

FB Fields

Eastern Cycle Network Scheme

Public Consultation Report



January 2021



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1. Background

1.1 Sustainable Transport Policy and Common Strategic Policy Aims

The Sustainable Transport Policy is a 2-part document comprising 'A Framework for a Sustainable Transport System' and 'Sustainable Transport Strong Start Delivery Plan in 2020' which was adopted by the States Assembly in March 2020. The first document details how to futureproof the design of transport provision in the island covering a 10-year period whilst the second document details the delivery of this framework implemented in 2021.

In short, the aim of the Sustainable Transport Policy is to improve the quality of life in the island.

Transport has an important role to play in tackling the climate emergency and to creating great, liveable spaces that contribute to our physical and mental wellbeing.

From various consultations and surveys conducted in recent past, people in Jersey want to see improvements in our transport system. Some of the key issues raised that effected individuals as well as everyone related to this report are:

- Lack of opportunities to walk and cycle more.
- Perception that the roads are unsafe for children.
- The fact that health issues associated with obesity and inactive lifestyles are becoming increasingly prevalent.
- The need to reduce road transport emissions to tackle the climate emergency.

From feedback it can be deduced that the islanders want to see change and there is a great potential for active travel as part of the sustainable transport policy. Additionally, the policy helps to provide:

- Alternative ways of travel that reduces the reliability on private cars for journeys,
- Provide access for all,
- Protect and improve islander's quality of life as well as reduced congestion, better walking and cycling opportunities.

The Strong Start Delivery Plan identifies that the Government will continue work on the Eastern Cycle Network.

1.2 Scheme Background

The scope of the project was to provide route to link the existing eastern cycle network (Le Squez) to the Plat Douet area, to provide cyclist and pedestrians with a safer and more inviting alternative.

The aim of the Eastern Cycle Network is to provide a link between communities in Gorey and St Clements with St Helier, providing safer on and off-road routes for students, bicycle and pedestrian commuters. The east of the Island has a higher population than the west; there is a prospect to encourage more people to commute into town by cycling and walking to alleviate traffic and congestion.

FB Fields was identified as a possible site for creating an off-road cycle and pedestrian facility for the next phase of Eastern Cycle Network improvement works which will link in with existing interventions. To provide easier access for cyclists and pedestrians from the south-east, junctions and new paths have been installed, and Rue du Maupertuis has been closed to through traffic. These steps were taken to create safer routes for students travelling to St Clement's School and Le Rocquier.



Jesse Boot made a further gift to the island of 25 verges of land in 1928 with the purpose:

“That the land be consecrated for ever thereafter for use as playing fields for the recreation of children and adult persons of both sexes residing in the island of Jersey, those playing fields to be known as the F B Fields”.

The creation of a walking and cycling route would support Jersey Sport’s vision set out in ‘Inspiring an Active Jersey’ to improve health and wellbeing.

Further developments to the Eastern Cycle Network and other parts of Jersey’s cycle network are planned to take place in the future which are all part of the Sustainable Transport Policy.

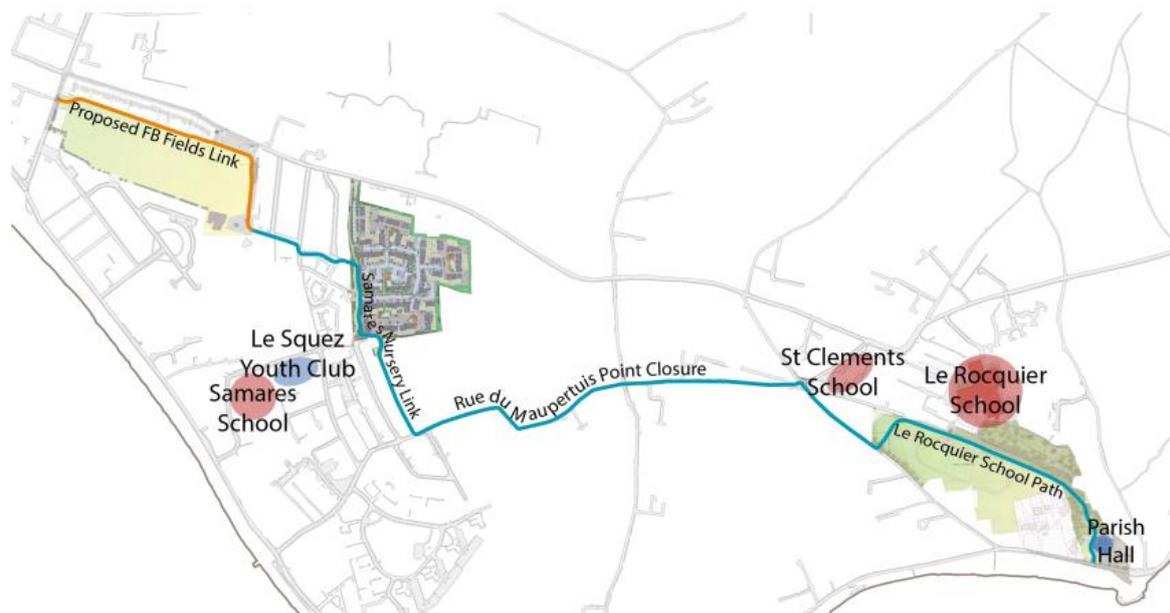


Image 1 showing how the proposed route will link into the existing safer walking and cycling routes



2. Options

2.1 Options Considered

An extensive optioneering study was undertaken as part of the scheme development as well as consultation with the key user stakeholders. The study originally considered four options, see **Figure 1**.



Figure 1 FB Fields Cycle Network Improvement, option study

- **Option 1** Diverting cyclists and pedestrians through Jersey Recreation Grounds St Clements golf course and tennis court facility.
- **Option 2** Providing a route through FB fields along the northern edge with a new entrance at and widened footway on Plat Douet Road
- **Option 3** Providing a 3m cycle path along the southern side of FB playing fields.
- **Option 4** Diverting cyclists and pedestrians along Greve D'Azette Gardens and Florence Boot Cottages before linking to the existing FB Fields site near the Table Tennis Hall and then continuing onto the existing network.

The options 1, 3 & 4 had been discounted at an early stage and below is a summary of the reasons.

- **Land ownership and structural barriers** the land required for options 1 (Jersey Recreation ground) and 4 is not under the ownership of the Government and existing structures would need to be changed to achieve a route which is likely to lead to a lengthy negotiation process with the landowners and potentially would delay any works significantly.

- **Lack of segregated route and Indirect route** Option 4 (Greve D’Azette Gardens and Florence Boot Cottages) did not provide an off-road or segregated route which is one of the core aims for the network.
- **Reduced playing surface** Option 3 (southern side of FB playing fields) reduces the size of the pitch by 6m. Further reducing already short boundaries would mean a possibility of no adult cricket on the FB playing fields. Currently ‘Pitch 1’ has ICC ‘grandfather’ rights, meaning despite it being slightly below the standard size international cricket can continue to be played on it. Any further reduction would result in losing the rights and Jersey would no longer have 5 adequately sized pitches to host international tournaments.
- **Future maintenance** Option 3 (southern side of FB playing fields) affects the main irrigation pipes that would run below proposed path, which would require moving infrastructure to allow access for future maintenance. Moving this system would be complex and have a cost.

2.2 Preferred Option

Due to some of the issues raised above, the least restrictive option is a route through FB Fields running along the northern edge of the current playing field. The option was developed in response to feedback from key user stakeholders. It is also inclusive of a new entrance and 3m widened footway on Plat Douet Road.

However, to maintain the cricket boundary on ‘Pitch 1’, the proposal reduces this width to 2.5m and diverts the path behind the current high fence line and along the edge of the boundary between the playing field and houses. For this section, the existing fence will be removed and replaced with new fences on both sides to maintain the safety of all users.

At the end of the section users will join the existing access road to the new entrance provided by the new Le Squez development.

While this option is a compromise in terms of footpath width, this option mitigates most of issues raised by the other options, mainly Option 3. This option maintains the ‘Pitch 1’ boundary and Jersey’s ability to host international cricket tournaments.

2.3 Road Safety Audit

The preferred Option 2 underwent a Road Safety Audit Stage by an independent road safety specialist in 2019. The audit was completed under the terms of reference described in the States of Jersey Road Safety Audit Policy, March 2015. The report examined and reported on the road safety implications of the scheme.

