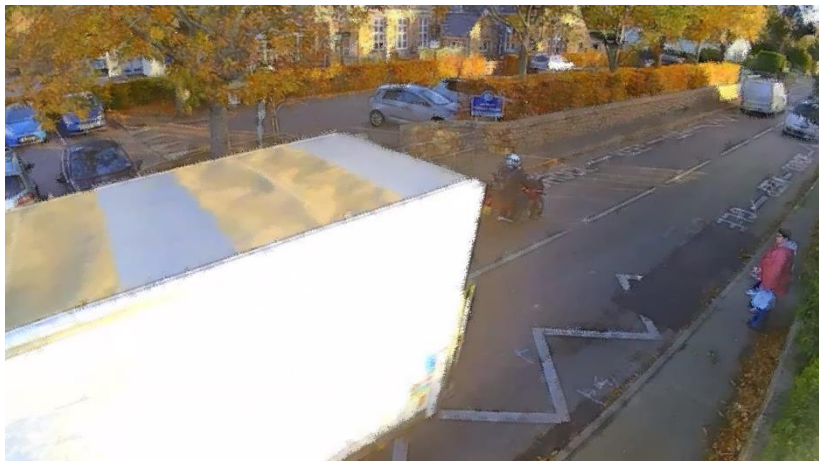


La Moye and Les Creux Public Consultation Report

Road Safety Improvements



May 2019



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Executive Summary

Following parishioners' concerns regarding road safety around La Moye School and Les Creux Country Park entrance and subsequent propositions to the States Assembly an area wide study was undertaken by officers and road safety professionals. This was followed by a community drop-in session at La Moye School where residents could inform the technical team of their issues and concerns when using the area and give suggestions on changes to overcome them. 75% of respondents felt that there was a need to make the area safer for pedestrians.

The results from this consultation formed the basis of feasibility design work on ways to overcome these issues.

Three scheme options were put forward, along with Do Nothing, for further community feedback. These were:

- Option 1 - Pelican crossing by the school
- Option 2 - Village treatment comprising of :
 - Gateway features on entering the area
 - Zebra crossing by school on a raised table
 - Central median strips
 - Raised table near to Les Creux to aid crossing
- Option 3 - Pedestrian priority comprising of the first 3 elements of village treatment plus
 - Removal of bus layby and creating a zebra crossing on raised table by the entrance to Les Creux
 - Virtual footway linking la Moye garage to Clos Orange
 - Permanent 20mph zone

Both community drop-in events were well attended with 44 questionnaires and 18 on-line responses for the initial consultation and 66 and 16 respectively for the options consultation.

At the second consultation just under three-quarters (73%) of responses felt that the schemes addressed the concerns raised by the first consultation. For this consultation, respondents were asked to rank the options, from first choice down to fourth choice (least preferred). These were then scored with 4 points for the preferred option to 1 point for the least preferred. A weighting was also added giving those who live in the area greater influence than those from another parish, as improvements for the community who walk in the areas was prioritised over the speed of vehicle journeys through the area.

Option 3 – Pedestrian Priority - was the first choice for 41% of respondents. When the results were broken down into residential areas, Option 3 was still preferred by all groups. Comparing the questionnaire results with the on-line survey, 1 more person voted for Option 1 than for Option 3.

63% (44No) stated that Do Nothing was their least preferred choice, indicating a clear call for improvements to be progressed.

In conclusion, there is clear local community feedback that the option that provides most improvements for pedestrians is the option most liked. This includes physical speed reduction measures which will slow traffic through the area slightly lengthening driving journey times but with the key benefit of encouraging walking and contribute to safer routes to school.



Option 3 – pedestrian priority will undergo a stage 1 Road Safety Audit prior to being presented to the parish Connétable and local deputies, for their comments, before then going to the Minister for Infrastructure for approval. Funding for a phased approach is available for detailed design to be carried out in 2019 for construction to begin in summer of 2020.



1. Introduction

1.1. Background

The area around La Moye School and the main entrance to Les Creux Country Park is busy with pedestrians using the facilities in the area, however, the character of the main road is one of an inter-urban 'open' road. Approaching from Red Houses, La Route Orange is a long and straight and, by Jersey standards, a wide road, which tends to increase driving speeds. Approaching from the south, the road changes from being rural to being developed on one side but still quite open, with the driver perception still being 'open road'. The section of road through the 'village' of La Moye is one where, despite a 30mph speed limit being in place, speeds on average, are generally in the low 30's outside of school times. Even during the school start and end part-time 20mph period, speeds average the high 20's.

La Moye School has a wide catchment and, as a two form entry school, takes children from neighbouring catchments when those schools are full. Many children are brought to school by car and the car park at Les Creux is used for accompanied drop-off followed by crossing the road to the school. The school does have a crossing patrol but this is only operational at the start and end of school and does not cover after school times when after school activities end.

Les Creux Country Park has facilities for many activities including scouting, astronomy and bowling clubs and also has a BMX bike track. Many people cross the road to use the facilities or to walk in the country park, with walking routes linking back to the popular Railway Walk.

During the summer of 2016, road safety requests were sent to by members of the public to both the Parish of St Brelade and to Growth Housing and Environment – Transport (previously Department for Infrastructure, Dfl) regarding the area between La Moye garage and Le Clos Orange Estate and crossing Route Orange to access the facilities at Les Creux Country Park. The main concerns were:

- Lack of pavement between the garage and Clos Orange forcing people to walk in the road
- Speed of traffic
- No safe crossing to the park

A review of the safety issues in the area was undertaken by road safety specialists which concluded that there were no quick wins (low cost simple interventions) and further investigation was needed. A Copy of the Road safety Request is attached in Appendix A.

Further investigations took place and a concept was drawn up which was signed off by both the Minister for Infrastructure, via a Ministerial Decision, and the Connétable of St Brelade in early 2018.

In December 2017, a request was sent to the road safety panel requesting a crossing on Route Orange to the school (Appendix B) which was subsequently reviewed in the January 2018 road safety request review meeting. It was agreed at this meeting that there was merit in looking at the issue further and that it would be added to the Departments work schedule.

A petition was then started by the residents to get a crossing at the school location established by the end of the school summer holidays 2018. This petition was championed by Deputy Tadier who then took this to the States under proposition P.61/2018 (Appendix C) on 6 March 2018. The Minister for Infrastructure put in an amendment to the original proposition on 29 March 2018 requesting that the time period for implementation be extended from 1 September 2018 to 1 September 2019 (Appendix D). The amended proposition was carried forward on 26 June 2018.



