

Bel Royal Cycle Route Improvements – Report on Consultation

DATE:	21 January 2022	CONFIDENTIALITY:	Not Confidential
SUBJECT:	Bel Royal Cycle Route Improvements – Report on Consultation		
PROJECT:	62100327	AUTHOR:	
CHECKED:		APPROVED:	

1.0 INTRODUCTION

1.1 [REDACTED] was appointed to undertake a study and the outline design improvements to the existing southern cycle path at Bel Royal. The scheme involved

- Realignment of the existing cycle path and localised increase in width to 3m.
- Enhancements to the existing public open space by provision of new surfacing and landscaping.
- Provision of new POS i.e. Sea Garden adjacent to the existing promenade
- Dedicated parking for Ambulance service
- Improved segregation of pedestrian & cyclists

2.0 An online consultation was undertaken from 22 June to 13 July 2021. This report summarises the responses received during consultation.

1.0 CONSULTATION DETAILS

Consultation Details




1.1 The consultation took the form of a series of 8 questions with the option to provide further comments on the proposals. To provide those responding to the consultation more detail on the proposals a series of photos of the existing arrangement together with artist impressions of the proposed work were provided. These images/art work is contained within **Appendix A** of this report.

1.2 To promote awareness of the project and in an attempt to get maximum participation the following were undertaken to promote the proposed consultation:

- Press release announcing the proposed changes and details of the consultation
- Option to gain access to consultation hosted on gov.je via a QR code
- Webpage with information on the proposed plans and a link to the consultation
- Leaflets – leaflets handed out at bike shops and the eateries within the Bel Royal site explaining the proposed changes and sharing a QR code linking to the consultation
- Email sent out to key stakeholder groups explaining the proposed changes and containing the QR code linking to the consultation
- Social media posts



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- Signage for the Bel Royal site including the QR code

Engagement Duration

1.3 As noted above the consultation was undertake from 22 June to 13 July 2021, 3 week period.

2.0 RESPONSES RECEIVED

2.1 A total of **190** responses to the on-line consultation were received with **122** comments being provided.

Responses to the On-line Exhibition

2.2 In relation to gauging support for the proposals question 6 – 8 were specific to understand if there would be public support for the project. Questions 1 – 5 focused on understanding its current use and how frequently the space is used. Summary of response to questions 6 – 8 is noted below:

Question 6 - Do you support the idea of enhancing this area of the seafront in principle?

- 169 support the proposals
- 13 did not support the proposals
- 7 did not know/have any comment on the proposals

Question 7 - Do you support the proposal of relocating the cycle track to the rear of the seating shelter?

- 154 support the proposals
- 27 did not support the proposals
- 8 did not know/have any comment on the proposals

Question 8 - How do you rate the proposed plans for enhancing and improving this area?

- 140 love or like the proposals
- 20 don't mind the proposals
- 30 dislike or strongly dislike the proposals

The responses provided to all 8 questions and subsequent comments are reproduced in full in **Appendix B**.

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Key Issues Raised during Online Consultation




2.3 Table 3.1 below summarises the main points raised in the comments provided (note, some responses raised more than one issue)

Key Issues Raised	No. of Responses
<i>Better segregation of cyclists to be considered. Movements from car park to slip/public toilets highlighted as constraint</i>	19
<i>Waste of money/No benefits provided/Funds better used elsewhere</i>	15
<i>Loss of parking to accommodate new route of path not supported</i>	13
<i>Improved route for pedestrians required.</i>	9
<i>Speed of cyclists a concern, request for cyclist signs to be added prior to entry to share public open space</i>	4
<i>Width of cycle path not sufficient for cyclists to pass each other</i>	3
<i>Request for improved disabled parking</i>	2
<i>Improved and more bike stands</i>	2
<i>Location of dedicated ambulance bay creating a blind spot</i>	2
<i>Request to improve access to car park from Victoria Avenue</i>	2

Table 3.1 – Summary of key issues raised



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3.0 SUMMARY

- 3.1 The online consultation was successful at publishing the proposals to inform members of the public of the proposed work at Bel Royal.
- 3.2 As note in section 3.2 above the majority, 89% of all response agreed that they would support the proposed work. A number of responses also felt that the proposals could be extended to other areas along the Southern Cycle Route i.e. Rue du Galet & La Haule.
- 3.3 A common concern raised related to the segregation of cyclists and pedestrians, particularly through the shared space area where a conflict may occur with cyclists using cycle path and pedestrians seeking to walk from car park to slipway/beach or toilets.
- 3.4 None of the issues raised in the online consultation warrant a fundamental reconsideration of the proposals. The issue of segregation will be subject of further scrutiny and a full Road Safety Audit will be undertaken. It is recommended that the key issues which have been raised and noted in Table 3.1 are included in the Road Safety Audit Brief for detailed examination, prior to the finalisation of design and subsequent construction.



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APPENDIX A – PROJECT IMAGES/ART WORK





Bel Royal – Masterplan



Bel Royal – Existing



Bel Royal – Public Realm



Bel Royal – View 1: Existing



Bel Royal – View 1: Proposed



Bel Royal – View 2: Existing



Bel Royal – View 2: Proposed






Bel Royal – View 3: Existing



Bel Royal – View 3: Proposed



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APPENDIX B – CONSULTATION RESPONSES

CONSULTATION

An online consultation exercise was launched on 22 June 2021 and ran for 3 weeks until 13 July. It invited people to complete a questionnaire and to provide comments on the scheme proposals. 190 responses were received during the period, with the results set out below.