The road safety audit found 7 road safety problems. These are primarily related to:

- Risk of cycle/ vehicle collision
- Risk of cycle/ cycle, cycle/ vehicle & cycle/ pedestrian collision

All the problems and recommendations identified by the audit were accepted by the design team and will be addressed during the detailed design. The scheme will then be subject to a Road Safety Audit Stage 2 – detailed design.



3. Consultation Process

3.1 Key Community Stakeholders

IHE had sent letters to Jersey Cricket, Jersey Football Association, Jersey Sport and IHE Groundsmen to gather their opinions. Following their initial input, option 2 became the most viable. Further meetings were held with both Jersey Cricket and Jersey Sport.

3.2 COVID-19

The Government of Jersey Infrastructure Department's normal consultation process of holding one to one discussions with key stakeholders and community drop-in sessions have not been able to take place during the COVID-19 pandemic due to the restrictions in place and with public safety concerns in question.

3.3 Key Residential Stakeholders

A letter from the Infrastructure, Housing and Environment department was sent to the residents in St Clement Gardens in late November 2020 via Jersey Post (see **Appendix 1**). The letter outlined the key points of the proposals and a copy of a leaflet as well as a notification of the online consultation event (see **Appendix 2**).

3.4 Notification of Consultation

As mentioned in the previous section, a letter with a leaflet was sent out to the residents in St Clement Gardens. A press release was issued on 3rd December, providing a direct link to the consultation page. The consultation was advertised on social media and other local news media. The Parish of St Clement were given a copy of the leaflet to send to parishioners whose email address the parish had.

3.5 Consultation Material

A display poster relating to the FB Fields cycle and pedestrian pathway was posted on the Government of Jersey website under the Government and administration section (see **Appendix 2**).

The posters detailed the following:

- What has been done
- What is being proposed

3.6 Questionnaires

The questionnaires were designed to understand the community's comments and concerns on the proposal. There was a separate section for additional comments.

Respondents were also given the opportunity to directly contact the Infrastructure, Housing and Environment Department to express their views on the scheme.



4. Online Responses to the Consultation

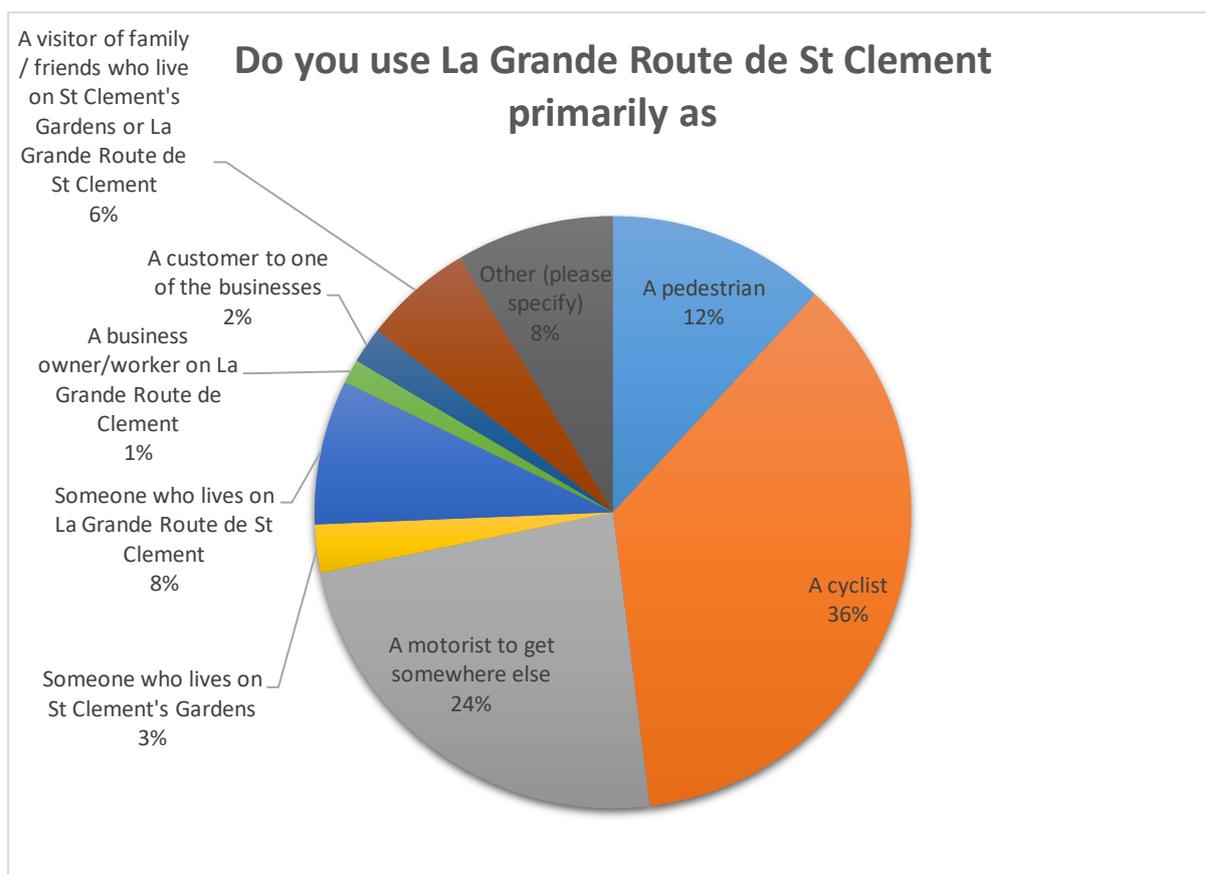
4.1 On-line Consultation

A total of 152 respondents completed the questionnaire through the web portal.

4.2 Response to Question 1

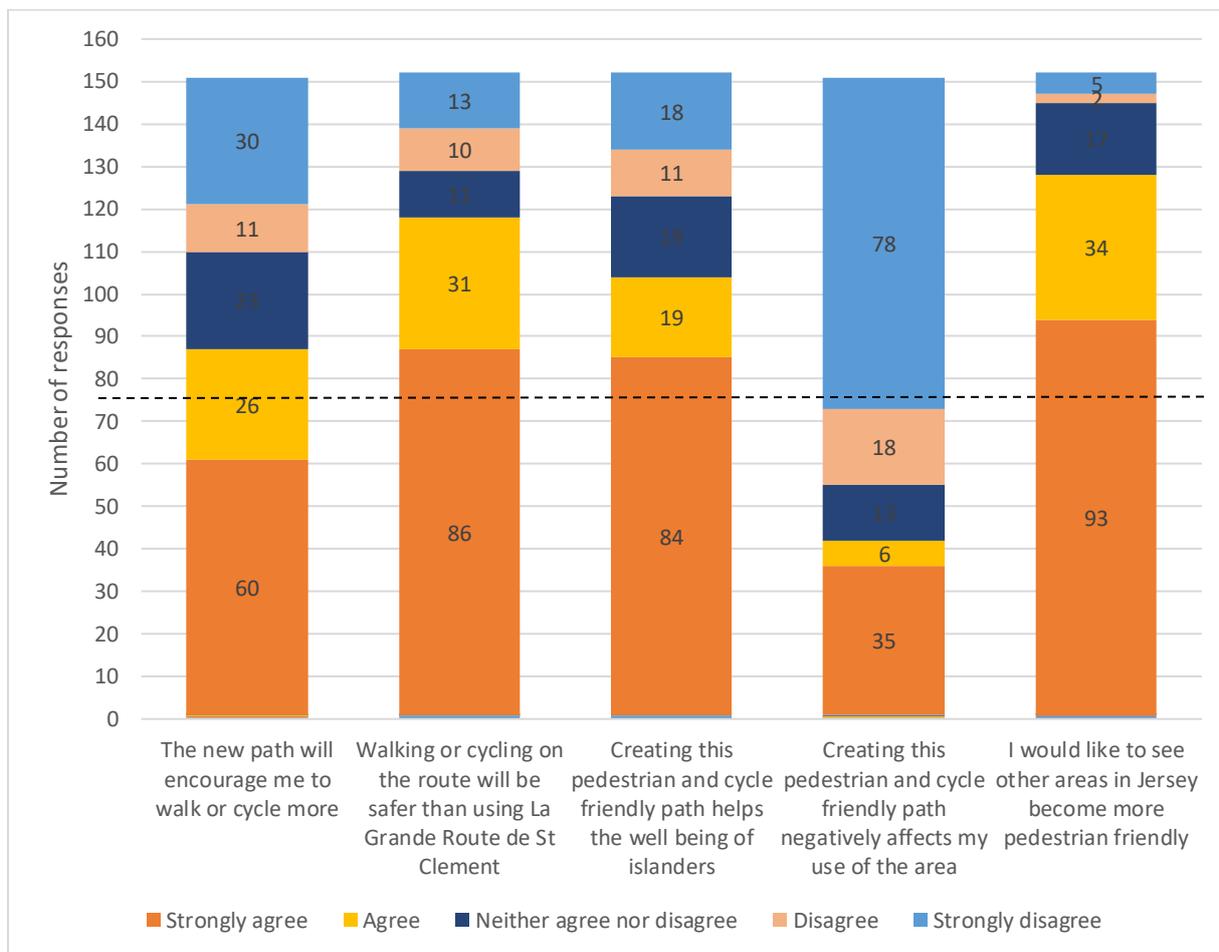
Do you use La Grande Route de St Clement primarily as?