With the two areas, Route Orange by the school and by Les Creux Country Park, both requesting road safety improvements, it was felt that the area needed to be reviewed as a whole and to avoid unintended consequences of carrying out one scheme on the other.

A number of surveys were undertaken to obtain baseline data on traffic volumes and speeds at both locations, pedestrian movement surveys, particularly at school opening and closing times, and cameras to observe how the highway system works in general.

1.2. Purpose of the initial consultation

The initial consultation was to provide a platform for members of the public to give their experience of the road safety issues in the area. The consultation was open to everybody to try and get as many view points as possible and understanding the issues of those using the area.

A Growth, Housing and Environment technical team were present at the consultation to ensure that attendees' needs and concerns were recorded on the questionnaire so that they can be taken into account in the development of a scheme. The purpose of the consultation was to elicit user views.



2. Feasibility Consultation Process

2.1. Consultation with the School

On 5 July 2018, officers along with a road safety professional met with the school to better understand the parents and pupils crossing habits and concerns and to assist the school in updating its School Travel Plan.

Within the revised School Travel Plan, 18% of pupils walk to school and 25% cycle, making good use of the Railway Walk. However, 48% still come by car, either singularly or as part of a car share. The pupils preferred methods of getting to school would be 40% walking, 38% cycling and 22% by car. This strongly suggests that there are barriers stopping the optimum numbers of students from walking and cycling to school.

2.2. Notification of Event

Letters were posted out to residents who lived within an 800m radius of the school and, additionally, those residents of La Route des Camps and La Verte Rue who can access Les Creux from the south; 683 residences in total. Appendix E shows the area covered for the letter drop and the letter.

Parents and guardians were informed of the consultation via the school's Parentmail system. They were invited to the consultation straight after school between 2:30pm – 4pm. Any parent or guardian who was unable to attend the first session was able to attend the early evening event.

The consultation was advertised widely on social media and in the local news media.

Information was also advertised on the Parish of St Brelade's web page under forthcoming events.

2.3. Event Arrangements

The consultations were held in the main hall of La Moye School on Wednesday 21 November 2018 between 2:30-4pm and 5-7pm.

The technical team encouraged members of the public to complete the questionnaire which was available for each person who attended the consultation. They could record their thoughts on any issue or concerns they had in moving around the area and add any additional comments which they felt would help the situation.



3. Consultation Material

3.1. Consultation Banners

Nine banners and a questionnaire formed the consultation material. These were assembled in the school hall and detailed the following:

1. Welcome banner
2. School Travel Plan data, including issues faced by students and park and stride usage
3. Study area
4. Character and History of the area
5. Circulation, Needs and Options
6. Traffic Flow – Volume
7. Traffic Flow – Speed and Accident Data
8. Successful Examples
9. Next Steps and time scales

Images of the banners can be found in Appendix F

3.2. Questionnaires

The questionnaires were designed to understand the community's concerns and issues when using the area around Les Creux and La Moye by any mode of travel. They were asked to list their top 3 concerns about traffic and their ideas which may help to solve some of the issues.

The banner material and questionnaire were also available on gov.je website where there was an online survey (with the same questions as the paper questionnaire) that could be completed and submitted.



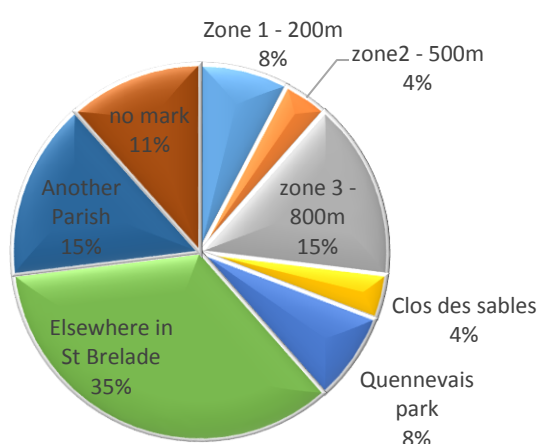
4. Response to the Consultation

4.1. Number of questionnaires returned

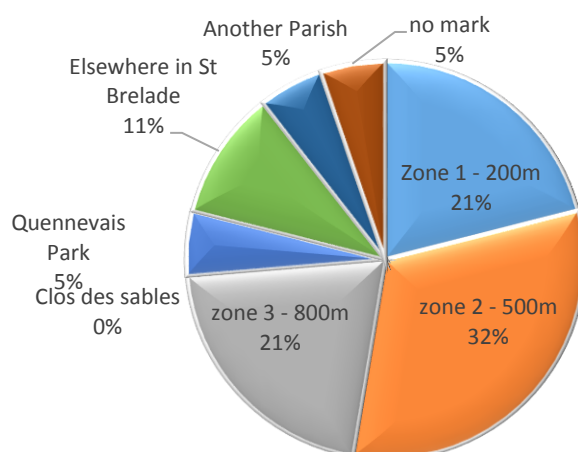
Twenty-six (26) questionnaires were completed during the parents' consultation although a number of attendees took questionnaires away with them. A further 18 questionnaires were returned during the evening consultation and 18 people responded via the website. One response was sent to the Parish Hall and a further two responses were delivered after the consultation had closed.

4.2. Analysis of Question 1

Where do you live?