1. How often do you come or pass through this part of Bel Royal?				
Answer Choices			Response Percent	Response Total
1	Every day		14.89%	28
2	Few times a week		49.47%	93
3	Few times a month		32.45%	61
4	Infrequently/ never		3.19%	6
			answered	188
			skipped	2

2. Do you travel to or through this part of Bel Royal by ?				
Answer Choices			Response Percent	Response Total
1	Walking		21.51%	40
2	Cycling		56.99%	106
3	Driving		21.51%	40
			answered	186
			skipped	4




3. Do you?				
Answer Choices			Response Percent	Response Total
1	Live in the area		26.20%	49
2	Own a business in the area		0.53%	1
3	Work in the area		1.60%	3
4	Travel through along the promenade		58.29%	109
5	Visit the area for another reason		30.48%	57
			answered	187
			skipped	3

4. Do you use any of the local facilities?				
Answer Choices			Response Percent	Response Total
1	Access to the beach		66.44%	99
2	The cafes		78.52%	117
3	Children's Nursery		2.01%	3
4	Other (please specify):		14.77%	22
			answered	149
			skipped	41




5. Do you agree that the area could be safer for users?

Answer Choices			Response Percent	Response Total
1	Yes		87.83%	166
2	No		7.94%	15
3	Don't know		4.23%	8
			answered	189
			skipped	1






6. Do you support the idea of enhancing this area of the seafront in principle?

Answer Choices			Response Percent	Response Total
1	Yes		89.42%	169
2	No		6.88%	13
3	Don't know		3.70%	7
			answered	189
			skipped	1

7. Do you support the proposal of relocating the cycle track to the rear of the seating shelter?

Answer Choices			Response Percent	Response Total
1	Yes		81.48%	154
2	No		14.29%	27
3	Don't know		4.23%	8
			answered	189
			skipped	1

8. How do you rate the proposed plans for enhancing and improving this area?

Answer Choices			Response Percent	Response Total
1	Love		18.52%	35
2	Like		55.03%	104
3	Don't mind		10.58%	20
4	Dislike		8.99%	17
5	Strongly dislike		6.88%	13
			answered	189
			skipped	1

9. Any comments you wish to add?

Answer Choices		Response Percent	Response Total
1	Open-Ended Question	100.00%	122
1	22/06/2021 14:01 PM ID: 169254152	Great Scheme, I would encourage looking at improving line of sight as much and straightening the cycle path much as possible. Where this isn't possible widening the path in the corners as bikes get wider as they turn. Also mountain bike handlebar width has increased from between 500mm and 600mm up to 700mm to 800mm, this means it is now more difficult to pass so it would be great if the path could increase in width to compensate.	
2	22/06/2021 14:01 PM ID: 169254168	Great Scheme, I would encourage looking at improving line of sight as much and straightening the cycle path much as possible. Where this isn't possible widening the path in the corners as bikes get wider as they turn. Also mountain bike handlebar width has increased from between 500mm and 600mm up to 700mm to 800mm, this means it is now more difficult to pass so it would be great if the path could increase in width to compensate.	
3	22/06/2021 17:13 PM	Keep bikes and pedestrians apart. Bikes are too fast and too dangerous along here	

9. Any comments you wish to add?

	ID: 169274391	
4	22/06/2021 17:24 PM ID: 169275339	Anything to reduce the stress etc walking or cycling in the area. I only walk there when it is quiet as I feel unsafe when busy with people.
5	22/06/2021 17:42 PM ID: 169276884	Unless cyclists and walkers are completely separated, the design is pointless. Having a shared space will only cause more problems with people stepping in front of cyclists from the proposed crossing to the Kiosk and from around the surrounding shared space. I absolutely agree with the earlier separation with the lanes separated by a great distance. However merging them is absolutely the wrong way to go.
6	22/06/2021 17:51 PM ID: 169277578	Not sure that the plans clearly delineate cycling and walking in the common area? Is it supposed to be a shared area or will there be a marked cycle path to connect the two ends of the existing cycle track. The artist impression only shows pedestrians in that area, are cyclists expected to dismount and walk through, if so I would disagree with the proposal as there needs to be an unbroken path. If there is a shared area, why not mark out the cycle path in a different colour to delineate 'green or red pathway' as is typical in Europe and works well. Overall the scheme looks good, just need to make sure it works for everyone.
7	22/06/2021 17:55 PM ID: 169277904	Great. Will be a massive improvement to a dangerous area.
8	22/06/2021 18:47 PM ID: 169281067	Cyclists should dismount at conflict area. And I am a cyclist. The promenade overall should have 15mph cycle - scooter speed limit.
9	22/06/2021 18:48 PM ID: 169281080	Cyclists should dismount at conflict area. And I am a cyclist. The promenade overall should have 15mph cycle - scooter speed limit.
10	22/06/2021 19:43 PM ID: 169284246	<p>The cycle route does not look wide enough for two passing bicycles. I believe that the minimum recommended width of a cycle path is 2.5m (no pedestrians) or so. I would also add that Victoria Avenue is particularly unsafe for cyclists, commuters also need to be able to safely use the cycle track (travelling 12-17mph) as well as recreational cyclists (travelling 8-12mph) and children (travelling 3-10mph). This needs to be taken into account when reviewing the whole space from La Frigate to St Aubins. I'd also propose consistency in style (the cycle track starts off coloured next to Jardin de le mer) and width.</p> <p>I would also like to see how the cycle path could be connected at Bel Royal with the inner road. The other day I was trying to get from town to Little Grove clinic and I honestly had no idea how to connect from the cycle route to the clinic so ended up using the pedestrian crossing and passing along the pavement by the garage.</p> <p>The clinic is based in a residential area next to a primary school so it is key that children and residents are able to connect safely to town by foot and bike.</p> <p>It also needs to be much easier to park a bike at Bel Royal. On 1 Jan (soo... Depth of winter) all of the bike spaces were occupied and I had to leave my bike by the rails to get a drink from the cafe. To meet our carbon commitments, we should be aiming for the majority of workers to be travelling by foot / bike / public transport. To achieve that, we need infrastructure that accommodates the needs of people on a busy summers day.</p>
11	22/06/2021 19:52 PM ID: 169284749	As it is a bidirectional cycle path, its width should be at least 4m (https://cyclehighways.eu/design-and-build/design-principles/width.html). A permeable surface should be chosen for the cycle path and refurbishment of the pedestrian space. Discontinuities of the cycle lane further along the way to St. Aubin should be closed and a separation from pedestrian space guaranteed. The width of the entire cycle lane from St. Aubin into town should be increased to 4m to ensure a safe and attractive route for cyclists that travel at different speeds and for different reasons (e.g. leisure, commuting). An adequate number of bicycle parking spaces should be provided. Currently, the space envisaged for bike parking next to the toilets does not look big enough (space for maybe 12 bicycles?). Parking your bike should be easy and convenient.
12	22/06/2021 20:07 PM	The surfacing of the cycle track should be different to the pedestrian areas.

