 closed and open (free text) questions.

The key outcomes from the consultation can be summarised as follows:

- 83% (170) of respondents stated that they were cyclists;
- 70% (141) of respondents lived outside the Parish of St Helier, with just 30% living within the parish. While 71% indicated they cycled to town;
- 39% (66) of respondents reported cycling daily to town, while a further 32% (54) of respondents reported cycling at least once a week to town;
- 36% (60) of respondents stated they were put off cycling to town due to a lack of convenient places to park their bikes. A further 29% (48) of respondents stated they were sometimes put off cycling to town due to a lack of convenient places to park their bikes. Combined, this totals 65% of respondents;
- 36% (61) of respondents stated the new cycle shelters make them more likely to cycle to town;
- 50% (100) of respondents stated they wished to see more sheltered cycle parking around town;
- 64% (127) of respondents stated the trial shelters were in a good location; however, 47% (95) stated they didn't feel the shelters were a good design or style; and
- There was a mix of positive and negative responses; however, overall, respondents indicated the trial study was a good initiative.

The key themes that arose from the feedback can be summarised as follows:

- Provide a better design with more protection from the weather and security to prevent theft;
- Include cycle shelters in multi-storey car parks, i.e. Sand St, Minden Pl, and Patriotic St;
- Provide more facilities at cycle shelters, e.g. electric bike charging, storage & changing facilities;
- Install additional cycle shelters (numerous sites proposed – with Snow Hill the most popular);
- Negative impact of high traffic volumes and arrogant and abusive drivers; and
- Need for better cycling infrastructure, e.g., enforced segregated routes.

1 INTRODUCTION

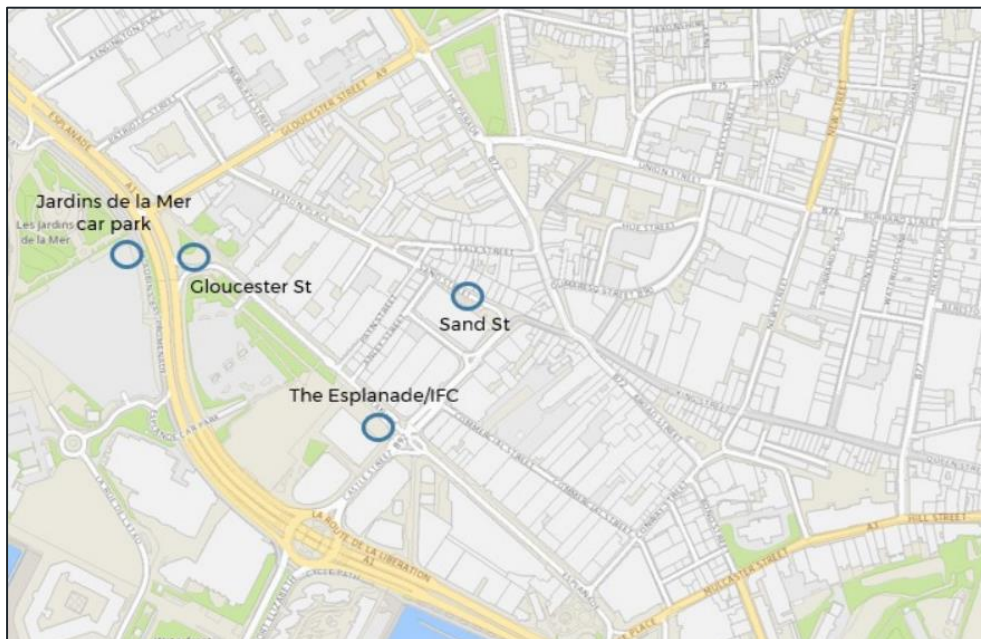
1.1 PURPOSE OF THIS DOCUMENT

- 1.1.1. WSP was commissioned by the Operations and Transport team within the Government of Jersey Infrastructure, Housing and Environment (GoJ IHE) department to undertake analysis of the public consultation survey responses relating to the St Helier Covered Cycle Parking Trial, which saw the erection of temporary cycle shelters as a part of a trial scheme to promote sustainable travel.
- 1.1.2. The trial was run to determine if the covered cycle parking is used frequently and accepted. If they are, they will be made permanent. IHE undertook a public consultation for the trial scheme between 26 July and 19 November 2021, and this consultation summary report outlines the outcomes of the consultation and feedback.

1.2 CONTEXT

- 1.2.1. Four temporary covered cycle shelters were installed in St. Helier as part of a four-month trial scheme to encourage islanders to cycle in and out of town. This trial scheme is part of the Sustainable Transport Policy (STP) Strong Start Delivery Plan designed to respond to the Climate Emergency by encouraging more active travel and reducing the number of cars on the roads.
- 1.2.2. The location of the temporary covered cycle shelters is shown in Figure 1-1 and includes:
 - Les Jardins public car park, near the cycle track;
 - At the front of Sand Street public car park;
 - Outside the International Finance Centre offices (IFC) and adjacent to the Esplanade; and
 - Near the Esplanade/Gloucester Street junction.

Figure 1-1 - Location of the trial covered cycle parking shelters



Sourced: <https://www.gov.je/Government/Consultations/Pages/CoveredCycleSurvey.aspx>

1.3 SCHEME OBJECTIVES

- 1.3.1. The Sustainable Transport Policy (STP) has been prepared to research, consult upon and identify funding for a sustainable transport strategy, including safe routes for walking and cycling and provision for those with impaired mobility. STP Strong Start Delivery Plan, a part of the mentioned policy, outlines the programme of foundation work to achieve the following key objectives:
- Planning to travel less;
 - Focusing developments in places that can be easily reached by sustainable transport choices;
 - Development that supports the provision of infrastructure and facilities to enable sustainable travel;
 - Making best use of our roads and streets;
 - Applying flexible parking standards and allow for the provision of lower levels of parking and the creation of high-quality places; and
 - Investing in infrastructure to support sustainable travel.
- 1.3.2. The cycle shelter trial scheme is a part of the Sustainable Transport Strong Start Delivery Plan that encourages more active travel and reduces the number of cars on the roads.

1.4 CONSULTATION OBJECTIVES

- 1.4.1. Consultation activities were set out to deliver the following outcomes:
- Understand the acceptability of the shelters and the improvements to be made with respect to the design and streetscape.
 - Determine whether the present trial cycle shelters should be made permanent.
 - Understand the barriers to cycling faced by the public.
 - Determine if there are any other locations or factors that should be taken into account when providing cycle parking.

2 CONSULTATION

2.1 2021 CONSULTATION

- 2.1.1. GoJ IHE led the covered cycle parking trial consultation which was held between 26 July and 19 November 2021 while WSP have undertaken the analysis of the responses.

2.2 QUESTIONNAIRE

- 2.2.1. An online questionnaire was the main platform to gather public views on the proposals. It was available on the survey.gov.je, website throughout the duration of the consultation (26 July -19 November 2021).
- 2.2.2. A copy of the questionnaire can be found in Appendix A.

2.3 ANALYSIS METHODOLOGY

- 2.3.1. Most questions within the questionnaire were closed questions, where respondents could choose one or more answers from a specific list. The results of each closed question are presented in the relevant questions sections below.
- 2.3.2. The questionnaire contained two open questions at the end, inviting free-text responses, asking respondents if they had any other comments on the proposals and giving the opportunity to expand on any other questions in the rest of the questionnaire.
- 2.3.3. These open responses required further analysis through a process called 'coding' to identify common themes. A coding frame was created by reviewing a sample of the responses received and identifying a set of common themes and areas of comment for each question.
- 2.3.4. For six closed questions within the questionnaire, there was an option within the questionnaire that allowed respondents to provide a reason for choosing their closed option. These answers were coded in a similar way as the open question responses, using a different code frame specific to each question.
- 2.3.5. Questions 6 and 7 formed the follow up of the previous question 5. A common code frame with different themes was therefore used for questions 6 and 7.
- 2.3.6. A copy of all code frames and their corresponding number of responses received can be found in Appendix B.
- 2.3.7. Respondents could choose which questions to answer, and so percentages are based on the total number of respondents who answered that question and option. Note that percentages, where included, have been rounded to the nearest whole percentage point and as such, totals may not always equal 100%.

3 RESULTS

3.1 SUMMARY

- 3.1.1. The consultation ran from 26 July to 19 November 2021, and during that period, responses were received via the online questionnaire. Table 3-1 below shows the number of responses received for each question and shows responses ranging from 70 to 204, with an average of 169.
- 3.1.2. Question 1, 'Are you a cyclist' generated the highest number of responses, while Question 6 'Reasons why you answered Yes' to question 5, 'Do these new cycle shelters make you more likely to cycle to town' generated the fewest responses.

Table 3-1 – Number of responses received

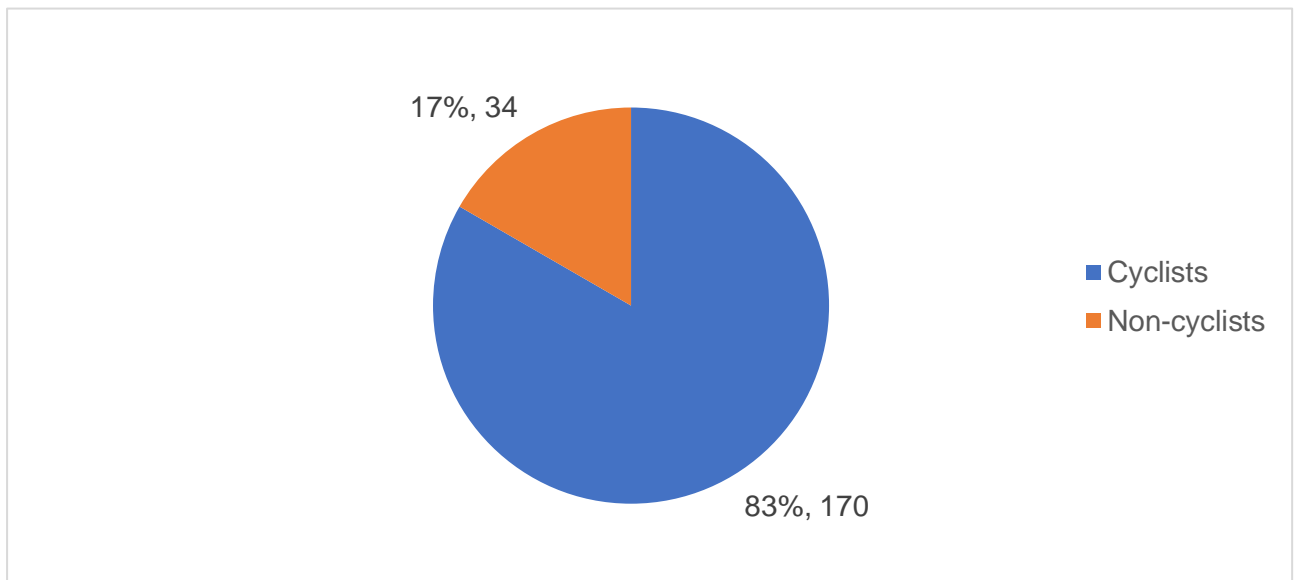
Question Number	Question	Number of responses
Q1	Are you a cyclist?	204
Q2	When do you cycle to town?	168
Q3	Does the lack of convenient places to park your bike put you off cycling to town?	168
Q4	Which day of the week do you cycle to town?	156
Q5	Do these new cycle shelters make you more likely to cycle to town?	168
Q6	Reasons why you answered Yes?	70
Q7	Reasons why you answered No?	101
Q8	Do you?	202
Q9	Do you think the shelters are in good locations to be seen and used?	198
Q10	Do you think the shelters are in keeping with the location's streetscape?	199
Q11	Do you think the shelters are a good design and style for this part of town?	201
Q12	Would you like to see more of these types of shelters around town?	199
Q13	What else do you think could be done to improve cycle parking	158
Q14	What do you see as the barrier to cycling in the island?	171

3.2 TYPE OF RESPONDENTS

Question 1

- 3.2.1. Question 1 of the consultation gives a picture of the proportion of cyclists and non-cyclists within the respondents.
- 3.2.2. A total of 204 people answered this question.
- 3.2.3. As shown in Figure 3-1, most of the respondents stated that they were cyclists, constituting approximately 83% of the total people who took part in the survey. This major percentage is represented by a total of 170 cyclists. It is noted that being a “cyclist” may mean different things to different people.

Figure 3-1 - Q1 Are you a cyclist?

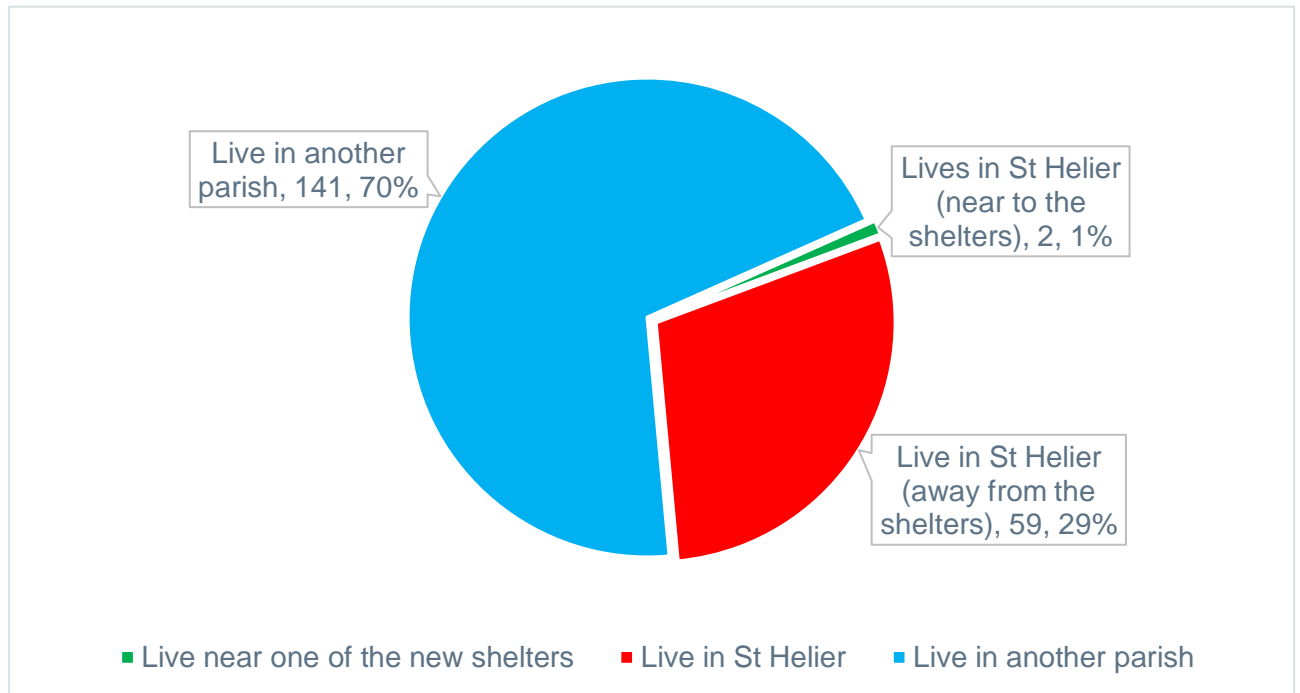


3.3 LOCATION OF RESPONDENTS

Question 8

- 3.3.1. Question 8 of the questionnaire asked, 'Do you?':
- Live near any of the shelters;
 - Live in St. Helier: or
 - Live in another parish.
- 3.3.2. A total of 202 respondents answered this question, and 2 respondents skipped the question. Figure 3-2 shows the responses received.

Figure 3-2 - Q8 Location of respondents



3.3.3. Figure 3-2 shows that the majority of the respondents live in another parish. Out of the 202 total respondents, 30% of the respondents are from the St Helier parish, from which only two respondents live near the trial shelter locations.

- Do you think the shelters are in good locations to be seen and used?

3.4 TRAVEL BEHAVIOUR OF RESPONDENTS

Question 2

3.4.1. Question 2 of the questionnaire asked about respondents frequency of cycle trips to town:

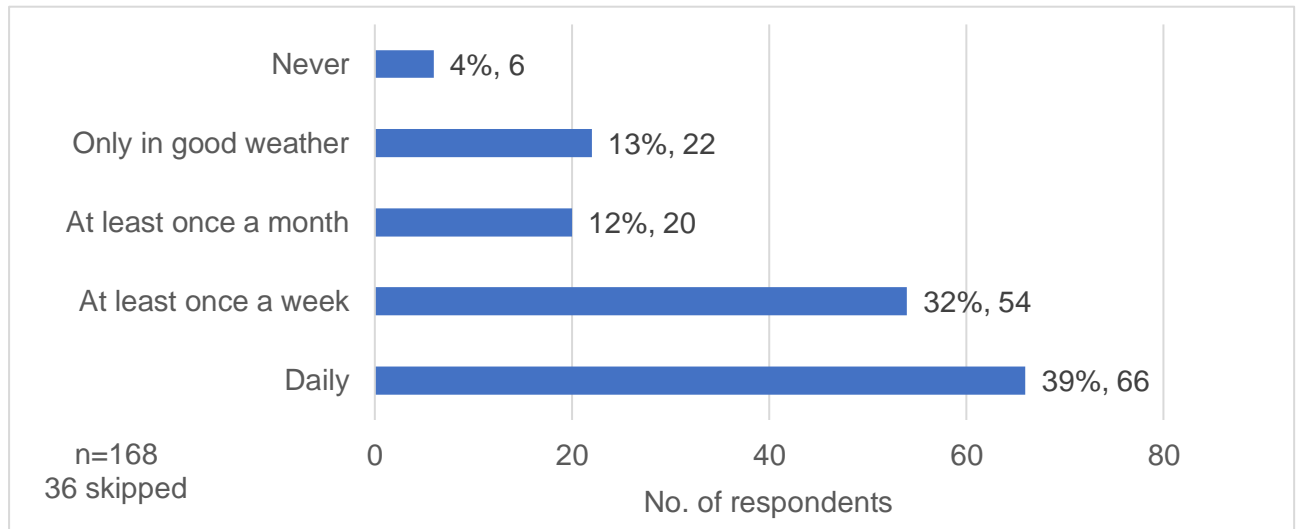
- When do you cycle to town?

3.4.2. A total of 168 respondents answered this question, and 36 respondents skipped the question. Figure 3-3 shows the options selected by the respondents.

3.4.3. Options that respondents could select were:

- Daily;
- At least once a week;
- At least once a month;
- Only in good weather; and
- Never.

Figure 3-3 - Q2 When do you cycle to town?



3.4.4. Among the 168 total responses, 66 (39%) respondents cycle daily, while 13% prefer to cycle only when the weather is good.

3.4.5. Around 32% of respondents reported cycling at least once a week, with a further 12% of respondents cycling at least once a month. In contrast, only 4% of respondents reported never cycling to town.

Question 3

3.4.6. Question 3 of the questionnaire asked:

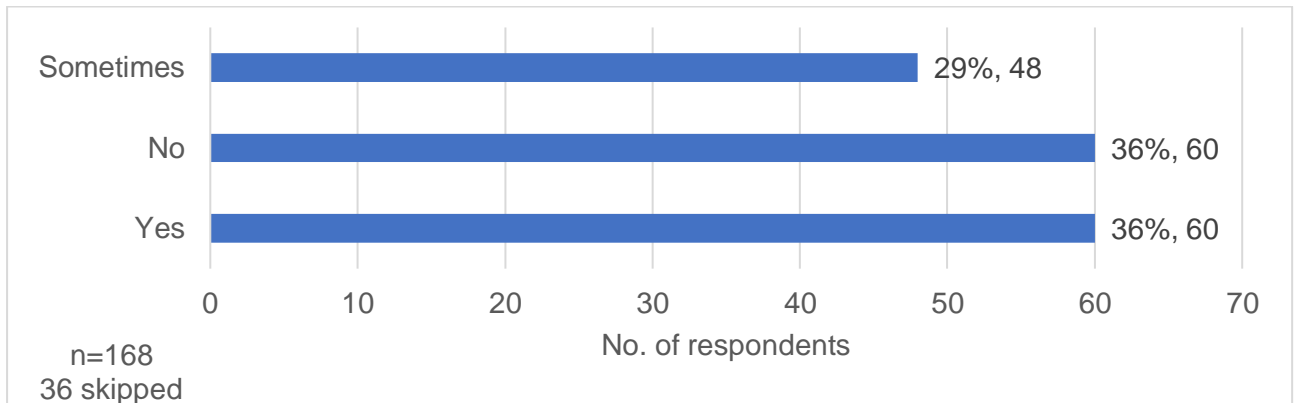
- Does the lack of convenient places to park your bike put you off cycling to town?

3.4.7. Options that respondents could select were:

- Yes;
- No; and
- Sometimes.

3.4.8. A total of 168 respondents answered this question, and 36 respondents skipped the question. Figure 3-4 shows the responses received. An equal proportion of the positive and negative responses were obtained. However, a key finding is that 36% of respondents indicated they were put off cycling to town due to a lack of convenient places to park their bikes.

Figure 3-4 - Q3 Does the lack of convenient places to park your bike put you off cycling to town?



Question 4

3.4.9. Question 4 of the questionnaire asked:

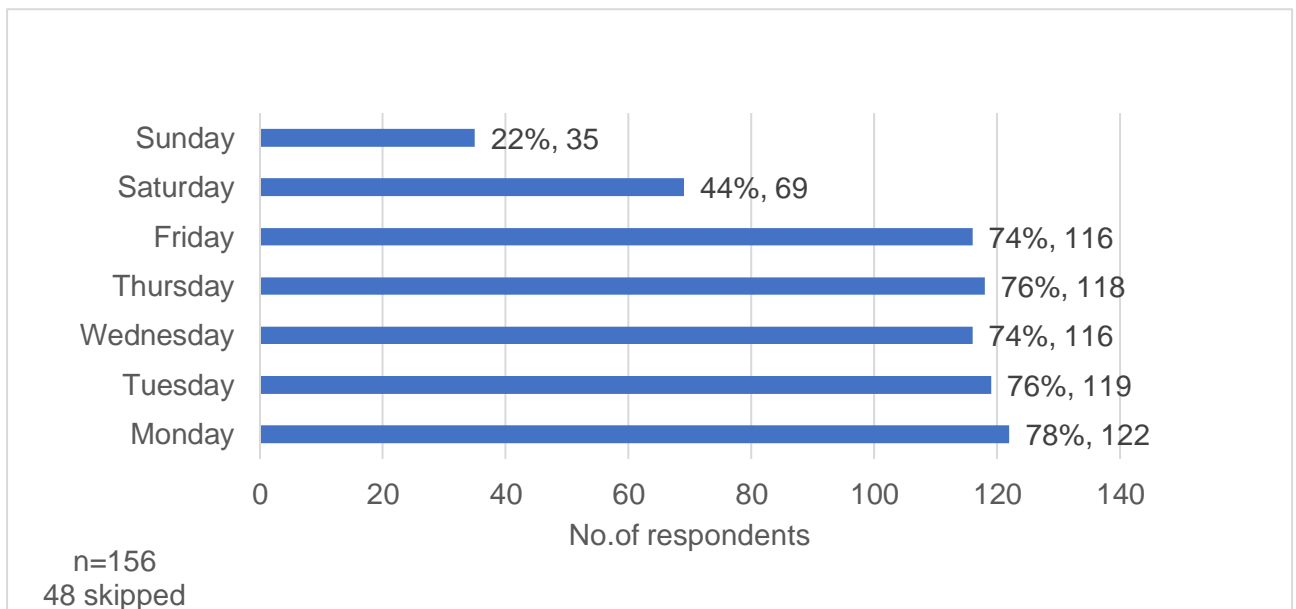
- Which day of the week do you cycle to town?

3.4.10. Options that respondents could select were:

- Monday, Tuesday, Wednesday, Thursday, Friday, Saturday, and Sunday.

3.4.11. A total of 156 respondents answered this question, and 48 respondents skipped the question. Figure 3-5 shows the responses received.

Figure 3-5 - Q4 Which day of the week do you cycle to town?



3.4.12. Most of the responses, >74%, indicated cycling took place during weekdays, which is in line with the results from Question 2, whereby 39% cycled to town daily.

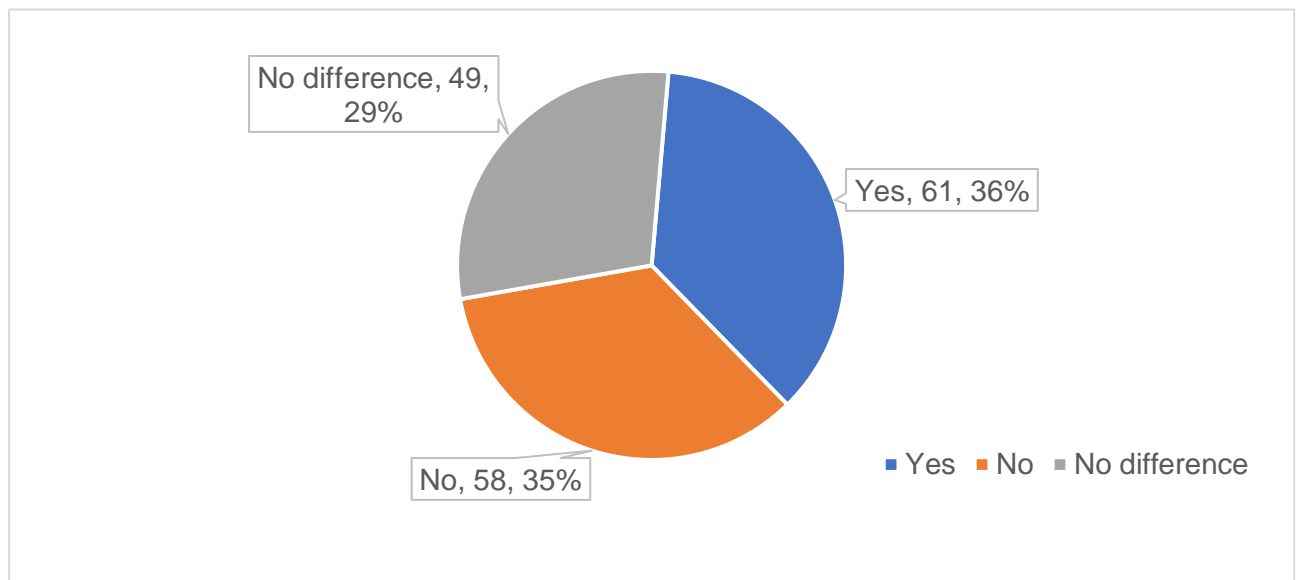
3.5 ACCEPTABILITY OF CYCLE SHELTERS

Question 5

3.5.1. Question 5 of the questionnaire asked:

- Do these new cycle shelters make you more likely to cycle to town?