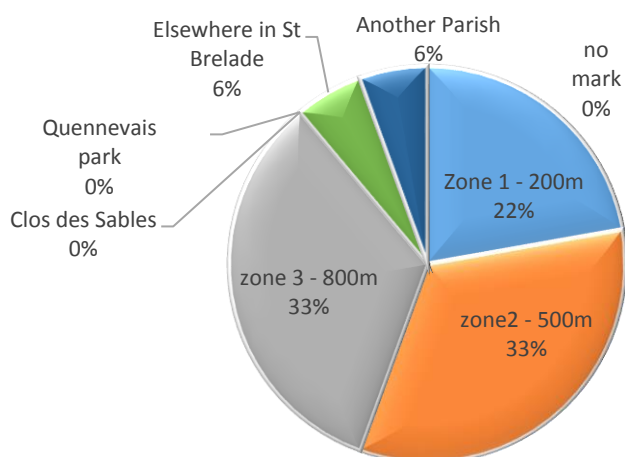


Parent/Guardian Consultation Results

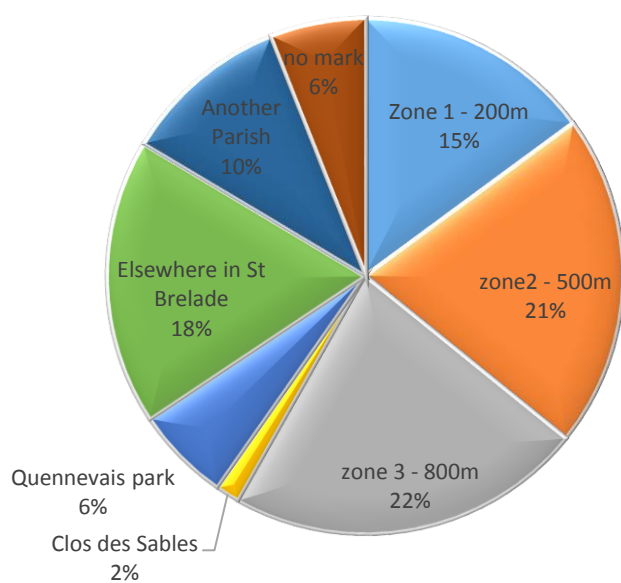


Evening Consultation Results





Online Survey Results



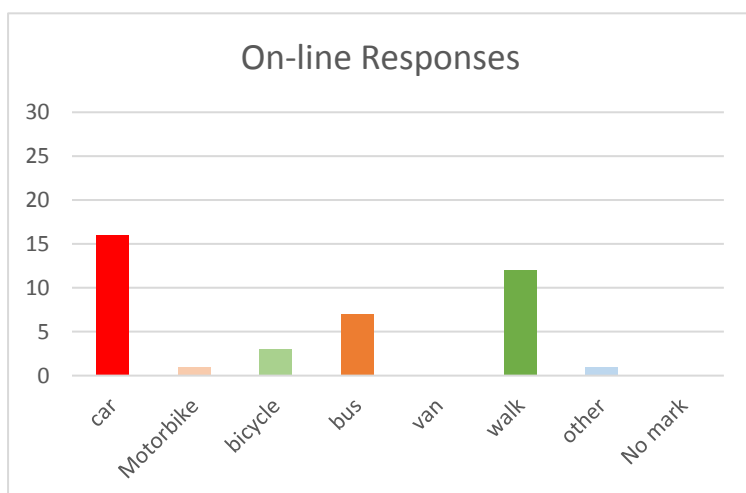
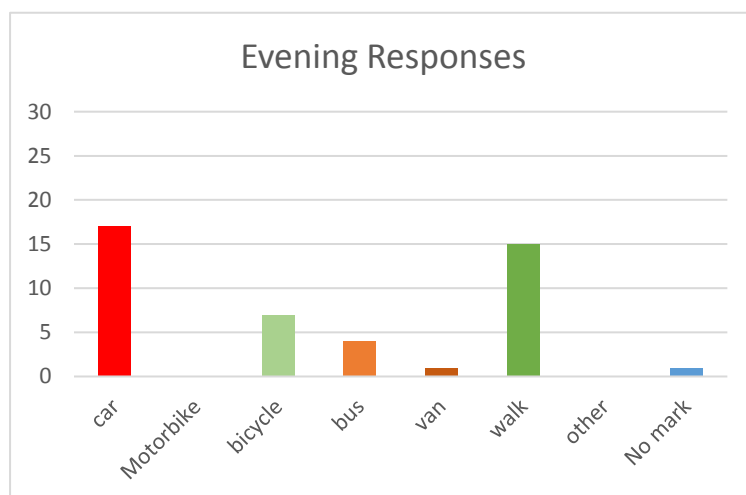
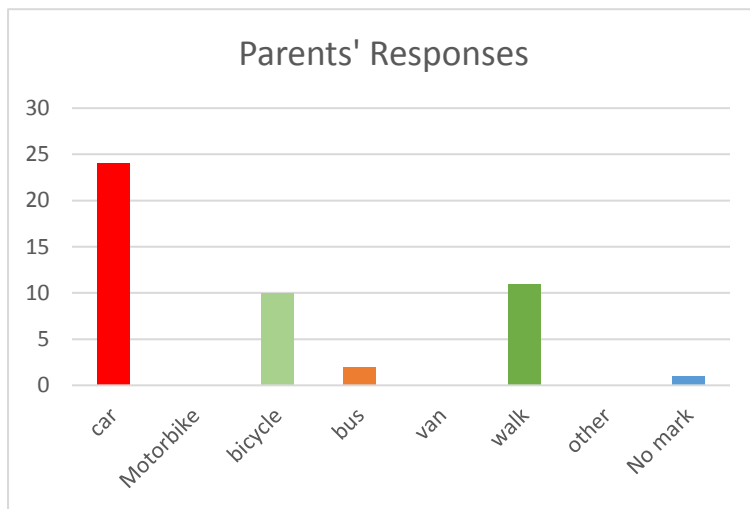
Combined Results

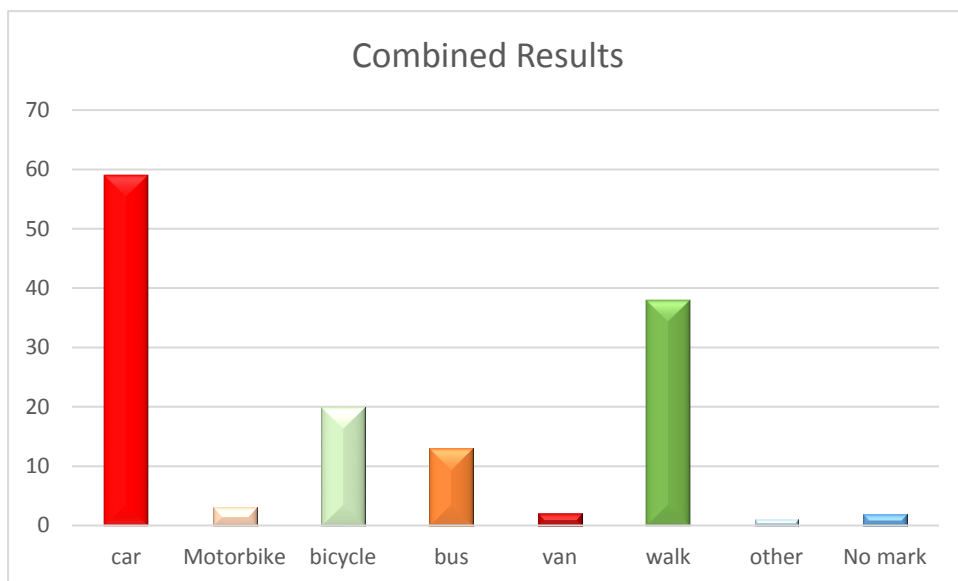
(including website and late returns)



4.3. Analysis of Question 2

How do you travel around the area?