9. Any comments you wish to add?

	ID: 169285573	<p>Good quality machine-laid surfaces are of benefit to all cycle users</p> <p>Where cycle tracks are provided at the same level as a pedestrian route, they should be clearly designed and marked as cycle tracks</p> <p>Section 6.5 of Department for Transport Local Transport Note 1/20 provides good guidance for designing cycle tracks in shared use areas.</p>
13	22/06/2021 20:10 PM ID: 169285731	<p>Great improvement. Thank you.</p>
14	22/06/2021 20:59 PM ID: 169288042	<p>Question 2 I also cycle in the area.</p>
15	22/06/2021 21:06 PM ID: 169288440	<p>Are cyclists expected to dismount?</p>
16	22/06/2021 21:21 PM ID: 169289147	<p>Current concrete step in front of pedestrian shelter is dangerous as makes bike riders move out and increases risk of collisions. Should be removed while other works pending.</p>
17	22/06/2021 21:45 PM ID: 169290184	<p>I would have selected all options in Q2 but the survey doesn't allow this. Really like the idea of the cycle track being routed behind the shelter - much safer! As the car park will be shallower, could the turning in from the Avenue be softened as this will be a bit of a left, right slalom...</p>
18	22/06/2021 22:22 PM ID: 169291588	<p>I am supportive of improvements to the promenade but I think this is misdirecting funds when there are more pressing problems on the network: the shared use section at La Haule, narrow cluttered and otherwise unsafe sections, the uncomfortable section by West Park Slipway, the very narrow section at the Old Station, and connections bridging the Avenue (of which there are currently none that are suitable for cycling across).</p> <p>A cheaper alternative would be to resurface and paint the cycle track across the slip road to designate cycle priority.</p> <p>The public realm improvements are welcomed, but could easily be provided on the green space opposite the nightingale. Any plans should include an improved crossing across the Avenue for the car park.</p> <p>Could some car spaces be made designated short stay or designated 'hop in' to support the local cafés and allow easier collection of takeaways?</p>
19	22/06/2021 22:58 PM ID: 169292653	<p>Could be so much better with a little thought. Why are you loosing so many disabled parking places near i) Toilets ii) Cafes ? Why are you loosing so many car parking spaces. It needs MUCH more thought ~ outside the box ~ forget you are anti-car.</p>
20	23/06/2021 00:10 AM ID: 169293865	<p>It's a good idea to separate out the cycle track from the pedestrian route. Will there be enough room for Le Petite Train?</p>
21	23/06/2021 06:48 AM ID: 169299634	<p>Looks like a tight turn for traffic coming into the car park from the esplanade. Can this be softened?</p>
22	23/06/2021 07:21 AM ID: 169301575	<p>It's not clear how pedestrians and cyclists will be separated on the area above the slipway, will there be a cycle lane or lots of signs which are missing in the drawings? I hope it's not suggested that cyclists will dismount and walk, that will never happen, I wear clip in cycle shoes and walking in them is difficult and damages the cleat and would not dismount. If this was planned (and policed) you would simply push cyclists back onto the main road. The parking space for the ambulance will cause a blind spot for pedestrians walking to the slip</p>

9. Any comments you wish to add?

		and cyclists heading west, an accident waiting to happen - but at least there will be an ambulance there to pick up the pieces.
23	23/06/2021 08:37 AM ID: 169306671	Fantastic idea and will reduce collisions with other cyclists or pedestrians as you take the corner passed the shelter.
24	23/06/2021 08:49 AM ID: 169307655	Please can you publish the accident log details for accidents in this area for the last 5 years? The proposal significantly increases the space that cyclists would have to mingle with walkers - so potentially accidents may significantly increase as a result! The cycle route on the proposal ends at one side of the new area and then starts again on the other side - in reality cyclists will speed through this area and as there is no route for them to follow so they will take the quickest route. As a cyclist I have never had an issue with pedestrians in the area as people are generally aware that the space is shared. Also by reducing the car parking, cars pulling in off the Ave may be faced with the cars of dog walkers reversing into them due to the decrease in space. Users generally pass through this area and users tend to be: visitors to the cafe, to the pizza shack, people wanting to use the toilet, dog walkers and cyclists. The proposals seem to be trying to get people to loiter in the area but why will they? They will continue to travel through or go to the beach. Apart from the ambulance having a dedicated space. this appears to be a pointless waste of tax payers money.
25	23/06/2021 08:49 AM ID: 169307658	Please can you publish the accident log details for accidents in this area for the last 5 years? The proposal significantly increases the space that cyclists would have to mingle with walkers - so potentially accidents may significantly increase as a result! The cycle route on the proposal ends at one side of the new area and then starts again on the other side - in reality cyclists will speed through this area and as there is no route for them to follow so they will take the quickest route. As a cyclist I have never had an issue with pedestrians in the area as people are generally aware that the space is shared. Also by reducing the car parking, cars pulling in off the Ave may be faced with the cars of dog walkers reversing into them due to the decrease in space. Users generally pass through this area and users tend to be: visitors to the cafe, to the pizza shack, people wanting to use the toilet, dog walkers and cyclists. The proposals seem to be trying to get people to loiter in the area but why will they? They will continue to travel through or go to the beach. Apart from the ambulance having a dedicated space. this appears to be a pointless waste of tax payers money.
26	23/06/2021 08:59 AM ID: 169308535	I've had a number of near misses with other cyclists on the blind corner in front of the shelter, so the proposal will ease that danger zone for cyclists and pedestrians. I think it is a great idea. Next area for sorting would be the bend around the toilets before La Haule / next to the car park past the old Sugar Basin, and then around Nude Food and toward St Aubin.
27	23/06/2021 09:19 AM ID: 169310600	I think this is a great idea, as quite often when cycling you will find pedestrians on the cycle track, as the promenade can be busy on nice days and some people (tourists) may not realise it is a cycle track.
28	23/06/2021 09:20 AM ID: 169310766	Return the Avenue turn offs to the previous arrangement as the current layout is a major accident waiting to happen!
29	23/06/2021 09:46 AM ID: 169313608	Plans look very sensible
30	23/06/2021 10:04 AM ID: 169315453	Not much to add except that this seems like a sensible proposal. Cycling around the front of the shelter is dangerous for all involved.
31	23/06/2021 10:30 AM ID: 169318326	something definitely needs to be done to separate cyclists & pedestrians as I cycle & walk frequently in the area & notice that users are confused with the dual use of the path.
32	23/06/2021 11:20 AM ID: 169324766	as far as I can see the plans are proposing a shared surface with bikes and pedestrians....if so, that is an accident waiting to happen - in any shared surface no user knows whether they have right of way and that uncertainty can cause accidents. I agree that it would be good to slow down bike traffic in that area as this is one of the most dangerous parts of the cycle track and