Figure 3-6 - Q5 Do these new cycle shelters make you more likely to cycle to town?



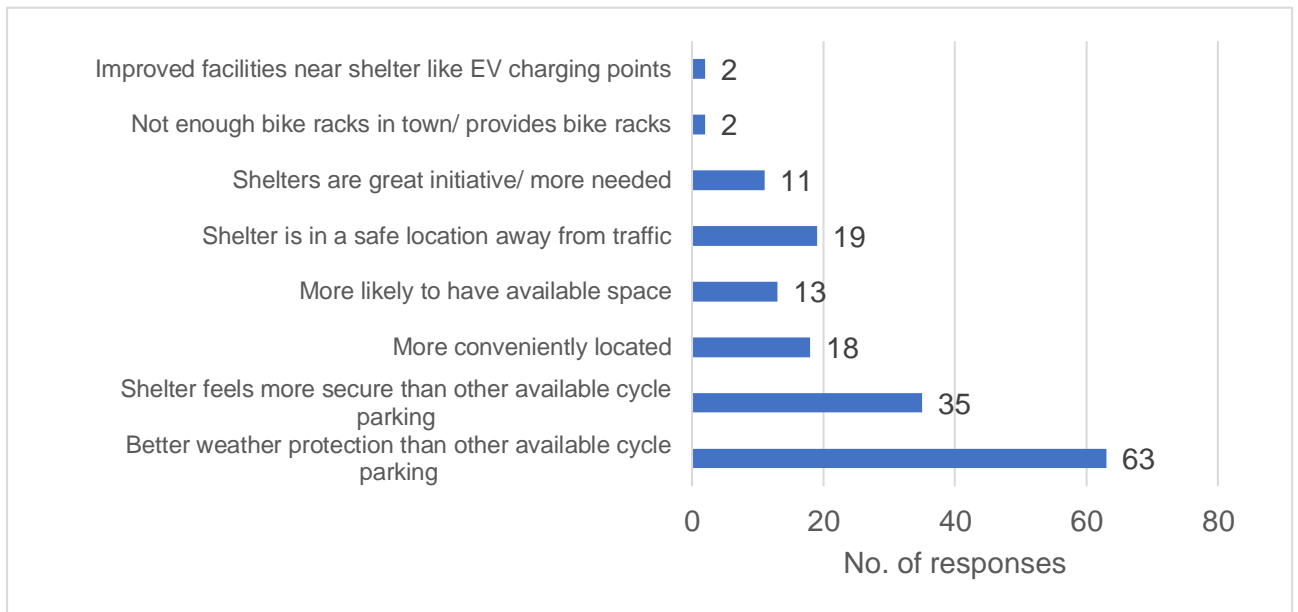
- 3.5.2. A total of 168 responses were obtained for question 5, and 36 people skipped the question. A key finding was that around 36% of respondents indicated they were more likely to cycle because of the new cycle shelters.
- 3.5.3. Around 29% of respondents stated cycle shelters made no difference in their choice of cycling, while 35% of respondents answered cycle shelters would not make them cycle more. These two responses totalled 64% of respondents who considered the shelters to have no impact on their behaviour.
- 3.5.4. Question 5 was followed by questions 6 and 7 to understand the positive and negative aspects of the trial shelters.

Questions 6 and 7

- 3.5.5. Combining the comments from both questions 6 and 7 provided a total of 171 responses with 94 comments. These comments were further classified into positive, negative, and neutral on the new cycle shelters and other suggestions that would encourage cycle use resulting in 417 coded responses – 407 positive, negative or neutral and 10 other responses.
- 3.5.6. Figure 3-7, Figure 3-8 and Figure 3-9 provide a breakdown of the positive, negative, and neutral comments, respectively.
- 3.5.7. Question 6 was asked to understand how the trial shelters would encourage them to cycle more. A total of 70 responses were obtained for the question - the lowest number of responses across all the questions.

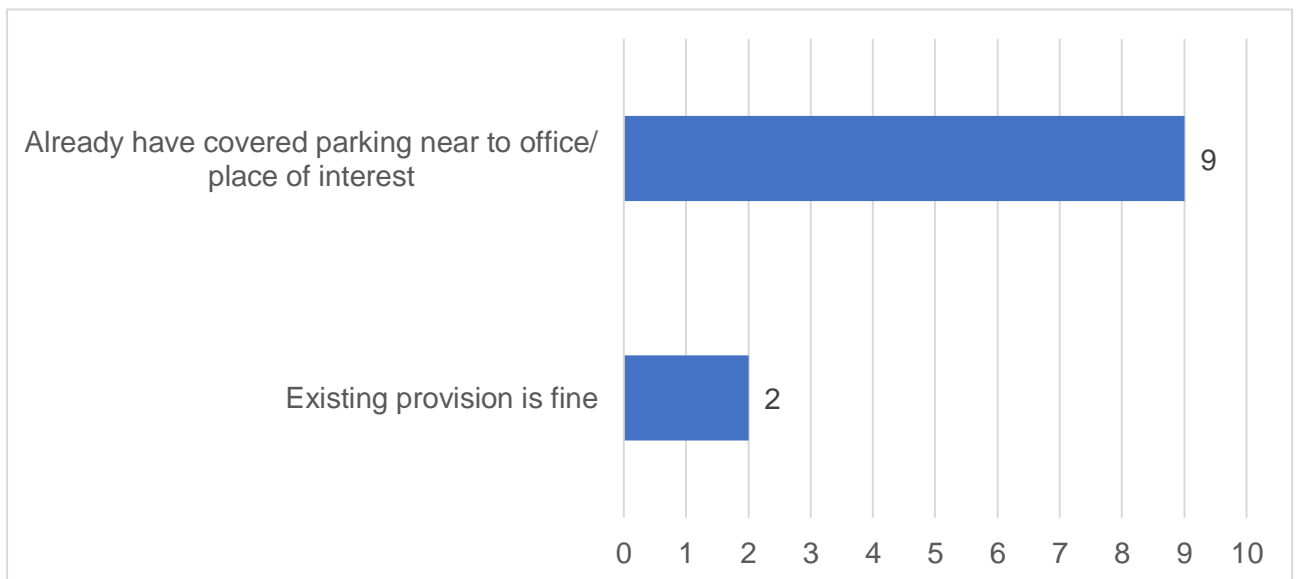
- 3.5.8. Question 7 was asked to understand the negative aspects of the trial shelters and received 101 responses.
- 3.5.9. The breakdown of the positive responses is shown in Figure 3-7. The most frequently ranked response was that the new shelters provide better weather protection than the other available cycle parking facilities, while a sense of increased security was in second place.

Figure 3-7 - Breakdown of positive responses



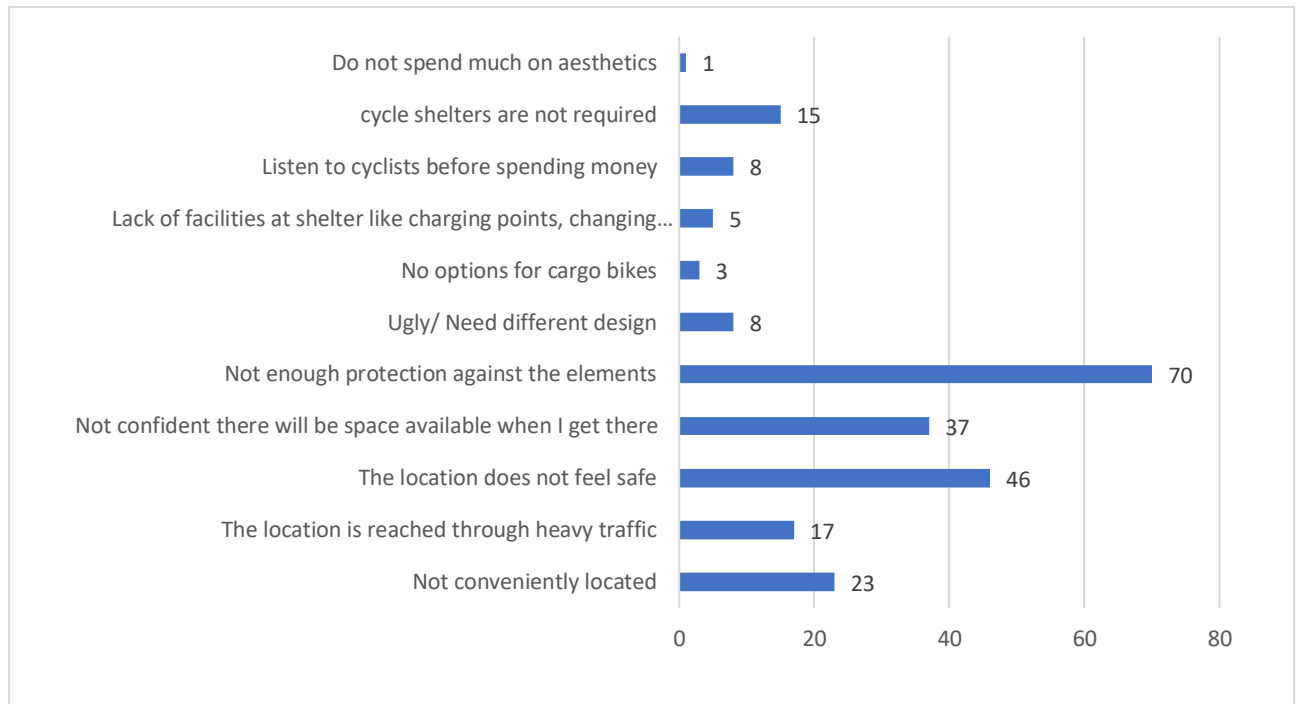
- 3.5.10. As shown in Figure 3-8, there were few neutral responses. Among the neutral responses, the majority of the respondents (9) already had covered parking near to their office.

Figure 3-8 - Breakdown of neutral responses



- 3.5.11. Among the negative comments, around 70 people commented that the shelter doesn't provide enough protection from the weather elements. The other most popular negative comments that were obtained included a smaller number of spaces offered at the shelter and related to the safety aspects.

Figure 3-9 - Breakdown of negative responses



- 3.5.12. The respondents also pointed out other suggestions that would encourage more cycle usage. Below are the suggestions mentioned:

- The cycle shelters should be a mix of short and long stays (2 respondents);
- Include the cycle shelters in the multi-storeyed car parks like Sand Street, Minden Place & Patriotic street on the Esplanade next to the Finance Centre offices (3 respondents);
- Do not keep cycle shelter covers high (1 respondent); and
- More cycle infrastructure like cycle paths is required (1 respondent).

- 3.5.13. Overall responses reflected support for the location of the presently placed trial covered cycle shelters but indicated that the limitations of the existing cycle parking offer need to be addressed, for example, by providing more sheltered and secure cycle parking.

3.6 AESTHETICS AND LOCATION OF CYCLE SHELTERS

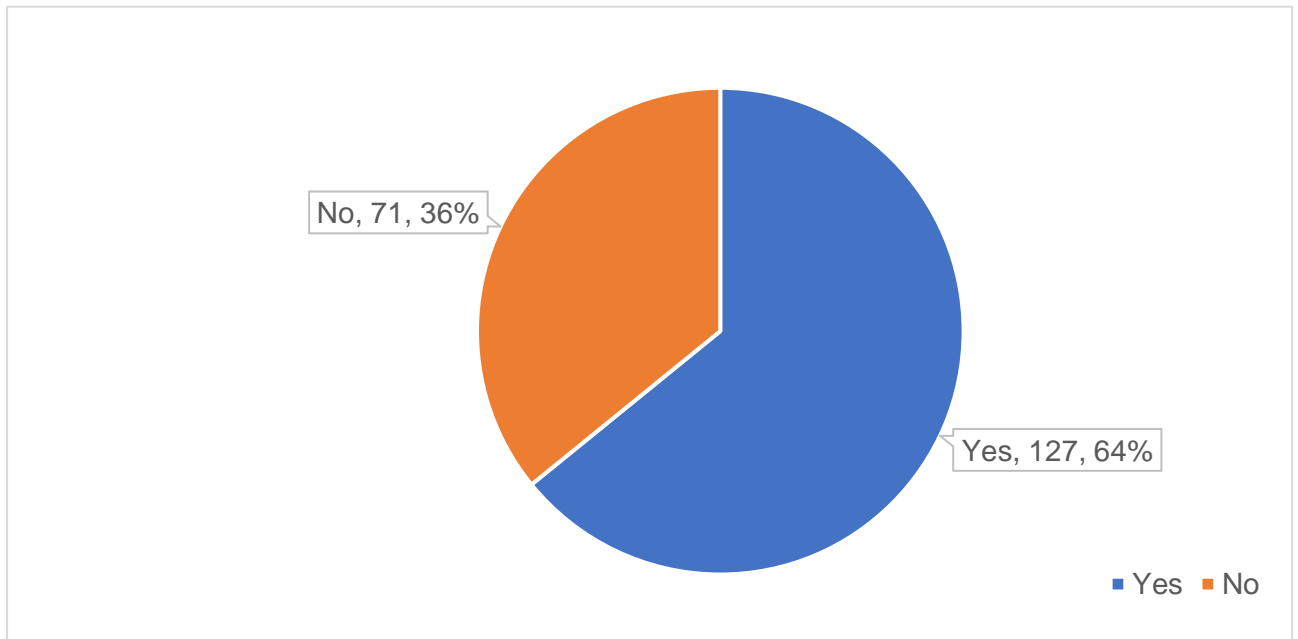
Question 9

- 3.6.1. Question 9 of the questionnaire asked:

- Do you think the shelters are in good locations to be seen and used?

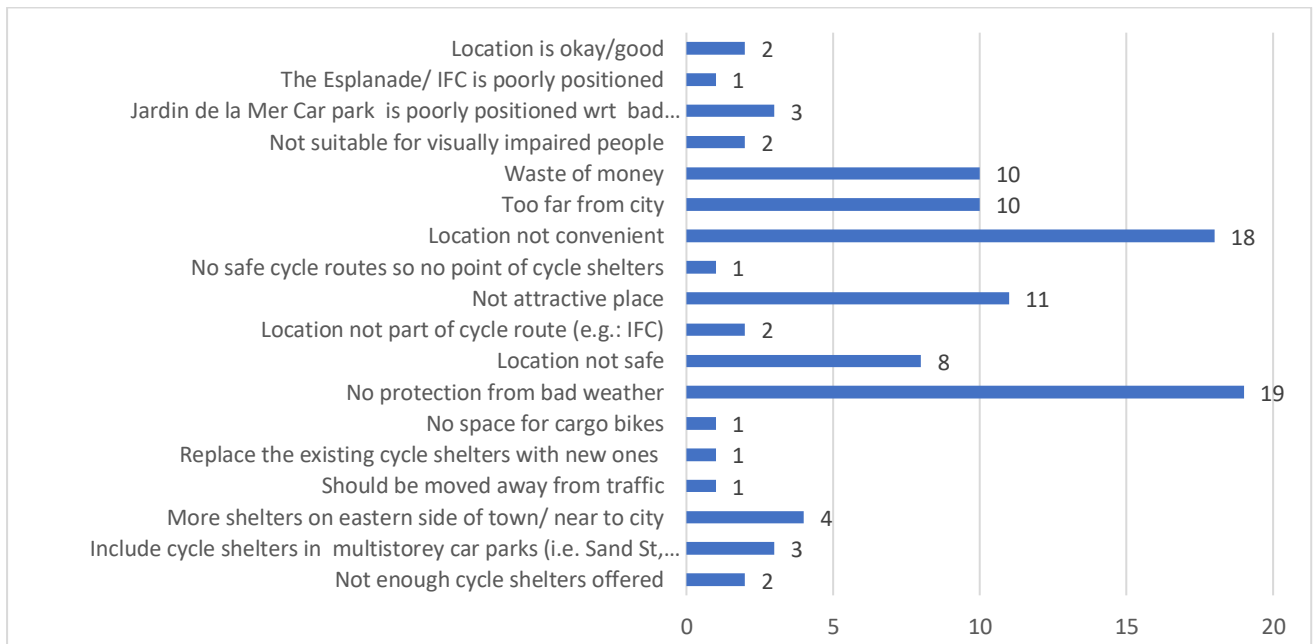
- 3.6.2. The respondents were asked to answer yes or no and state why they answered no. Around 64% of the respondents answered that shelters are in a good location.

Figure 3-10 - Q9 Do you think the shelters are in good locations to be seen and used?



- 3.6.3. The comments provided by all respondents as to if shelters are in good locations to be seen and used are shown in Figure 3-11.

Figure 3-11 - Responses about the suitability of locations



- 3.6.4. The majority of the respondents stated that the shelters are not positioned to give protection from bad weather, and 18 respondents indicated that the present locations were not convenient.
- 3.6.5. Around 10 respondents stated the location of present shelters as far from the town/city.

- 3.6.6. A few responses were location-specific. Les Jardins public car park shelter was specifically mentioned to be poorly positioned with respect to bad weather and pedestrian traffic by 3 respondents. The Esplanade/IFC shelter was also mentioned as poorly positioned by 1 respondent.

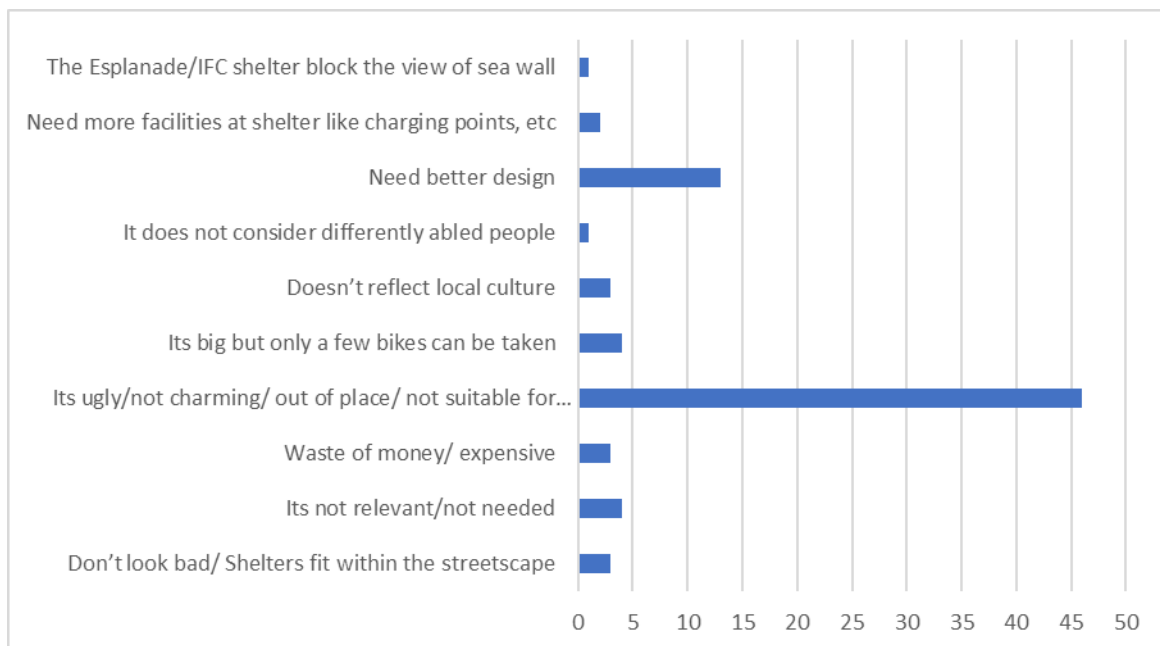
Question 10

- 3.6.7. Question 10 of the questionnaire asked:

■ Do you think the shelters are in keeping with the location's streetscape?

- 3.6.8. The respondents were given an option to select yes, no or don't know. The responses received are as given in Figure 3-12. There were 199 responses, with 50% of the respondents indicating that the shelters are in keeping with the location's streetscape.
- 3.6.9. The Esplanade/IFC shelter is mentioned to be blocking the view of the sea wall by one of the respondents.
- 3.6.10. The majority of the 70 comments provided were very negative responses which said the shelters are ugly/ over-imposing, etc.
- 3.6.11. The responses regarding the shelter's fit with the location's streetscape are shown in Figure 3-12. The majority of comments (46) felt that the shelters were ugly/ not charming/ out of place/ not suitable for the urban environment. A further 13 respondents mentioned the need for a better design for the shelters, while 4 respondents indicated the shelters were large but accommodated only a few bikes.

Figure 3-12 - Responses about the shelter's fit with the location's streetscape



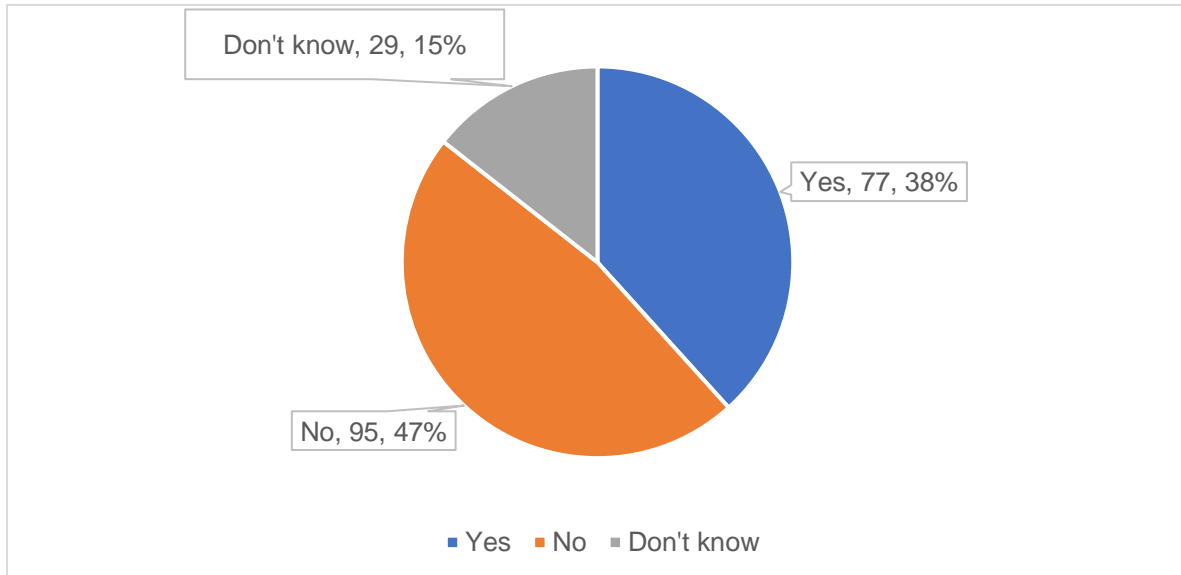
Question 11

- 3.6.12. Question 11 of the questionnaire asked:

■ Do you think the shelters are a good design and style for this part of town?

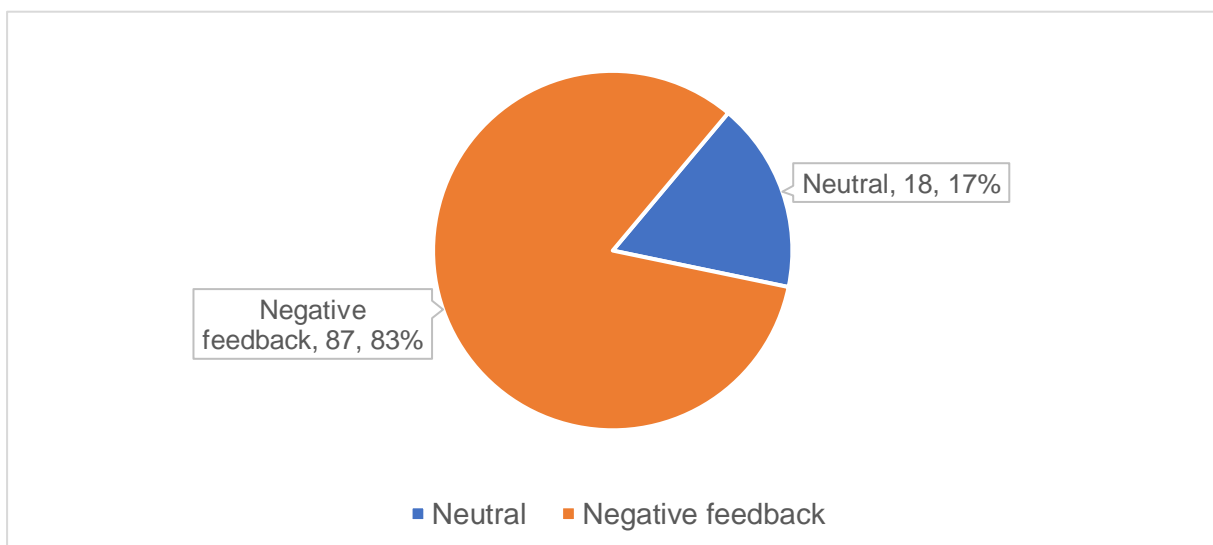
- 3.6.13. The respondents could select yes, no or don't know for the question and were given an option to write their reason for selecting "No".
- 3.6.14. A total of 201 respondents answered the question, and 101 people described their reasons. The responses are as shown in Figure 3-13.

Figure 3-13 - Q11 Do you think the shelters are a good design and style for this part of town?