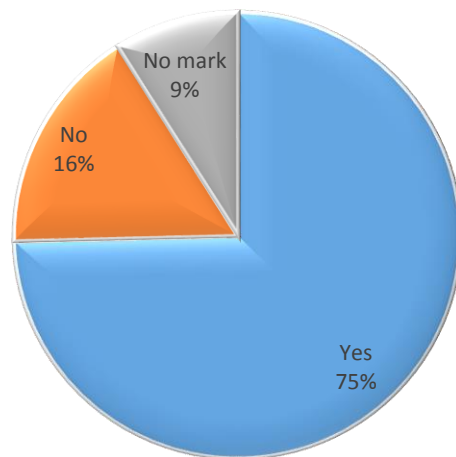




4.4. Analysis of Question 3

Do you feel there is need to make the area safer for pedestrians?

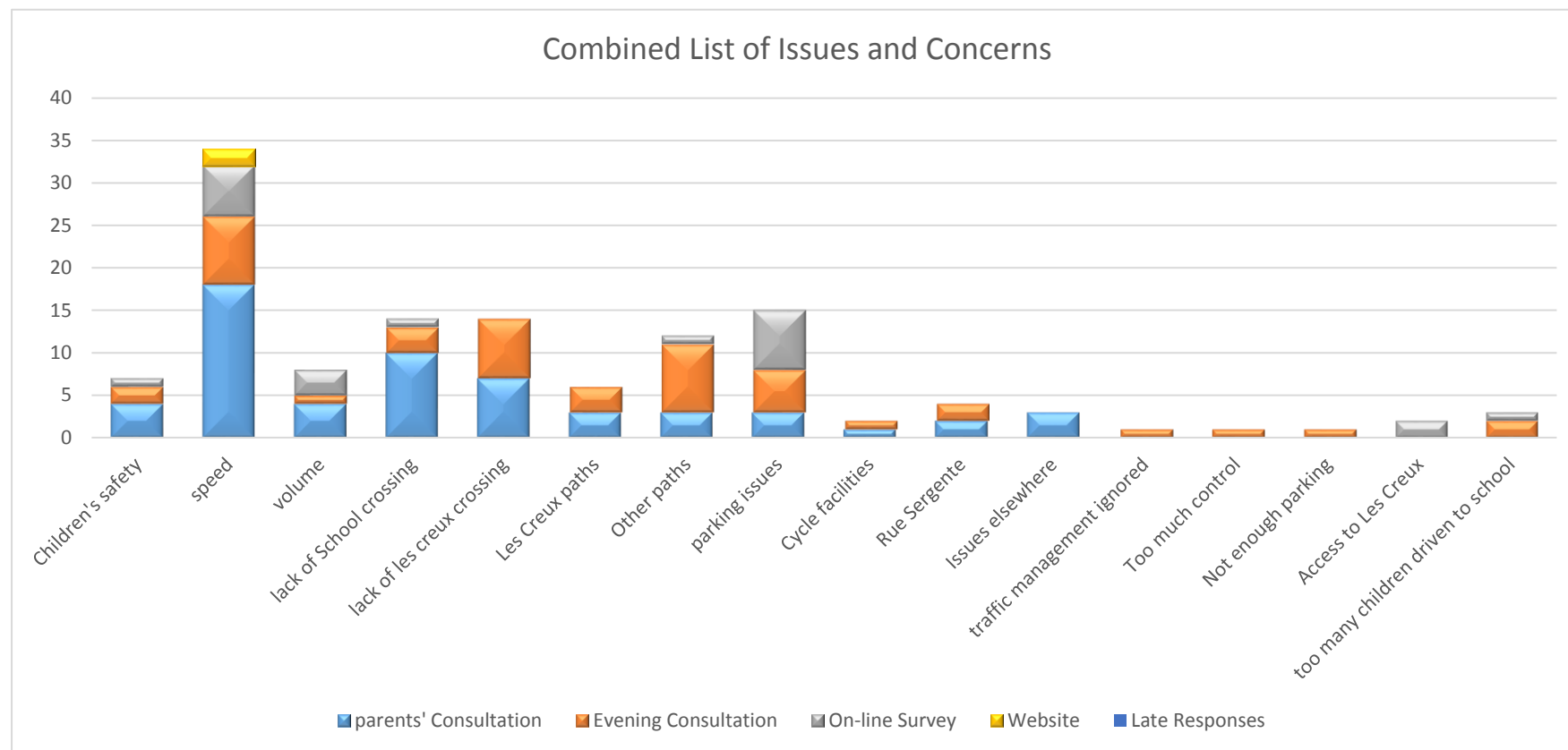
Parents			Evening and Other			Online			Combined		
Yes	No	No mark	Yes	No	No mark	Yes	No	No mark	Yes	No	No mark
23	1	2	14	3	2	13	5	0	50	11	6
88%	4%	8%	74%	16%	10%	72%	28%	0	75%	16%	9%