9. Any comments you wish to add?

		most/some cyclists slow down here - enforcing a slower speed would help/markings the cycle track better would also help.
33	23/06/2021 12:57 PM ID: 169335551	<p>I'd support this proposal in general and in particular visibility on the cycle track passing the shelter seems to be greatly improved and moving the ambulance off the slipway is a better solution.</p> <p>My potential concerns are it's not clear how many cycle parking spaces are proposed for the new scheme but it doesn't look like an increase on the current provision which can become full; the delivery drivers from the Pizza Quarter currently cross the pedestrian/cycle track to park on the slipway which detracts from the safety and feel of the area and isn't improved by the new scheme; and cycle track needs to be clearly marked where it crosses the pedestrian area to ensure that pedestrians are aware to keep a look out and the onus isn't entirely on the cyclists to keep watch, currently it is very easy for pedestrians to stray onto the track unintentionally as the markings are not clear enough.</p>
34	23/06/2021 13:10 PM ID: 169336903	The car parking spaces to the west of the Kiosk (where the nursery is) are awful to try to get out of, tricky to reverse into the space or to reverse out of the space (there's really not much room to do this). The angle of the spaces is too acute, I think. This will be more problematic, as it looks like parking spaces by the shelter will be removed to allow the cycle path to be moved, so there'll be a greater need to park west of the Kiosk.
35	23/06/2021 14:09 PM ID: 169342936	Although the written commentary on the proposals are silent on this, a quick examination of the plans shows a loss of car parking spaces. This is a busy car park and is well used by beach visitors in the summer. A loss of car parking spaces will merely compound the problem. It is noted that no costings for the project appear to have been announced - it should be born in mind that 'in favour' responses' could well swing to 'not in favour' once costings are disclosed. If cyclist/pedestrian safety is the key driver behind the proposals, this could be achieved quickly, easily, and cheaply by simply implementing a 'walk your bike here' zone in the area (say) 25 yards east of the shelter to (say) 25 yards west of the slipway/toilets.
36	23/06/2021 14:20 PM ID: 169344098	I like the proposal in general, because it makes the cycle path safer. But, you are proposing the loss of 10 car parking spaces in an already busy car park. This war on the motorist has to stop. So, on balance, I cannot support the proposal because of the loss of parking. If you could find a way to replace the lost parking, at least in part, then you would have my support.
37	23/06/2021 15:07 PM ID: 169349160	The additional separation between cyclist and pedestrians is good and clearer markings will help all users. My experience as a regular cyclist using the current cycle track is that many pedestrians are not aware they are crossing a cycle track. Also looking at the proposal it is probably worthwhile calming the speed of cyclists as they approach the pedestrian crossing area, and ensuring clear sight paths for all users.
38	23/06/2021 15:40 PM ID: 169352396	Yet another vanity project from GOJ - yet millions gets wasted on infrastructure that is needed like the hospital, or paid out to civil servants who break their contracts. The money used on this should be invested into the Islands youth or mental health services!
39	23/06/2021 17:56 PM ID: 169367534	From the plan it looks like the cycle path is not clearly marked in front of the slip so no better off. Also if that area is decking it will be very slippery to cycle on when wet. Think that it is being made to look pretty but not practical
40	23/06/2021 18:09 PM ID: 169368543	It look like at least 10 car parking spaces will be lost. The same number of people will still try and use the area, so there will be increased congestion, especially at peak periods of use. These parking spaces can be added either by extending the parking to the West or adding a few spaces to the Eat when turning in from the Avenue
41	23/06/2021 20:13 PM ID: 169376141	Why do you people have to change things all the time ? As far as safer travel options go, why can't people look after their own welfare. It should not be governments policy to wrap everyone in cotton wool. This is rapidly turning into a nanny state where eventually the population will expect everything done for them. I am lucky enough to have been brought up in an age where proposals such as these would have been laughed at and pushed aside.
42	23/06/2021 20:36 PM ID: 169377422	It's not Bel Royal you should be updating,what about a cycle track to the North and East of the Island that you have been promising for the last ten years with money in the kitty apparently...you people talk the talk and that's about it.. It's Desperately Needed..
43	24/06/2021 11:55 AM ID: 169411756	<p>As long as its safe for everyone.</p> <p>Pedestrians tend not to look where their going.</p> <p>Also, we need more space for the train and those bigger bike concessions.</p>