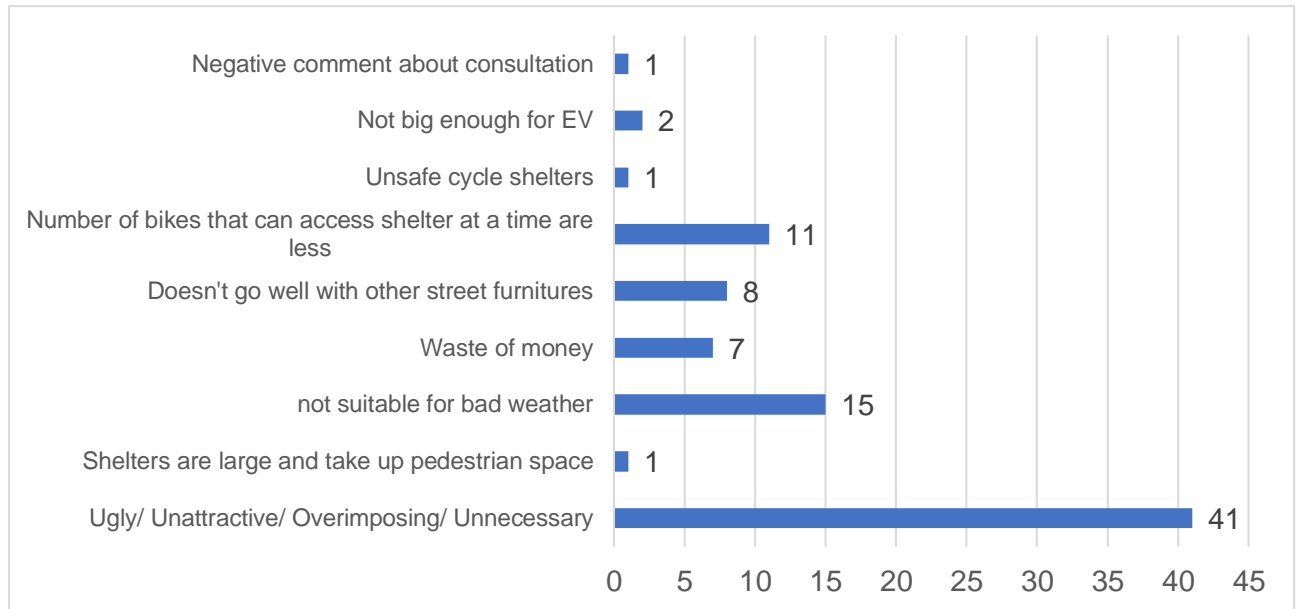
- 3.6.15. Among the 201 responses, 38% were positive, while the majority, 47%, claimed that the design was not good. The reasons they stated were classified as neutral or negative feedback, along with some suggestions.
- 3.6.16. Figure 3-14 provides a breakdown of responses for Q11, with 83% (87) of the feedback being negative, while only 17% (18) were neutral comments. Of those comments that were categorised as neutral, 15 respondents said the design was okay, with a further 3 comments stating they were unsure or didn't know. A list of the negative comments is shown in Figure 3-15.

Figure 3-14 - Breakdown of Q11 responses



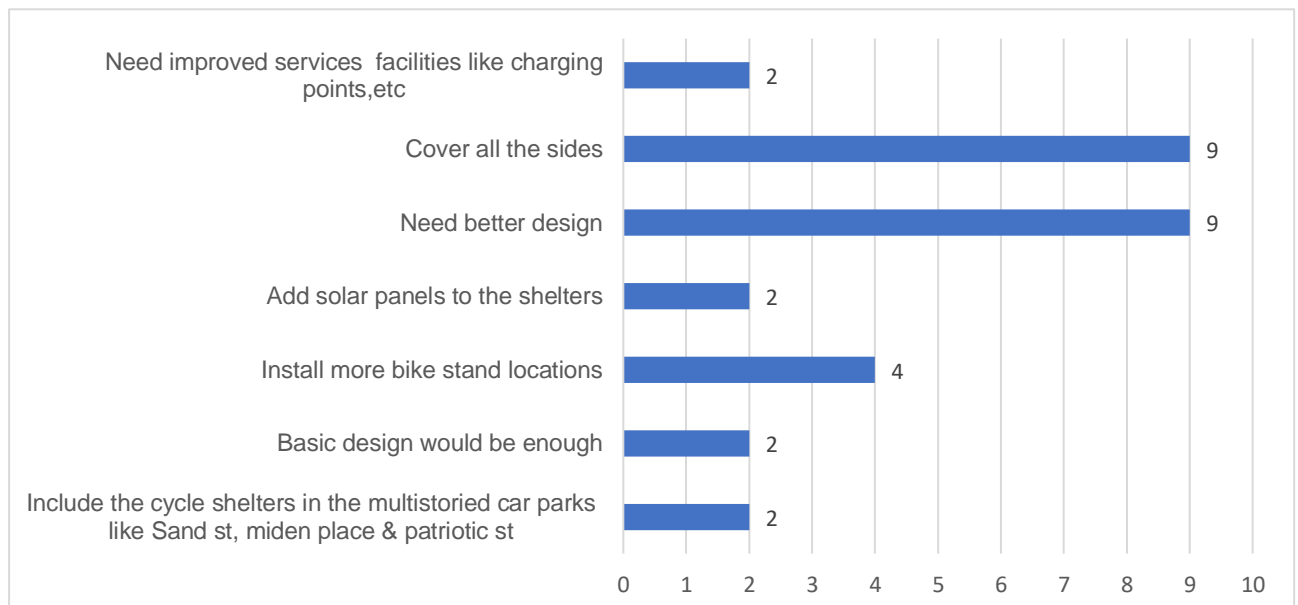
3.6.17. The major negative feedback was that the design was unattractive/ugly; 41 respondents stated this. The other major concerns regarding the design were found to be the lack of protection against weather elements and the lack of spaces available at the shelter.

Figure 3-15 - Negative feedback about the shelter design



3.6.18. The most commented suggestion was to cover all the sides of the shelter to protect from the bad weather and improve the design. It should be noted that sides were added to the shelters late in the consultation period; therefore, some of the responses relating to “cover all the sides” may have been before the sides were added. Figure 3-16 shows the number of responses corresponding to each suggestion.

Figure 3-16 - Suggestions for design of shelters



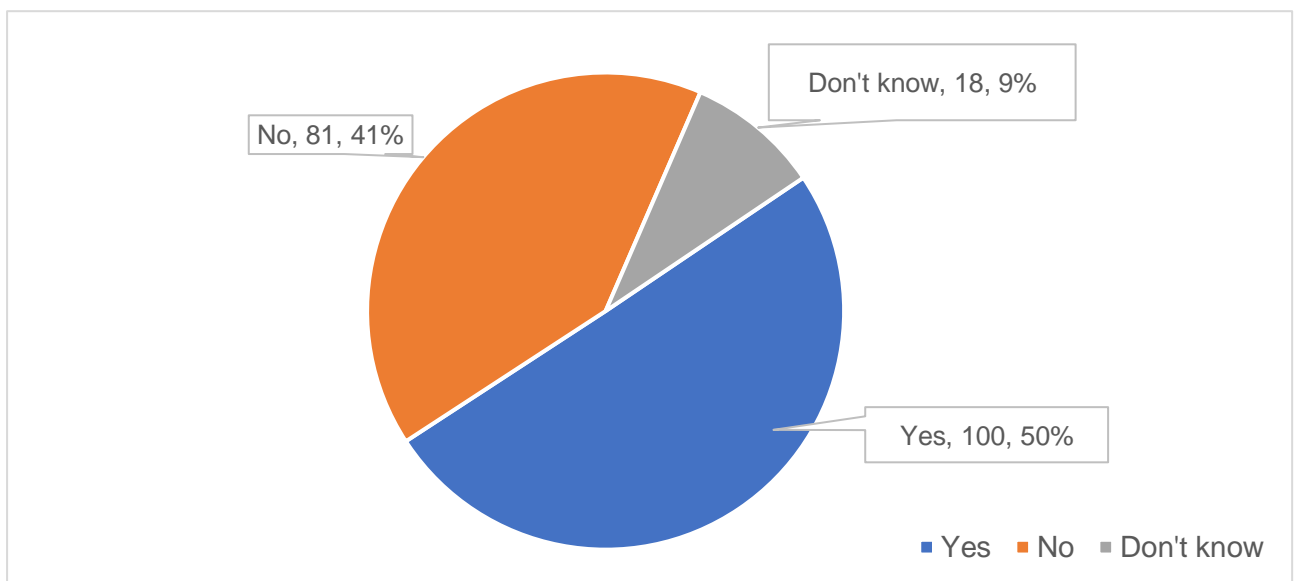
Question 12

3.6.19. Question 12 of the questionnaire asked:

- Would you like to see more of these types of shelters around town? If yes, please state where.

3.6.20. A total of 199 responses were obtained for question 12. The responses are shown in Figure 3-17. 50% of the respondents stated they wanted more shelters around the town. The respondents indicated many places where they wish to see more shelters, along with further suggestions and a few negatives.

Figure 3-17 - Q12 Would you like to see more of these types of shelters around town? If yes, please state where.



3.6.21. Some of the specific locations were also suggested in question 13, which is discussed in section 3.7.

3.6.22. The five locations that prompted the most coded comments in questions 12 and 13 are as follows, although it is noted a number of the locations are close to each other and could be further grouped:

- Snow Hill;
- La Colomberie;
- Near the Royal Square;
- King Street; and
- The market area.

3.6.23. Table 3-2 details the locations where new shelters are preferred.

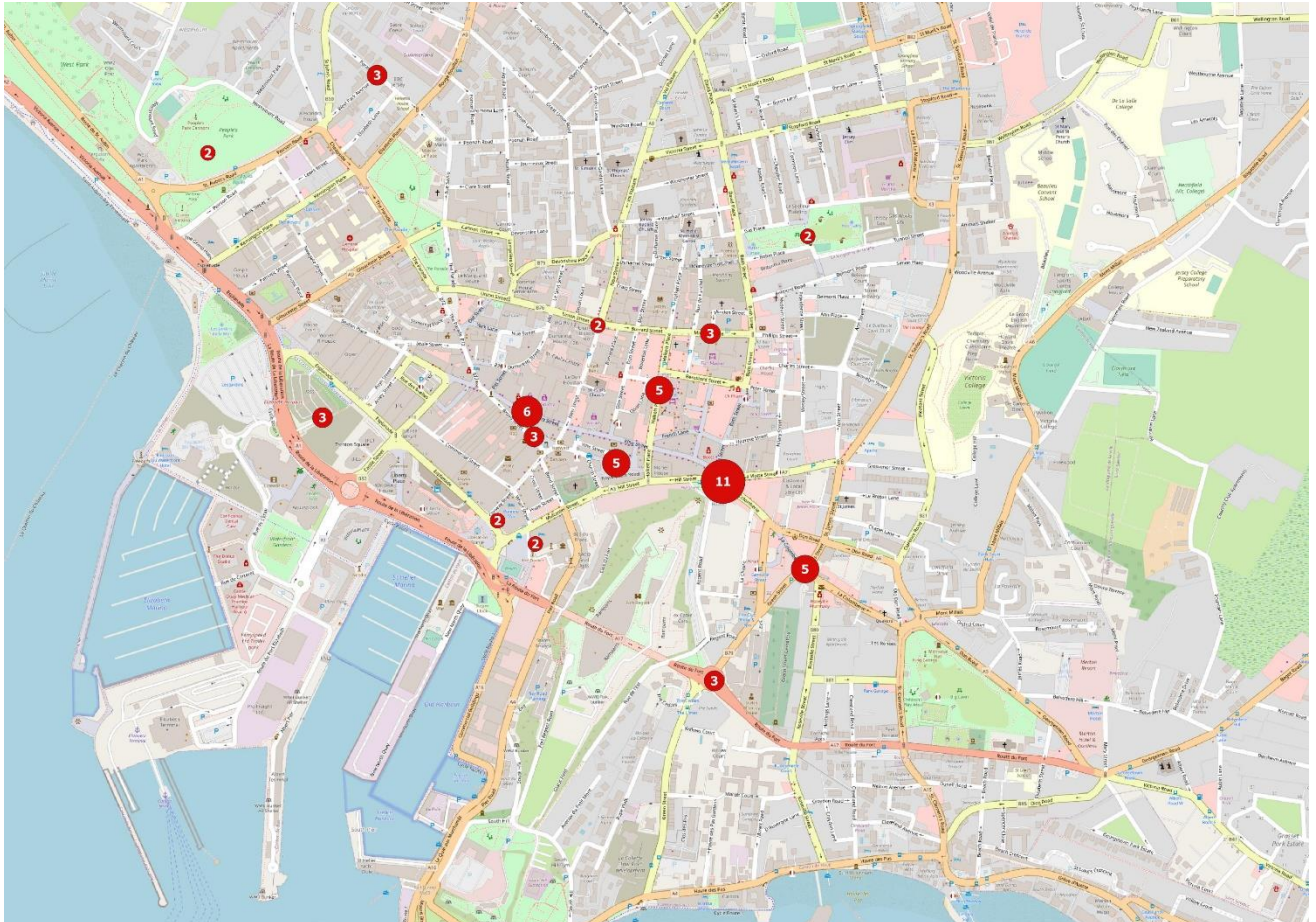
3.6.24. As can be seen below, 24% of all the coded comments were made about no particular location or the scheme as a whole.

Table 3-2 – Breakdown of comments by location

Location	Number of coded comments	% of coded comments
Unspecified	24	24%
Snow Hill	11	11%
King Street	6	6%
Near La Colomberie	5	5%
Near the Royal Square	5	5%
The Market area	5	5%
Broad Street	3	3%
The Parade	3	3%
St Helier	3	3%
Minden Place	3	3%
The Esplanade	3	3%
The Royal Yacht	2	2%
Pomme d'Or Hotel	2	2%
Millennium Park	2	2%
New Street	2	2%
Peoples Park	2	2%
East of Town	2	2%
Queen Street	2	2%
Pitt Street	1	1%
La Motte Street	1	1%
West Centre	1	1%
Liberty Wharf/Town Marina area	1	1%
Library Place	1	1%
Grenville Street	1	1%
Sand Street	1	1%
Old Topshop crossroads (King St/ New St/ New Cut)	1	1%
Howard Davis Park	1	1%
Havre des Pas	1	1%
Gorey	1	1%
Grosnez	1	1%
Thai Dicq Shack (Le Dicq slipway)	1	1%
Old BHS store (Don St / King St)	1	1%
Total	99	100%

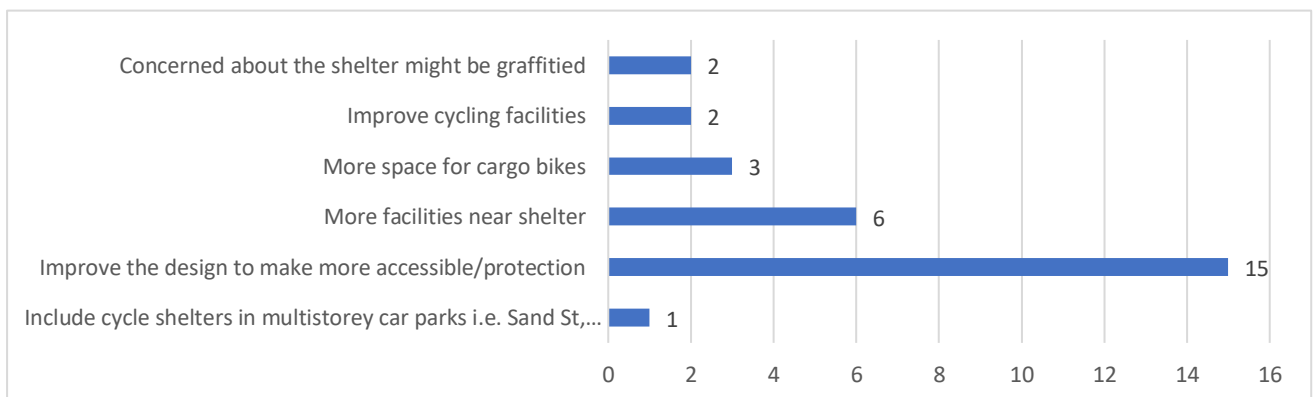
3.6.25. Figure 3-18 gives the proportional representation of the locations based on the number of responses. Most of the respondents were of the opinion that more shelters are required near Snow Hill. A location near La Colomberie was also popular, further indicating a preference for a shelter provision in the southeast of town.

Figure 3-18 - Proportional representation of preferred locations for cycle shelters



3.6.26. The suggestions and concerns about shelters that were given by the respondents are shown in Figure 3-19. The main suggestion that was commented on is to improve the design with respect to accessibility and protection from weather aspects.

Figure 3-19 - Suggestions and concerns about shelters



3.6.27. Nine respondents gave negative feedback regarding the attractiveness and level of suitability of the shelters, with comments including 'ugly' and 'unnecessary'.

3.7 IMPROVEMENTS TO CYCLE PARKING

3.7.1. Question 13 of the questionnaire asked:

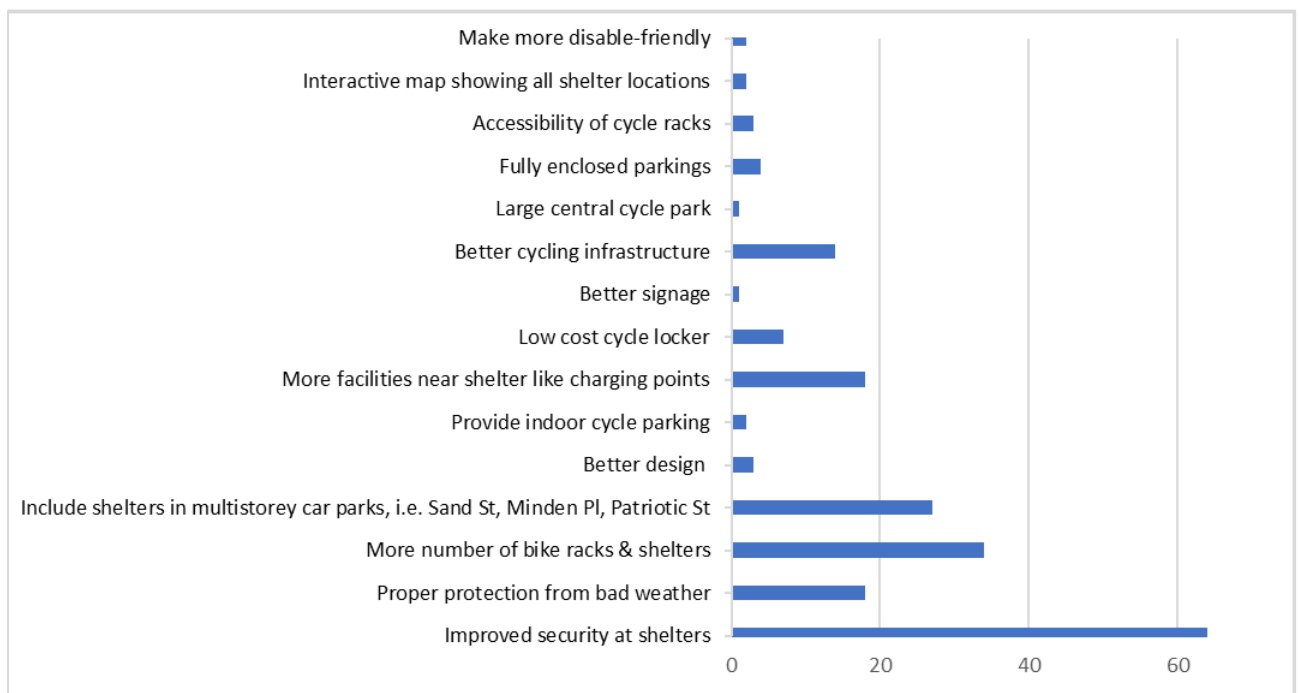
- What else do you think could be done to improve cycle parking?

3.7.2. The open-ended question received 158 responses, and the responses were categorised into improvements, negative feedback, other suggestions, and location suggestions.

3.7.3. Among the 158 responses received, 4 people responded that no improvements are required as the existing provision is fine.

3.7.4. The improvements mentioned by the respondents are given in Figure 3-20. A higher number of respondents, around 64 out of 158, preferred improved security at the shelters. While 34 respondents mentioned the need for increased numbers of bike racks and shelters and 27 people suggested including the cycle shelters in the multi-storeyed car parks like Sand Street, Minden Place & Patriotic Street.

Figure 3-20 - Improvements to cycle parking

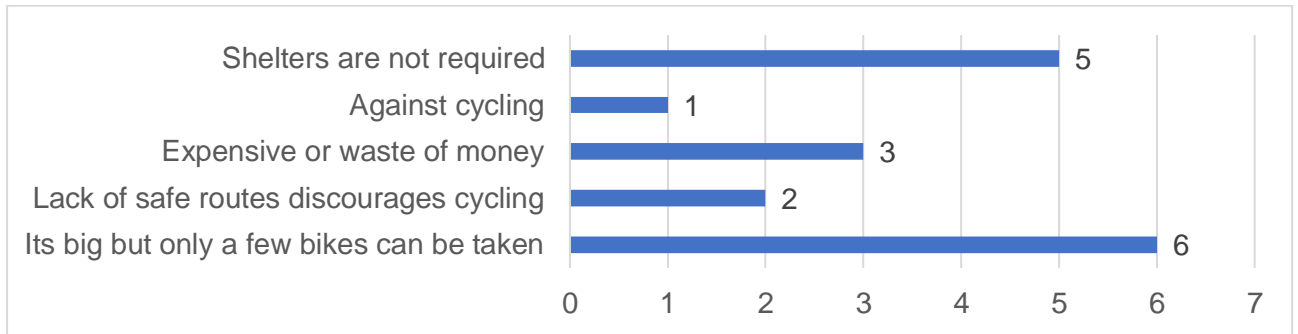


3.7.5. The negative feedback obtained for the question is shown in Figure 3-21. Five of the respondents believe that the shelters are not required.

3.7.6. Some of the other suggestions that the respondents put forward to improve cycling were to:

- Introduce car free days (1 respondent);
- Provide priorities at the junctions (1 respondent); and
- Educate people about being cycle friendly (2 respondents).

Figure 3-21 - Negative responses received for Q13



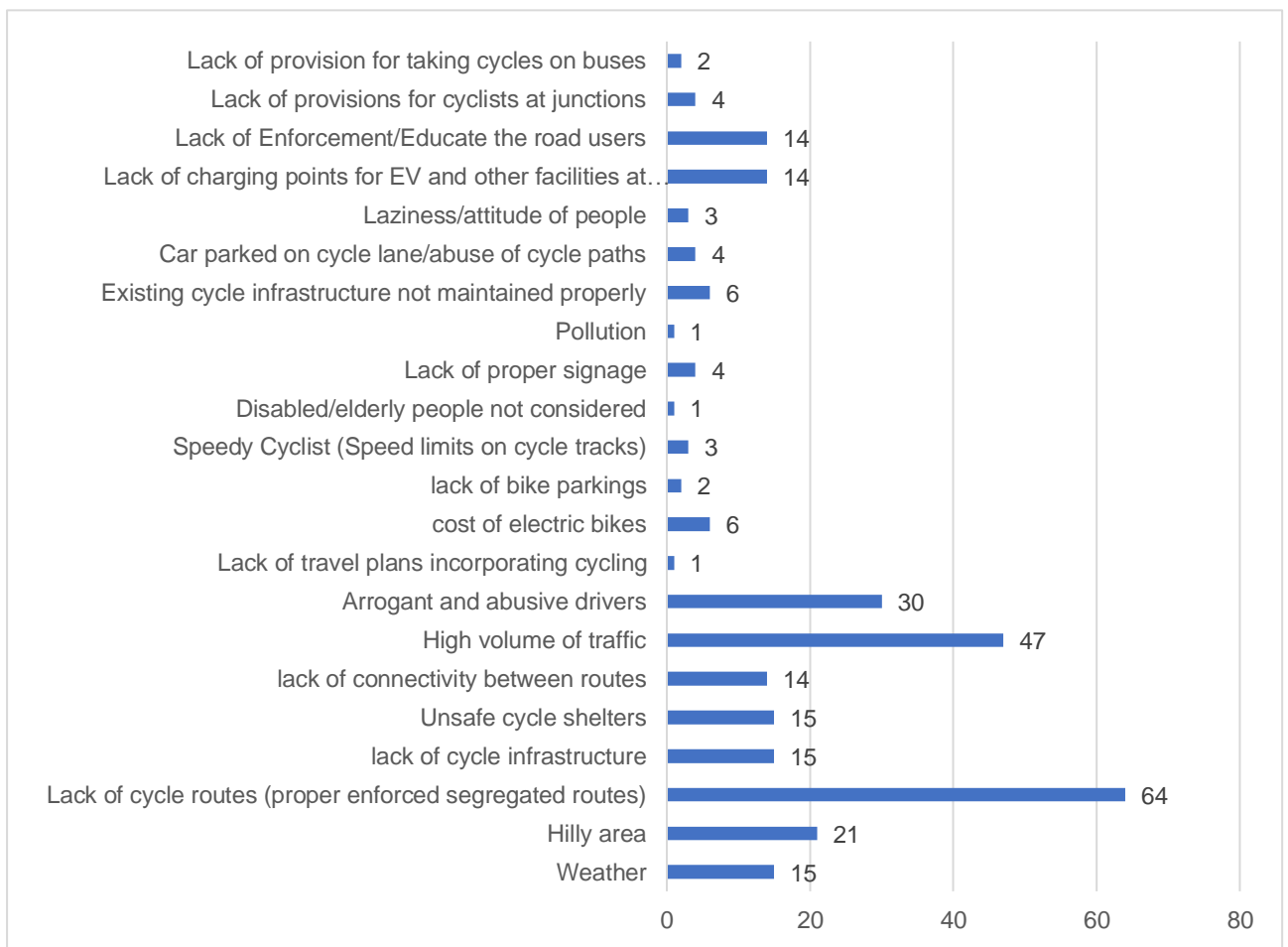
3.8 BARRIERS TO CYCLING

3.8.1. Question 14 of the questionnaire asked:

- What do you see as the barrier to cycling in the island?

3.8.2. The open-ended question received a total of 171 responses stating the barriers to cycling as well as a few suggestions and other comments. The barriers to cycling are shown in Figure 3-22.