4.5. Analysis of Section 4

Please list your top 3 concerns about traffic in the area

Combined results

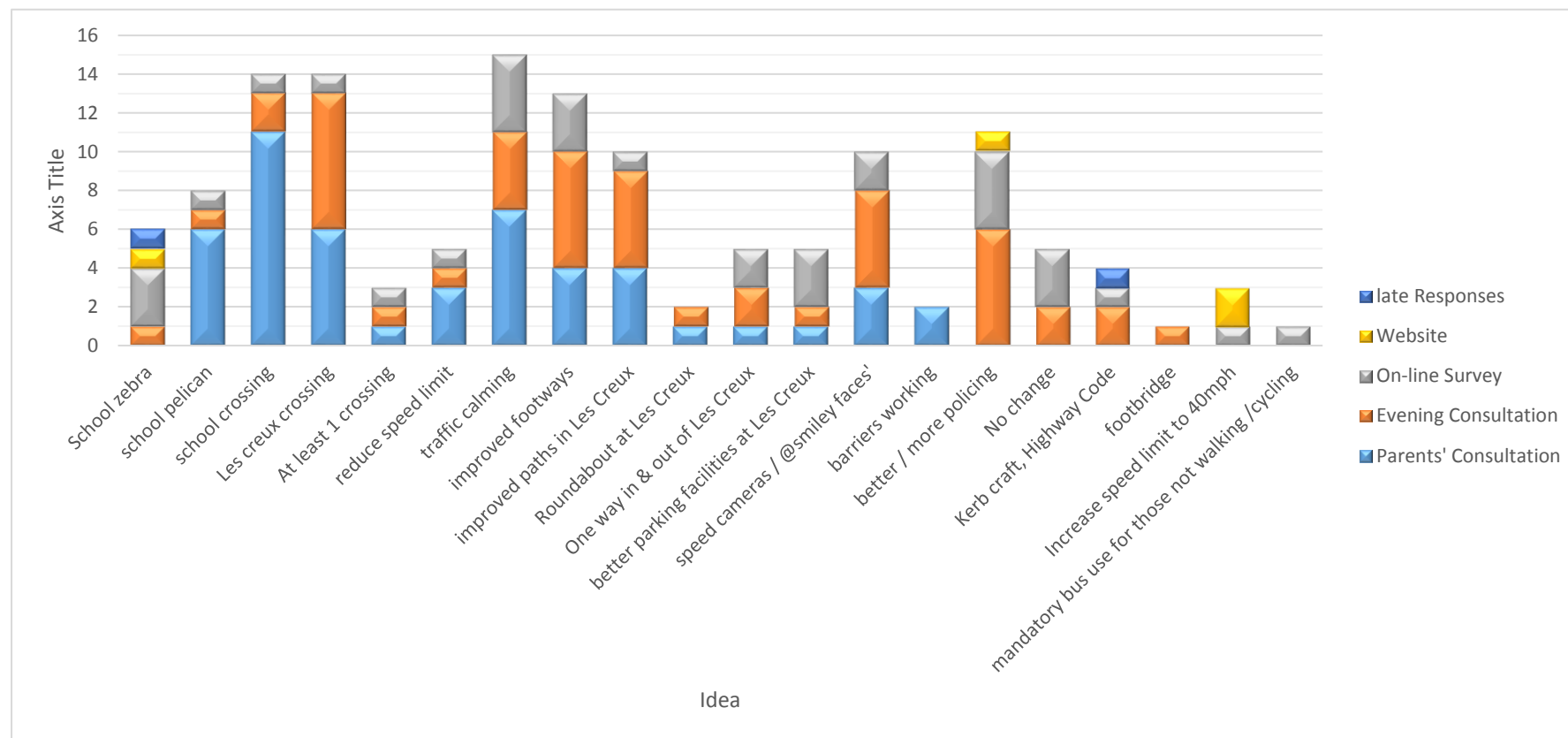


See Appendix G for full list of responses.



4.6. Analysis of Section 5

Please list your ideas which may help to solve some of these issues.



See Appendix H for full list of Responses.



5. Summary of Responses

It can be seen from section 4.5 that the issue concerning most of the responses was that of speed. However, 3 out of the 34 replies thought the speed was too low and wanted the speed limit returned to 40mph along Route Orange. Parking issues were raised by 15 people, particularly from the on-line responses. Lack of crossings by the school and by Les Creux were both the next highest concerns with 14 each, however this was only a concern from the parents and evening responses; only 1 on-line response said that a crossing by the school was needed.

A number of suggestions were mentioned as solutions for the issues raised. The most popular comment was some type of traffic calming (15 No) along the section of Route Orange. This was followed by 14 responses each suggesting a crossing by the school and for a crossing by Les Creux Park. However, there were also an additional 4 wanting a school zebra and a further 8 requesting a pelican crossing by the school. Therefore some type of crossing by the school is the most suggested idea with 24 responses. These were followed by improvements to footways both on the road (13) and within Les Creux (10).



6. Conclusions

From the consultation responses, there was a clear need for improvements with 75% of all responses saying that there is a need to make the area safer for pedestrians.

The most common concern raised was that the speed of traffic was inappropriate for the area, with 31 out of 34 responses saying the speed was too great and that the part-time 20 speed limit was not well observed. This was followed by the lack of or inconsiderate parking and crossing difficulties by the school and by the entrance to Les Creux Park.

To overcome these concerns, the most common suggestion was to have some type of crossing by the school and traffic calming features on Route Orange. A crossing at the entrance to Les Creux Park was also a popular idea. It was also noted that more policing of the area, in particular with regards to speeding issues, would be welcomed along with SIDs (smiley faces speed monitors).



7. Next Steps

The initial consultation was held to better understand the community's concerns about road safety in the area, particularly as pedestrians. The feedback from the consultation will be used to develop options for the community to consider and express preferences for developed options.

The options would include crossings, which could be a pelican (push button) crossing, or possibly a Zebra with traffic calming (village type treatment). Crossings at both the school and Les Creux entrance will be considered.

There would be further engagement with the school, parish and local politicians before the options consultation in the spring, the results of which will be considered by the Minister for Infrastructure. The next consultation would be promoted in the media as well as by letter drop to the local area.

Funding for improvements is planned for 2019/2020, depending on the options that the community prefer and the Minister's decision.



8. Options Consultation

8.1. Outline

Following on from the recommendations from the initial consultation, three options were developed. These were classed as;

1. Option 1 – School Signalised Crossing
2. Option 2 – ‘Village Treatment’
3. Option 3 – ‘Pedestrian Priority’ Treatment

A fourth option, Do Nothing, was also included.

8.2. Option 1

School Signalised Crossing

Key Features:

- Signal controlled crossing at school
- Localised widening of the pavement
- Anti-skid treatment on approach to the crossing
- Part-time 20mph limit retained



Benefits	Dis-benefits
School crossing	Low use of crossing outside school times may increase risk of driver complacency and red light running



Better space at crossing	Does not slow traffic generally
School crossing patrol can be maintained	

8.2. Option 2

'Village Treatment'

Key Features

- School zebra crossing on a raised table – School patrol retained
- Raised courtesy crossing by Les Creux
- Traffic calming features – gateways and median strips
- Bus lay-by retained
- Part-time 20mph retained



Benefits	Dis-benefits
Safer crossings at both sites	Les Creux crossing is not on the desire line for the route through the estate to the railway walk
School Patrol retained	Zebra crossing is less beneficial than a signal crossing to those with sight impairments
Traffic calming	

Footpath improvements on Route Orange at Les Creux and School

Highlights the village improvement with its school, shop and leisure activities. Preparing road users to be more aware

Retains bus lay-by

8.3. Option 3

Pedestrian Priority Treatment

Key features:

- Pedestrian priority 'village' Treatment
- Raised table zebra crossing at La Moye School and at Les Creux
- Virtual footpath from La Moye garage to Le Clos Orange
- Pavement widening at La Moye School and Les Creux close to entrance
- Traffic calming features – gateways and median strip
- Removal of bus lay-by to accommodate crossing close to Les Creux entrance
- Permanent 20mph zone





Benefits	Dis-benefits
Safer crossing at both sites	Zebra crossing is less beneficial than a signal crossing to those with sight impairments
School patrol retained	Bus lay-by is removed
Traffic calming	Permanent 20mph speed limit would require more policing
Footpath improvements on route Orange at Les Creux and School	
Highlights the 'Village' environment with its school, shop and leisure activities to highlight to road users that pedestrians will be around	
Safe waiting area for southbound bus	

9. Consultation Process

9.1. Notification and Event Arrangements

The notification of the event was undertaken in the same manner as the initial consultation with 683 letters posted out by Jersey Post to local residents and widely advertised in the local media and social media.