	Number of responses	Percentage
A pedestrian	18	11.84%
A cyclist	55	36.18%
A motorist to get somewhere else	36	23.68%
Someone who lives on St Clement's Gardens	4	2.63%
Someone who lives on La Grande Route de St Clement	12	7.89%
A business owner/worker on La Grande Route de Clement	2	1.32%
A customer to one of the businesses	3	1.97%
A visitor of family / friends who live on St Clement's Gardens or La Grande Route de St Clement	9	5.92%
Other (please specify)	13	8.55%
Total	152	100%



4.3 Analysis of Question 2

Which of the following statements apply to you?

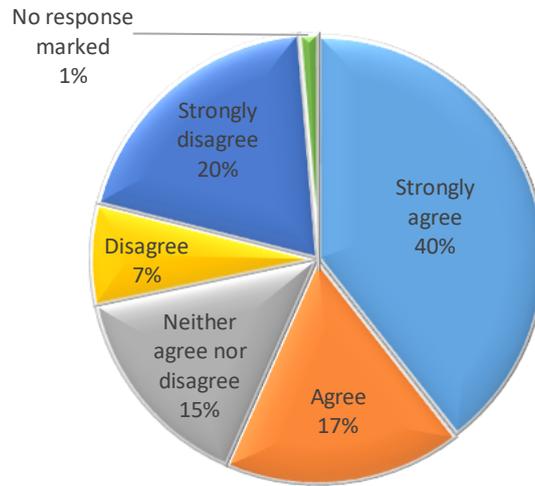


From the chart above, it can be deduced that for all the questions asked in the survey, over half the respondents provided positive feedback towards the scheme. However, it needs to be noted that question 4 asked if creating this pedestrian and cycle friendly path would have negative effects on respondents using the area and over 60% of the respondents disagreed with that statement.



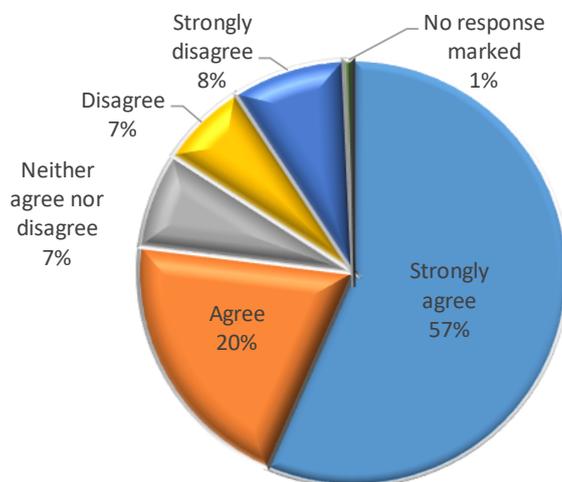
4.4 The new path will encourage me to walk or cycle more

Strongly agree	60	39.47%
Agree	26	17.11%
Neither agree nor disagree	23	15.13%
Disagree	11	7.24%
Strongly disagree	30	19.74%
No response marked	2	1.32%
Total	152	100%



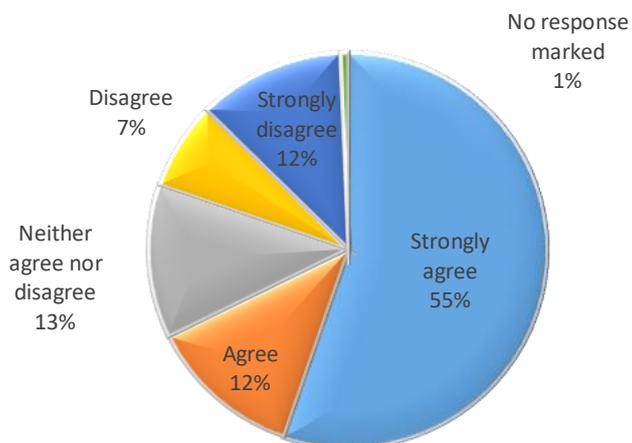
4.5 Walking or cycling on the route will be safer than using La Grande Route de St Clement

Strongly agree	86	57.0%
Agree	31	20.5%
Neither agree nor disagree	11	7.3%
Disagree	10	6.6%
Strongly disagree	13	8.6%
No response marked	1	0.66%
Total	152	100%



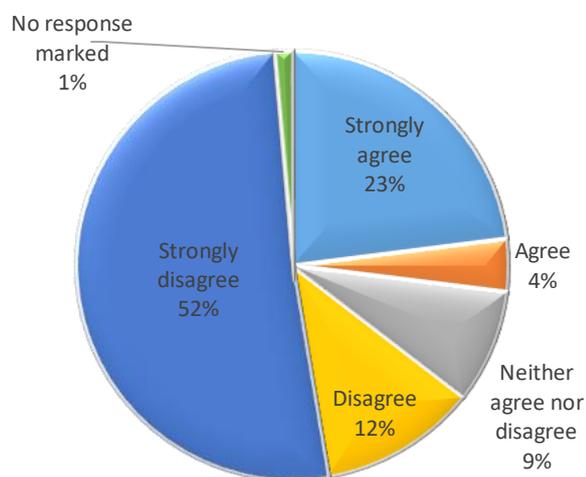
4.6 Creating this pedestrian and cycle friendly path helps the well-being of islanders

Strongly agree	84	55.6%
Agree	19	12.6%
Neither agree nor disagree	19	12.6%
Disagree	11	7.3%
Strongly disagree	18	11.9%
No response marked	1	0.66%
Total	152	100%



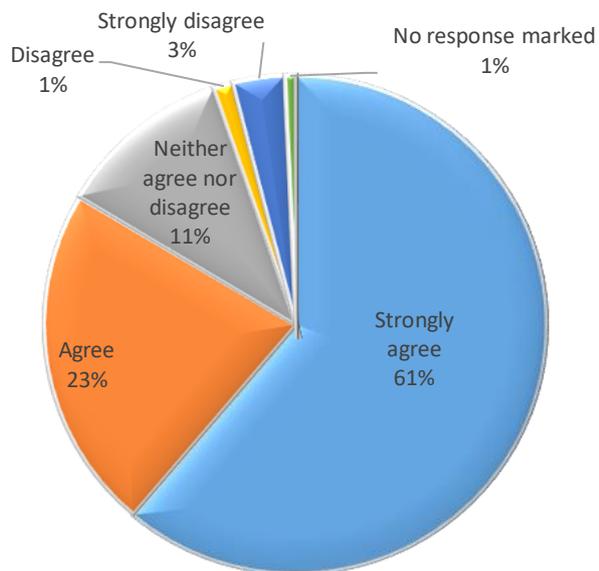
4.7 Creating this pedestrian and cycle friendly path negatively affects my use of the area

Strongly agree	35	23.3%
Agree	6	4.0%
Neither agree nor disagree	13	8.7%
Disagree	18	12.0%
Strongly disagree	78	52.0%
No response marked	2	1.32%
Total	152	100%