Figure 3-22 - Q14 What do you see as the barrier to cycling in the island?



3.8.3. The major barrier to cycling was found to be the lack of properly enforced segregated cycle routes. Around 64 people responded that lack of cycle routes is the main barrier to cycling.

- 3.8.4. High volumes of traffic and the inappropriate behaviour of other road users were listed as the other major barriers to cycling by 47 and 30 respondents, respectively.
- 3.8.5. The island's hilly terrain and the weather conditions were also noted as a hindrance to people cycling. People also mentioned several other barriers like lack of cycling infrastructure, enforcement, and facilities at cycle parking locations, including at shelters.

4 KEY FINDINGS AND THEMES

4.1.1. This section summarises the key findings from all questions along with the key themes that emerged from the coded comments, which arose from responses to the open questions within the survey.

KEY FINDINGS

- 4.1.2. Across all the responses and comments received, the following key findings are drawn out to summarise the public views on the covered cycle parking shelters trialled:
- 204 respondents inputted into the online questionnaire;
 - 83% (170) of respondents stated that they were cyclists;
 - 70% (141) of respondents lived outside of the Parish of St Helier;
 - 39% (66) of respondents reported cycling daily to town, while a further 32% (54) of respondents reported cycling at least once a week to town;
 - 36% (60) of respondents stated they were put off cycling to town due to a lack of convenient places to park their bikes. A further 29% (48) of respondents stated they were sometimes put off cycling to town due to a lack of convenient places to park their bikes. Combined, this totals 65% of respondents;
 - 36% (61) of respondents stated the new cycle shelters make them more likely to cycle to town;
 - The majority of support for the shelters cited the benefits of improved weather protection (63) and a feeling the shelters were a more secure form of parking (35);
 - Conversely, the majority of the adverse comments for the shelters cited similar themes; not enough weather protection (70) and a feeling the shelter locations did not feel safe (46). There was also a lack of confidence in space availability (37);
 - 64% (127) of respondents stated the trial shelters were in a good location; however, 47% (95) stated they didn't feel the shelters were a good design or style. A further 15% (29) indicated they didn't know; and
 - 50% (100) of respondents stated they would like to see more sheltered cycle parking around town. Of the suggested locations for further shelters, 24% (24) were made about no particular location, with the second-highest suggestion being the Snow Hill area with 11% (11).

KEY THEMES

4.1.3. Please note that the range of comments made under each theme are reflected in Table 4-1, while a full frequency version, showing the number of times each code description was used in this analysis, can be found in Appendix B of this report.

Table 4-1 – Key Themes

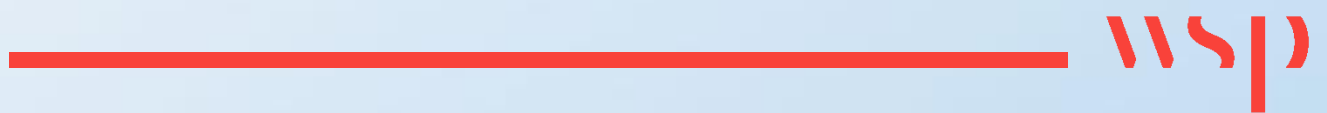
Theme	Nature of comments
Unsafe cycle shelters	Concerns about cycle shelters being unsafe and frequent thefts - requests for improving safety and security.
Lack of cycle routes and cycle infrastructure	Comments state a lack of cycling routes which are in turn properly enforced and segregated from traffic. Responses suggested the need for cycle routes before the installation of shelters.
Lack of charging points for e-bikes and other facilities at shelters	Comments regarding the lack of facilities at the shelters, such as charging points for e-bikes, storage facilities, changing facilities, etc.
Include cycle shelters in multi-storey car parks	Comments suggest converting or including the cycle shelters in multi-storey car parks, such as Sand Street, Minden Place and Patriotic Street.
Proper protection from bad weather	Responses state a lack of full protection from the weather and the need for a better design to cover all the shelter sides.
High volume of traffic	Comments stating the issues with high volumes of traffic making it unsafe for people to cycle.
Arrogant and abusive drivers	Comments complaining about the abusive and arrogant behaviour of other road users towards cyclists, leading to people being discouraged from cycling.
Hilly area	Comments indicate the physical difficulty in cycling because of the hilly terrain. Seen to make it even more difficult for the disabled and elderly to travel by cycle.
More cycle parking within each shelter and more shelters	Responses suggest the need for more cycle parking within each shelter and the need for more shelters across the island to improve the uptake of cycling.

5 SUMMARY

- 5.1.1. Following the consultation period, which ran from 26 July – 19 November 2021, which was led by GoJ IHE, 204 respondents input into the online questionnaire. There were 14 questions, with individual responses received for each question ranging from 70 to 204. Most of the respondents stated that they were cyclists, constituting of 83% (170) of the total people who took part in the survey.
- 5.1.2. The majority of respondents, 70%, lived outside of the Parish of St Helier, with just 30% living within the parish. While 71% indicated they cycled to town.
- 5.1.3. The questions were formed of both closed and open (free text) questions, with the latter generating 743 individual responses.
- 5.1.4. There was a mix of positive and negative responses from the consultation responses; however, overall, respondents indicated the trial study was a good initiative. 36% of respondents indicated the new cycle shelters make them more likely to cycle to town.
- 5.1.5. From the feedback specific to the shelters themselves, it is evident that one of the most important issues to be addressed is the need for a better design that would provide improved protection from the weather. It should be noted that sides were fitted to the shelters during the trial period, as due to delays, they were not available from the start. This may have influenced more people to comment on the lack of protection initially provided by the shelters.
- 5.1.6. In relation to further potential covered cycle parking locations, Snow Hill was the most preferred site for the installation of a new shelter, followed by nearby La Colomberie and the market area.
- 5.1.7. Key themes that arose from the feedback were:
- Include the cycle shelters in the multi-storeyed car parks like Sand Street, Minden Place and Patriotic Street.
 - Provide better design with more protection from the weather and security to prevent theft.
 - Need for more facilities at the cycle shelter, e.g., charging facilities for electric bikes, changing rooms, etc.
 - Suggestions for additional cycle shelters (numerous sites proposed).
 - Need for better cycling infrastructure, e.g., enforced segregated routes.

Appendix A

QUESTIONNAIRE





Covered cycle shelters survey

0%

This survey is entirely voluntary and completely anonymous. Your IP address will not be stored when you complete this survey and none of the answers you give can be used to identify you.

The free text information that you provide will be published in the final survey response document. For further information about how the Government handles your personal data and your rights please see [our privacy notices](#).

Four covered cycle shelters are being installed, on a pilot basis, to encourage more cyclists to town, as part of the Sustainable Transport Strong Start Delivery Plan in response to climate emergency.

These new cycle shelters are located at les Jardins de la Mer carpark near the cycle track, on the Esplanade next to the Finance Centre offices, outside Sand Street carpark and next to the traffic lights at the bottom of Gloucester Street.

Whether you are a cyclist or not we would like your feedback on the location of these shelters as well as the design of these shelters.

1. Are you a cyclist?

☐ Yes

☐ No



Covered cycle shelters survey



2. When do you cycle to Town?

- ☐ Daily ☐ At least once a month ☐ Never
☐ At least once a week ☐ Only in good weather

3. Does the lack of convenient places to park your bike put you off cycling to Town?

- ☐ Yes
☐ No
☐ Sometimes

4. Which day of the week do you cycle to Town?

- ☐ Monday ☐ Thursday ☐ Saturday
☐ Tuesday ☐ Friday ☐ Sunday
☐ Wednesday

5. Do these new cycle shelters make you more likely to cycle to town?

- ☐ Yes
☐ No
☐ No difference

6. Reasons why you answered Yes ?

- ☐ Better weather protection than other available cycle parking
☐ Shelter feels more secure than other available cycle parking
☐ More conveniently located
☐ More likely to have available space
☐ Shelter is in a safe location away from traffic

☐ Other (please specify):

7. Reasons why you answered No?

- ☐ Not conveniently located
- ☐ The location is reached through heavy traffic
- ☐ The location does not feel safe
- ☐ Not confident there will be space available when I get there
- ☐ Not enough protection against the elements
- ☐ Other (please specify):



Covered cycle shelters survey



8. Do you?

- ☐ Live near one of the new shelters
- ☐ Live in St Helier
- ☐ Live in another parish

9. Do you think the shelters are in good locations to be seen and used?

- ☐ Yes
- ☐ No

If not why not?

A large, empty rectangular text box with a thin black border and a small double-slash icon in the bottom right corner.

10. Do you think the shelters are in keeping with the locations streetscape?

- ☐ Yes
- ☐ No
- ☐ Don't know

If not, why not?

A large, empty rectangular text box with a thin black border and a small double-slash icon in the bottom right corner.

11. Do you think the shelters are a good design and style for this part of town?

- ☐ Yes
- ☐ No
- ☐ Don't know

If not, why not?

12. Would you like to see more of these types of shelters around Town?

- ☐ Yes
- ☐ No
- ☐ Don't know

If yes, please state where

13. What else do you think could be done to improve cycle parking?

14. What do you see as the barrier to cycling in the island?

A large, empty rectangular box with a thin black border, intended for a handwritten or typed response to the question above. In the bottom right corner of the box, there is a small, faint icon of a pencil or pen tip.

Appendix B

CODING



Appendix B.1

CODING FRAMEWORKS



Table B-1 – Code framework for questions 6 & 7

CODE	DESCRIPTION
POSITIVE RESPONSE	
501	Better weather protection than other available cycle parking
502	Shelter feels more secure than other available cycle parking
503	More conveniently located
504	More likely to have available space
505	Shelter is in a safe location away from traffic
506	Shelters are great initiative/ more needed
507	Not enough bike racks in town/ provides bike racks
508	Improved facilities near shelter like EV charging points
NEUTRAL RESPONSES	
511	Existing provision is fine
512	Already have covered parking near to office/ place of interest
NEGATIVE RESPONSE	
521	Not conveniently located
522	The location is reached through heavy traffic
523	The location does not feel safe
524	Not confident there will be space available when I get there
525	Not enough protection against the elements
526	Ugly/ Need different design
527	No options for cargo bikes
529	Lack of facilities at shelter like charging points, changing facilities, etc.
530	Listen to cyclists before spending money
531	cycle shelters are not required
532	Do not spend much on aesthetics
OTHER SUGGESTIONS THAT ENCOURAGE CYCLE USE	
541	Should be a mix of short and long stay
542	Turn 1 floor of multi-storey carpark to cycle parking
543	Do not keep shelter covers high
544	Do not cycle
545	Irrelevant comment
546	More cycle infrastructure required like cycle paths etc

Table B-2 – Code framework for Question 9

CODE	DESCRIPTION
NEGATIVE FEEDBACK	
901	Not enough cycle shelters offered
902	Include the cycle shelters in the multi-storeyed car parks like Sand Street, Minden Place & Patriotic Street
903	More shelters on eastern side of town/ near to city
904	Should be moved away from traffic
906	Replace the existing cycle shelters with new ones
911	No space for cargo bikes
912	No protection from bad weather
913	Location not safe
914	Location not part of cycle route (e.g.: IFC)
915	Not attractive place
916	No safe cycle routes so no point of cycle shelters
917	Location not convenient
918	Too far from city
919	Waste of money
920	Not suitable for visually impaired people
921	Jardin de la Mer Car park is poorly positioned wrt bad weather and pedestrian traffic
923	The Esplanade/ IFC is poorly positioned
POSITIVE / NEUTRAL FEEDBACK	
927	Location is okay/good

Table B-3 – Code framework for Question 10

CODE	DESCRIPTION
NEUTRAL	
1000	Don't look bad/ Shelters are going good with streetscape
NOT NEEDED	
1001	It's not relevant/not needed
1006	Waste of money/ expensive
VERY NEGATIVE RESPONSES	
1002	It's ugly/not charming/ out of place/ not suitable for urban environment
NEGATIVE RESPONSES BASED ON DESIGN & FACILITIES	
1003	Its big but only a few bikes can be taken
1004	doesn't reflect local culture
1005	It does not consider differently abled people
1008	Need better design
1009	Need more facilities at shelter like charging points, etc
OTHER RESPONSE	
1010	The Esplanade IFC block the view of sea wall

Table B-4 – Code framework for Question 11

CODE	DESCRIPTION
NEUTRAL	
1100	Design is ok.
SUGGESTIONS	
1101	Include the cycle shelters in the multi-storeyed car parks like Sand street, Minden Place & patriotic street
1102	Basic design would be enough
1103	Install more bike stand locations
1104	Add solar panels to the shelters
1105	Need better design
1106	Cover all the sides
1107	Need improved services facilities like charging points, etc
NEGATIVE FEEDBACK	
1111	Ugly/ Unattractive/ Over-imposing/ Unnecessary
1112	Shelters are large and take up pedestrian space
1113	not suitable for bad weather
1114	Waste of money
1115	Doesn't go well with other street furniture
1117	Number of bikes that can access shelter at a time are less
1118	Unsafe cycle shelters
1119	Not big enough for EV
1120	Negative comment about consultation
1121	Unsure/Don't know to comment

Table B-5 – Code framework for Question 12

CODE	DESCRIPTION
LOCATIONS	
1201	Near La Colomberie
1202	Pitt Street
1203	Broad street
1204	La Motte Street
1205	West Centre
1206	The Parade
1207	Snow Hill
1208	Near the Royal Square
1209	The Royal Yacht
1210	Pomme d'Or Hotel
1211	Millennium park
1212	King Street
1213	Liberty Wharf/Town Marina area
1214	Library Place area
1215	The Market area
1216	Town park
1217	New street
1218	St Helier
1219	Minden place
1220	Grenville street
1221	Sand street
1222	Peoples park
1223	Old topshop crossroads (King St/ New St/ New Cut)
1224	The Esplanade
1225	Howard Davis Park
1226	Havre des Pas
1227	Gorey
1228	East of Town
SUGGESTIONS	
1250	Include the cycle shelters in the multi-storeyed car parks like Sand St, Minden Pl & Patriotic St
1251	Improve the design to make more accessible/protection
1252	More facilities near shelter
1253	More space for cargo bikes
1254	more shelters needed/more bike racks needed
1255	improve cycling facilities
1281	Concerned about the shelter might be graffitied
NEGATIVE FEEDBACK	
1270	Expensive/ Unnecessary
1271	Ugly/Over imposing



Table B-6 – Code framework for Question 13

CODE	DESCRIPTION
NEUTRAL	
1318	Existing provision is fine/use existing
IMPROVEMENTS	
1301	Improved security at shelters
1302	Proper protection from bad weather
1303	More number of bike racks & shelters
1304	Include the cycle shelters in the multi-storeyed car parks like Sand St, Minden Pl & Patriotic St
1305	Better design
1306	Provide indoor cycle parking
1307	More facilities near shelter like charging points
1308	Low cost cycle locker
1309	Better signage
1310	Better cycling infrastructure
1311	Large central cycle park
1313	Fully enclosed parking
1314	Accessibility of cycle racks
1315	Interactive map showing all shelter locations
1316	Make more disable-friendly
NEGATIVE FEEDBACK	
1319	Its big but only a few bikes can be taken
1321	Lack of safe routes discourages cycling
1322	Expensive or waste of money
1323	Against cycling
1312	Shelters are not required
OTHER SUGGESTIONS	
1331	Car free days
1332	Cycle space at front of cars at junctions and lights.
1333	Awareness about being cycle friendly and increasing the cycling
LOCATIONS SUGGESTED FOR CYCLE SHELTERS	
1350	old BHS
1351	royal sq.
1352	queen st
1353	king st
1354	Grosnez
1355	dicq shack
1356	Snowhill

Table B-7 – Code framework for Question 14

CODE	DESCRIPTION
BARRIERS TO CYCLING	
1401	Weather
1402	Hilly area
1403	Lack of cycle routes (proper enforced segregated routes)
1404	lack of cycle infrastructure
1405	Unsafe cycle shelters
1407	lack of connectivity between routes
1408	High volume of traffic
1409	Arrogant and abusive drivers
1410	Lack of travel plans incorporating cycling
1413	cost of electric bikes
1415	lack of bike parking
1417	Speedy Cyclist (Speed limits on cycle tracks)
1418	Disabled/elderly people not considered
1419	Lack of proper signage
1420	Pollution
1421	Existing cycle infrastructure not maintained properly
1422	Car parked on cycle lane/abuse of cycle paths
1423	Laziness/attitude of people
1424	Lack of charging points for EV and other facilities at shelters
1425	Lack of Enforcement/Educate the road users
1426	Lack of provisions for cyclists at junctions
1427	Lack of provision for taking cycles on buses
SUGGESTIONS	
1456	Incentives for not using car
CYCLE ROUTE SUGGESTIONS	
1480	cycle lanes between St Helier and St John and across North of Island
1481	Bel Royal to Saint Ouen.
OTHER COMMENTS	
1470	No barrier to cycling
1471	Don't encourage cycling/ I don't cycle

Appendix B.2

FULL CODING BREAKDOWN



Table B-8 – Code framework for questions 6 & 7

CODE	DESCRIPTION	NO. OF COMMENTS	% CODED
POSITIVE RESPONSE			
501	Better weather protection than other available cycle parking	63	15%
502	Shelter feels more secure than other available cycle parking	35	8%
503	More conveniently located	18	4%
504	More likely to have available space	13	3%
505	Shelter is in a safe location away from traffic	19	5%
506	Shelters are great initiative/ more needed	11	3%
507	Not enough bike racks in town/ provides bike racks	2	0%
508	Improved facilities near shelter like EV charging points	2	0%
NEUTRAL RESPONSES			
511	Existing provision is fine	2	0%
512	Already have covered parking near to office/ place of interest	9	2%
NEGATIVE RESPONSE			
521	Not conveniently located	23	6%
522	The location is reached through heavy traffic	17	4%
523	The location does not feel safe	46	11%
524	Not confident there will be space available when I get there	37	9%
525	Not enough protection against the elements	70	17%
526	Ugly/ Need different design	8	2%
527	No options for cargo bikes	3	1%
529	Lack of facilities at shelter like charging points, changing facilities, etc.	5	1%
530	Listen to cyclists before spending money	8	2%
531	cycle shelters are not required	15	4%
532	Do not spend much on aesthetics	1	0%
OTHER SUGGESTIONS THAT ENCOURAGE CYCLE USE			
541	Should be a mix of short and long stay	2	0%
542	Turn 1 floor of multistorey carpark to cycle parking	3	1%
543	Do not keep shelter covers high	1	0%
544	Do not cycle	1	0%
545	Irrelevant comment	2	0%
546	More cycle infrastructure required like cycle paths etc	1	0%

Table B-9 – Code framework for Question 9

CODE	DESCRIPTION	NO. OF COMMENTS	% CODED
NEGATIVE FEEDBACK			
901	Not enough cycle shelters offered	2	2%
902	Include the cycle shelters in the multi-storeyed car parks like Sand street, Minden Place & patriotic street	3	3%
903	More shelters on eastern side of town/ near to city	4	4%
904	Should be moved away from traffic	1	1%
906	Replace the existing cycle shelters with new ones	1	1%
911	No space for cargo bikes	1	1%
912	No protection from bad weather	19	19%
913	Location not safe	8	8%
914	Location not part of cycle route (eg: IFC)	2	2%
915	Not attractive place	11	11%
916	No safe cycle routes so no point of cycle shelters	1	1%
917	Location not convenient	18	18%
918	Too far from city	10	10%
919	Waste of money	10	10%
920	Not suitable for visually impaired people	2	2%
921	Jardin de la Mer Car park is poorly positioned wrt bad weather and pedestrian traffic	3	3%
923	The Esplanade/ IFC is poorly positioned	1	1%
POSITIVE / NEUTRAL FEEDBACK			
927	Location is ok/good	2	2%

Table B-10 – Code framework for Question 10

CODE	DESCRIPTION	NO. OF COMMENTS	% CODED
NEUTRAL			
1000	Don't look bad/ Shelters are going good with streetscape	3	4%
NOT NEEDED			
1001	It's not relevant/not needed	4	5%
1006	Waste of money/ expensive	3	4%
VERY NEGATIVE RESPONSES			
1002	Its ugly/not charming/ out of place/ not suitable for urban environment	46	58%
NEGATIVE RESPONSES BASED ON DESIGN & FACILITIES			
1003	Its big but only a few bikes can be taken	4	5%
1004	doesn't reflect local culture	3	4%
1005	It does not consider differently abled people	1	1%
1008	Need better design	13	16%
1009	Need more facilities at shelter like charging points, etc	2	3%
OTHER RESPONSE			
1010	The esplanade ifc block the view of sea wall	1	1%

Table B-11 – Code framework for Question 11

CODE	DESCRIPTION		
NEUTRAL			
1100	Design is ok.	15	11%
SUGGESTIONS			
1101	Include the cycle shelters in the multi-storeyed car parks like Sand street, Minden Place & patriotic street	2	1%
1102	Basic design would be enough	2	1%
1103	Install more bike stand locations	4	3%
1104	Add solar panels to the shelters	2	1%
1105	Need better design	9	7%
1106	Cover all the sides	9	7%
1107	Need improved services facilities like charging points, etc	2	1%
NEGATIVE FEEDBACK			
1111	Ugly/ Unattractive/ Over-imposing/ Unnecessary	41	30%
1112	Shelters are large and take up pedestrian space	1	1%
1113	not suitable for bad weather	15	11%
1114	Waste of money	7	5%
1115	Doesn't go well with other street furniture	8	6%
1117	Number of bikes that can access shelter at a time are less	11	8%
1118	Unsafe cycle shelters	1	1%
1119	Not big enough for EV	2	1%
1120	Negative comment about consultation	1	1%
1121	Unsure/ Don't know to comment	3	2%

Table B-12 – Code framework for Question 12

CODE	DESCRIPTION		
LOCATIONS			
1201	Near Colomberie	5	4%
1202	Pit street	1	1%
1203	Broad street	3	2%
1204	La Motte street	1	1%
1205	West Centre	1	1%
1206	Parade	3	2%
1207	Snowhill	10	8%
1208	Near Royal Square	4	3%
1209	Yacht	2	2%
1210	Pomme Dorr	2	2%
1211	Millennium park	2	2%
1212	King street	4	3%
1213	Liberty Wharf/Town Marina area	1	1%
1214	Library place area	1	1%
1215	The Market area	5	4%
1216	Town park	1	1%
1217	New street	2	2%
1218	St Helier	3	2%
1219	Minden place	3	2%
1220	Grenville street	1	1%
1221	Sand street	1	1%
1222	Peoples park	1	1%
1223	Old topshop crossroads	1	1%
1224	Esplanade	3	2%
1225	Howard Davis park	1	1%
1226	Havre des Pas	1	1%
1227	Gorey	1	1%
1228	east of town	2	2%
SUGGESTIONS			
1250	Include the cycle shelters in the multi-storeyed car parks like Sand st, Minden Place & patriotic st	1	1%
1251	Improve the design to make more accessible/protection	15	12%
1252	More facilities near shelter	6	5%
1253	More space for cargo bikes	3	2%
1254	more shelters needed/more bike racks needed	2	2%
1255	improve cycling facilities	2	2%
1281	Concerned about the shelter might be graffitied	24	20%
NEGATIVE FEEDBACK			
1270	Expensive/ Unnecessary	7	6%
1271	Ugly/Over imposing	2	2%

Table B-13 – Code framework for Question 13

CODE	DESCRIPTION		
NEUTRAL			
1318	Existing provision is fine/use existing	4	2%
IMPROVEMENTS			
1301	Improved security at shelters	64	27%
1302	Proper protection from bad weather	18	8%
1303	More number of bike racks & shelters	34	15%
1304	Include the cycle shelters in the multi-storeyed car parks like Sand st, Minden Place & patriotic st	27	12%
1305	Better design	3	1%
1306	Provide indoor cycle parking	2	1%
1307	More facilities near shelter like charging points	18	8%
1308	Low cost cycle locker	7	3%
1309	Better signage	1	0%
1310	Better cycling infrastructure	14	6%
1311	Large central cycle park	1	0%
1313	Fully enclosed parkings	4	2%
1314	Accessibility of cycle racks	3	1%
1315	Interactive map showing all shelter locations	2	1%
1316	Make more disable-friendly	2	1%
NEGATIVE FEEDBACK			
1319	Its big but only a few bikes can be taken	6	3%
1321	Lack of safe routes discourages cycling	2	1%
1322	Expensive or waste of money	3	1%
1323	Against cycling	1	0%
1312	Shelters are not required	5	2%
OTHER SUGGESTIONS			
1331	Car free days	1	0%
1332	Cycle space at front of cars at junctions and lights.	1	0%
1333	Awareness about being cycle friendly and increasing the cycling	2	1%
LOCATIONS SUGGESTED FOR CYCLE SHELTERS			
1350	old BHS	1	0%
1351	royal sq.	1	0%
1352	queen st	2	1%
1353	king st	2	1%
1354	Grosnez	1	0%
1355	dicq shack	1	0%
1356	Snowhill	1	0%

Table B-14 – Code framework for Question 14

CODE	DESCRIPTION		
BARRIERS TO CYCLING			
1401	Weather	15	5%
1402	Hilly area	21	7%
1403	Lack of cycle routes (proper enforced segregated routes)	64	21%
1404	lack of cycle infrastructure	15	5%
1405	Unsafe cycle shelters	15	5%
1407	lack of connectivity between routes	14	5%
1408	High volume of traffic	47	16%
1409	Arrogant and abusive drivers	30	10%
1410	Lack of travel plans incorporating cycling	1	0%
1413	cost of electric bikes	6	2%
1415	lack of bike parking	2	1%
1417	Speedy Cyclist (Speed limits on cycle tracks)	3	1%
1418	Disabled/elderly people not considered	1	0%
1419	Lack of proper signage	4	1%
1420	Pollution	1	0%
1421	Existing cycle infrastructure not maintained properly	6	2%
1422	Car parked on cycle lane/abuse of cycle paths	4	1%
1423	Laziness/attitude of people	3	1%
1424	Lack of charging points for EV and other facilities at shelters	14	5%
1425	Lack of Enforcement/Educate the road users	14	5%
1426	Lack of provisions for cyclists at junctions	4	1%
1427	Lack of provision for taking cycles on buses	2	1%
SUGGESTIONS			
1456	Incentives for not using car	4	1%
CYCLE ROUTE SUGGESTIONS			
1480	cycle lanes between St Helier and St John and across North of Island	1	0%
1481	Bel Royal to Saint Ouen.	1	0%
OTHER COMMENTS			
1470	No barrier to cycling	4	1%
1471	Don't encourage cycling/ I don't cycle	4	1%