There were two consultations as before on Wednesday 13 March 2019, one between 2:30-4pm primarily for parents and guardians of La Moye School and a later one from 5-6:30pm. They were both held in the hall of La Moye School.

The technical team were also in attendance to help answer questions and guide people through the various stages and options.

A questionnaire was available to all attendees where they were able to rank their choices in order of preference. There were also additional questions relating to the hoggin path behind the granite wall which runs from Les Creux to the tarmacked footpath opposite the shop and regarding the entrance to the park.

Copies of the banners and questionnaire can be found in Appendix J

The on-line survey was available on gov.je website where it could be filled in. This was open for 2 weeks after the consultation day.



10. Response to the Consultation

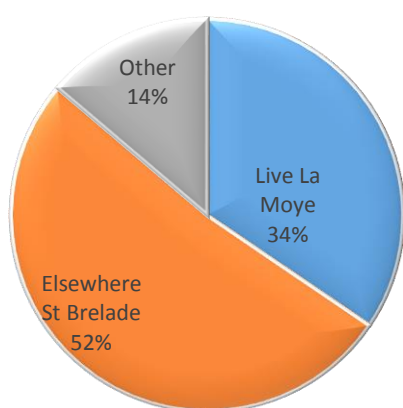
10.1 Number of Questionnaires returned

Twenty-nine (29) responses were completed during the early consultation and thirty-four (34) were completed during the evening session. Three responses came via the post.

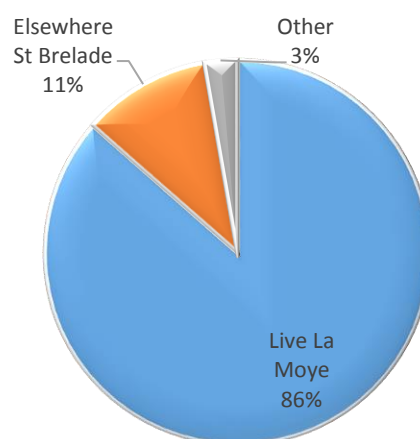
Sixteen (16) responses came in via the online survey.

10.2. Analysis of Question 1

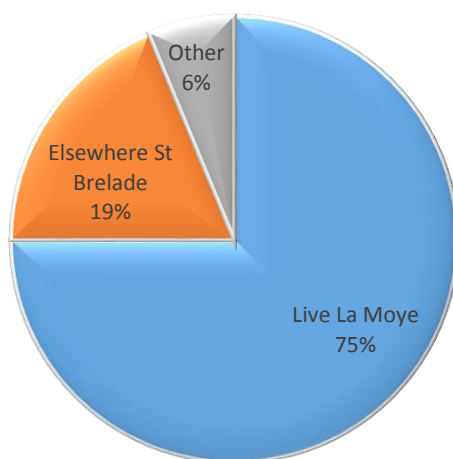
Where do you live?



Result from Parent / Guardian Consultation

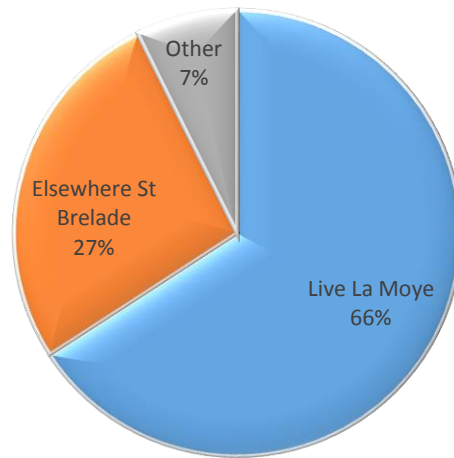


Result from Evening Consultation



Result from On-line Survey





Combined Results



10.3. Consultation Option Choices

The questionnaire and on-line survey asked respondents to rank the four options in order of preference. Their first (best) choice option was awarded 4 points, second received 3 points, third choice got 2 points and their least favoured choice 1 point. Not all questionnaire / on-line survey results listed a preference for all four options, some only put down their first choice or their top 2 choices.

The following table shows the number of people who ranked each option*: The top scores are highlighted in green.

Option	First Choice		Second Choice		Third Choice		Fourth Choice	
	No of people	Ranking Score	No of people	Ranking Score	No of people	Ranking Score	No of people	Ranking Score
1-School Pelican Crossing	18	72	20	60	25	50	3	3
2 – Village treatment	15	60	28	84	17	34	8	8
3 – Pedestrian Priority	34	136	11	33	16	32	15	15
4 – No change	14	56	4	12	3	6	44	44

*Not all respondents filled out all four options.

From this raw data, the preferred option is Option 3, pedestrian priority with Do nothing being the least preferred.

The data was then separated out into those living within the La Moye Area, living elsewhere in St Brelade or living in another parish.

Living with the La Moye Area

Option	First Choice		Second Choice		Third Choice		Fourth Choice	
	No of people	Ranking Score	No of people	Ranking Score	No of people	Ranking Score	No of people	Ranking Score
1-School Pelican Crossing	10	40	9	27	16	32	3	3
2 – Village treatment	11	44	16	48	9	18	5	5
3 – Pedestrian Priority	20	80	7	21	9	18	12	12
4 – No change	12	48	4	12	1	2	23	23

Living Elsewhere in St Brelade

Option	First Choice		Second Choice		Third Choice		Fourth Choice	
	No of people	Ranking Score	No of people	Ranking Score	No of people	Ranking Score	No of people	Ranking Score



1-School Pelican Crossing	8	32	7	21	7	14	0	0
2 – Village treatment	3	12	10	30	5	10	3	3
3 – Pedestrian Priority	10	40	4	12	6	12	2	2
4 – No change	1	4	0	0	2	4	16	16

Living in another parish

Option	First Choice		Second Choice		Third Choice		Fourth Choice	
	No of people	Ranking Score	No of people	Ranking Score	No of people	Ranking Score	No of people	Ranking Score
1-School Pelican Crossing	0	0	4	12	2	4	0	0
2 – Village treatment	1	4	2	6	3	6	0	0
3 – Pedestrian Priority	4	16	0	0	1	2	1	1
4 – No change	1	4	0	0	0	0	5	5

In all instances, the preferred option is option 3 with the least favoured option being Do Nothing.