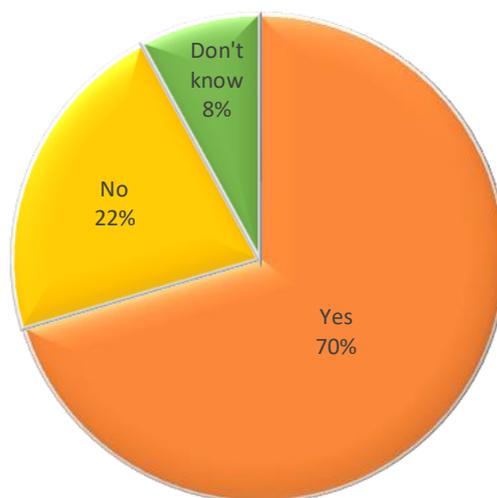
4.8 I would like to see other areas in Jersey become more pedestrian friendly

Strongly agree	93	61.6%
Agree	34	22.5%
Neither agree nor disagree	17	11.3%
Disagree	2	1.3%
Strongly disagree	5	3.3%
No response marked	1	0.66%
Total	152	100%



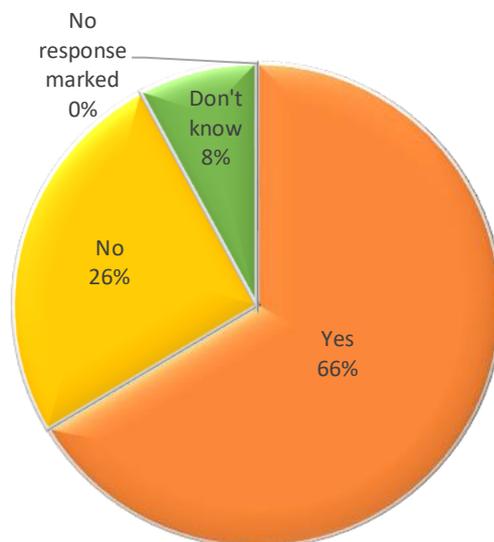
4.9 Are the pedestrian and cycle improvements through FB Fields a step in the right direction to encourage more active travel?

Yes	107	70.39%
No	33	21.71%
Don't know	12	7.89%
Total	152	100%



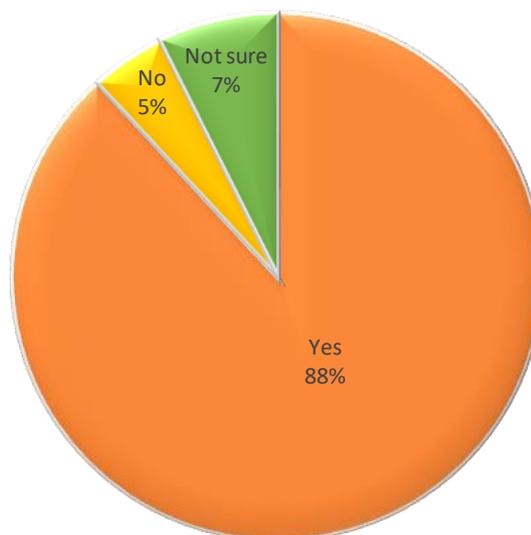
4.10 Do you support this scheme?

Yes	101	66%
No	39	26%
Don't know	12	8%
Total	152	100%



4.4 Would you support other areas across Jersey becoming more pedestrian and cycle friendly?

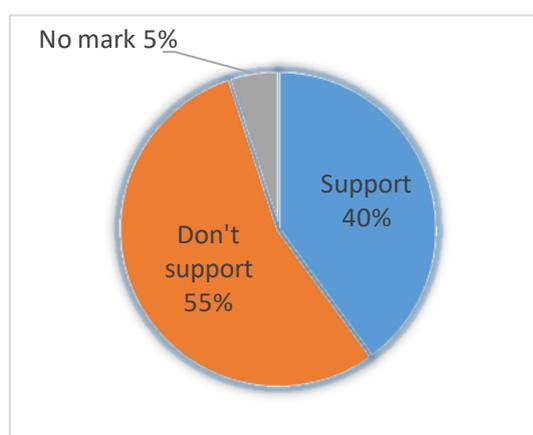
Yes	134	88%
No	7	5%
Not sure	11	7%
Total	152	100%

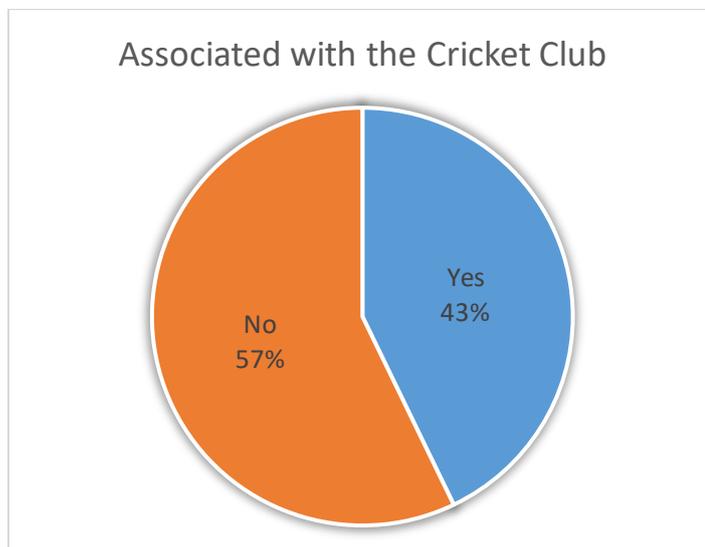
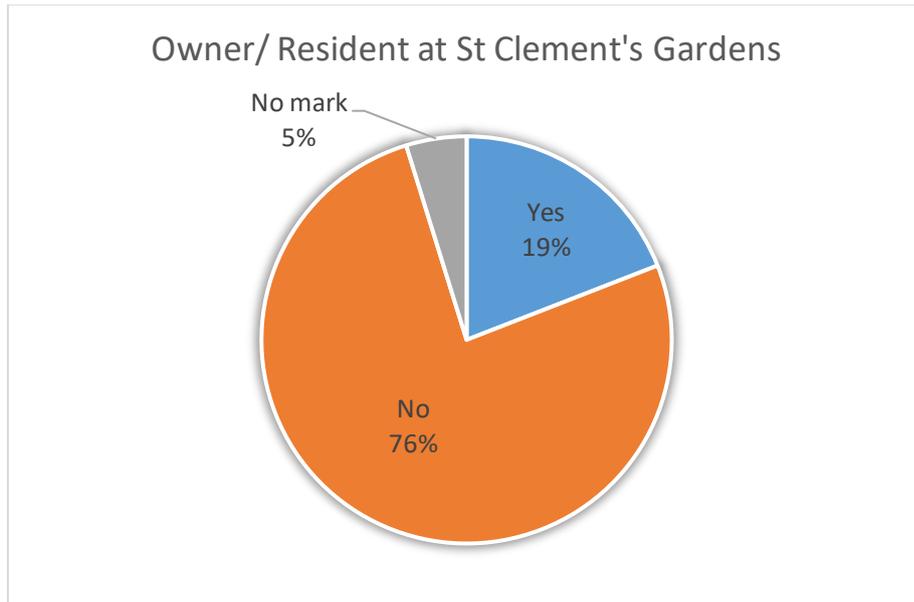


5 Direct responses to Infrastructure, Housing and Environment Department

21 responses were directly received via post/email. These responses are unlike the online consultation questionnaire and do not following the same format, making it challenging to draw comparison between the both. However, the next section endeavours to provide a breakdown of the responses and a summary of the responses.

	Do you support the scheme			Owner / resident of St Clement's Gardens		Associated with Cricket Club	
	Yes	No	Not sure	Yes	No	Yes	No
1	1				1		1
2	1				1		1
3		1		1			1
4	1				1		1
5	1				1		1
6	1				1		1
7		1			1	1	
8		1			1	1	
9		1			1	1	
10		1			1	1	
11		1			1	1	
12		1		1			1
13 a/b		1		1			1
14		1			1	1	
15		1			1	1	
16		1				1	
17					1	1	
18	1				1		1
19	1				1		1
20			1	1			1
21	1				1		1
No mark							
Total	8	11	1	4	16	9	12





The responses show that, none of the 4 residents of St Clement’s Gardens are associated with the cricket club and 3 out of 4 residents did not support the scheme with the other resident feeling unsure.

8 out of 9 respondents who were associated with the cricket club did not support the scheme while the only other respondent didn’t comment on supporting.

Most of the respondents (76%) were not an owner/ resident of the St Clement’s Gardens and 12 out of 21 respondents were not associated with the club.