Appendix C

FREE TEXT RESPONSES








Covered cycle shelters survey




1. Are you a cyclist?

Answer Choices			Response Percent	Response Total
1	Yes		83.33%	170
2	No		16.67%	34
			answered	204
			skipped	0






2. When do you cycle to Town?

Answer Choices			Response Percent	Response Total
1	Daily		39.29%	66
2	At least once a week		32.14%	54
3	At least once a month		11.90%	20
4	Only in good weather		13.10%	22
5	Never		3.57%	6
			answered	168
			skipped	36



3. Does the lack of convenient places to park your bike put you off cycling to Town?

Answer Choices			Response Percent	Response Total
1	Yes		35.71%	60
2	No		35.71%	60
3	Sometimes		28.57%	48
			answered	168
			skipped	36




4. Which day of the week do you cycle to Town?

Answer Choices			Response Percent	Response Total
1	Monday		78.21%	122
2	Tuesday		76.28%	119
3	Wednesday		74.36%	116
4	Thursday		75.64%	118
5	Friday		74.36%	116







4. Which day of the week do you cycle to Town?

6	Saturday		44.23%	69
7	Sunday		22.44%	35
			answered	156
			skipped	48

5. Do these new cycle shelters make you more likely to cycle to town?

Answer Choices			Response Percent	Response Total
1	Yes		36.31%	61
2	No		34.52%	58
3	No difference		29.17%	49
			answered	168
			skipped	36

6. Reasons why you answered Yes ?

Answer Choices			Response Percent	Response Total
1	Better weather protection than other available cycle parking		85.71%	60
2	Shelter feels more secure than other available cycle parking		44.29%	31
3	More conveniently located		25.71%	18
4	More likely to have available space		15.71%	11
5	Shelter is in a safe location away from traffic		27.14%	19
6	Other (please specify):		27.14%	19
			answered	70
			skipped	134







Other (please specify): (19)

1	Bicycles often rust during the winter if left in the rain. A covered bicycle shelter would provide protection for my bicycle and encourage me to commute by bicycle during the winter.
2	I will cycle anyway but I will be more comfortable leaving my bike outside all day, it won't rust as quickly etc.
3	I would love more shelters! It's a really great initiative.
4	they just seem more official, like the government is finally looking after cyclists. with myself having a high-end bike it is always great to have a nice sheltered area, I haven't looked at them in detail but cameras at these bike racks would be even better. I would love to help out with further cycling-related projects so please if you need any support or ideas please email me at [REDACTED]
5	Obviously it's not a trial. I.e. You won't be sending them back if not used. they will of course be used in the 2 summer months then empty for 10 months
6	Not enough bike racks in town
7	

6. Reasons why you answered Yes ?

8	If they had cameras (maybe they do?) then that would be really good
9	It is not only the bike that is protected, it is me when I am locking it up/unlocking. Also, I would use the shelter if there is a passing shower
10	From what I can see, although there is limited numbers that can use the shelters, it's less likely that bikes will be left in other areas and, for expensive e-bikes or racing bikes, there is less chance of damage. If you go to Cambridge there are areas where it's a mess with bikes piled on top of each other. They are certainly an improvement for heavy e-bikes than Sand Street car park- no lifting involved. I guess that Solar powered e-bike charging stations will eventually get to the island - in that case at least areas will already be available by converting or partially converting existing shelters.
11	If you want to stop traffic, reduce population limits people drive cars they do not drive themselves, and remove big trucks from the road.
12	More cycle paths please.
13	I didn't answer Yes. Do you understand how surveys work?
14	There should be CCTV on each of the shelters.
15	There is a real lack of spaces to park safely and to keep bikes dry
16	These are badly needed, and more of them. The current shelters are fine, and cost must be borne in mind as there is no need to spend silly sums of money on the most beautiful and decorative shelters as government and parishes seem to do on things like lamp posts and bus shelters.
17	I answered No!
18	Keeps my bicycle dry and enables me to put on over trousers without getting wet. Why are the shelters so high though as they let in more rain.
19	They're just not good enough, might as well not bother. We need a proper covered (from all sides) ace secure parking. Many people now have Bikes often in excess of £2-£2500. That's not a bike that want to be left open to the elements day after day and these shelters offer up the elements I'm afraid. Give us a floor of Sand St. £1.50 a day "safe and secure". Man it, pay a wage. £1.50 a day x even just 100 bikes is £950 to pay towards a wage or two... Go the whole hog even, put showers in, a coffee/Porridge shop!? Make it work.....

7. Reasons why you answered No?

Answer Choices			Response Percent	Response Total
1	Not conveniently located		20.79%	21
2	The location is reached through heavy traffic		14.85%	15
3	The location does not feel safe		21.78%	22
4	Not confident there will be space available when I get there		32.67%	33
5	Not enough protection against the elements		47.52%	48
6	Other (please specify):		74.26%	75
			answered	101
			skipped	103

Other (please specify): (75)

1	<p>These shelters are poorly positioned. The one at Jardins DLM faces the prevailing weather including the sea spray. Who thought that was a good idea?? These are too small for cargo bikes. They are not secure. They are expensive. Rather than consulting after you've spent the money listen to those who cycle daily for what they want. This is not it.</p> <p>As has been said so many time before, give 75% of every multi storey car park to disabled drivers and the 25% remaining to bikes of all shapes and sizes. Why for instance do we provide covered motorcycle storage when the bike section has room for about 4 bikes?</p> <p>Cyclists want proper protection from the elements but more than that they want secure/safe facilities. Where they know there bike will be there when they come back, that it won't be damaged while it's parked and if it's out the rain then even</p>
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7. Reasons why you answered No?

	<p>better. These shelters do little of any of what they want. It's so disappointing that we find ourselves having to tell the infra dept how to do their job. This is simple/basic stuff that GCSE students can come up with.</p>
2	<p>The shelters address part of a problem (they aren't actually any more secure; security being more of a problem than protection from the elements), but a minor one. The real problem is the awful behaviour of a significant portion of Jersey's motorists towards cyclists; the fact that dangerous behaviour is not enforceable by law unless injury or damage to property occur, and the lack of any even half-decent cycling infrastructure.</p>
3	<p>There needs to be more secure bike parking Too many bikes are getting stolen despite being locked up Surely an unused shop on the high street or in the surrounding area needs to be used/encouraged</p>
4	<p>They're limited in size, do not offer options for cargo bikes, open to the elements. They need to be part of a town cycling strategy where there are clear and safe cycle routes across town. At present it seems a bit ad hoc..</p>
5	<p>The bikes need to be stored on a busy street away from thieves. The location at the jardin and Gloucester street is not busy enough to deter thieves</p>
6	<p>Ugly. Waste of money. Secure bike parking much more useful. And properly signed cycle routes.</p>
7	<p>Disproportionate expenditure for keeping a saddle dry. They are also ugly. A different design with a smaller footprint might be more successful.</p>
8	<p>Totally unnecessary. We need more bus shelters.</p>
9	<p>More cycle routes required in town; perhaps moving the bollards on hill street to the other side (leave space for taxis to get through) and make the bollards run down to the cross roads off mulcaster st, pier road and Bond Street</p>
10	<p>I would be much more comfortable leaving my bike in a fully enclosed individual storage locker to save the need to remove lights, pump, pannier etc. Some of these for short stay use in Carpark locations would be ideal as I dont commute but would definitely cycle to town more midweek if these were available. Unless they are short stay they will only be used by commuters. Could be a mix of short and long stay.</p>
11	<p>I have covered parking at my work. It would be handy as a facility. Concern s, exposed conditions, security</p>
12	<p>The reason behind using a bicycle is to get as close to your destination as possible, preferably right outside! Any experienced cyclist carries equipment to cover their saddle in wet weather. Rain does not just fall downwards but is normally accompanied by wind which would blow in under any open shelter of this sort. These ugly structures are a total waste of money.</p>
13	<p>I don't need protection. These don't add good space. They are unsightly and ugly.</p>
14	<p>As an ebike user security is very important to me especially knowing that there is a security camera watching. The Sand Street cycle facility is of little use because I do not have the strength to push my ebike to a near vertical position</p>
15	<p>The chance of the shelters actually providing any shelter is minimal. The sides are only partially enclosed, and the roof line is far too high. I think these are more about looks than a practical solution. Anyone who cycles or uses a motorbike is well used to the need to wipe down the saddle if it's become wet while you have parked. I think these shelters are a complete waste of money and appear to be trying to solve a problem that just does not exist.</p>
16	<p>While I am fortunate to be able to store my bike at work, I would comment that a lot of people have invested in high-value bikes, particularly electric. Unless there are security cameras in each of the shelters I would query the security aspect. Also interesting to see that the pilot shelters are near the cycle tracks travelling from the west. No provision for people living and working on the other side of town and don't have the benefit of safe travel home. I feel like the poor relation when it comes to cycling initiatives as everything is focused towards the cycle track on the Esplanade. Personally, if I couldn't store my bike at work, I wouldn't commute by bike. Perhaps thoughts should be given to constructing secure lock-up facilities, providing individual bays and charging points, with a charge of course (charging points are available for electric vehicles, I believe). I suspect that people would sign-up to this and it would bring-in an income stream.</p>
17	<p>Not bothered about shelter, only need places to lock the bike up as only used in good weather</p>
18	<p>They are completely pointless. How is a shelter for my bike supposed to encourage me to cycle in more? The nearest shelter to my office has been installed next to Sand Street car park replacing bike racks already there. Just can't understand this at all. Things that are going to make me more likely to cycle are going to be improving routes into through town. Hill Street is dangerous with pedestrians having stepped into my path on new lane and changes to Midvale road on my main route make it more inconvenient and circuitous. Not sure who is coming up with these measures to encourage bike use but I would be surprised if they are a meaningful bike user.</p>
19	<p>I have an underground space with work. On occasions where I use bicycle I would park at the closet location to where I am going</p>
20	<p>They could install security cameras on these and then they would be very appealing to many</p>
21	<p>Push bikes are a law unto themselves .also. world saving [REDACTED] idiots deluded is the word.</p>

7. Reasons why you answered No?

- | | |
|----|---|
| 22 | Most of our wet weather comes in from the west, so why on earth have you positioned the Sand street cycle cover in that position. It should be tucked in against the car park, with the opening facing north, this maximising the cover for the bikes. Nobody likes a wet bike seat. |
| 23 | I wouldn't cycle in more, but I would use them if they had CCTV surveillance. |
| 24 | I really cannot fathom how we have time and money to spend on projects like this. Each shelter will take eight bikes - really - have we completely lost the plot? |
| 25 | Existing provisions are adequate. These are not going to be any better as they don't give any more protection except against the weather and if the weather isn't great I won't cycle. |
| 26 | I can cope with a wet saddle, even if it means using my 70p bag for life. |
| 27 | These are not central, and a fraction of the cycling infrastructure that is needed to make commuter cycling a genuine option on a large scale. |
| 28 | Unnecessary and a waste of money - just have a simple cycle rack. This is neither one thing or another. It's still open to the elements and no doubt much more expensive than a cycle rack. |
| 29 | |
| 30 | Almost pointless against the weather |
| 31 | Ugly and do not offer the protection you think people need for their bikes. Does not offer any security. What cyclist need is a place where they can change, possibly shower and store a bike dry and securely. |
| 32 | I already have covered parking at the office |
| 33 | This is a badly thought out effort that doesn't address the concerns on the ground. We need secure bicycle storage, shower and changing facilities. Safe cycle routes into town not a glass half cover for 8 bikes |
| 34 | I tend to walk into and from Town, if I have things to carry I will use the car |
| 35 | Absolutely terrible structures! How to ruin our urban environment! Who on earth thinks these are necessary? Remove them! |
| 36 | Need something for people coming from the east, and north town (columberie etc.) |
| 37 | It makes no difference whether the bike racks are covered or not, what is needed are more bike racks not covered ones. |
| 38 | What is the idea of trying to protect the bike from the rain when you have just ridden in it and the bike is wet. As it is only a half covering do you not think wind will blow the rain in and make the bike wet from the no covered side. All the Plastic / Glass / Metal are very damaging to the environment and a total waste of time and money. It will need to be maintained at more expense to the tax payer. SORRY A TOTAL WASTE OF TIME, MONEY, AND PLEASE THINK OF THE ENVIROMENT!!!!!! Another vanity project!! |
| 39 | The shelters have been placed in easy places by IHE. Although some thought has been given to prevailing weather direction this has not been fully addressed.
The MAMILs will still only cycle in good weather.
These shelters are not visually pleasing.
CCTV of the bike shelters would be good as security of expensive bikes is a serious concern when cycling into town. |
| 40 | The shelters can only accommodate 10 bikes at max, with one someone else's bikes rubbing up against yours. There are a multitude of more efficient/aesthetically pleasing storage systems for bikes in use all over the world, which I'm sure could have been installed instead of the current ones. These are useful don't get me wrong, we would however benefit from more of these/different types of these in more locations. |
| 41 | I would prefer to have a secure spot to leave my bike (currently I park my bike on a cycle rack outside the office I work in). An indoor cycle parking arrangement in Green Street car park (like the one in Sand Street car park) would be of more interest to me at the moment. I believe that people are more concerned about safety of parking their bikes |
| 42 | having my bike covered or not makes no difference to me - I would prefer that money was spent on improving the infrastructure (e.g. more cycle lanes, and improving the cycle path on Victoria avenue) |
| 43 | The distance between bikes is not enough to cater for 2 bikes per post. I could not get my bike in alongside another parked bike. |
| 44 | Most of the time it is raining and I need to be dry when I reach my destination. |
| 45 | You should not have installed new shelters, but covers the ones that are already there.
IFC5 building, you put up a new shelter, when is already one 20 meters away.
Same with esplanade in front of Marina Court, plenty spaces for bikes there, but a new one had to be installed. A WASTE of public money
If you want to do something good, cover the ones that are already there, new paint, put a camera so thieves are discouraged to steal. |




7. Reasons why you answered No?

- | | |
|----|---|
| 46 | Not enough spaces available. The shelters can only fit around 10 bicycles that fill up quickly in peak hours, much larger shelters/number of shelters are needed. |
| 47 | Very ugly and not useful |
| 48 | It would be great to have some more indoor/underground parking for bikes, like in other European countries, to completely protect from the weather and give more security for bikes. |
| 49 | They are hideous monstrosities |
| 50 | They don't keep the rain out- they need side coverings and a lip on the front of the roof. |
| 51 | They are unsightly, unnecessary, and much more costly than the existing bike locking arrangements. It seems that a pointless overpaid bureaucrat is trying to find new ways to spend the public's money. |
| 52 | I cycle in to work but not in winter as my bike rusts. The new shelters are a great idea but need to be in the right places and sufficient. They also provide quote limited protection against prevailing winds and rain. The challenge is salt in the water; replacing all bike facilities with covers facilities and a connected bike wash would be transformational; being able to wash the salty rainwater off on arrival. But it's a big investment that will really pay off fully when the town centre is more navigable for bicycles and cycle paths extend alongside the road network to more residential communities. They are a big improvement and I would encourage continued investment over time and perhaps more creative and attractive designs that make a positive addition to the townscape. |
| 53 | Why is the one at IFC the only one with side panels |
| 54 | You need to have some camera protection as bike thefts are so common now. I have a new electric bike and I very rarely cycle to town and leave my bike as it's too much of a risk. The covered shelters are great and vast improvement but there needs to be something to put off the thieves. |
| 55 | we need secure bike parking.
bike theft is a serious problem in jersey. |
| 56 | While I did not answer no, shelters that provide full bike protection against rain would be better, but cost needs to be a factor and these shelters are far better than what we currently have. Additionally, the facilities at Sand Street car park are excellent but the capacity available is wholly inadequate, there needs to be more like this and I suggest it is probably far cheaper to put bike stands in an existing undercover car park and move some car parking spaces outside than spend money on outside shelters for bikes. |
| 57 | These "shelters" are not actually sheltering anything! They are not designed or positioned to protect bikes from the prevailing winds or weather. The bikes are still open to the elements. They provide no more protection than existing bike racks. |
| 58 | Store bike elsewhere |
| 59 | Waste of public money. There is no need for a covered shelter. It's a bike! |
| 60 | There are abandoned locked up bikes at the Esplanade shelter. |
| 61 | Also have secure parking available at work, plus places to park bikes is not really the key problem in Jersey - it is the busyness of our roads and terrible standards of driving making cyclists feel unsafe which does this. |
| 62 | They are a waste of public money. As they serve no real purpose. For a cyclist visiting town. If it raining I put waterproofs on and the bike gets wet. What is the advantage of parking the bike in the dry for a short visit. Protection from the elements is for long term storage. So all you are encouraging here are people who live near by and have no storage to park bikes in it. Plus the design I've seen are pretty at doing that. Two of which are faced into our prevailing wind and rain. What cyclists visiting town really need in somewhere to get changed out of cycle gear and into office/work wear or just dry clothes to visit the shops. |
| 63 | If i've just spent half an hour cycling in to town in the rain, it really makes no odds if my bike then has to sit outside for a bit |
| 64 | Work has underground parking, with space for bikes |
| 65 | Nor space between bikes is needed for an electric bike & bikes stay there unmoved for days, so no good for workers / commuters. |
| 66 | They seem costly and have little space. A lot of them seem to be positioned so that the wind and rain look like they would still blow into the shelter. |
| 67 | The provision of this type of shelter is too small for current and future demand and they are a poorly thought out solution. Better and bigger spaces are needed that are properly covered, are secure and preferably have some lockable storage and washrooms. |
| 68 | No CCTV |
| 69 | These shelters do not offer enough protection from theft or from the elements. Why not use the existing car parks to create bike parking? |



7. Reasons why you answered No?

70	Everywhere has heavy traffic, this doesn't differentiate between locations. There's only 4 of these shelters and there not particularly well designed so as a cyclist I'm just not interested. About as valuable as the very disappointing cycle section from Normans to La Collette - just put commuter cyclists with pedestrians like some sort of apartheid and keep the road exclusively for vehicles thundering back and forth.
71	There needs to be CCTV provision also as biggest worry is theft.
72	Definitely doesn't feel secure enough. It would be lovely to have bike shelters that are properly managed, so the guard can watch out for thieves. We know bikes are stolen regularly in Jersey. I would pay a fair membership fee every year if it meant I could store my bike in a central, properly CCTVed bike park. And I bet loads of others would too! You could be given a code or access key to get in. Public car parks are still not very secure sometimes.
73	.
74	It seems a bit of a token effort. There has to be a strategy where bikes are given priority and there is an advantage over cars. Why not convert multi storey carparks to include a floor of safe, secure, covered parking, paid for shower facilities etc. You could even go as far as having a facility for an onsite bike mechanic and a coffee stall? Why not involve [REDACTED] so that there is a CSR element. It's not hard. Other countries and cities can do it. Why can't Jersey
75	I have secure fully covered parking at work, but if I didn't I would want more covered and more secure parking than is provided by these shelters. They are better than no shelter and for some cyclists may be considered enough

8. Do you?

Answer Choices			Response Percent	Response Total
1	Live near one of the new shelters		0.99%	2
2	Live in St Helier		29.21%	59
3	Live in another parish		69.80%	141
			answered	202
			skipped	2

9. Do you think the shelters are in good locations to be seen and used?

Answer Choices			Response Percent	Response Total
1	Yes		64.14%	127
2	No		35.86%	71
			answered	198
			skipped	6

If not why not? (71)

1	Jardins dlm is poor positioned and will not be used. It has no cctv and so a risk of bikes if anyone foolish enough to park one there will be stolen. It's also angled towards the prevailing weather and sea spray. Perhaps don't ask the intern on this location to return next summer. The racks are not large enough, they cannot accommodate cargo bikes, there is not enough room that some will worry their bike will be damaged as people rack and unrack their bikes
2	They've simply been put where existing racks are. Every street with a main 'destination' on it (shops, cafes, offices, etc) needs at least a rack. Covered shelters are just improving what is already there, which remains equally inadequate.
3	Ideally, just use the ground floor of multi storey car parks such as Sand St, Minden Place and Patriotic St. These structures already exist, offer covered and secure spaces for bikes and cargo bikes and also for disabled parking and motorbikes. Put cars on the upper floors. Using these would avoid cluttering town with yet more street furniture.

9. Do you think the shelters are in good locations to be seen and used?

4	You have one next to Sand street car park which already has covered spaces - how silly is that!
5	Lack of pedestrians at Les Jardins and Gloucester street. Thieves will be attracted during the day
6	Not part of any cycle route
7	They are a blight on the landscape and, again, disproportionate to their surroundings.
8	Not attractive.
9	The locations mainly suit commuters.
10	Very exposed positions for every day use.
11	You can't help seeing the ugly things and, by reason of their size, they tend to be placed in exposed locations that any sensible cyclist would avoid.
12	Why not put shelters over existing cycle racks to the extent of the cycle racks that are already there, the racks are too small and only for 4/5 bikes, the one at the IFC isn't connected to any cycling routes or cycle paths, there are loads of cycle racks outside Big Maggies, these should have covers. The one in Jardin CarPark faces the prevailing wind direction as well so no real protection is provided.
13	They are too exposed and still require a walk from the shelters. The shelters are located in relation to vehicle not bike movements.
14	Yes they can be seen but they look awful, cheap and nasty eyesores
15	It wont be long till they get damaged or even graffie on them if there are they for good if not what a waste of tax payers money going to be waste
16	Cycle shelters should be sited where cyclists want to go - i.e. near to destinations. If these are provided for commuters then their employers should provide them.
17	It is pointless putting up new cycle shelters if there are no safe cycle routes around town. I would be happy to cycle if there were safe cycle paths in St Helier but other than the waterfront area, there are no safe routes.
18	Please see earlier comment
19	I think the shelters will not make any difference. If you cycle in wet weather, bike is wet when you arrive so why build shelters. Money would be better spent on creating more areas for bikes to be parked, racks, bars etc
20	Why do they need to be seen!? Bike parking needs to be secure and in locations convenient to people's places of work as main use will be commuting.
21	Sandstreet yes, some of the other locations are quite far out of the town centre. The one across the road from the esplanade car park, not sure who will use that apart from the property who already use the racks there for work, I don't think it will encourage more people to cycle their to use it
22	So the bike is kept dry.... then you go home in the wet...can't see the point in them... too much money to burn.
23	But we could do with more in the centre of town, like near the market. When you've finished work & are lucky enough to have underground bike parking & then want to cycle into the centre of town it's not always easy to park your bike somewhere. I park in Broad Street, but there is no cover & you can't always guarantee you'll be able to lock your bike & will it still be there on your return? Think 'convenience commuter' is it the right location to hop off your bike, lock & walk to work or pop into the shops etc. Town is so easy to cycle around, you just need to make it more convenient.
24	More across town, e.g near hospital etc.
25	I'm indifferent to the location but there was no other option
26	The one in front of IFC1 is a blot on the landscape and makes it look as if we have money to spend on follies.
27	In general, for a lot of people the new shelters are located in excellent places. However, for cyclists that come in from the east of the island, it would be nice to have several more shelters on the eastern side of town.
28	More based near King St and Queen St more just generally all over the island. They all seem to be based near the finance areas, we don't all work in finance. They are mostly on the outskirts of town. Bike use is different to cars.
29	<p>The one at the bottom of Gloucester st by marina ct is a affront to taxpayers for the following reasons</p> <p>I can cope with the design, in fact the lack of granite dressing should be applauded.</p> <p>I work opposite the new installation and the resources in terms of materials and both states and private contractors man hours must be astronomical for each space provided. I grant you the Sand St uses sleepers and can reasonably be described as 'temporary'. The Gloucester st Marina ct installation goes way beyond temporary with reinforcement of the concrete foundations and completely wrong orientation (jersey met may even give free advise on which way to face a 'shelter')</p>
30	Too far from many of the central hubs. Most cyclists will just carry on going and get closer to their workplace.

9. Do you think the shelters are in good locations to be seen and used?




- | | |
|----|---|
| 31 | They should be hidden from view to traffic and pedestrians |
| 32 | Ideally they need to be nearer the centre of town for casual users/shoppers. I can see the current locations being used mainly by office workers so will probably be full all day apart from weekends. |
| 33 | the one in the jardins car park - nice shelter hidden behind cheap and nasty fence - better design for fence needed |
| 34 | They need to be in areas where there is cctv and needs to be more around our parks. |
| 35 | Why would you put your bike there when you can wheel it closer to your location. Really not very well thought out. |
| 36 | no good location |
| 37 | One is in a car park quite far from town centre and not far from the one at the bottom of Gloucester Street. |
| 38 | Absolutely do I think these structures are appropriate, just get rid ASAP |
| 39 | They favour the southern parishes but I assume that because it's a trial. |
| 40 | good locations but the sand street and esplanade ones are eye sores and only cater for a very small number of bikes per shelter. |
| 41 | same reasons as above. shelters that have been put up are few meters away on the ones that already exist. |
| 42 | They look really ugly and not sure what they achieve? With the weather in Jersey they are unlikely to keep any bikes dry. |
| 43 | Ugly |
| 44 | They look horrendous. They do not suit the surroundings and they are pointless. |
| 45 | They are absurd and those responsible should be fired. |
| 46 | Yes but it would be good to have some at the top end of town around Snow Hill |
| 47 | Ugly and unnecessary |
| 48 | As good as anywhere. |
| 49 | They are an eye sore mostly. |
| 50 | Locations are okay but they are just insufficient capacity to make any difference. Also I don't think they offer much protection against the elements at all. Really strikes me as a token effort. |
| 51 | The positioning of some of them is utterly moronic, I have witnessed people almost knocked to the ground exiting Sand St Car Park using the corner stairs next to the shelter by other cyclists who refuse to walk their wheels. |
| 52 | Waste of public money and will not increase uptake in riding into town |
| 53 | Apart from the one at le Jardins carpark, yes. (You cycle to get closer to your destination, not an out of town carpark?!? - I think this was a strange choice for location)
We need more shelters in the centre of town so that people can cycle in, park up, get what they need and cycle out. Rather than having to park and walk.
Cover parking by the central market, royal square, big boots would be good. |
| 54 | No because they are a waste of taxpayer money |
| 55 | Mostly placed where existing ones are.