9. Any comments you wish to add?

44	24/06/2021 13:13 PM ID: 169419120	Can we PLEASE PLEASE have a pedestrian crossing between the sea front and millbrook park at the same time as we are making these changes. When the pool is finally in use the park is going to be inundated with families with very young children and parking is limited for the park so therefore people will park on the seafront and try and get across the duel carriageway with children and all the stuff that is needed. We have had buses stop for us and had to be diagonal to stop other cars overtaking. It is incredibly dangerous as one lane stops for you then you get a motorbike coming up the middle. We are increasing our population year on year and our car numbers, so let us act NOW before there is an accident.
45	24/06/2021 15:36 PM ID: 169433935	Jay walking is the big problem, also due to size of e -bikes breadth of cycle track is very important, hope you have some positive, comments on this
46	24/06/2021 17:13 PM ID: 169444069	Covid restrictions in 2020 exposed the fact that the promenade width is seriously substandard on the section to the east of Bel Royal slipway, with social distancing impossible to maintain. Ideally, the area of vegetation separating the pedestrian route from the cycleway would be narrowed significantly in order to enable the hard surface to be widened. I would also recommend that the radius of the cycle path curve as it approaches the Old Station Cafe, opposite Rue du Galet, be increased by realigning the path through the lawned area to the north of the path.
47	26/06/2021 13:39 PM ID: 169542952	At a time when we are continually told that government coffers are low and spending needs to be controlled it feels like there are better areas to spend this money. This area has been largely unchanged for decades and does the job. It is not the prettiest location, but really spending millions will not change that either. If coffers were higher and money was available to waste then this is a good project, otherwise fix the things that are really broken!
48	26/06/2021 18:14 PM ID: 169549364	I actually like the idea, but should be more parking not less.
49	26/06/2021 19:00 PM ID: 169550111	Great initiative. Please can you have a serious look at the set up at Le Haule by the Nude cafe? The narrowing of the prom is a real 'pinch point' and potentially very dangerous. You might need to resort to a 100m walkway as so successfully introduced down near La Folie pub in St Helier. Thanks
50	27/06/2021 07:11 AM ID: 169555876	I really like the principles. Please consider a defined 'crossing' section for pedestrians to cross the cycle track, in the same way that they cross the car area. 'View 3 proposed' should have the same principles as 'View 1 proposed' to ensure better safety for all. If we are having a cycle track then make one and make it as safe as possible for children, pedestrians and cyclists. I love the change, and please can we have MANY more across the island. Thanks for your work on this
51	27/06/2021 07:29 AM ID: 169556089	I believe the proposal could be enhanced, safety-wise by continuing the dedicated cycle lane throughout the site, rather than merging cycles and pedestrians around the slip - this seems to conflict with the ethos of the proposals and is something that has been eradicated, almost entirely, along the rest of the St Helier-St Aubin sea front.
52	27/06/2021 07:54 AM ID: 169556992	St Aubin needs sorting out, cyclists are all over the place.
53	27/06/2021 08:09 AM ID: 169557261	The plans look good but please don't over engineer the lane marking and signs like has been done at seafront by Jardin de la Mer. They visually spoil a nice area and actually make it more confusing- too much information. Less is more and clearer.
54	27/06/2021 08:17 AM ID: 169557389	Keep the parking as it is
55	27/06/2021 08:18 AM ID: 169557402	The cyclists will terrorise pedestrians unless they are forced to dismount.
56	27/06/2021 08:33 AM	Absolutely fantastic! I'm a regular cyclist through here. The whole cycle path needs to be correctly marked and kept regularly refreshed as pedestrians often wander on to the track.

9. Any comments you wish to add?

	ID: 169557720	Some cyclists also need to slow down. Some use it as a race track. Wonderful idea, well done
57	27/06/2021 08:58 AM ID: 169558290	Considering the scale of these impressive plans one would have liked to see improvements to enable cyclists path engineered to not have pedestrians crossing it. Maybe a underpass walking tunnel or a cyclists over bridge ? Also, there could be bus access provided from the avenue (the drive in/ drop off area could facilitate this no ?) to provide a bus stop here- be useful for disabled access travellers by bus - such a wonderful location to visit
58	27/06/2021 09:04 AM ID: 169558402	What a waste of time and money. The cyclists do what they want.
59	27/06/2021 09:19 AM ID: 169558763	Great to see that finally something is done to make this area safer for all users as I had and saw countless near accidents involving cyclists / pedestrians / cars / scooters / Petit Train.
60	27/06/2021 09:34 AM ID: 169559151	The cycle track appears wider than the pedestrian walkway in some areas. As a runner it is difficult to use this area when there are lots of pedestrians and I am forced to use the cycle track. I think more consideration should be given to the width of the pedestrian area.
61	27/06/2021 09:36 AM ID: 169559211	<p>More greenery please. More trees if possible. I like the plans but the area will still be blighted by the car and the predominance of parking so please do as much as possible to green up and soften this area.</p> <p>Also please reduce signage to a bare minimum - Jersey is also blighted by "do not" and other signage and bin infrastructure (especially where it is placed directly in front of sea views and other scenic vistas)</p> <p>There are a number of areas along the promenade that could be greened up and improved e.g. First Tower & Millbrook -- providing stopping points for families and tourists (picnic benches perhaps?)</p>
62	27/06/2021 09:44 AM ID: 169559435	The cycle track in general could do with widening in places and where possible a barrier created. There are frequent occasion of people walking onto the tracks without looking or warning
63	27/06/2021 09:50 AM ID: 169559590	<p>Enhanced seafront - The area is still a predominantly a carpark.</p> <p>'Confusing layout'</p> <p>The confused people slow down and proceed more carefully. To straighten out the bike lane will encourage less cautiousness. you have removed one danger spot with another. The proposed ambulance parking spot will blocks the sight lines of cyclist and pedestrians.</p> <p>Before more money is spent on new projects will there be any review of the work that has been already done? particularly the re design of the Jardin de la mare.</p>
64	27/06/2021 10:32 AM ID: 169560830	where the cycle track passes in front of the toilets the cycle track should continue as tarmac and not be paved as a pedestrian area thus providing continuity for cyclists. the area at st aubins where cycle and pedestrians are paved the same and considered a shared space does not work and is in fact dangerous. this was also evident at millenium park where a young child was killed. cyclists and pedestrian areas should be seperated as much as possible. the area between la haule and st. aubins also needs to be adressed and redesigned as it is very dangerous
65	27/06/2021 10:42 AM ID: 169561126	Please make entire cycle track with 2 way markers. It is not wide enough for two bikes to pass. It forces riders into pedestrian space. Also the curves in the cycle track and bushes next to them mean you can't see who is speeding towards you. I see so many near accidents and have seen people get hurt.
66	27/06/2021 10:45 AM ID: 169561196	Current layout is not safe, the proposal is much better for cyclists and pedestrians