7 Summary of Responses

Out of the 153 responses to the on-line consultation, 86 people made a comment, which was either positive, neutral, negative towards the proposal or a general comment towards improving cycle infrastructures on the island. It can be assumed that the remaining 67 people were either ambivalent to the proposals or were satisfied with the proposals and didn't feel the need to comment.

48% (73 No.) of the respondents were either a pedestrian or cyclist. Of the remaining 79 respondents, 16 were identified as residents on either St Clement's Gardens or La Grande Route de St Clement whilst 63 were related to business, visiting the area or from elsewhere.

Over half the respondents (57%) indicated that the new path would encourage them to walk or cycle while 41% disagreed. However, 77% (117 No.) of the respondents felt that walking or cycling on the proposed route will be safer than the continuing on the existing La Grande Route de St Clement.

64% thought creating pedestrian and cycle friendly path would positively affect their use of the area and 84% of the respondents expressed that they would like to see Jersey become pedestrian friendly.

Evident by the responses, 70% thought that the proposed improvement is a right step to encourage active travel and 67% supported this scheme. This theme is also reflected on the comments section; about half of the respondents felt that this proposal is a good idea.

In terms of negative views, most (22%) came in relation to the scheme's potential impact on FB Field's ability to be able to host senior cricket on its pitches.

The direct responses show a different picture where 40% of the respondents supported the scheme and 55% didn't. The most common comment was on the impact on cricket, 33%. There were also comments on fence height and privacy as well as suggestions to use La Blinerie instead.



8 Main Concerns

The consultation has shown that a greater percentage of people are in favour of the proposals than are against them.

8.1 Cricket at FB Fields

22% of the respondents expressed their concern about possible impact the proposal had on senior cricket matches. The concerns included the possibility of the Field's inability to host international cricket tournaments.

The proposed path is 3m wide, minimum recommended width for a shared use path. However, to maintain the cricket boundary on 'Pitch 1', the proposal reduces the path's width to 2.5m and diverts the path behind the current fence line and along the edge of the surveyed boundary. For this section, the existing fence will be replaced by new fencing installed on both sides. The proposed path continues on to run on the car park side of the existing fence on an area currently taken up by vegetation. At the end of the section users will join the existing access road and follow this to the new entrance provided by the new Le Squez development.

Even though this proposal has a sub-standard path width for a short section, it does mitigate some of the key issues raised as it maintains the 'Pitch 1' boundary and Jersey's ability to host international cricket tournaments.

There were concerns on losing senior cricket and the evening senior cricket league. While the Department of Infrastructure, Housing and Environment understands the concern, the situation as it stands is that the pitches available for senior cricket are as per the guideline for sizes by the England Cricket Board (ECB).



9 Conclusions

Promotion and implementation of active travel not only plays a major role in users' health and wellbeing, but also helps to reduce the use of motor vehicles which is in tandem with the Sustainable Transport Policy. The Government of Jersey has declared a climate emergency and the Sustainable Transport Policy has been approved as a part of it.

From a range of surveys, it has been identified that the islanders are keen to see positive changes and pedestrian and cycle friendly path would positively affect their use of such paths. This is readily reflected in this consultation as 57% of the respondents felt that the proposal would encourage them to walk or cycle more while 27% disagreed with the statement.

An overwhelming 70% of the respondents felt that the improvements through FB Field is a step in the right direction in encouraging active travel while 22% disagreed. This is a further testament of islander's willingness to be involved in active travel.



10 Next Steps

A number of residents of St Clement's Gardens have raised concerns about the path's location and other pertinent issues within the whole of FB Fields.

These responses and those from this consultation will be considered as part of a further review of sporting facilities in the island.



Appendix 1 Letter to St Clement Gardens Residents

**Infrastructure,
Housing and Environment**

Transport
P O Box 412 | Beresford House | Bellozanne Road
St Helier | Jersey | JE4 8UY

23 November 2020

The Owner / Occupier

Dear Sir / Madam

FB Fields – Eastern Cycle Network

In December 2019 the Government of Jersey set out its ambitions for the new Sustainable Transport Policy (STP), which was approved by the States of Jersey in January 2020.

The Eastern Cycle Network provides a link between communities in Gorey and St Clement with St Helier, providing safer on and off-road routes for students, bicycle and pedestrian commuters.

The east of the Island has a higher population than the west; there is an opportunity to encourage more people to commute into town by cycling and walking to alleviate traffic and congestion.

To date Infrastructure, Housing and Environment (IHE) have created new paths and safer junctions to create safer routes for students travelling from the Le Squez and Le Marais area and other local catchment areas to St Clements and Le Rocquier Schools.

We have introduced a point closure on Rue du Maupertuis creating a no through road to reduce traffic, allowing for easier access for cyclists and pedestrians. This links onto a new off-road cycle and pedestrian path which runs through the new Samares Nursery Development to the west and the Le Rocquier School path to the east.

As the next phase of this network IHE plan to create a cycle and pedestrian path along the northern edge of FB playing fields which will link through to Le Squez and onto Samares Nursery.

This provides an alternative route to La Grande Route de St Clement. The path would be 3m wide, narrowing to 2.5m in parts. A new entrance to the western side of the field onto Plat Douet Road will also be created. The intention is to maintain the tall ball stop fencing between the current field to ensure security for neighbouring properties is maintained. In addition to this, new fencing on the field side would protect users from adjacent sports fields and post and rail fencing will be installed along other sections. Due to current site constraints and a need to maintain maximum playing fields for cricket and football the path cannot be accommodated on the southern section. The proposals also include respectful lighting to ensure the path is adequately lit without impacting on neighbouring properties.

cont'd/...

L:FBFields EasternCycleRoute Consultation Template StClementsGardens Residents 201123 JT-JG

Infrastructuthe, Louogeais et Envithonnement

Gouvernement d'Jèrri



Community feedback

Due to the disruption of Covid 19 restrictions a 'drop-in' face to face engagement has not been possible. As residents of St Clements Gardens, your feedback on the proposals will be used when developing the final planning application; our intention is to resolve any major issues prior to the submission. However, residents will be able to formally comment on proposals at this stage as well. Please email your thoughts to transport@gov.je or in writing to:

Transport
Infrastructure, Housing and Environment
PO Box 412
St Helier
JE4 8UY

Wider public engagement will take place throughout December where the public can feedback on the concept and can be found on gov.je/government/consultations from 30th November.

Yours faithfully



E transport@gov.je

Encs



Appendix 2 Consultation material

Consultation Leaflet



Give your views on plans to develop the Eastern Cycle Network by introducing a route around the edge of FB Fields.

The network links communities in St Clement and Gorey with St Helier, providing safer on and off-road routes for students and bicycle commuters.

Encouraging more people to commute into town by cycling and walking will help to reduce traffic and congestion.

Go to gov.je/consultations before 27 December 2020.



Above: Proposed shared cycle / pedestrian path around the edge of FB Fields.



What we've done

So far, new paths and junctions have been installed, and Rue de Maupertuis has been closed to through-traffic, which has given easier access for cyclists and pedestrians.

These initiatives are creating safer routes for students traveling from the catchment area around Le Squez and Le Marais to St Clement's School and Le Rocquier School.

The proposed route at FB Fields will link the new off-road cycle and pedestrian path which runs through the Samares Nursery Development, and the Le Rocquier School path, creating further connectivity.

There are further plans to develop the Eastern Cycle Network - and other parts of Jersey's cycle network. They are part of the Sustainable Transport Policy, which can be read on gov.je/climateemergency.

What we propose

We are proposing to build a shared use cycle and pedestrian path along the northern edge of the FB Fields.

It will provide walkers and cyclists with a safer route from Plat Douet Road through to St Clement's Parish Hall.

Most of the path will be 3m wide, although parts will be 2.5m. There would be a new entrance on the western side of the field and tall fences to protect the path's users from the sports fields.

Visit gov.je/consultations to submit your comments by 27 December.

"This project supports our Sustainable Transport Policy, which sets out Government's ambition to make walking and cycling, and other forms of active travel, inclusive, safe and attractive for all Islanders."

Deputy Kevin Lewis, Minister for Infrastructure



Above: FB Fields will become part of the Eastern Cycle Network

Have your say



visit: gov.je/consultations
email: transport@gov.je

write: Transport,
Infrastructure, Housing and Environment,
PO Box 412
St Helier
JE4 8UY



Appendix 3 – Consultation: Free Form Comments

On-line Free Form Consultation Responses

Would it not make more sense to convert La Blinerie to this use and provide a Toucan crossing across A5? That would require much less funds and would better connect to town.