Would rather have lots of cheap racks, one on every road. |
| 56 | Good to be seen, not to be used...!
Wrong location, open to the elements, lack of security. |
| 57 | Poorly located and open to the elements combined with rubbish design make them not fit for purpose. |
| 58 | They are not well placed around town. They are hard to see by people with visual impairment. |
| 59 | All are still some walking distance to other locations |
| 60 | Don't think provide any cover from the elements so seem a bit overkill when normal metal hoops to padlock bikes too would be cheaper |
| 61 | Need more to be in centre of town |
| 62 | They could be dangerous to visually impaired people.
They don't offer much protection from prevailing weather where they are located. |
| 63 | The last few times I have cycled in I haven't seen one where I wanted to park my bike. |

9. Do you think the shelters are in good locations to be seen and used?

- | | |
|----|--|
| 64 | They won't be used because they don't provide much protection from rain and there is no CCTV. I wouldn't lock my cycle in one of these shelters. |
| 65 | Just make more space for bikes by allocating space in car parks. No need to blight the public realm with these shelters. |
| 66 | Good to be seen but I won't use them as the design doesn't shelter and I don't work in the financial quarter. |
| 67 | But totally over blown and pointless as they barely offer any shelter from the rain |
| 68 | They are not secure and give very limited shelter. |
| 69 | None near West Park/the Grand near to Gaspé House |
| 70 | Too open and some are even West facing. Kind of like Springfield Stadium facing the way the rain mainly comes from. |
| 71 | They look like they have been plonked down to satisfy a whim. Again, a token effort at sustainable transport infrastructure. |

10. Do you think the shelters are in keeping with the locations streetscape?

Answer Choices			Response Percent	Response Total
1	Yes		50.25%	100
2	No		34.17%	68
3	Don't know		15.58%	31
			answered	199
			skipped	5

if not, why not? (70)

- | | |
|----|---|
| 1 | It's not really relevant. There are so many better solutions |
| 2 | They're ugly and overimposing. |
| 3 | Ugly street clutter. |
| 4 | Plain ugly and only hold 8 bikes |
| 5 | Ugly |
| 6 | Ugly, utilitarian. |
| 7 | not a fan of finance looking material, more local granite designed infrastructure needed |
| 8 | Funky design would make them more acceptable |
| 9 | they are large and ugly and take up pedestrian space |
| 10 | Modernistic, ugly and useless! |
| 11 | It's all uncoordinated and there are different shelters styles in different locations, it spoils the street outside the IFC. |
| 12 | They look terrible and are not in keeping with the streetscape at all |
| 13 | Ugly modernists shacks which provide little or no real shelter. Just gesture politics pretending to address a problem! |
| 14 | Very obvious and not in keeping with their surroundings - personally a waste of money |
| 15 | They do stick out a bit. Stand-alone stands with no shelter blend in better. |
| 16 | I'm no expert. They don't seem to look bad though and serve a good purpose |
| 17 | Pointless |
| 18 | They are pretty ugly, all angles. St Helier is not a big city, but an island seaside town, so let's do something either more greener or subtle, with character that blends into the townscape taking into account the prevailing westerlies. Let's do something more unique & leave the ugly shelters well alone. |
| 19 | They are big and only take a few bikes |
| 20 | They look cheap |




10. Do you think the shelters are in keeping with the locations streetscape?

21	They are ugly.
22	I don't mind the clean lines as long as the official states 'graffiti' about masks and consultation disappears in due course. they are not suitable advertising hoardings and should only sit in our built environment as clean lined, clean and functional pieces of street furniture. Please 'no granite dressing' in the Jersey way such as Snow Hill bus stop 🤔🤔🤔🤔.
23	The one on Esplanade next to IFC blots the view of the original attractive sea wall that has been preserved.
24	Nice design, but unnecessarily over engineered as a solution to park a bike.
25	Not particularly charming to match a not very charming streetscape
26	They look quite imposing.
27	In the main, they are ok. Perhaps someone might be able to improve them...
28	Interesting design, I don't mind that they of a modern design but do wonder how effect they will be in the wind and rain.
29	They are hideous
30	They look awful and out of place.
31	Brutalist design, not exactly original but just generic street furniture. But then I suppose they do blend in to the hideous architecture that is prevalent in St. Helier.
32	Not sure why they need a roof??
33	They are ugly and have no character. How do they reflect local character??
34	They are totally out of place matching none of the existing street furniture
35	ugly & unnecessary
36	The Jardin de Mer car park is hardly a streetscape. I am ambivalent about the one at the bottom of Glos' St. Sand Street looks untidy with or without. The clean lines and sense of space by the IFC are spoiled by the siting of the new shelter
37	There a shockingly bad response to the urban environment! Whoever thought this was a good idea does not have any understanding of a sensitive urban environment- seriously badly!
38	Very ugly. Would be so much better if they were ordinary bike racks
39	these shelters do not look good or blend in with their surroundings.
40	Could have chosen a more aesthetically pleasing design I'm sure.
41	Ugly
42	See comments above. The other two are more discreet.
43	This is not relevant, people mostly want to pop into town for 30 minutes to get whatever they need and leave, what about people with health problems, you are basing your policy on people who are able-bodied and not on people's personal circumstances and the need to visit the town. For example visit the doctor, dentist or pick something up.
44	unfortunately, those buildings should have not been approved with the actual design. Spirit of the island is ruined. They look like a BOX
45	They look really ugly.
46	A great start but a series of missed opportunities! These provide a single function only - a resource for cyclists. The rest of the community gets nothing. No canopied seating or shelter for people ; no solar charging for bikes or phones; no information or advertising. Some basic research would have found the ZEDFactory "Solar Tree" concept which ticks all these boxes.
47	Ugly and not nice to look at
48	Because they are very ugly
49	I do not think they are in keeping with their locations because I have eyes and it's obvious that they are not. Do you have eyes?
50	They are hideous

10. Do you think the shelters are in keeping with the locations streetscape?

51	Designs are not attractive; dark and forboding. Would encourage spending 10% more / building 10% less, and making them a real statement that adds interest for everyone, cyclists or not.
52	No need for a cover/roof. It's a bike and gets wet the minute it rains on the journey. Complete waste of money. Would understand if it had lots of e-bike charging points and locks but they don't
53	Very modern
54	Ugly and unnecessary
55	they look like weird bus shelters. people arent too worried about keeping their bikes dry they want them to stop being stolen. and these shelters wont actually keep them dry either. jersey is quite windy im sure whoever designed these didnt know that.
56	These are cycles shelters, and look fine. We have to stop spending silly sums of money on the most decorative looking things for things that are really only there to serve a function.
57	Too modern and too basic.
58	Ugly
59	They are ugly and do not blend in with their surroundings
60	Ugly
61	Very BIG and cumbersome for what they do; can't really see them "scaling up" in a desirable or aesthetic way. The Dutch have this type of "mass storage" sorted...
62	As they are not needed and in fact limit the number of bikes you could park in the same space just on the steel hoops.
63	Eyesore
64	Personally I don't feel the look great from an aesthetic point of view. They don't seem to be made from materials in keeping with other traditional / local buildings.
65	I prefer less clutter in the street
66	They are modern and look like bus shelters.
67	Who cares? Are you so strung out on aesthetics that you can't see we have a transport catastrophe? Actually yes, considering what an ugly carbuncle the financial quarter is, I think they fit in perfectly.
68	They are unnecessary eyesore. Ugly.
69	They look temporary.
70	They are not too obtrusive but neither are they beautiful, simple and practical but not great design

11. Do you think the shelters are a good design and style for this part of town?

Answer Choices			Response Percent	Response Total
1	Yes		38.31%	77
2	No		47.26%	95
3	Don't know		14.43%	29
			answered	201
			skipped	3
If not, why not? (101)				
1	There are many better designs that could have been used. But first and foremost the multi storey car parks should have been used			
2	They're ugly and overimposing.			
3	As above. Unnecessary street clutter.			

11. Do you think the shelters are a good design and style for this part of town?

4	as above
5	Wind is predominantly westerly but you could put two shelters opposite each other with a covered top and allow more enclosed space with no rain or wind coming in from any direction
6	Ugly
7	Don't like finance looking infrastructure
8	Look basic, would do the job though
9	they are large and ugly and take up pedestrian space
10	Modernistic, ugly and useless!
11	They are unsightly
12	Yes but not great locations have been picked.
13	but they are exposed to the weather & have been put in the wrong places
14	See above
15	I don't think that, once the rain comes, the shelters will do much good to keep the important bits dry - it doesn't matter if the saddle gets wet, but the mechanical components will rust if they are left out all day. These shelters are unlikely to keep them dry in windy weather.
16	As above
17	They are high impact on the street scape. Install more bike stand locations but no need for there oversized shelters.
18	Waste of money
19	Ugly is the definition, they need to be seen but also blend into the townscape not stand out as an eyesore.
20	They Need CCTV
21	They are big you can put more bicycle racks there if it was not a shelter style parking
22	They look cheap
23	They don't look like they provide much protection from the elements, although they are better than nothing
24	I would consider adding solar panels to generate electricity for electric bikes.
25	Sorry they look awful.
26	I don't know enough about comparable alternate products
27	Design is excellent and they fit the areas that have been placed in well.
28	we will see in December
29	As temporary pieces they look somewhat incongruous with the other street furniture and there appears little attempt at joined up thinking with the parish. I suspect the cost should have warranted heavy consultation with the constable and town manager. From what I can gather no consultation took place, for you to now launch a consultation 'after the fact' is arrogant and infuriating to me as a St Helier resident, worker, rate payer and tax payer.
30	Ugly, I was shocked when it suddenly appeared
31	Why have half a shelter when a cycle rack will do the job for less money?
32	The only reason for having a shelter is to shield your bike on rainy days (and that is the only time I park my bike inside in Sand St). The trouble with the Sand Street one is that the open side faces the wrong way for the prevailing wind. I may be wrong but i think a westerly will blow the rain straight in and you might as well park it outside and wipe it down (doubt it would keep a helmet attached to the bike dry). I don't mind the look of it but it has to be functional.
33	see above
34	They seem to offer very little protection from the weather and the stands within them do not protect the bikes from damage.
35	I don't have another knowledge to comment on this
36	Perhaps more protection from different wind directions might be done.
37	They are ugly
38	They look awful and provide no extra safety!




11. Do you think the shelters are a good design and style for this part of town?

39	Generic street furniture found in any town or city scape in the UK. Did noone look at the excellent designs in European cities? I would hazard a guess these came out of a catalogue.
40	See above
41	Ok style, but need to be bigger
42	They are ridiculous half open facing into the prevailing wind and rain.
43	as above
44	I work near Marina Ct and have overlooked the installation of the shelter at the bottom of Gloucester St. the amount of time and no doubt money spent does not indicate a trial. There was rebar and significant foundation laying in preparation for the shelter. The falsehood that this is a trial is a barefaced lie. If it isn't a lie, someone should be fired and prosecuted for such a criminal waste of public money.
45	Many bikes are stolen, almost every day. This should be design n that was so no one could steal the locked bike.
46	Insensitive I'll considered badly executed and in the wrong place for too few users need I go on!
47	Very ugly
48	Completely useless and a waste of time and money
49	The by the finance centre is fine. all others look odd in their place
50	Shelters are covered which is great, whether it's enough to keep your bike dry is another story.
51	they seem to be OK, but I wonder whether any thought was given as to the prevailing weather, as some of the ones that I have seen - when the weather is poor, will provide little or no shelter due to the way the shelter faces
52	You would need to see alternatives to make a better judgement. For instance some design offer more security from vandalism.
53	See above
54	See above
55	Again a stupid question.
56	A great start but a series of missed opportunities! These provide a single function only - a resource for cyclists. The rest of the community gets nothing. No canopied seating or shelter for people ; no solar charging for bikes or phones; no information or advertising. Some basic research would have found the ZEDFactory "Solar Tree" concept which ticks all these boxes.
57	Ugly and not useful
58	See above
59	See above. They are atrocious and not even fit for purpose, hold too few bikes in relation to their size and are not required
60	As before
61	Unightly and in app
62	See above - can be improved. Also, too open to the elements.
63	Nothing wrong with the style but they are FAR too small, barely fit 8 bikes in. How much did each one cost for eight bikes
64	No need for an expensive roof
65	As they are open on three sides, they do not offer any material protection from the rain
66	Ugly and unnecessary
67	Could be covered completely on at least 3 sides
68	ugly and generic. trying to be modern but just look half finished. they try to look modern but yet there is no cctv to deter the many bike thieves we have.
69	I think they are great, really stylish and useful. People waiting in the rain at bus stops may be jealous!!
70	If you want everyone to cycle, they are far too small - If you are serious about cycling, they need to hold 50 plus bikes
71	maximum number 10 bicycles per shelter by the looks of it. go to cambridge where there are thousands of bicycles and they dont bother with shelters but here in Jersey we are desperate to waste money.

11. Do you think the shelters are a good design and style for this part of town?

72	Too modern and too basic.
73	They look expensive and have very little storage for their size / cost.
74	These "shelters" are not actually sheltering anything! They are not designed or positioned to protect bikes from the prevailing winds or weather. The bikes are still open to the elements. They provide no more protection than existing bike racks.
75	Don't think they offer enough protection and aren't big enough.
76	See above
77	Too high
78	Why should design matter if your goal is to get people to ride a bike. This isn't an architecture contest
79	They are not a good design. The protection against rain is basically pointless as it is not big enough to provide shelter, especially if it's a windy day. The placing of the bars for locking your bike are too close together. This makes it hard to get you average sized bike in/out. Especially if you have a basket/bigger handlebars/electric bike (as these tend to be bigger). It's then hard to get in to actually lock your bike to the bar as there is limited access. More space is needed.
80	Ugly
81	To be honest, better than nothing, but only just. Having used shelters all around Europe, there are many better options, but they do offer a "proof of concept", which is to be supported...
82	As stated above.
83	General public will berate them not being used and abandoned bikes will be unsightly. Secure, fully covered and CCTV covered facility in car parks for example would be better
84	They are an eye sore and won't get people riding to town.
85	Not practical
86	over engineered and unnecessary. Just convert areas of the multi storey car parks that are already there.
87	Seem pointless to have a roof when no real protection from elements
88	Bikes still get wet and shelters overcrowded
89	See my previous answers.
90	Some are poorly located and positioned with redirect to the prevailing wind/rain
91	They need to be more plentiful. and be covered by CCTV
92	See above
93	I value my bicycle so no I wouldn't leave it there where it's exposed to the weather and sea air.
94	Boring + effectively pointless. There's only room for a few bikes + they don't offer proper protection from the elements
95	They are ugly.
96	They are not big enough to cope with the high percentage of electric bikes which many people now use. E bikes are generally much larger and the space between the racks is not wide enough to cope. The shelters need to be longer and deeper and also the racks spaced widely enough to let 2 x E mountain bikes or Evie bikes park and lock either side of each rack. Weather proofing is also inadequate and CCTV is a must with bikes costing up to 5-6k these days!
97	They're fine, they are not going to win any design awards but don't make the streets look worse.
98	protection is wind direction dependent. They look awkward to use
99	As above
100	As above
101	Ok, could be better but also worse

12. Would you like to see more of these types of shelters around Town?

Answer Choices			Response Percent	Response Total
1	Yes		50.25%	100
2	No		40.70%	81
3	Don't know		9.05%	18
			answered	199
			skipped	5

If yes, please state where (78)

1	Start with the multi storey car parks. It's almost like the infra team have never been to the netherlands to look at good design.
2	They're ugly and overimposing.
3	If there was more space for cargo bikes, ebikes and covered from the elements There's plenty of car parks in town that are covered and protected from the weather so why not cyclists?!
4	Near Colomberie
5	Pitt street or Broad street
6	Yes but not designed like this, harbour, located on cycle routes around the island
7	More interesting design to make accessible
8	The experience of the excellent covered cycle parking that was provided on the North side of Hue Court in Union Street show that no-one uses this type of facility even when it is in the town centre and sheltered from the prevailing wind. Don't waste money on this!
9	La Moote steet West centre Parade
10	In the parade also snow hill
11	Centrally, possibly near the Royal Square
12	I don't see how they are expected to encourage more bike use. What benefits do they provide? Even in we weather they won't provide enough shelter to keep a bike dry so pretty pointless. That said there is no need to keep a bike dry as it will get wet as soon as you set off cycling when wet!
13	It will vary according to where I am based. Just a good coverage and well thought out. When cycling, it takes away the point if I have a 5-10,minute walk from where I put my bike to where I work...
14	Near the Yacht and Pomme Dorre
15	As many as possible dotted around. Millennium park maybe?
16	Near King Street shopping as I like to cycle into town to go shopping, so more bike storage in town is always a good thing.
17	Hospital, closer to King Street
18	definitely more in the main town areas, kings street etc, these current ones are great we could just use more.
19	I am concerned they may be graffitied
20	Around the eastern approaches to the town centre.
21	Most definitely would like to see more shelters, or alternatively take a few of the car park spaces away in the Esplanade car parks and have longer bicycle shelters installed. Could take some spaces from Snow Hill car park for another shelter. Take some '10 minute' waiting space away from the road outside the market and replace with a shelter.
22	everywhere. Make them the norm not one offs. Board St, Royal Square, Snow Hill.
23	Snow Hill area. Columberie area
24	I would like to understand the cost and whether tacky poster/ messaging will be used on them. Such installations should sit as 'clean' pieces of street furniture and not exploited as convenient states/Parish billboard spaces.

12. Would you like to see more of these types of shelters around Town?

	That said appropriate 'NO smoking' signs must be installed to make it clear to the gasping few that they are not smoking shelters.
25	Cycle rack in front of Opera House looks ridiculous, badly placed, possibly dangerous and is rarely occupied.
26	Liberty Wharf/Town Marina area Library place area The Market area Charring Cross/Parade gardens area Town park Snow Hill
27	They are a waste of money
28	anywhere, but most importantly, larger, 10 bike slots is not enough for most bike racks in town
29	Through out the island if they offered more substantial protection.
30	Protect against weather compared to not having a roof over them. Makes the bike feel safer if in a shelter rather than attached to a regular rack
31	Where they fit in and don't dominate the street scape
32	
33	La Colomberie, Snow Hill, Millennium Park and New Street.
34	Although a purpose built secure bike storage would be better. Almost like a hub you could have a cafe and a bike repair shop and then behind showers and locker facilities that you can rent by the day and then a huge bike storage facility that has cctv.
35	I would not use fo more expensive bike, but it's good for cheaper bikes.
36	North st Helier, for people coming from east (columberie) or people coming into town (kinuig street/snow hhill)
37	Need more bike racks not covered ones
38	Near the shops/ market/library, car parks - simply not enough spaces around the Island generally, normally use railings or benches but my bike has been damaged by inconsiderate car drivers in car parks eg at Archirondel.
39	more design sympathy with local surroundings
40	Near the market, library, Springfield, parks for the family (cargo) bikes you see.
41	Residential parts of St Helier in sight of existing CCTV if possible. They would be of use for town residents and people visiting friends who live in town too, they're not just a commuter thing. So some shelters in more residential areas will help encourage and normalise cycling as a general way of getting around. From town to Highlands College or across town to see a friend. Look to continental Europe like Malmö. (please don't just copy UK like we normally do). The initial ones that have been put up are great.
42	As many places as possible
43	More shelters around built up areas, car parks and mainly near sports centers e.g aqua splash
44	Wherever there is suitable space.
45	Encourage cycling, keeping seat dry so you don't get a wet bum after raining
46	Use something much more versatile! A great start but a series of missed opportunities! These provide a single function only - a resource for cyclists. The rest of the community gets nothing. No canopied seating or shelter for people ; no solar charging for bikes or phones; no information or advertising. Some basic research would have found the ZEDFactory "Solar Tree" concept which ticks all these boxes.
47	More near green street, liberation station and in front of or near the pomme d'or/royal yacht
48	See above
49	Nowhere
50	there should be at least ten of these around St Helier. Also they should be larger to accommodate more bikes.
51	In the usual bike parking but these shelters do need to be tough to withstand abuse.
52	Weighbridge; Broad St
53	Everywhere

12. Would you like to see more of these types of shelters around Town?

54	Snow hill area, New Street, Royal Square environs, Minden Place
55	<p>Snow hill area - there are motor bikes and mopeds here but not covered so doesn't encourage people to bike/ scooter in when bad weather. It would be good if all of this was covered and there were more space for covered bike storage here. and around library area</p> <p>You have made cycle parking in Grenville street where there was a parking space so this would be good covered. They don't look big enough for the number of bikes.</p> <p>People have valuable electric bikes and want to feel they are secure and out of the weather for year-round cycling.</p>
56	The one by the Finance Centre should be bigger please or more in that area along Esplanade, as every time I have tried to use it, it is full!
57	East side of town
58	But see comments above, more bike spaces in car parks (especially Sand Street and Minden Place would be ideal).
59	see above
60	I think that they are a nice addition but given the limited budget for ensuring sustainable transport, I think that they are not the biggest priority at this point of time.
61	People's park.
62	I would like to see more covered storage but not sure these are the right model.
63	North of town.
64	Every office of over 40 staff should have to provide one as part of green transport strategy or fund an evil bike charging hub instead. Bikes are great but many offices closed shower facilities during covid so these must be reinstated or it won't work. You need to make the whole journey easy not just parking the bike. But they are all used already.
65	Colomberie / Market area
66	Every cycle parking area
67	<p>I would like to see more shelters for bikes but I don't think this design is sufficient to protect against weather or enough space for easy bike parking.</p> <p>In terms of location I think that we should have shelters closer to the centre of town, to make it easy for people to cycle in/out. For example a shelter/more parking by the central market (these few bike racks are almost always full - maybe with town residents bikes?!?). And locations like the old topshop crossroads and royal square.</p>
68	Esplanade
69	In the covered car parks! Designate ground floors to "personal transport" and add 10p per hour to the price of parking a car to maintain revenue streams...
70	Need something
71	Around Minden place / around the cows & market
72	I think it is a great idea to encourage cycling by providing covered / secure cycle storage. I don't think these are the answer. Why not dedicate some space in multi storey car parks to bikes (similar to electric vehicles)?
73	Only yes if that's the only solution on the table
74	Just some sort of improvement in cycle provision in town would be appreciated.
75	Snowhill area but in a light and bright place, Howard Davis Park, Harve Des Pas, Gorey
76	I would like to see better designed covered shelters all over town
77	East facing then yeah but only as additional short stay parking. Re my underground comment above should come first.
78	So long as there are also increased options for secure and fully covered parking

13. What else do you think could be done to improve cycle parking?

Answer Choices		Response Percent	Response Total
1	Open-Ended Question	100.00%	158

13. What else do you think could be done to improve cycle parking?

1	Secure with cctv. Cycle hoop or similar could be used for those living in town in apartments with little storage space. Use on street parking to reduce cars abs have these cycle hoops Under cover (proper under cover, not this [REDACTED] effort)
2	Secure parking. Which is actually secure. Not just 'has a rain cover'. More bike racks in more places, even if it's just space for half a dozen bikes at the top and bottom of all major routes.
3	As stated previously, more secure cycle parking And a more covered area - maybe the bottom of sand street would be a good place with plenty of CCTV - this may encourage more users
4	Ground floor of car parks. And have designated cycle routes across town. We have a cycle lane in Hill Street but no clear route onto it and away from it.
5	Better cycle routes to get in to town
6	More bicycle shelters.
7	The main issue is the stealing, meaning cyclists won't risk taking their bike to town and leaving it for longer than an hour or so
8	Cycle routes
9	Maybe create a bike parking zone already in view of police street cameras and advertise the fact clearly.
10	Design
11	designate space in car parks
12	A cycle rack or two parallel to the pavement in the bit between the end of the vehicle parking area and the corner where ever this is possible. This would have the double bonus of providing cycle parking all over town and preventing motorists from parking too close to corners.
13	Improve cycle security
14	A genuine cycle strategy
15	Proper indoor cycle parking centre like Netherlands
16	A covered cycle hub with showers, and secure, safe parking for bikes.
17	Low cost cycle lockers
18	Convert the ground floor of existing car parks for bike parking. Any loss of income to be balanced by higher car parking charges. That would be a win win. More bikes less cars. Other bike provision for bike parking throughout town on the streets so you can stop outside a shop. hairdresser pub & have cycle access on a trip to town. Ask cyclists what they want
19	The biggest problem I have with parking my bike in town is the fear that it will be stolen. For me the biggest improvement would a reduction in cycle theft and any law enforcement or deterrents that achieve that aim
20	See point 3 - there is no purpose to improving cycle parking if there are no safe routes. For example - children going to Janvrin school could never cycle there as it's near the ring road and you have to go up a hill. So the cycle shelters are a pointless cosmetic exercise.
21	Please see earlier comment
22	There should be consideration of cycle lockers, potentially in the planned underground carpark
23	More areas for bikes to park
24	More racks in more locations. Not necessarily big structures like this but having more locations would mean people could stop more conveniently to their destination.
25	Having them in More public areas where the risk of someone stealing your bike is reduced
26	More shelters. Lockers and showers facility. Or encourage businesses to install these.
27	Security cameras on the bikes, deter thefts
28	CCTV is very much needed in areas where bicycle racks are supplied. This is a real worry for cyclists. It would give peace of mind and encourage more people to cycle and more often. Theft and vandalism are becoming a real issue, especially overnight.
29	Put them at Grosnez
30	Make sure there is CCTV at all bike parking sites that is clearly highlighted to deter potential criminals.