Weighting

The results were then weighted to give greater emphasis to the comments made by residents of the area. The weighting was as follows

- Resident of La Moye area 1.5x
- Resident of elsewhere in St Brelade 1x
- Resident of another parish 0.5x

This gave the following results:



Responses from Questionnaire	Option 1 - 1st	Option 2 - 1st	Option 3 - 1st	No Change - 1st	Option 1 - 2nd	Option 2 - 2nd	Option 3 - 2nd	No Change - 2nd	Option 1 - 3rd	Option 2 - 3rd	Option 3 - 3rd	No Change - 3rd	Option 1 - Least	Option 2 - Least	Option 3 - Least	No Change - Least
La Moye Resident	36	66	102	54	18	58.5	22.5	13.5	42	9	18	3	4.5	7.5	12	24
St Brelade resident	28	8	40	0	15	27	12	0	14	8	10	2	0	3	0	15
other Parish	0	2	8	0	4.5	3	0	0	2	2	1	0	0	0	0	2.5
sub-total	64	76	150	54	37.5	88.5	34.5	13.5	58	19	29	5	4.5	10.5	12	41.5
Response from on-line																
La Moye Resident	24	0	24	18	22.5	13.5	9	4.5	6	18	9	0	0	0	4.5	10.5
St Brelade Resident	4	4	0	4	6	3	0	0	0	2	2	2	0	0	2	1
other Parish	0	0	0	2	1.5	0	0	0	0	1	0	0	0	0	0.5	0
sub-total	28	4	24	24	30	16.5	9	4.5	6	21	11	2	0	0	7	11.5
TOTAL	92	80	174	78	67.5	105	43.5	18	64	40	40	7	4.5	10.5	19	53

With the weighting applied, responses from all residential types favoured Option 3 – pedestrian priority.

Responses from the questionnaires only favoured Option 3 followed by Option 2-Village Treatment

With the on-line survey, Option 1 – pelican crossing by the school was preferred with Option 3 and Do nothing both being equal.

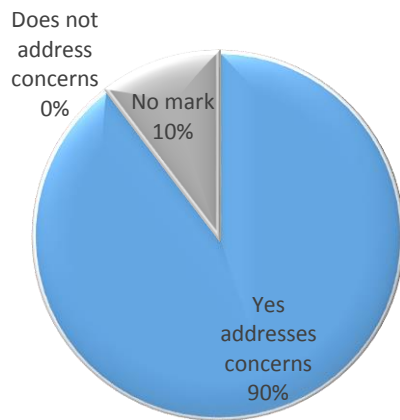
La Moye area residents preferred option was Option 3.

Residents of elsewhere in St Brelade put Option 3 as the preferred option as did those who live outside the parish

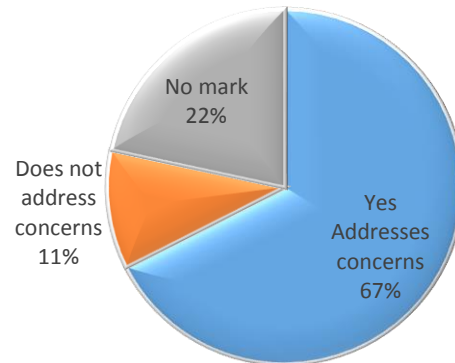


10.4. Analysis of Question 3

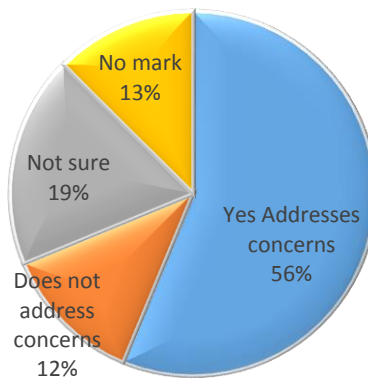
Do you feel the schemes address the concerns raised in the first consultation?



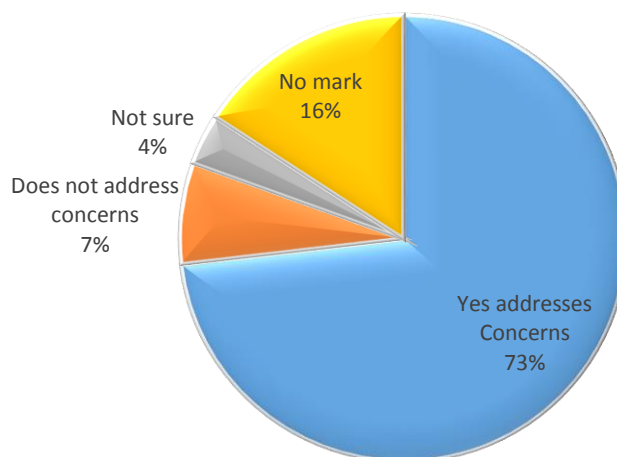
Result from Parent / Guardian Consultation



Result from Evening Consultation



Result from On-line Survey

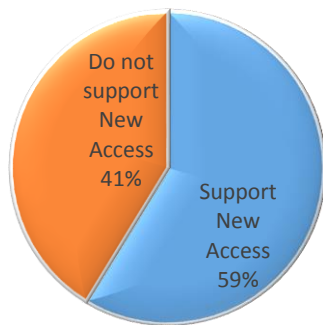


Combined Results

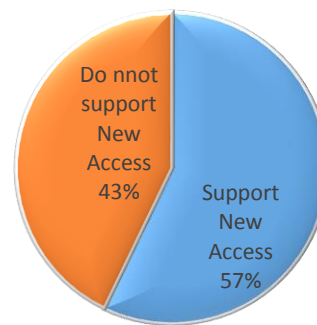


10.5. Analysis of Question 4

Providing a separate in and out access to Les Creux



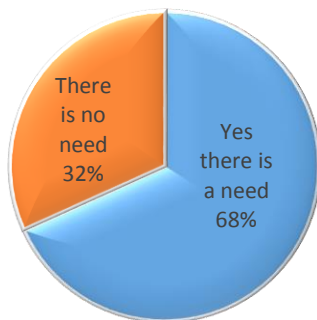
Questionnaire Responses



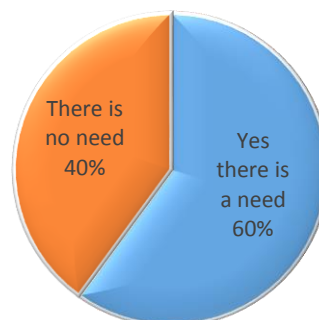
On-line Responses

10.6. Analysis of Question 5

Is there a need to surface the hoggin path by the granite wall with a hard bound material?