Victoria Road should be reduced to one lane (outbound) and a new cycle path. I think variable lane management could be used on the A4/15 between Plat Douet Road and La Route du Fort to manage congestion at peak times. Don Road could have a contraflow cycle lane to connect to La Colomberie (which would connect to the improvements near Hill Street). This would provide a connection all the way from St Clements Church and would likely not cost much more than this scheme (which would probably not be used much). Furthermore, the future link to Gorey could also be connected into this route.

This plan is frankly a waste of public money since it puts cyclists out on Plat Douet Road.

The track should go all the way around the field. I'm sure this would be used by families with young children. Learning to cycle, balance bikes, pedal toys etc.

Where are the plans for this rather than sketchy misleading drawings?

Surely the amount of money and effort to fence the fb length of this new bike/ pedestrian road would point to it being a bad design.

The work needed to achieve the sustainable transport plans goals is huge and more ambitious designs should be coming from the infrastructure department.

We need to take road space away from cars and give it to other road users if any change is to be expected.

This again offers a disjointed road by road approach to what must be a travel system redesign.

We really must continue to provide interconnected, safe and separate active travel routes in the Island. It is time these routes took equal priority and spend to the road network, which has millions spent on it per annum. We need to seriously step up the development on such routes and stop the prevalence of a focus on roads.

As an aside, why are you consulting on this? It is a path through effectively public land, surely, we can just get on with it?

A great step forward in providing a safe cycle route from the east, the remaining challenge is to find a safe route into the town centre

Keep up the good work!

This will have a negative impact on Cricket that has been played at FB field for years

In order to meet our admissions targets and promote a healthier lifestyle we need to encourage more cycling and walking thereby promoting a healthier lifestyle. We already have some excellent published Island cycle routes so why not look at these and where possible restrict the speed limits to 20/15 mph. Many of these routes in the country lanes are used as "rat runs" and lowering the speed limits would make the routes safer for all to use. The Constables need to be bold trailblazers and support such initiatives as this is not going to go away.

Better cycle route signage will be required to help direct foreign cycle tourists off the coast road and at the junctions of Green road, as there are often gatherings of cyclists clutching maps debating where the correct route east should be.



Long overdue

This is a great idea to help pedestrians & cyclists efficiently bypass a dangerous section of road. Bravo!

Good work. Would love to see as easy off-road cycle access out east as there is to the west of Jersey.

These questions are too generalised. Makes the whole point of the exercise lacking in a full conclusion.

REFORM the questions and re-issue the request.

This survey does not consider any of the residents whose private pathway will be turning to another public pathway.

The route from the parish hall to le Squez is excellent and extending it allows more people access to it. How are the cyclists going to merge into the traffic at Plat douet road. The eastern cycle route should be completed as soon as possible, especially the bit to town in my opinion. It ticks all the boxes, including helping the frustrated motorists who have trouble overtaking on the coast road

The associated erection of high fencing seems disproportionate to the risk and also visually intrusive: I would prefer to see perhaps some lower, more sympathetic fencing (post and rail, plus mesh?) to manage this. Also, cycling down a route with high fences on both sides might be a little oppressive; difficult to access for emergency services; and also possibly perceived to be threatening if there are only limited exits.

Cycle track, through grand Vaux, (with Jersey water moving for the hospital,) acquire jersey waters grand Vaux site, and create a cycle path to the north. It must be kept green. Encourage nature. The path does not need to be tarmacked as this adds further unwanted carbon to the atmosphere (truck transport, mixing tarmac etc.) plant more trees on cycle tracks. Protect and encourage nature. St. Helier is being destroyed by new builds/waterfront. Protect the heritage of jersey.

It would be great if you could create an walkway or cycle path from Iceland car park between Georgetown estate and St Lukes Crescent to beach road. Can a cycle route be created through Howard Davis Park?

I live [redacted] and often walk into town along Grande Route de St Clement because it is the most direct route, which is why I wouldn't take the longer route down Rue de Maupertuis. The eastern travel route is a good idea if cyclists use it but like me, they might just opt to keep using the more direct route.

It would be good to publish the rest of the eastern cycle way i.e. how the route goes from here to St Helier.

This is not an attractive route for someone who regularly cycles along Grande Route de St Clement to St Helier - a lot of detours. Big fences seem a lot of effort. Probably the best you can do but will it really take people off the road? E.g. look at cycle route which is never used by side of Airport runway as you drive into St Peter's village and that is a detour of a few meters. A campaign to make the pupils have helmets, front and rear lights, visible reflective jackets and both wheels on the road would be a better use of money.

I cycle the inner road most days from [redacted]to commute to work and have done so for [redacted]. I am unlikely to change my route to this cycle path as I will have to take a longer route to get onto it, and I just want to into work. I am concerned that this route is designed for school children and families at weekends on a jaunt in nice weather. I would use it with my [redacted] on a sunny Sunday however, it's not designed for lots of commuters focused on getting into town and could become a raceway into town in the morning and to St Clement in the evenings, much the same as St Aubin. I do applaud your efforts and it will give an alternative route for some.



It will also make the road safer as this is a very busy road during school travel hours with buses struggling to get past cars and cyclists. The pavement is also very narrow soon occasions need to walk on the road

Will there be any effect on the use or access to the upper car park at FB Fields, if the cycle track is in front of the Pavilion?

Please continue with cycle improvements, it is the way forward.

Anywhere where cyclists will take road space is bad. Anywhere where there is existing space for cycling should be developed. Cyclists should be encouraged/ mandated to cycle on the tracks that are already in place.

As a cricketer in jersey, this will mean 2 of the cricket fields will not be useable for senior matches. Unless an alternative is to be provided, this project does not seem to consider the impact it will have on the public being able to play cricket on these pitches. This may have a negative impact on grass roots cricket in jersey.

An excellent proposal, although, I am keen to learn of proposed arrangements not only as to how the pedestrian/cycle route will be extended westwards to the town but also eastwards to connect with the existing route at Grouville? Bearing in mind the States Assembly declared a Climate Emergency, plans for further extension of the pedestrian/cycle route do seem to be progressing at a somewhat sedate pace.

I am concerned by the impact this will have on the space within FB Fields, particularly the impact on the playing area for sports. I have been informed that FB2 and 3 will be suitable for junior cricket only following the building of the path.

As a passionate cyclist living on [redacted], I was shocked when coming to the island for the first time and feeling that unsafe on the roads both as a cyclist on the road and a pedestrian on the pavement. I was equally surprised by the lack of infrastructure for commuters looking to travel by bike, for example from St. Clement to St. Helier. Distances are relatively short on the island for many people living outside St. Helier and I believe that there is so much potential for this small, community-oriented island that isn't being harnessed yet. A path in FB fields is a start in supporting leisure cycling but for it to have the best impact it should be part of a more comprehensive strategy that ideally includes a range of strategies and approaches to de-motorise commuter traffic, such as incentivising cycling through safe, direct and well-connected infrastructure. Ideally, this strategy would also interact with a strategy (with a clear implementation plan) to de-carbonise all remaining motorised transport, particularly in light of the high contribution the transport sector has to Jersey's carbon emissions.

I am disgusted by this decision to sacrifice sporting facilities such as the cricket fields at FB. As [redacted] that plays evening league cricket, we would lose not only two cricket pitches but also several of our players. Playing evening league cricket is the one opportunity for most of [redacted] to play regular cricket and many refuse to play in games scheduled at Les Quennevais because of the travel commitments and effort to get there after work. This move could see our team fold!

There are limited facilities (Astroturf) on the island for evening league cricket. Due to traffic out West in the evenings after work and evening light, LQ is unsuitable to have a meaningful league other than in the peak of summer. The only other venue available for evening cricket is Granville (which as a grass wicket has a substantial use already, and needs days to rest and recover the wickets via watering etc mid-week, which makes it unsuitable for evening cricket some nights). The cricket facilities at FB will become unusable for senior cricket. Losing some, if not all of the FB facilities to senior cricket would have a hugely detrimental impact to the islands evening league cricket. Potentially resulting in the league being terminated, but more likely a reduction in the playing programme and in the number of teams participating.