9. Any comments you wish to add?

67	27/06/2021 11:00 AM ID: 169561599	Loosing parking of about 10 space's & looking at entrance it will be tightened. Yes enhance the area but no need to go to the expense of moving the track etc
68	27/06/2021 11:56 AM ID: 169563316	The cycle track should be made to make people slow down, if in a straight line like you plan it will make people go faster, at the moment you take your life in your hands, I know people that have been hit by cyclists .you also need to put a pedestrian crossing in at bel royal, no one wants to let you cross
69	27/06/2021 12:42 PM ID: 169564575	The plans makes the cycle way much safer to use as there is a blind corner where the present cycle route goes round the shelter. Good idea to make a clear pedestrian way through the car park to the Burger Kiosk. I am glad there are still disabled spaces near the toilets I rely on these to get access to the disabled toilets. But please do not spend loads of money on a grandiose scheme, it just needs some simple adjustments.
70	27/06/2021 12:53 PM ID: 169564902	Loss of car parking spaces.
71	27/06/2021 13:33 PM ID: 169565925	This is long over due as it was quite dangerous around the shelter for cyclists - I also walk round there My only worry on the new plans in the 'community area' i.e. where the pedestrians and cyclists appear to occupy the same area or the area is ill defined. I think this is seriously dangerous, just look at all the issues that have occurred at Gas Place in St Helier. The Cycle lanes still needs to be defined, red/green asphalt, white lines etc.. with signage just so people and children are aware.
72	27/06/2021 17:29 PM ID: 169572851	Good points - reduction in car parking spaces, addition of trees, dedicated ambulance parking, removal of car access to slipway, moving cycle track as sharp corner and dangerous shared use area. Overall improves the safety and feel of area, however... Points to note - although car access removed, still a shared use area for pedestrians and cyclists which based on experience is likely to lead to a collision. There needs to be further steps taken to separate the two, there is a dedicated cycle lane all the way along the seafront except what will be a high use 'junction' next to two cafes, nursery and the beach - an accident will happen as it stands.
73	27/06/2021 17:39 PM ID: 169573269	A good area to invest in
74	27/06/2021 17:41 PM ID: 169573339	The cycle track should be totally separate from the pedestrian walkway and cyclists should have to dismount when approaching the top of the slipway/car park. I have seen so many near misses caused solely by cyclists riding far too fast around the corner by the shelter giving pedestrians very little chance to getting out of their way. As it stands at the moment there's an accident waiting to happen.
75	27/06/2021 19:05 PM ID: 169576060	As a runner who uses the area for running I'm disappointed to see even your survey has only contemplated passing through the area by walking, driving or cycling. Have you actually spoken to users? If cyclists keep to the cycle path - and are given a route linking the ends of the cycle track at the moment by Bel Royal - and dogs kept on a short leash then I don't really see the need for anything else
76	27/06/2021 20:46 PM ID: 169579186	This is a vanity project once again bowing to the god of cycling. Cyclist using this area use it with no thought or care for any other users and making these changes will not alter that. Look at other cycle track around the harbour and towards Gorey where cyclist can't be bothered to use the cycle track, Stop giving in and wasting money towards the cyclist.
77	27/06/2021 20:47 PM ID: 169579224	I fully support the plans to improve the green credentials of the area and make the cycle access route safer. As it stands the cyclists coming from town are obscured from sight by the shelter so moving the cycle track behind to increase visibility for all parties is a smart idea.
78	27/06/2021 21:58 PM ID: 169581088	The cycle path that runs parallel to the car park is still quite narrow, would it be possible to reduce the grass (next to the white railing of the car park) to make the path wider? But a great proposal!
79	27/06/2021 23:08 PM	