13. What else do you think could be done to improve cycle parking?

- | | |
|----|---|
| 31 | <p>In every covered car park in town, you convert the lower floor to cycle parking, with a very sensible hourly parking charge. I would definitely use it. The one in Sand street where you have to lift your bike up is no good for electric bikes as they are just too heavy to lift, so maybe two different areas one for normal road bikes & the other side for electric & I'm sure you'd get so many more people cycling into town, knowing their bike is secure & dry.</p> <p>A lot of people do not have covered bicycle parking at work & if you have paid a £1,000 or more for a bike, you want to take great care of it. I certainly will not leave my bike in all weathers & see it deteriorate.</p> |
| 32 | CCTV |
| 33 | More bike racks |
| 34 | Less thieves |
| 35 | In recent years we seem to have added more cycle parking and if surveys show that there is a need for more I would support more of the same in strategic locations around town. |
| 36 | Better signage. |
| 37 | more infrastructure, bike lanes - preferably segregated and island-wide. |
| 38 | There should be some covered motorcycle parking. Currently not enough motorcycle marking at all. Bicycle use is very short lived. Jersey doesn't have the weather of Florida |
| 39 | A Fixed security camera on each bicycle shelter would be an excellent theft deterrent and would encourage more people with mid to high priced bicycles use them. |
| 40 | <p>Having shelters will be a huge step in the right direction.</p> <p>Perhaps introduce secure racks (with individual locking stations) and recharge points for electric bicycles - could offer this on a daily / weekly / monthly charge out basis where a specific slot is booked and reserved with a code that unlocks the parking space.</p> |
| 41 | Power points for electric bikes. Lockers for kit. |
| 42 | More actually on King Street/ Queen Street |
| 43 | <p>It is right to have designated places and street furniture to accommodate cyclists. The Royal square could accommodate a lot more. The space beside the old BhS could also accommodate a lot more.</p> <p>I remain confused as to the law and cycling on pavements as, as a pedestrian, I encounter a great deal of 'furious' cycling through Colomberie, King & Queen St shopping areas with no cautions or sanctions being applied. Can I cycle to work through the pedestrianised areas of town without fear of prosecution, or is that just other people?</p> |
| 44 | A large, single central cycle park that is a hub on a network of unbroken cycle highways. The current routes for cycling are a good start but highly intermittent. Near town they all peter out and the cycling becomes dangerous after the esplanade for those arriving from West or East. |
| 45 | More simple cycle racks - less over engineered 'solutions' |
| 46 | <p>Where possible place the shelters in "public" places with busy foot fall to deter thieves.</p> <p>Put CCTV monitoring warning signs even if no CCTV in place.</p> <p>Place the shelters facing away from predominant weather (west) to try and keep cycles dry.</p> |
| 47 | Make more cycle parking in underground car parks like sand Street has. |
| 48 | Just the racks no shelter, |
| 49 | I don't think parking is the problem with people not cycling. Its more likely to be adverse weather, changing facilities and lack of safe cycling routes from the north and east. (|
| 50 | more of it and make it impressive, groundbreaking or clever, not underwhelming |
| 51 | <p>pump/tool stands close by these shelters</p> <p>longer runs of shelters for more bikes - like opposite police HQ</p> |
| 52 | Simply more places to securely and safely park your bike (protected from the elements where possible). City and town centres in the Netherlands are perfect examples of this done well |
| 53 | Fixed maintenance stations with pump and tools for minor get you home repairs. |
| 54 | Park in existing multi story car parks. More protection from elements and people less likely to steal them as there is cameras around etc. |
| 55 | Improve cycle options through town to encourage parking in more convenient locations for the cyclist |
| 56 | It is not bad now |
| 57 | Occasionally, cycle parking is full so more of them in those locations or nearby. Sheltered is better. |

13. What else do you think could be done to improve cycle parking?

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| 58 | <p>Much, much, much more needs to be done to improve cycling in Jersey. You only need to look at the advances in London. Dedicated coloured cycle lanes. Cycle lane traffic lights for pedestrians.</p> <p>Cycle lanes in Jersey are abused by skateboards and scooters etc. Personally, a cycle is my only form of transport and feel that cycle lanes need to be better policed if you are serious about a climate emergency and improving cycling.</p> <p>People need to feel that their cycle is safe when left in a rack and these should be covered by CCTV.</p> |
| 59 | It is unnecessary to have shelters, more racks would be better. |
| 60 | It needs to be secure lockers as too many bicycles get stolen every week!! |
| 61 | Undercover with good security and locker facilities. |
| 62 | There would be plenty of parking if you took away the Evie bike parking. |
| 63 | Changing facilities? |
| 64 | Greater security over the bike parking locations. Even with locking your bike I have returned to no saddle, no wheel and bike thefts are high. Until these locations are covered under CCTV and police assistance in responding to vandalism to bikes. I will never feel confident that I can leave my bike safely in town. |
| 65 | ban cycling |
| 66 | wider spacing to accommodate the number of e-bikes around, also shower facilities would attract more people |
| 67 | Not sure cycles need shelter, there are more pressing problems in St Helier such as a lack of youth activities. |
| 68 | Security cameras for piece of mind to know your bike is safe when parked within the shelters. |
| 69 | <p>Have this at all hospital sites to encourage health care workers to cycle to work</p> <p>And at the dicq shack</p> |
| 70 | <p>A purpose built secure bike storage would be better. Almost like a hub you could have a cafe and a bike repair shop and then behind showers and locker facilities that you can rent by the day and then a huge bike storage facility that has CCTV.</p> <p>Make more and improve current bike lanes and put secure bike storage along the bike lanes.</p> |
| 71 | safer locks so that thieves could not steal locked bikes so easily. |
| 72 | cycle parking should have surveillance |
| 73 | Just more security |
| 74 | more bike racks |
| 75 | Safety and security is always a concern |
| 76 | A simple metal rail a bike can be locked to. |
| 77 | fully secure and enclosed cycle parks. Look at places like Oxford and Cambridge for how this is done properly. |
| 78 | More places to park bikes away from the elements. |
| 79 | I would rather see more secure indoor parking in some of the car parks |
| 80 | <p>People I've chatted to would like to own a bike but don't always have anywhere secure to store them - seems something planning could look into for future developments.</p> <p>A bit more thought on cycle bays - for instance the Co-Op at Grouville has cycle racks but these are on a fairly high pavement - it's hard to lift bikes up there and with a bit of thought at the design stage could so easily have been avoided (and probably cheaper).</p> |
| 81 | Put shelters in sight of CCTV. |
| 82 | Create space in multi story car parks that already exist to avoid new ugly shelters appearing everywhere |
| 83 | I am not sure that keeping a bike dry is a big incentive to park them in these open shelters. More important is security and a proper enclosed cycle store. The shelters are far too exposed to wind and rain. |
| 84 | Maybe an interactive map showing all locations. |
| 85 | More secure lock up facility |
| 86 | Stop basing your policy on able-bodied people. |
| 87 | <p>More frequent bike labelling in event of theft recovery. Lots of areas (covered) to lock up bike and ideally lockers.</p> <p>Review Big Maggie facilities and consider government scheme in similar manner.</p> |

13. What else do you think could be done to improve cycle parking?

88	Cameras to make it safer to park bikes. Motion sensor lights for when it's dark.
89	as said above, if you want to do something good, do with the cycle parking that already exist. I am sure a lot of money have been spent to cover 4 5 bikes in a shelter. Disappointing. not sure who is coming with these ideas. should be fired for wasting money
90	see comments above
91	Security cameras on the cycle shelters. Indoor cycle shelters.
92	More locations, provide communal locking facilities
93	A great start but a series of missed opportunities! These provide a single function only - a resource for cyclists. The rest of the community gets nothing. No canopied seating or shelter for people ; no solar charging for bikes or phones; no information or advertising. Some basic research would have found the ZEDFactory "Solar Tree" concept which ticks all these boxes.
94	Have cameras installed in the shelters to deter cycle thieves. Remove old bikes that have been abandoned. Also put some in other parishes near parish halls especially in St Brelades, or near local attractions.
95	Nothing
96	Picture the scene - you come out from work and it is raining. Not to worry though, your bike is in one of the new glass and steel cycle sheds. You get on your bike and cycle home, your bike gets wet except for the saddle that you are sitting on. Alternative scene - when you park your bicycle outside you put a cover over the saddle. When you go home you take the cover off and sit on the dry saddle. Cost - one saddle cover (maybe a plastic bag?) virtually nil. Cost of a vanity project glass and steel construction? Well we don't know do we, as these things are hidden from us mere tax payers. If the powers that be were really working towards fewer cars and more bikes maybe some car parking spaces in multi storey car parks could be reserved for bikes. At the same time have a size restriction on all car parks to try to reduce the number of people driving oversize cars and taking up more space than they should. This, of course, would involve upsetting all the self important people who drive as big a car as they can get finance for. Maybe our betters should be looking at the report issued yesterday by the UN regarding climate change. Do we think it won't concern us, or that we shouldn't be asked to play our part in reducing emissions.
97	More video cameras on bike stations to stop thefts of damage.
98	Shelters that are not ugly
99	Sack whoever commissioned this trial.
100	CCTV and more space for more bikes.
101	Lots of usual cycle parking. It's not unsightly, it works and it's cheaper.
102	Adding CCTV to deter theft in hot spots.
103	Being able to addapt to changes. Parking of bikes has changed since before COVID so I think somebody should look at the bike parking on different days & times to understand the changes.
104	More cycle bays
105	More cycle lanes
106	Parking inside multi story car parks on ground floors
107	More cycle racks without roofs. More multi level racks in popular places like they have at station s etc across the world
108	Make the shelters more enclosed
109	As stated previously, more theft deterrents such as cameras
110	I am sure there is a system (do the dutch have something) where you can store more bikes. One metal bar can have two bikes locked to it. I think security is an issue as electric bikes
111	The cycle racks are all that is required, preferably not in the middle of the pavement causing inconvenience to pedestrians. They should also be self funding.
112	Dedicate one floor of each multi storey car park to it
113	cctv secure locations better access

13. What else do you think could be done to improve cycle parking?

- | | |
|-----|---|
| 114 | Continue to install more racks, in town and out of town locations. Often have to lock up bike on railings on the coast which doesn't seem appropriate.
Publish an island map of all bike racks |
| 115 | Bigger cycle parks/shelters |
| 116 | See comments above, more spaces in car parks.

Please note I am not currently living in Jersey, but will be moving back next year and when I left in 2020 I was cycling to town every day.

We live in Poland and one thing I have noticed here is the number of bike tool stands located near cycle paths or bike stands. These are great for cyclists when they may need to make an emergency repair such as inflating/changing tyres or tightening bolts etc. See https://www.bikedocksolutions.com/blog/why-install-a-public-bicycle-repair-tool-station/ for example. |
| 117 | Open air bicycle railings would suffice |
| 118 | I have open-air parking at work so it is unlikely that I will use the shelters often. When I cycle to town for other purposes, the most important thing for me is cycle racks that are convenient and a cycle route that is convenient.

My priority would be to make the route East from the far side of town (Parade / Sand Street area) easy and safe. The bike parking at Charing Cross, Sand Street, and outside Liberation Station is conveniently placed but the route back East from these locations is a bit complex. I think that it would help to make Liberation Square, or possibly the 'Bus Only' turn East accessible to bikes to avoid the roundabout. |
| 119 | Completely covered shelters. |
| 120 | More cctv covered spaces and more sheltered spaces. Maybe dedicate some spaces on the bottom floor of multi storey car parks to cycle storage. |
| 121 | Stop putting shelters in "Random" places.

Stop putting "a couple here and a couple there" Make a huge bike storage facility - there is proof this worked for motorbikes on the esplanade and snow hill - why not make Snow Hill a massive cycle park with multi layer bike racks - its protected from the prevailing winds for a start and can turn toilets into showers at snow hill - or even additional cabins for showers. |
| 122 | Make the cycle parks more secure. |
| 123 | To have more covered cycle parking available in town - near the market for example. |
| 124 | Far more capacity. |
| 125 | Every parish hall should have evil bike charging stations and every new office development including refurbishment should have to provide bike parking and evil bike charging. If you have an electric bike it needs to be safe and close by. If you have to park it up at peer road you won't bother and you might as well just drive.

It also needs to be far more expensive to own and drive a car or van. It is far too cheap and easy in Jersey. All 17 yr olds can buy a banger which is crazy. |
| 126 | Awareness of security cameras in the area, people a likely to use them more if they are secure. |
| 127 | More of them please (esp in summer ?) |
| 128 | More of it |
| 129 | Just put some more bike racks (NON COVERED, CHEAP) |
| 130 | It's important that they are covered by some cctv. It's always a risk leaving your bike in town. So some reassurance that there is cctv in place would be good, especially for those with expensive bikes.
Personally I only take my "run around" rusty bike into town as I'm too worried my nicer bike would be stolen - which I think is a real shame. |
| 131 | Bear in mind where the wind originates from. Use existing building walls to contribute to bike shelters. |
| 132 | Just put lots of cheap racks out - every road should have something on it - all main places people might go; shops, other buildings, ends of busy streets, etc. |
| 133 | Designate ground floors of the town car parks to "personal transport" and add 10p per hour to the price of parking a car to maintain revenue streams... |
| 134 | Nice changing rooms in locations close to existing cycle parking. Not smelling cramped and often dirty public toilets. |
| 135 | Car free days every month (encourage not mandatory), better/more street lighting, safer cycle passages from the East. |

13. What else do you think could be done to improve cycle parking?

	Cycle space at front of cars at junctions and lights.
	Education/promotion of time to cycle to major places from different places and recommended routes and other benefits (ie free, savings on fuel and parking, exercise)
136	The first floor of car parks dedicated to cycle parking along with disabled parking. This would provide cctv of the are which would prevent theft of cycles, along with good coverage from the elements.
137	Proper undercover bike parking - think like Netherlands so bikes aren't open to the elements. CCTV - I won't leave my ebike in town without it being in a secure area.
138	Use existing car parks
139	more outdoor lock up areas
140	Use the multistory car parks with decent CCTV installed
141	Use the ground floor of multi storey car parks.
142	More space between the racks. Changing facilities with lockers (obviously expect to pay for this facility). Removal of rusty old bikes with flat tyres abandoned , in particular in the Halkett Place bike racks. Some control over the Evie bikes which take up a lot of the spaces, especially as they have immobilisers on them so no need to be locked to racks.
143	Better cctv for bike storage and use of multi storey car parks for bike parking. Maybe lockers or shower facilities. (Or have legislation so that new office space has to provide this over a certain sq ft).
144	Proper covered parking spots such as ground floors of car parks with CCTV and facilities
145	Put smaller stops in many more places as well as big ones in key places. No-one rides a bike because they then like to commute further by foot.
146	Use car parks, CCTV covered secure bike parking (even if a small fee).
147	Proper covered spaces in car parks, with CCTV coverage. Ideally with provision for other facilities like bike lockers that people who live in apartments for instance could rent.
148	Convert at least one floor of every multi storey car park to bicycle parking. Go on, I dare you to ire the wrath of the mighty motorist by enacting a really simple and easy to facilitate solution. And whilst your at it convert every top open floor of the multi storey car parks to a roof top open garden. The benefits of these sort of innovative public spaces would be huge. But hey, motorist rules, right?
149	Complete under cover bike parking
150	There needs to be fully covered bike storage so that bikes are fully out of the elements. They need to be much bigger so bikes not squashed against each other or risking no space available. There also needs to be good CCTV to protect against theft.
151	Could the multistorey car parks be Adapted to be cyclist friendly?
152	Allocate more space for cycles with cctv in already existing multi story car parks. Security is very important to cyclists.
153	Wider rack spaces, more security, charging points for e bikes (and outdoor 240v 3 pin plug with coded access??) lockers for helmets
154	Please see statement above.
155	More CCTV over the bike parks. More places to park particularly at the western end of town. Ideally more dedicated parking multi stores car parks for bikes and motorcycles
156	As above....
157	Actually commit to a dedicated cycle infrastructure. Look at successful cities and take the best ideas. Cycle racks like this are good, but a tiny part of the issue.
158	Increase capacity in covered car parks: there is designated motorbike parking in various multi-story car parks but only a very limited area of cycle parking at Sand Street. A range of fully secure parking (with associated fee) and less secure but undercover free parking would be good, alongside these shelters in areas where fully undercover options are not available.

answered	158
skipped	46

14. What do you see as the barrier to cycling in the island?

Answer Choices		Response Percent	Response Total
1	Open-Ended Question	100.00%	171
1	<p>The infra dept Kevin Lewis John Le Maistre The bailiff Sarah Ferguson Social media like Bailiwick Express giving a voice to the motorists To some extent the police Some schools set their drop offs up solely for the car and [REDACTED] are adamant they will not change - st John's and Trinity to name two. But mostly Kevin Lewis</p>		
2	<p>Lack of cycle lanes (the vast majority are shared paths and in terrible condition) and the awful conduct of many drivers, combined with the inability of the police to take action when reported, other than 'words of advice'. A close pass can merit 3-6 points in the UK depending on situation (particularly if it is deemed to be in punishment, or is recklessly dangerous), but enforcement of bad driving only occurs upon injury or damage to property in Jersey.</p>		
3	<p>As a cyclist and a driver i would say it is the "us and them" mentality shown by drivers The arrogance and ignorance and abuse I suffer on a daily basis would put some cyclists off. I cycle as it's an easier commute for me but apparently to some drivers I'm just a nuisance More support from the states and the parish's and the police</p> <p>More facilities for cyclists to use like a locker, shower Maybe try and work with some of the bike shops or cycle lobby groups to try and install something in one of the empty shops on the high street.</p> <p>You only have to look at social media when something in relation to cyclists is mentioned</p>		
4	<p>We don't seem to have Politicians with the vision to transform town into a more people centred space for walking and cycling. We don't need cars in town. Yes to delivery trucks and taxis and buses and disabled vehicles but no to ordinary traffic. We don't need on street parking. Urban spaces the world over does it so much better than Jersey, we could be world leaders but we need brave and bold decision makers.</p>		
5	<p>Lack travel strategy Green travel plan for cycling and walking in town and to town</p>		
6	<p>Bicycle shelters. A lack of respect and patience of bicyclists from car drivers. Hills! Lack of bicycle only roads or cycle paths. I would encourage more cycle lanes to provide bicyclists with added protection.</p>		
7	<p>Traffic and car drivers being aggressive- I've cycled for 35 years and only in the past few years have so many car and motorcycles drivers been so aggressive. The width of cars has increased meaning less room on Jersey roads. Cars bigger than fiestas for families (Chelsea tractors) should be taxed more as when two of these are on an average Jersey road plus a cyclist, the cyclist comes off worse. If two fiestas are going past each other, no issue arises.</p>		
8	<p>Lack of safe, segregated cycle routes</p>		
9	<p>Not enough dedicated cycle routes. Whilst cycling in green lanes is reserved for access, perhaps local police cycling and stopping vehicles in these green lanes to discourage. Close off Bond Street, make a cycle route to grand Vaud to meet up with the bridging island plan for the south too north access route. Estates, town is built around roads where they must be built around cycle routes.</p>		
10	<p>The infrastructure needs to expand as popularity increases. Less shared use paths in high congestion areas. More segregation to reduce chance of unfamiliar pedestrians walking into track opp crossing areas etc. Eg: the Grand Hotel pelican crossing consider a short barrier and signage to make pedestrians look both ways and ask cyclists to give way.</p>		
11	<p>For most people hills and weather</p>		
12	<p>My problem is that cycling is promoted above everything else. The inconvenience to pedestrians of cyclists riding on pavements and cycle stands encroaching on pedestrian space is simply ignored. Can we remember that walking is greener than cycling (it takes resources to make bicycles) and there is a real danger that if you discourage walkers they will move to cars.</p>		
13	<p>No cycle routes around and through town.</p>		
14	<p>Steep hills on the way home. The provision of a minibus with a bike rack running a shuttle service up Mont Felard, Queen's Road, St Saviour's Hill and Mont Millais at home going time would make cycle commuting possible by a greater range of people of varying levels of fitness and would ease the frustration of motorists following a slow cyclist up those hills.</p>		

14. What do you see as the barrier to cycling in the island?

15	<p>Lack of infrastructure Build cycle lanes between St Helier and St John and across North of Island Also to connect Bel Royal to Saint Ouen.</p> <p>Green lanes in every parish</p>
16	<p>Lack of any cycle paths or safe cycle routes from the Parishes into town. Drivers/cars generally and attitude to cyclists.</p>
17	<p>Dangerous journey from the East especially from the end of La Blinerie to Havre des Pas. Even the cycle track from West Park to St Aubin is not wide enough in places.</p>
18	<p>Pro motor lobby , ineffective government & ministers not prepared to take pro cycling anti car measures. Incentivise the use of bikes & penalise the use of cars. Educate the young to use the bike. Restrict car access to schools so drop off & pick up by car is discouraged</p>
19	<p>The hills, the cost of electric bikes and how dangerous it can feel cycling on main roads with trucks, buses and cars passing</p>
20	<p>Should be more signs in king st / queen st saying it's against the law to cycle on them the signs what are they now are too small they should be marked on the pavement like the road markings</p>
21	<p>The HILLS! The weather! The inconvenience!</p>
22	<p>NO SAFE CYCLE ROUTES! I like cycling, but I have never cycled in Jersey as it's too dangerous.</p>
23	<p>Please see earlier comment</p>
24	<p>segregated cycle lanes are fairly minimal. Even where they exist - on the Avenue, for instance - dodging apparently blind pedestrians makes it more dangerous than it ought to be</p>
25	<p>Need more joined up cycle lanes throughout the island, but especially town. Specific cycle routes should be created in town (including the pedestrian precinct). Ban the car from the town completely.</p>
26	<p>No major barrier but better routes and segregation from other road users would be good (vehicles and pedestrians) recent changes are practically dangerous (Hill Street) or makes it worse for cyclists (Midvale Road which I think would have been better one way northbound)</p> <p>Cycling also isn't generally an option for travel unless a shower available at other end of journey. Not all businesses can provide such facilities and if not travelling for work cycling becomes even less practical. i.e. travelling to friends, restaurant, etc. Not places where you would expect to turn up and ask if you can use a shower/iron/etc.</p>
27	<p>The island has a good cycle route going out west from town along the front. There is no such route going in any other direction! Going east round the harbour is basically riding on a pavement where you have to give way to walkers, that is not going to encourage people to feel safe cycling into town it's going to be a pain to ride on so it's easier to ride on the road. The main issue commuting into town is there is no cycle specific lanes (apart from the front) so you either sit in traffic with all the cars or have to ride down the middle of the road which puts cyclist off due to the danger of doing it. There really needs to be cycle lanes into town from various areas of the island that are not blocked up by cars and pedestrians. That also doesn't mean asking cyclists to ride down random green lanes on the hope they have less traffic on them as again drivers use any way to get to work they think is faster it means (like on the front) a cycle only route.</p>
28	<p>Wind and hills..cycle friendly employers and buildings.</p>
29	<p>Access routes</p>
30	<p>Theft and vandalism.</p> <p>Also, there is not enough secure parking for bicycles around the island.</p>
31	<p>A normal person buys a pushbike then turns into a world saving [REDACTED] privileged clown.....and huge numbers using the roads on weekends as if it is there private gym...do runners run 3 abreast down main roads ..no</p>
32	<p>Volume of cars on the road and the speed at which they travel. This is particularly an issue on some of the narrower lanes with solid walls (where there is little chance of avoiding cars). The green lanes are excellent, as are the designated cycle routes around the island. Long may these continue. On the whole cycling round the island is very safe and very easy to do. It should be encouraged more and more.</p>
33	<p>A perception that it's dangerous, as a female who has cycled into town for 7 years from a northern parish its sometimes shock that I would ever even contemplate it. The problem is overtaking cars cutting you up especially on the return journey home.</p> <p>The other is having showers to freshen up, before you step into the office, that's also a big barrier. In the winter you can get soaked, frozen & sweaty, whilst the summer you get sweaty. So a quick wash down to either warm up or cool down would be the ultimate goal of getting folk on their bikes & into work.</p> <p>The other policy that could be made is that showers in any new offices where made compulsory as well as bicycle parking.</p>