Additionally, for FB1, the cricket square may need to be relocated towards the table tennis centre to keep the boundary at suitable distance for senior cricket (the northern boundary is the



smallest straight boundary of a grass wicket in the island as it stands). Moving the square comes at great expense and it also takes a number of years to establish a square suitable for cricket.

I strongly oppose the creation of this path due to the impact it will have as detailed above.

I do not believe that the introduction of a stretch of cycle path, at the expense of the already limited outdoor sporting facilities on the island is the answer to encouraging more people to commute or travel by bicycle or on foot. There is a pavement that runs on La Grande Route de St Clement already for pedestrians and has any survey been carried out to confirm how many cyclists use the route or in fact would be encouraged to use the route if available. There are already limited sporting facilities on the island, and this removes two currently used adult cricket and football pitches. In encouraging people to get active with one hand you are taking away the facilities for people who are already active with the other. Why not encourage the use of the green lane at La Blinerie for cyclists which links the same routes instead?

It is very important that ALL cyclists have fitted and use a cycle bell to avoid accidents. This must be enforced. The present dangerous situation will only worsen as more cyclists are encouraged on to the roads and paths.

The scheme makes the fb fields unsuitable for use as a cricket facility during the cricket season. As this coincides with periods of better weather the path would be busiest at this time.

Don't think this is an appropriate venue for a cycle track given how busy FB fields get when there are cricket and athletic events on each week. There simply isn't enough room

This is a ridiculous suggestion and negatively affects users of FB sports venue for cricket etc

I am an active cyclist and a member of a cycle route that gives safe access to the east of the island. I do however think that this is not a good use of public money. La Blinerie already forms part of the island's cycle network and runs parallel to La Grande Route de St Clement. Surely it would be better to incorporate/improve a green lane that is already in place than spend lots of public money on this project? The project will also have a significant negative effect on the use of FB fields, in particular the cricket facilities. Cricket is an important part of Jersey's sporting culture and FB plays a significant role in that. The negative effect this project will have on FB is not rewarded significantly enough when there is already a solution in place for walkers and cyclists that simply needs to be improved.

This suggested path is to the detriment of those who play cricket and should NOT go ahead

Why do you need to disturb the ground? Can we think of alternate please?

Do not support the idea.

The loss of such sporting infrastructure, especially cricket, seems avoidable if you instead use the existing 'green lane' - La Blinerie - and simply establish traffic calming measures at the crossroads with La Grande Route de St Clement and Rue des Samares. This route makes use of existing infrastructure, will cost significantly less than reworking FB fields, and will leave the FB fields as usable sports pitches.

Terrible, this is an astonishing bad idea and will cause no end of annoyance to those who regularly use the facilities at the FB Fields. A really poor idea 🙄

This project may encourage some cyclists and walkers of dogs(!) but what about the evening league cricket....22 players at least four times a week, if not more, so a minimum of 88 people denied the option of playing cricketwhere do they go?

There should be physical segregation of cyclists from pedestrians. The surface is crucial to uptake. Consider a speed limit for cyclists.



You can't have one comfy at the expense of closing sport facility.

I am in support of pedestrian path but not at the cost of sacrificing adult cricket pitch.

Killing one activity and giving life to other activity is no good idea

So pleased to see continued focus on improving pedestrian and cyclist safety to encourage more people out of their cars. Many more people would walk and cycle in this area (both to commute and for recreation) if it was safer to do so. I often ask why others don't cycle and the main comment I hear is concern over safety in relation to cars & other vehicles on narrow roads.

Safer cycling & pedestrian routes away from traffic is such a positive step.

This field was a gift to the people of Jersey for sport and this proposal contravenes the Boot covenant. This is proposal is unacceptable.

there is insufficient information in the plan to understand how the proposed changes will work vis a vis access to the pavilion, running track and cricket pitches to form a view. The cricket authorities need to give a confirmation that they are happy with the proposals. It does not make sense to prioritise one group of active people over another unless the existing users are satisfied. I am a regular cyclist and generally support more cycle tracks island wide, but this seems poorly thought through and explained so far.

You propose to take this through existing sports fields at FB fields, a facility that is used all year round. Why can u not use the green lane (La Blinerie) which is 150m away & is already designated for cyclists and walkers.

Once more u seem to focus on giving cyclists everything, but at the detriment to cricket and football space at FB.

It is going to take away space from an existing sporting venue where many young people and adults play cricket and have done for many years. I fully support the extension of cycle routes, but not in places where team sport will suffer as a result. I understand that adult cricket has already been reduced at fb 2 and 3, which were venues which supported hundreds of cricketers per week in the summer to play. Fb1 is an important ground in jerseys cricketing future in a sport where we have genuine ambition and potential to reach a World Cup. The reduction in ground size may reduce the feasibility of hosting international games there and jerseys ability to host tournaments. I hope the JCB/jersey sport have produced a cricket and physical activity impact assessment and that this has been considered in the plans given that this is the sport that is most likely (along with football) to be negatively impacted. I strongly recommend that any loss in cricket capacity is compensated through the building of an additional ground or a plan to mitigate the loss and support players to keep playing in the town area. I would like to know what other areas have been considered for the track and why these were deemed unsuitable.

Does this impact on the current football and cricket provision at FB?

These proposals are of course welcome. However, it would be better to have implemented them, not delay by carrying out a further survey of responses. More important a full and branching Eastern Cycle Route should be implemented now, without further delay or excuses.

As a [redacted], I wish to express my unhappiness with this proposed plan - firstly having not one but two high level fences overlooking [redacted] is unsightly and not something I wish to live with.

why can the path not run along the south side of the fields where there are fewer residential properties and there is the additional screening of trees - it is also a more direct route to the link at Samares avenue and would be more discreet. I do not agree that the pitches would be affected if it was located on the south side. I am also concerned about the increase of litter with additional usage- already there is a high level of litter along St Clements gardens where schoolchildren currently walk to school. If the path is created, householders along St



FB FIELDS CYCLE NETWORK SCHEME

Clements gardens are potentially going have this problem not only at the front but also at the rear of their properties.

One of the [redacted] - having one high fence [redacted] with but having two unsightly fences is not acceptable from [redacted] would like the current route of the cycle path to be reconsidered. I am aware that other residents are unhappy with this proposal and request that a meeting of all residents is offered to discuss the situation openly and honestly. thank you

This is awesome. I live on [redacted]. This will keep me safe when cycling to and from work and home. I expect more kids from Plat Douet area will cycle safely to Le Rocquier school.

Look forward to seeing more of the east cycle route opening soon! Keep up the good work.

One of your questions is vague to answer properly I support some areas being more pedestrian and cyclist friendly but not all

Would really like a cycle path through St Helier that is safe and clearly signposted

Definitely need more cycle lanes!! I ride on the roads and would love to take my [redacted] out on their bikes to explore the island, but the roads are just too dangerous.

I use Fb fields; this will be great for me to get there safely on a bike route. In time my kids will also be able to use it to get to their fb fields training sessions. Thank you

The more cycle routes the better. So many people found cycling during lockdown, let's keep this level of activity in the island for the good of all.

This development will not impact me personally as I will remain a road cyclist. However, any proposal that allows more vulnerable road users to travel in safety is a fantastic idea.

The States of Jersey Police could be more proactive rather than reactive dealing with dangerous or inappropriate driving standards rather than sitting on their overpaid incompetence backsides just paying lip service to the ever-worsening problems faced daily by vulnerable road users.

Delighted this is being considered, we live nearby, and I want to take my children out cycling

It's a brilliant connection and would recommend this 100%

The more cycling infrastructure the better! For every islander

I used to cycle/walk my [redacted]- it was seriously dangerous and sucking up car fumes was a regular occurrence, this is a fantastic idea.

While not a cyclist, this will reduce cars on this busy stretch of road. The new development at le Squez will

Benefit from this hugely, well done

I use this area frequently as I visit both family and friends. As a [redacted] it'll also be good for children and families. It'll be good for the new housing estate. It'll be good for pollution

It would be great to come to an arrangement with the owner of the fields between Pontorson Lane and Samares Lane and Samares Lane and Le Marais to build a path from Le Rocquier to join up with this scheme. Students and dog walkers already use these fields as a walk through.

This is an excellent plan.

Can only be encouraged.

A small but necessary step.

Car use should be reduced in general across the island with greater emphasis on a cycle network being built. A great starting point would be the city centre!