9. Any comments you wish to add?

	ID: 169582518	This is a really good idea. This is a very busy area and given the increased number of cyclists passing through often at high speeds, this is an accident waiting to happen. The proposals are sympathetic and sensible. Please get this done!
80	28/06/2021 11:27 AM ID: 169605095	<p>This is a really good idea.</p> <p>I regularly cycle through this area and have to make a conscious effort to cycle slowly and carefully through it to avoid the throng of (often oblivious) pedestrians walking around. The safety issue is also not helped by many cyclists who (seemingly under the impression that they are competing in the Tour de France, rather than using a busy shared use path) cycle extremely fast through the intersection expecting pedestrians to move out of their way.</p> <p>Additional signage warning both cyclists and pedestrians could be of benefit, as could a 'bike-friendly' version of traffic calming measures (e.g. small speed bumps or ridges. These could be situated in the areas just before cycle track enters the shared zone, i.e. where the cyclist is located in slide 6 (View 1: Proposed) in the PowerPoint presentation, and the same zone where the cycle route meets the area from the west.</p> <p>I would welcome any similar attempts to improve the shared cycle / pedestrian paths along other parts of the bay.</p>
81	28/06/2021 12:51 PM ID: 169614205	A nice idea but is it really necessary?
82	28/06/2021 13:13 PM ID: 169616320	, I want to make sure that safe access to the slipway from Layby 7 will be maintained.
83	28/06/2021 14:01 PM ID: 169621859	I use this cycle route every day, summer and winter. Knowing this is a dangerous spot I take care but still have had numerous near misses with dogs and young children as well as people simply not understanding it is a shared route. Anything to make this safer, better signage, clearer separation and a better 'road' surface would be beneficial for all
84	28/06/2021 15:26 PM ID: 169634692	like the idea of the surface materials defining the space
85	28/06/2021 18:57 PM ID: 169656792	Need to resolve all of the cross movements in this area . As a cyclist I often encounter people just wandering into the cycle path or cars and dogs crossing . Needs to be clear who has priority (if anyone)
86	29/06/2021 08:33 AM ID: 169679091	As one of the few places on the island where it is not illegal to rollerskate or skateboard, please consider the surfacing used when laying the cycle track
87	29/06/2021 12:53 PM ID: 169703415	My only reservation is that it straightens the path out and makes even more of a race track for the cyclists who speed up and down the sea front.
88	29/06/2021 14:31 PM ID: 169713688	Any land 5 mt below sea-level will be lost by the end of 2024.
89	29/06/2021 20:21 PM ID: 169742915	Parking control and resource for keeping area clean (as with many beach zones) helps reduce tension too.
90	30/06/2021 15:40 PM ID: 169861253	<p>It definitely needs updating as the area is tired and the traffic markings on the road are faded and have been much patched. You still have the issue with the safety of the shared space at the crossroads with the slipway near the toilets. Need careful signage so that bicyclists know to be careful and give way and pedestrians know they are crossing a cycle path.</p> <p>Please can you do something about the safety of the shared bike path and pavement at La Haule / near Nude Food. This is dangerous.</p>

9. Any comments you wish to add?

91	30/06/2021 18:18 PM ID: 169888749	Who will police the cycle track?
92	01/07/2021 09:11 AM ID: 169924093	the cycling lane disappears at the slip and there appears to be an area of no mans land. There needs to be clear areas marked out. The seafront is awful in places, both cyclist and walkers just going down the pathway all over the place. I have cycled and walked down from St Aubin to Town and found it dangerous. Cycle groups use it as a race track and people speed down the track. It would be an idea to have some sort of reminder, a rumble strip for bikes ? a bump etc..to slow people down as alot cross from the carpark and walk down the slip and currently visibility is not good coming from town when cyclist are racing. i like the idea of the plans.
93	02/07/2021 20:20 PM ID: 170052963	Q2 doesn't allow the option to say that I also cycle and walk through this area. It will be safer not to allow cars to drive over the pedestrian and cycle path eg the pizza delivery cars as and the ambulance.
94	04/07/2021 21:30 PM ID: 170130310	Seems a good plan and a straighter route means safer line of sight for everyone. Well done
95	06/07/2021 10:30 AM ID: 170305164	It's not just hear by the station cafe rue de galet is also a problem narrows and petit train takes a lot of room. Also from town to sation cafe a need feed off and from rue galet is needed. It would be great if bikes travelled behind all the shelters. All measures that would make cycling safer have to be good
96	06/07/2021 15:09 PM ID: 170344268	Additionally, Using different coloured surfaces to distinguish between cycle lane, pedestrian walkway and any 'shared' spaces would improve safety.
97	06/07/2021 17:46 PM ID: 170361819	I think the primary danger here is that it is such a busily used cycle route, there should be a clear demarcation between the path for cyclists and that for walkers. This design doesn't appear to do that. Pedestrians have to worry about north / south vehicles and east / west cyclists (Often travelling quietly but at considerable speed). A dangerous combination of hazards.
98	06/07/2021 18:15 PM ID: 170363969	The focus should be on making sure a car can leave the area safely when turn right to enter Victoria Avenue. Currently the right turning is dangerous when vehicles any cross half the road as the space between the roads is not large enough to accommodate a car. This results in vehicles causing an obstruction to the western traffic flow.
99	06/07/2021 19:17 PM ID: 170369087	Make delineation between cycle path and pedestrian path much clearer (different colour paving, painted lines etc) extend seating area at top of the slip further out toward the sea, further enhance landscaping and ensure separation between car park and cycle lane is improved.
100	06/07/2021 20:19 PM ID: 170373661	Please enable selection of more than one answer when appropriate/relevant such as multi use - cycling and driving and walking. Thank you
101	06/07/2021 20:35 PM ID: 170374781	My only concern is disabled parking provision. Our WAV (wheelchair accessible vehicle) is quite long. Its 4.9m before we have even lowered the wheelchair ramp and allowed for the chair turning circle. We struggle to find deep enough parking with good rear access for the ramp without sticking out into the road. There are so many blue badge users nowadays (the majority of those who do not even need an extra long space) that the disabled spaces are often full wherever we go and parking a struggle. My worry is we will have nowhere to park here anymore once the car park size/depth has been reduced and re-landscaped. Wherever the disabled spaces are to be located, please could they be located where the adjacent landscaping allows for easy access from other sides of vehicle. So not right up against a wall of any height (this is also important as with a lot of WAVs, they are designed badly that we can't actually see the low bonnet whilst driving, so not sure how much space we have in front!). Apart from our disabled parking concern, we love the proposal and the promise of much safer walking/cycling routes.
102	06/07/2021 20:50 PM ID: 170375754	I think it's a great idea but the area joining the two sides should not be shared between cyclists and pedestrians. It is already a hazard now even when marked as separate areas. Also if you are to add trees in the middle of this area please make sure they are lit as it's very dark along there on winter evenings even with cycle lights on.