14. What do you see as the barrier to cycling in the island?

34	Other road users do not respect cyclists .
35	Too many thieves
36	Fear of road traffic and weather
37	We still need more designated cycle paths. Changes are required to the route 1 from St Aubin to St Helier. Bikes and cyclists are getting faster. It has become a dangerous race track - accidents are inevitable given the proximity of pedestrians. Blind corners need to be slowed down
38	lack of bike parking across the island - it should be mandatory to have modern bike racks at each business location - every shop especially.
39	Lack of designated cycle Route, together with poor driving (lack of distance when overtaking etc). There should be better education for drivers together with tougher punishments for dangerous driving. Perhaps consider assumed responsibility for car drivers in an accident with a more vulnerable road user.
40	<p>The roads are too busy and dangerous - lots of blind corners and road exists. There needs to be more (and wider) cycle tracks. The recent cycle path through St. Peter's is wonderful (if a little narrow and unlit at night) and there should be more paths throughout the island that interconnect and are very clearly sign posted so that all parishes can safely have a cycle route to town and to the parish schools.</p> <p>More children would cycle to school and commuters to work.</p> <p>A designated cycle path would also reduce road delays where cycles hold up traffic (which causes friction) and reduce dependency on cars.</p> <p>Charging points for electric bikes may also be useful.</p>
41	What would be great is having a shower facility in town, although I appreciate keeping it clean would be difficult.
42	████ weather 90% of the time. Petty obvious to most but not our ministers who don't use bicycles anyway !
43	The weather
44	People's fear of cycling on the road, with other traffic. The existing cycle paths are good but need to be supplemented by additional paths, where roads need to be used to join from one path to another, along all of the major routes into town from parish settlements. They also need to be asphalt, as cycling on dirt and gravel is much slower going, so people avoid these when needing to get somewhere quickly and easily (apart from the railway walk, which is not a dedicated cycle path and so should never be tarmacked).
45	<p>Would widen the debate to what else could be done to reduce car usage. For instance, St Ouen Beach (5 mile road) has no bus service past 18:00 in the evening during the summer. This means there is no alternative to car usage to visit one of the many establishments along 5 mile road.</p> <p>A full cycle lane around the island would be brilliant as well as encouraging cyclists to use the existing ones.</p> <p>Campaign to educate all road users on rights of way, highway code, road etiquette.</p>
46	<p>Lack of awareness of dedicated cycle lanes. SO clearer signs on the ground and all around, also signs indicating they are not for prams, dogs, tourists to just wander through. More awareness for all cyclists of which side to stay on i.e. keep left. More dedicated lanes in busy areas. It is always the cyclists who has to do the watching. Regulation of motorised scooters and skateboards. More allowance for the cyclists, we are doing you all a favour by not driving!</p> <p>Cycle repair courses. Power charging facilities for electric bikes. Ability to take bikes on public transport. Make more cycles lanes but also more integration with in the current road system with priority being given to cyclists. Understanding of the different types of users; leisure , commuters, keep fits and sports. We all have a part to play to cut traffic admissions but it feels like the cyclists who are doing the most to help but get the least recognition and respect.</p>
47	Unfortunately it's a hilly island!
48	There are none, apart from public shower facilities. Clear rules and enforcement would go a long way to making cyclists respected members of the community. Pedestrians, cyclists and motorists need to learn to share our limited space together but at the moment cyclists appear to receive a great of infrastructure funding and minimal expense and sanction for usage and abuse of such infrastructure. Ignoring the Highway Code and using pedestrian crossings to bypass traffic lights is criminal and should be treated as such.
49	<p>Lack of consistent cycle lanes, dedicated for bikes. The current lanes are a mix and match, often mixed with pedestrians and part of a system where cars are the absolute priority.</p> <p>Cycling into St Helier from the West is better than it was, but still far from a dedicated pathway. At numerous points the path disappears into pavement and car junctions have to be negotiated. Literally the only way to get into town involves dodging pedestrians and busy vehicle traffic flows.</p>
50	Most roads are too narrow, proliferation of granite walls dangerous, often obscuring drivers' vision when emerging from side roads.
51	Too much vehicular traffic, poorly designed cycle / pedestrian route from St Aubin
52	<p>Impatient/inconsiderate drivers</p> <p>Speed limits are generally too high when one considers the narrowness of roads. Major roads could be left at 40mph to</p>

14. What do you see as the barrier to cycling in the island?

	<p>encourage motorists to use them wherever possible but all other roads should all be 30mph or less to deter motorists and encourage cyclists.</p> <p>Not enough green lanes</p> <p>Published official cycle routes (produced by Tourism Dept a few years back) should all be 20mph zones.</p>
53	<p>Shocking disjointed cycle paths.</p> <p>Cars parked in cycle lanes and the police don't care.</p> <p>Dangerous drivers and increasing number of drivers on mobiles texting and the police don't care.</p>
54	People laziness.
55	<p>Cycling in from the west is fine, but I think some lane routes from the north and east could be more clearly identified from various points to keep people off the main roads who are inexperienced and worry about traffic behind. ideally these would be green lanes, but as long as they establish that cyclists are welcome, I think it would be appreciated and help out motorists.</p> <p>The other thing is that children have to be encouraged to say to parents, 'I want to cycle' 'please don't take me in the Range Rover its embarrassing'</p>
56	being hated by car drivers because we get in the way
57	I'd love my kids to cycle to school - but at that time of day they would be stuck in the car-congestion - unpleasant and dangerous
58	<p>Infrastructure. We need more and better cycle lanes, separate to motor traffic where possible, particularly out East. Having the necessary infrastructure, coupled with plentiful parking/secure storage, would encourage people to cycle rather than drive or take the bus.</p> <p>The vast majority of the Islands south coast is relatively flat - plenty of opportunity to expand the current cycling infrastructure.</p>
59	The attitude of motorists and standard of Driving. A safe passing education and enforcement operation by states police (which are popular with forces accross the UK) would go a long way.
60	People don't like people who cycle. They group them as "cyclists" we are not cyclists, we are just people who use a bike to commute. People pass way to close when overtaking and it's really intimidating getting so much abuse just to cycle into work.
61	Not many/no cycle lanes, roads can be dangerous for cyclists when drivers are careless
62	Cars filling up the roads
63	I'm new to cycling and am now very aware of traffic occasionally seeing cyclists as a hinderance. I am also a car driver and so understand that, and so I try to keep to cycle lanes whenever possible. Providing more dedicated cycle routes and linking existing cycle routes will help keep drivers and cyclists apart and re-affirm that both are eligible to use the roads.
64	Abuse of cycle paths skateboards/scooters etc.
65	It is rather hilly
66	Cycle paths are not linked up and not thought out, consultations need to be done with major cycling groups and bicycle shops to provide something that cyclists will actually use.
67	Cars, trucks and buses. Lack of proper cycle routes, not just ridiculous white lines painted on busy roads. Commit to a proper infrastructure plan and stop making token gestures whilst continuing to waste extortionate amounts of money on pathetic structures such as these.
68	Lack of office facilities to cater for cyclist. Officers should be made to have decent cycling parking, showers, lockers and changing facilities.
69	<p>Traffic very dense.</p> <p>Cycle paths that have been installed (say along Grouville) are fine for a family on the weekend, but are so stop/start (at junctions) they don't provide a worthwhile option for regular cyclists and commuters</p>
70	Road widths. the roads aren't wide enough to accommodate vehicle and cycle lanes in Jersey. there is no point in trying to add lanes to the island when the current infrastructure will not accommodate them.
71	currently got freedom to do as they please - including cycling wrong way on one-way strrets
72	aggressive attitude from car drivers puts off many. A campaign about this aggression would be a big help
73	The weather?
74	<p>The weather.....the hills.....</p> <p>I certainly think the recent cycle paths that have been created in recent years are fantastic (Harve des Pas to st Aubin, St. Peter's valley and the new town additions). Until last year I cycled every day as a means to get to work and for pleasure and I definitely feel safer using the cycle paths.</p>

14. What do you see as the barrier to cycling in the island?

75	Not enough safe parking
76	Lack of cycling proficiency on the island. You have to take a test to drive a car should be the same for cyclists.
77	The cycle lanes should all connect. Cycling through st helier is a pain we should adopt a cycling/walking first Amsterdam type model in town. But we should also look at ensuring every parish has at least one dedicated cycle lane all the way to town.
78	Not enough cycle lanes on roads. Round about have no design lanes for bikes either. See how this is done in Netherland.
79	Terribly unsafe roads
80	Cost of electric bikes, jersey is hilly and if people are to use bikes as sole form of transport they may need some help (especially if trying to carry a toddler!) Making these more affordable with loans would help. Could all government employees have access to bike loan tax free like in the uk with NHS? esp for community health workers who do home visits, this could all be healthier and done on a bike but no one wants to be sweaty trying to get over big hills... or all community health teams have a couple of bikes for their team to use?
81	lack of bike racks
82	Hills! Too much traffic on the roads. Also people dont use minor roads enough. I cycle along the 'blue' tourist routes with the cycle signs and feel safer, apart from tractors passing. But si many cyclists use main roads which is dangerous for car drivers overtaking on bends and corners.
83	The bad weather
84	Wind and Rain
85	Not enough sheltered cycle storage in town, with CCTV coverage. (Larger designated area for bikes in sand street can park would be ideal)
86	personally, I don't have any issues cycling to work - I have done so for most of my working life. However there are a few drivers who give very little consideration to cyclists on the roads. Education is the key - when my children were taking their driving lessons, they advised me that there was no dialogue about how cyclists (and other vulnerable users eg horse riders) should be overtaken when in a car - eg don't overtake going into traffic, don't overtake and then slow down, don't overtake and then turn left - all these examples happen frequently. Many people have no idea at all about what it is like to be overtaken too close by a car as they have never cycled, they may just not be aware of the fact that they pass too close. Likewise many drivers do not appreciate that some cyclists are able to go down some hills faster than they can drive (especially winding roads), and so make bad decisions when overtaking. Perhaps more emphasis should be given when learning to drive and in the driving exams about the importance of overtaking vulnerable road users with some courtesy and care.
87	Narrow roads, wide cars/trucks. Road surfaces. When I cycle I hate car drivers (get too close, overtake too close, overtake and then suddenly turn left come out at yellow lines etc.), when I drive I hate cyclists (go through red lights, cycle on pavements when people are on them, don't use hand signals etc.). So education, education, education. The price of bikes - I guess eventually the treasury won't get all that tax from fuel so I can't see us being able to claim a tax benefit when buying a bike but I can hope.
88	little cycle paths - many see it as being unsafe having to cycle on the main roads
89	Venues don't provide facilities to park up bike safely and dry - shops / cinema/ rugby club are examples. It could be embedded into planning policy.
90	Not enough cycle lanes and car free roads
91	The weather. Cycling in the rain and wind combined is a nightmare in Jersey. Safety is another main reason. More dedicated cycle paths in/out and through town would be a big incentive. The current cycle stands in town are very good and cater for many bikes.
92	Weather Hills and valleys BW reason I don't cycle is hearing / balance issues. It would be very unsafe to try. I've already broken an elbow falling.
93	Lack of understanding of the general public's needs. Not everyone is able to cycle and those people are being alienated.
94	There are none, all cyclists should be insured the same as car users to cycle on the public highway.
95	Insufficient cycle paths. I don't want to cycle against traffic (silly concept) in new cycle areas. Don street and Georgetown cycle path would be horrendous. Would prefer with flow along Rue de Fort and past White Horse.
96	Lack of dedicated cycling infrastructure - I live in St. John's and feel that cycling from my house to the avenue to be dangerous due to the large amount of Car traffic on the road. Once I am on the avenue it is a lot easier and safe since I am separated from the traffic
97	The main barrier is the attitude of car drivers. The make it unsafe for cyclist and their attitude stinks.

14. What do you see as the barrier to cycling in the island?

98	no barrier. who wants to cycle will cycle anyhow.
99	cycling routes, would like to see separate cycle lanes, smaller cycle super highways perhaps?
100	There is none, the government is very anti car.
101	Lack of cycle paths.
102	Road users who dislike cyclists
103	Conflict with motor vehicles
104	Attitude of drivers. I do drive as well. Encouraging cyclists to use the cycle tracks as they stay on the road around Les Quennvais when there is a good track. More joined up networks. It stops at the top of Beaumont Hill so I have to cycle on the road to get towards rugby club way before I can join up onto the cycle track again. I end up riding on the pavement as feel safer. Don't feel safe cycling up railway work when dark so I go on main road. Perhaps where appropriate allow the use of pavements for pedestrians and cyclists, However it would have to be inbred in people that pedestrians have the right of way.
105	Narrow roads and terrible drivers. Stupid pedestrians
106	<p>Attitude from road users. A lot of drivers still see cyclists as a nuisance and not an opportunity to give more free parking spaces to them, and that it is helping the environment and generally good for your health.</p> <p>It would be good for car drivers to have more information about things like overtaking, patience for cyclists on things like corners and the laws around cyclists being able to cycle side by side on most roads. Patience is the one thing many drivers lack and I have nearly been crushed several times just for a driver to save seconds on their journey. Also cars speeding down green lanes which I mostly use just for the purpose of not holding up traffic on main roads.</p> <p>Maybe add something to new driving tests in future if they don't already.</p>
107	It is dangerous because of the high volume of traffic
108	<p>There is no barrier.</p> <p>There's a barrier to motorcycling - not enough spaces and insufficient cctv on parking locations.</p>
109	Lack of cyclists rights on the road. It's very dangerous to cycle for example for Gorey to town. Motorist take over very dangerously! I wouldn't let my child to cycle to the secondary school that's how unsafe I found it.
110	Lack of dedicated cycling paths
111	lack of cycle tracks and small roads meaning dangerous commutes.
112	The hills out of St. Helier and heavy rain, neither of which are in the department's control.
113	I am afraid to cycle from St Helier to the East or West of the island as I do not like cycling on main roads as I do not have the confidence. So I stick to the cycle tracks, which can be limiting. People also need to learn to be more conscious of cyclists on the tracks (the walkway along the esplanade, and people walking along the cycle track or letting their children be on their bikes on the track whilst they walk alongside them).
114	Safety - people see bikes as a nuisance & I dont relax at all when cycling on main roads.
115	Safety primarily separation from motor vehicles. The tunnel / green st roundabout still a hotspot for cycle accidents. Limited cycle path network running north, east/west needs completing.
116	Bad drivers
117	Safer roads
118	<p>Cyclists being idiots and not avoiding the main roads.</p> <p>Why not make a network of cycle lanes out of the green lanes</p> <p>Need e-bike charger points.</p> <p>Need to police the idiot cyclists who are speed danger to other cyclists.</p>
119	Too many vehicles and speed of traffic. Drivers and cyclists have no tolerance of one another.
120	Traffic and lack of lighting at night time
121	Too many thefts!
122	<p>Weather - good shelters would help with this</p> <p>Not enough cycle paths, I know you are making more and this is great. St Peter's valley is amazing and I think the one</p>

14. What do you see as the barrier to cycling in the island?

	<p>around HDPark will be good too. I think lanes in the parishes that are access only for cars could make a brilliant network of safe cycle paths.</p>
123	Non cyclists
124	Heavy traffic on to town routes and inconsiderate or inexperienced drivers
125	Roads are too small for cyclists and consequently traffic slows considerably and builds up behind cyclists. The benefit for the environment of one person cycling instead of driving is far outweighed by the emissions caused by slow moving traffic and acceleration to overtake.
126	<p>narrow roads and selfish motorists. rich nimby mentality. the security is the main thing most people i know wont lock their bike in town as they got stolen way too often. The police do nothing about it as its not worth their time the bikes get shipped off the island en masse and people cannot afford to lose that money in this current climate with the low quality of life.</p>
127	Safe cycle routes esp up hills. If there are 2 pavements on a road, 1 could be designated for cyclists going uphill. This would alleviate traffic hold ups and make cyclists feel safer.
128	The unpredictable weather particularly the wind and rain that Jersey gets. Why would you even consider turning up for work soaked? Cycling in those conditions is for the very hardy only. The remainder are fair weather cyclists.
129	<p>Proper cycle lanes. We live in Poland and even where there are shared lanes, pedestrians and cyclists keep to their intended parts, and in Jersey awareness needs to be raised about this. I accept there are much more challenging space limitations in Jersey, but Government should ideally be looking at separate bike and pedestrian lanes as some of the current mixed use lanes are just dangerous and I would often cycle on the road instead, but many people are not comfortable doing so.</p> <p>Get cars off the road by increasing car parking charges substantially, taking the bus service back into full public ownership and make buses free. As a family of 4, if we wanted to come to town, it is cheaper to come by car than take a return bus journey. When will politicians realise that this will never encourage bus use. Routes also need to be much more frequent so that buses become a no-brainer like taking the tube in London. There needs to be clear timetables at each stop as well. Car parking charges should fund the bus service.</p> <p>Additionally, at traffic lights, how about a dedicated space for cyclists immediately in front of the lights?</p>
130	<p>I think that road safety is the biggest issue. As the roads become increasingly congested, I find drivers are increasingly aggressive (rather than defensive) and there have been various moments where it was just by luck that I wasn't seriously injured.</p> <p>I also think that people are not aware how convenient cycling is. It wasn't until this summer that I realised that you could basically get from town to Beauport only spending 5mins on the road, or that there is a cycle route that takes you all the way up to St Mary's Pub (although I would add that it would help to paint the route across the road where the cycle route crosses, both for ease of finding the next section and as a visual sign to drivers that there is a crossing and to look out for walkers and cyclists). Better awareness raising would certainly help with this!</p>
131	Lack of cycle paths.
132	Lack of safe cycle routes and storage.
133	<p>Not all humans are built for cycling.</p> <p>The only safe place to cycle in Jersey is the south coast. Its too dangerous to ride anywhere else.</p>
134	<p>Too many motor vehicles on the road with largely impatient drivers that overtake at inappropriate places. Lack of secure, covered cycle parking.</p>
135	<p>St Clements coast or inner road need a cycle path - then there would be a cycle path from Gorey all the way to town. There was talk about using behind FB fields for a cycle path but nothing has been done yet.</p>
136	Changing facilities to allow people to cycle to work in sports gear then change to work clothing.
137	<p>Hills. Not safe or well lit places to park them, Not enough showers at work.</p> <p>How about a right to 20 minutes flex on start time if you cycle to encourage it?</p> <p>How about you get 2% off social security if you don't have a car?</p>
138	Too many people on the island.
139	<p>Safety on the roads (without cycle lanes)</p> <p>The hills !</p>

14. What do you see as the barrier to cycling in the island?

	Well done - great initiative ps Could you legalize E scooters please - a very popular mode of transport in Palma (Majorca)
140	None it is very safe as it is. Most drivers are self aware and do not crowd out cyclists on busy roads. Some fail to see you though and in 30 years of cycling I have had a few near accidents My wife has been hit a few times but no serious accidents by drivers that just ignore her.
141	fast drivers, small roads, lack of bike routes off the 'main' trunks
142	People's attitude. We don't have enough people with a can do attitude, it seems there are always reasons not to cycle. We also don't have enough people leading by example, making green travel the norm. All new /redeveloped housing should have designated safe bike parking (and enough for at least one bike per person). The states should be backing Evie bikes. The waiting list to get your bike serviced is over a month at the moment (at various bike shops) so additional support and training for bike mechanics/workshops to do it yourself might be good.
143	Aggressive motorist culture Fear of an accident Difficulty of navigating between roads within St. Helier
144	Age of residents and disability. Not even considered
145	Lack of segregated cycle routes and utterly appalling driving standards and dangerous driver attitudes to cyclists.
146	Traffic and hills. But now we have e-bikes, so that's hills sorted. My wife cycles [REDACTED] every day. She'd rather cycle to the 30 mph Ring Road and go the long way around, from the Ambulance Station to Robin Hood, than cycle through the 20 mph, Bath Street/New Street, etc. due to cars deliberately speeding past, squeezing her out, or blocking her path as she nears Minden Place. Inside the ring road is more dangerous than outside it...!!!!
147	Lack of safe cycle paths/routes to and from most schools. The exception to this is the new Les Quennivais school.
148	Vehicles driving dangerously/aggressively around bikes. Lack of prosecution of dangerous driving for near misses, a cyclist will always come off worst. Lack of police stopping bikes without lights and helmets in the evening. Bike and bike parts theft.
149	There are no traffic free cycling routes in the north and north east of the island.
150	Secure covered parking in town with CCTV. Cycle routes into town. There are no safe cycle routes from St John to town.
151	Safe roads, lack of cycle paths, lack of respect from drivers, police failures to prosecute drivers in rtc's
152	130,000 cars. Cycle tracks are coming along nicely but would be great to see more.
153	Laziness
154	Too much vehicular traffic with inconsiderate drivers.
155	Extremely rude & impatient drivers. Expecting cyclist to give way to pedestrians on shared paths as there are times when it is safer the other way round . In particular on cycle path along seafront heading to St Aubin make it clearer the designated cycle areas to stop groups of ladies pushing buggies on it. Stop Runners & joggers using it too.
156	The width of the roads. The dominance of the car. Attitudes of motorists. A lack of a joined up, dedicated east to west cycle track.
157	Mainly the weather, other than that there's not much to stop me. It should be made easier to pass from cycle ways across the road traffic on priority lanes as often you need to use pedestrian crossings. Any way that it can be made easier and quicker by removing such obstacles will mean quicker and more convenient journeys for cyclists
158	Danger of cycling on the road. I think you should be able to cycle non-electric bikes on the pavement, giving way to pedestrians like we drive on the road giving way to pedestrians and cyclists. Attitude of drivers towards cyclists and sometimes vice versa.

14. What do you see as the barrier to cycling in the island?

	<p>Lack of safe cycling routes through town.</p> <p>Bad signage - there may be cycle routes I don't know about and i wont find them if they're not sign posted and identified.</p> <p>I think that Electric bikes are different to non electric bikes. They should have a speed limit and or are otherwise more suitable to be on the road not a cycle track. Its more a moped and they should have insurance and safety gear.</p>
159	<p>Cycle routes / shared paths are poorly maintained despite being reported on Love Jersey app. Perquage cut through as one example, railway walk etc. Not enough cycle / shared paths. Not enough awareness campaigns of cycle safety (for cyclists and cars). Put a stop to propaganda that causes inflammatory divides between cyclists, drivers and walkers.</p>
160	<p>Bad driving, lack of joined up cycle routes - e.g cycle path from my home in St Brelade is great but not actually connected to my office on the Esplanade! Also green lanes are the backbone of our active travel network but nothing is done to reduce car traffic or enforce the highway code to make these safer for walkers and cyclists etc</p>
161	<p>Barriers, in the plural please.</p> <p>Danger - cycling on Jersey roads is dangerous, not just a bit but really dangerous. The standard of driving here is terrible. Cyclists are seen as an irritating obstacle that are in the way of speeding towards the next red light and treated with contempt.</p> <p>Fumes - apparently cycling is good for you. Some days I feel like I've smoked half a dozen cigarettes on my cycle commute. Who's going to pay for my future lung cancer treatment?</p> <p>The transport system places vehicles at the top of the hierarchy and cyclists somewhere at the bottom.</p> <p>Cyclists are consistently segregated alongside pedestrians and constantly having to weave through people enjoying a stroll or walk commuting. Pedestrians really shouldn't have to worry about a cyclist (traveling at about 15 mph and probably really needs to get to work) pedaling up towards them, they should just be able to enjoy their stroll, probably with headphones on to block the sound of traffic. Pedestrians and cyclists, like oil and water.</p>
162	<p>Way too much traffic and not enough dedicated cycle lanes. Cycle lanes we do have aren't maintained properly (particularly the gravel ones like the railway walk - serious accident waiting to happen) and priority is always given to roads meaning you often have to stop on a bike.</p> <p>There should be cycle lanes to all schools and no cars allowed near schools at drop off and pick up times (only school buses).</p> <p>Far more could be done to create a cycle network, e.g. there could be a path along the whole of st Ouens bay instead of a [REDACTED] impassable sandy track.</p>
163	<p>The heavy traffic and lack of decent (see comments above) bike parking facilities across the island. The proposed shelters are not going to encourage more people and are not fit for purpose.</p>
164	<p>Adequate cycles lanes and safe, monitored places to leave your bicycle</p>
165	<p>Too much traffic on the roads and not enough cycle paths. Some cycle paths lead on to busy roads. Very little priority given to cyclists. Cycle path need to be joined up much more.</p>
166	<p>The lack of separation between cars and cycles. There will always be areas where spaces are shared due to the nature of Jersey roads and also financial implications. For example, I didn't get to the Don Rod consultation in time, but its an incredibly bad idea. GOJ needs to separate where possible to make it safer and also alleviate driver frustration, to drop Don Road to one lane and make either side a cyle path just doesn't make sense. Traffic congestion will sky rocket in the area and driver will get frustrated. Why not use Howard Davis Park? there are adequate areas to get cycles through and you could link to the new track coming out of the western end of FB Fields (if its going ahead?) head down Green rd, through St Lukes crescent (wayleaf agreement? perhaps offer owners a % to resurface their driveway as its in terrible condition??) and agree to it being a cycle path? then turn right up Beach rd, across Dicq rd to upp Beach rd (remove parking to make cycle path on lhs) and then you are at Howard Davis Park crossing, cross road into park and purpose built cycle track separated from pedestrian path to exit at north gate of park, cyclist is then at Colomberie! mostly separated from high speed traffic and sharing in mainly quiet small roads. Green Road would maybe need a green marked track on lhs like down at Gorey by Rhonas.</p>
167	<p>The super heavy traffic.</p> <p>Roads are often not wide enough for cars to overtake, leading to very narrow misses.</p> <p>Even more cycle lanes.</p> <p>Jersey can be quite hilly - the terrain itself isn't massively ideal for cycling.</p> <p>Constant bike theft.</p> <p>I would love to see even more electric bike promotions/ subsidies. I would use an electric bike all the time if I could afford one. Then I would rarely use a car, and especially not for the daily commute (I have to go quite far uphill).</p>
168	<p>Narrow, congested cycle lanes not joined up</p> <p>Heavy road traffic for when you have to use a road</p> <p>No cycle friendly/priority crossings (Pelicans should be widened and the timings adjusted to prioritise pedestrians and cyclists). There are no Priority crossings in St Peters Valley at Mont Fallu and Rue de la Hague</p> <p>Hoggin surfaces which destroy your bike</p> <p>Surfaces covered in wet leaves leaves (St Peters Valley)</p>
169	<p>Traffic and mo traffic. Make it law that motorists have on board cameras. Filming their own misdemeanours might slow em down and certainly think twice about what they are doing.</p>

14. What do you see as the barrier to cycling in the island?

Make the 1.5 metre overtaking a law.

Stop local media outlets contributing to stirring up a frenzy on Facebook with often pointless posts about traffic or cycling infrastructure. It's bad enough out there for those on two wheels without letting folk off the hook with what's often very vitriolic anger driven (pardon the pun) at those that chose to use a Bicycle.

Make it clear to the general public that the "very limited" shared bike paths "are" shared! And are not necessarily the safest option for some cyclists. Ie those that can ride at speed and many on eBikes.

Much more needs to be done to encourage motorists to understand why people chose to cycle, that they pay the same taxes etc... That they can often get about quicker, it's cheaper, parking is free, it's healthier, less strain on our medical services, you know all this so educate the naysayers and put a stop to the same old mantras that are all of often directed at cyclists.
Rant over ;0)

170 No dedicated safe cycle routes. No decent encouragement to cycle, no incentives from government for people to buy bikes. No political or policy drive to actually tackle the problem that Jersey is addicted to the car. Make a clear strategy for sustainable transport! This is an issue of global importance and one Jersey could be world leading at, but instead we pander to the drivers. Be brave. Make the right choice.

171 Lack of integrated cycle routes, poor quality of cycle path surface along St Aubin's Bay (too many puddles in places, and uneven surfaces), safe routes up the big hills, car driving being more convenient. Lack of secure, undercover parking is no doubt a factor too. Active transport must be given preference in street/route design over the current dominance of the private car.

answered 171

skipped 33