A shared path will most likely be used more by pedestrians and casual cyclists than competitive cyclists, but it would be a great facility all the same



FB FIELDS CYCLE NETWORK SCHEME

We should be making it harder and more awkward for the car user.

It amazes me when people complain about parking in town yet pier road is usually empty just show the laziness of people.

We should also be making the air pollution better for kids/ adults in schools and in town.

I'm certain this would reduce child asthma etc.

It might be all good going electric but we still need to think about small particles from car brakes, tyres etc

We need to encourage more cycling in the island, make it safer and reduce car usage

I am lucky in the West to have a safe car-free route to work. The numbers of people commuting from the west attest to the fact that if you create the facilities, people get on their bikes, with the associated benefits.

Pls ensure quality connectivity at the road to path junctures.

Great concept, keep them coming

This would be great if it could be implemented. Anything that makes the island cycle friendly and assists improving citizens health and remove cars off the road, in particular during rush hours should be encouraged.

The cycle lanes are a great idea

This is a great idea. Living in St Clement, I would welcome all measures to link the east of the island to town and the west via bicycle, so that I could safely take my children out on their bikes and encourage them to start cycling to school as they get older.

Complete connectivity from town to Gorey with a continuous cycle/ pedestrian path would be a massive step forward.

Will the route allow pedestrian and cycle access to Samares School as well?

Further comments

Long walk to FB Fields without path. In interim please open gate. A good start but need more for the wellbeing of the community. Heavily built up area.

Support, particularly with increasing population in St Clement.

Good idea as long as on southern side of tall fence. As planned will make property insecure.

Will there be a new access onto FB Fields from East? Plan for a cycle route from Western end of FB Fields into St Helier?

Is it possible to have an exit at the south end of FB fields to allow access to the coast road area? *Nb - completed survey online*

Please extend cycle path along FB Fields as Coast Road is so busy with cyclists and dangerous. New development is perfect opportunity.



Path will impact cricket activity. Encroachment into northern boundary - area won't be big enough for mens cricket. Also affect football pitch. Not commuter route - use La Blinerie. Will allow dog walkers in. Will be less space for team sport.

Use La Blinerie instead

Can't use path safely when cricket is in play. Put path somewhere else.

Area must be available for cricket facilities. Full size cricket pitches must be available. Cycle path must be in other location.

Proposal unworkable. All fields will become too small for senior cricket. Limited number of suitable cricket grounds in Jersey. Many players.

Concerned re fence height - would not want it lowered as would allow others access to property.

Scheme will impact on privacy, will be constant stream of people. Path available in front of houses, no need for new route. Suggest path on south side instead.

New boundary would make FB1 unsuitable for adult cricket. Concerns re balls hit into/over fence/ danger to peds and cyclists. Already unable to use FB2 and 3. Used by schools / juniors / international competitions. Valuable asset. Local businesses would be impacted by reduced footfall.

Adult cricket will be lost to FB2 and 3. Juniors / 'social' cricket will be unable to take place. Would have to re-locate and would lose players. Boundary of FB1 would make pitch unusable. Better options for walkers - La Blinerie. Good idea but there are other alternatives.

Object as pitches would be unusable for evening league which may be unable to continue. Issue with watering pitches. If FB2 and 3 not available for evenings will be reduced playing and less teams able to play. Will also be issues with weekend playing.

Agree scheme but in wrong place. Suggest using La Blinerie instead - already green lane and can do as trial, already part of cycle route. Work would be required at the top of La Blinerie to make it safer.

Good plan. Something will be needed at Plat Douet Road to stop shooting out onto pavement. Junction with La Rue de Maupertuis and Rue de la Croix very dangerous. Should be no parking at north end of La Rue des Samares, La Rue de Pontlieutaut or Rue de la Croix. More cyclists using cycle track, junctions with La Rue De Samares lane and La Rue Du Pontlietaut concerning.



Agree in principle but is it high or low fence? Users will have to mix with traffic. Alternative route through Princess Place and FB Cottages and make access at playground.

Suggest path down Princess Place and connect with FB fields - entrance to FB fields here. Closer to the connecting onward pathway. Would not cost as much and not take away any sport area. Make road 15 mile an hour. Extra parking could be created for residents by using a small area by the cricket nets.

Would it not be a good idea, not to mention, considerably cheaper and a better/safer connection, to run the track on the South Side? If the dead trees were removed (as they need to be anyway, it would provide a free area wide enough for a path, with little or no sports field being lost. No car parking spaces would be lost in the car park (currently 9 to go), the cycle track could be safely joined to the ECN network, from alongside the running track and people / children wouldn't be cycling parallel to the cars or tempted to use the road. No field space would be lost from the North Side, no fences would need to be taken down and replaced at considerable expense and loss of security and privacy to neighbours. No residents would be impacted as the path would be on the FB side, not on a private path. Instead of native hedging a few trees could be planted in line with the new lower fence, separating the pedestrians from the playing field. This could offer a little shade to players and spectators, especially school children using the facilities who currently have very little shade on hot days. The cricket pitch and football pitches would retain most, if not all of their current size

The cycle track is definitely needed.

Yes please.

At present without it there is a very long walk to access FB Fields.

This is difficult for all, school kids heading to Le Roquier, the disabled ,extremely hard for them, the elderly, young children with mothers walking them erect.

In the interim, please at least open up the gate to facilitate access.

At Les Quennevais everything's open. The cyclepath the football pitches, everything.

Come on! People in this heavily built up area deserve a decent green space, and they deserve easy access to it.

300 beds are now being built by Andium.

You need to provide for the wellbeing of the community asap. Please.

St Peter's has a stunning cycle path, towns the front, St Martin has a newly surfaced cyclepath on Gorey, St Mary has their fancy roundabout, St Aubin St Brelade has it all.

St Clement?!!!

Doesn't even have a community swing let alone children's park.

A tiny path linking the newly acquired one way road at Rue de Mauperitus.

A good start. But only a start.

The 2nd most densely populated parish needs cycle ways and green spaces that are protected asap.



Thank you for the letter dated 23rd November and plans for the proposed cycle path along FB fields.

Whilst I didn't respond directly to your letter I did complete the online survey and left my comments about the proposal with my name and contact details. I'm emailing now to ask what is happening with this proposal. Since completing the survey I have spoken with several neighbours about the plan. Some people were unaware of the survey and others, including myself, found the plan very difficult to read and exactly work out what is being proposed. I don't know how many residents emailed you directly.

Some of my neighbours are elderly and would not be in a position to email or respond to your letter so I feel you may not have received a comprehensive response. Other neighbours feel it's a 'done deal' so feel there's no point giving their opinion - something I disagree with.

I requested in my comment that the residents of St Clements gardens are consulted in a more face to face way. This could be done as an individual arrangement or an outdoor meeting at FB fields, implementing social distancing, so plans can be talked and walked through and we are fully informed of what is being proposed and give our feedback as a collective. I look forward to hearing from you with your comments.

May I make one comment about the online survey - the questions asked were predominantly relating to one's opinion about cycle paths in general and whether they encouraged safe cycling etc. There was very little about the proposed cycle path at FB fields - the only place I could give my opinion was at the very end of the survey. I also want to say that I do support the idea of cycle paths to make cycling a safer activity for islanders and reduce traffic.

I look forward to being contacted regarding a face to face meeting with local residents and I hope there will be communication regarding the report being published on the Gov.je website.

Could you please confirm that they will be no change to the fence height at any point along the back of St Clements gardens, According to the plan we received through the post, at cross section C-C, the fence is going to be replaced by a 'New low post and rail fencing' If this is so, then this is not acceptable, we would not like members of the public to be able to hop over the low fence and gain access to the rear of the properties, we already have enough trouble with youths at the front of the properties that nothing is being done about and would not appreciate another angle of attack from the trouble causers

I am responding to the proposals to extend the Eastern Cycle Network along the perimeter of FB Fields.

I support the proposal as part of a strategy to create and extend safer routes for cyclists and pedestrians, particularly as the increasing population density in St Clement is likely to lead to further traffic congestion, pollution, increased pressure on the existing infrastructure and a generally more hazardous environment.

We welcome any improvement to the existing cycle network East of St. Helier.

We assume from the map that there will be a new access onto the FB fields from the East. Is there a plan for a cycle route from the Western end of the FB fields into St. Helier ?