9. Any comments you wish to add?

103	06/07/2021 22:30 PM ID: 170381014	You state high risk of accident. In the last 10 years how many accidents with cyclist and pedestrians have there been at this location. It's seems the government are likes young kids with birthday money in their pockets. Just desperate to spend it on anything. All this borrowing will have to be paid back and the minority tax paying residents will have to pay for it !
104	06/07/2021 22:37 PM ID: 170381227	Straightening and widening the cycle path, and separating it from pedestrians and motor traffic are both excellent moves. However, it is not clear what happens to the cycle path in the large buff area north of the slipway in the drawing. It's no good if it suddenly disappears. 'Cyclists dismount' signs will NOT be welcome.
105	07/07/2021 00:41 AM ID: 170383697	Looks like a great improvement?
106	07/07/2021 07:19 AM ID: 170388826	More seating areas for picnics Preventing the loss of car park spaces when moving the cycle track behind shelter as there is just enough spaces now. Bike racks for people stopping off for coffees / toilets
107	07/07/2021 08:01 AM ID: 170390214	As a cyclist I find the stretch of "shared path" (let's make that clear) one of the most dangerous stretches of tarmac in the island. I've known quite a few people who have had accidents along this stretch, some quite bad requiring hospital treatment, and on a couple of occasions a hospital stay! All our "shared paths" (remember there isn't one dedicated bike path in Jersey) especially this one need better segregation. Cyclists have to deal with stray walkers, stray dogs, dogs on extension leads, skateboarders, rollerbladers, prams, Le Petite Train, other cyclists, and nowadays other cyclists with power! (electric) no doubt more eScooters soon enough and whatever else. Oh and some pretty shoddy road surface in places! (Especially between Bel Royal and Beaumont. It's fantastic this new project, but more needs to be done.... S
108	07/07/2021 08:12 AM ID: 170390741	There are other points on the track where there are blind bends such as near the Old Station and the Lookout cafes where, if other cyclists are not observing good lane discipline, there is a risk of collision. I , who had just hired electric bikes, were riding on the wrong side of the track. told me that up until suddenly saw me coming the other way hadn't thought about which side of the road should be on. Maybe the road should be marked with arrows and a line should be painted down the middle, particularly at places where there is poor visibility.
109	07/07/2021 08:29 AM ID: 170391517	The dedicated ambulance space if a great idea.
110	07/07/2021 08:29 AM ID: 170391524	The dedicated ambulance space if a great idea.
111	07/07/2021 08:32 AM ID: 170391699	From a cyclist safety concern, this area has always been a concern for cyclists, pedestrians and other users. Moving the cycle path into a view point area is key for everyone as safety will be improved so much more with this design.
112	07/07/2021 08:48 AM ID: 170392710	Anything that enhances the area and reduces the risk of incidents between pedestrians and cyclists is welcomed
113	07/07/2021 09:26 AM ID: 170396068	An additional disabled car space, pref the end space in front of the cafe/kiosk as has good side hatching to fully swing open door and climb into wheelchair. When not in use it's kinder to cafe users whose queues spill out into this space anyway. Please keep the 2x spaces on beachside as safe for beach only access with slow beach chairs. Can knee height rails stop short of the end of this parking row to allow for rear disabled vehicle access both sides.
114	07/07/2021 11:01 AM ID: 170405481	Some cyclists are ridiculously fast using the cycling track and don't seem able to slow down where there are obvious hazards
115	07/07/2021 11:45 AM	Please keep the dip bars and also look at additional exercise stations that can be added to the area

9. Any comments you wish to add?

	ID: 170410211	
116	07/07/2021 14:25 PM ID: 170426453	Would the area between both sections of the cycle track require cyclists to dismount and if so, how would this be policed as in my view, from personal experience, cyclists do not have any regard for where mixed pedestrian and cyclist areas become pedestrian only. How far back towards the East would the cycle track separate from the Promenade.
117	07/07/2021 22:58 PM ID: 170455356	Like the new proposals
118	08/07/2021 00:20 AM ID: 170456527	Why does there need to be a seafront garden which will fall into disrepair and a mess once the realisation of a lack of funding is identified. Why not relocate the hut closer to the sea wall to enhance the views. The issue with this area is the speed at which cyclists can pass the car park to slipway access solve this issue and it won't be so dangerous
119	09/07/2021 23:01 PM ID: 170618671	Mixing cycling and pedestrians is like mixing oil and water. Both groups need their own space and raised in priority.
120	10/07/2021 09:48 AM ID: 170631687	This is another waste of taxpayer's money on a project that is not needed. If any work is needed it should be to create more beach parking for people wishing to visit the area. This proposal is nothing more than a continued drive to remove car parking at a popular cafe and kiosk location. This should not happen and is not needed, more parking should be created not less. The constant drive to put cyclist's use over other road users is unfair and unjust.
121	11/07/2021 10:38 AM ID: 170677817	A big issue is the kiosk location, the parking and number of people around the kiosk. Where the cycle path is, the main hazard point is opposite the slip entrance and crossing the cycle path as some cyclists travel through that section very quickly. A section of demarcation between the pedestrian and cycle path would be needed as the current plans don't present that in a clear manner. This is the same issue as around the town park and this led to the accident and child death. A dedicated point for crossing the cycle path here would make people pause and look. A fence line from the point of the cycle path where realigned behind the shelter, across the slip section and maybe to just past the end of the carpark would separate the cycles and people whilst having opening points for crossing the path. The pedestrian areas at these crossings would be wider so as to not disrupt flows. The floor colours should be more distinguishable in this area too. The current plan shows a large area with the same paved style so will actually worsen the present situation.
122	14/07/2021 08:21 AM ID: 170901909	Bel Royal is the key access point for windsurfers and kitesurfers, etc to access sheltered water conditions in Jersey and care should be taken to ensure that access is not restricted further. Although I support the business, and it certainly contributes less litter to the area than the nearby Kiosk, the Pizza Quarter with it's picnic benches, customers congregating on and delivery drivers parking on the slipway does currently restrict the access significantly. Care should be taken that any features of the new development which might on their own be a minor problem, do not, in combination with the Pizza Quarter result in making the slipway inaccessible to sports users. This could include styling details such as pointed tops to railings or fence posts which could catch or tear sails being carried past.
		answered 122
		skipped 68