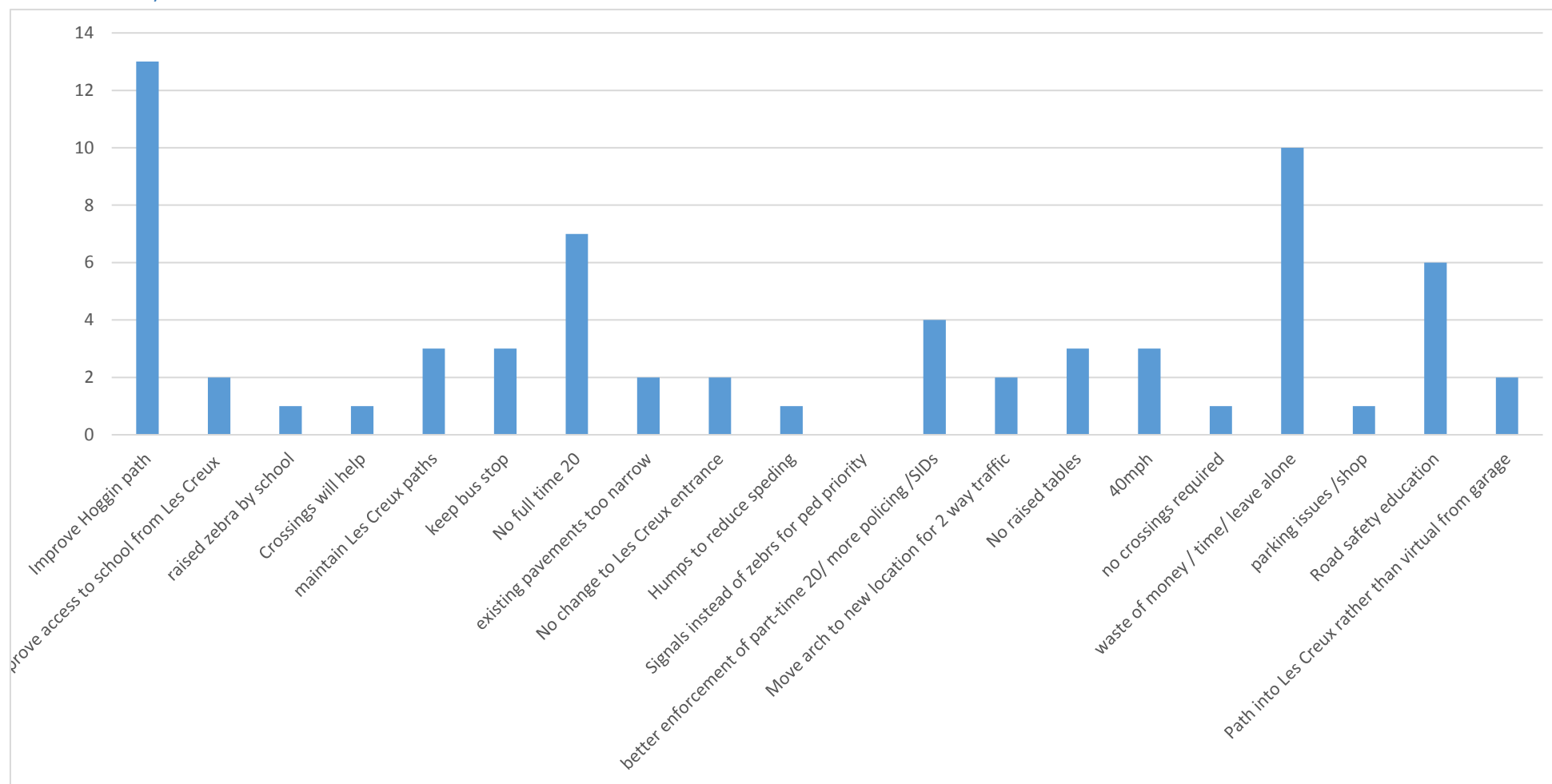
Questionnaire Responses



On-line Responses



10.7. Analysis of Free From Comments



Complete responses can be found in Appendix K



11. Summary of Responses

From the responses received, the majority of people lived within the La Moye area (66% overall) with only 7% of people who responded living in another parish.

There were 54 responses from people living within the La Moye area, 53 people completed their first choice of options available. The most popular choice was Option 3 – pedestrian priority with 20 responses (38%) with Do Nothing the second popular with 12 responses (23%). There was only 2 responses separating the second, third and fourth options. The least popular choice was Do Nothing although not every completed response filled out all four choices with only 43 residents completing the full table. 53% of the 43 responses put Do Nothing as their least favourite followed by 28% for Option 3 – Pedestrian priority.

There were 22 people who lived elsewhere in St Brelade. They all recorded a first choice, 21 recorded second preference and least preference and 20 for their third preferred option. The most popular option was Option 3 – pedestrian preference with 10 votes (48%) with 76% (16No) stating that Do Nothing was their least preferred choice.

Six responses came from people residing outside of St Brelade. Of these, 67% put Option 3 – Pedestrian priority as the preferred option whilst 83% ranked Do Nothing as their least favoured choice.

When the weighting is taken into account, the preferred option remains Option 3 – pedestrian priority. This option is the most popular in all scenarios except for responses from the on-line survey only where Option 1 – school pelican crossing achieved one more vote than option 3.

Overall, just under three-quarters (73%) of responses felt that the schemes addressed the concerns raised by the first consultation with 7% stating that they did not address the issues. These percentages change to 56% and 12% respectively when just the on-line survey results are taken into account.

With regards to Les Creux, 58% thought that a separate in and out access to the park would be beneficial whilst 64% said that there was a need to provide a hard bound surface and address the drainage issue on the footway behind the granite wall which runs parallel with Route Orange and is a popular walking route between the park and the school particularly for those who are less mobile.



12 Conclusions

The majority of respondents felt that the options addressed the main issues and concerns of the community from the initial consultation.

The preferred choice was Option 3 – Pedestrian Priority, which, on the weighting scores, achieved nearly double the score of the next popular option, Option 1 – Pelican Crossing. For residents of La Moye area, Option 3 also scored nearly double the next option which was do nothing. The least attractive option was Do Nothing, reinforcing the fact that the majority of the community who responded want some change.

In conclusion, there is clear local community feedback that the option that provides most improvements for pedestrians is the one most liked. This includes speed reduction measures which will slow traffic through the area slightly lengthening driving times but with the key benefit of encouraging walking and contribute to safer walking routes to school.

Giving pedestrians priority over motor vehicles by introducing raised zebra crossings, a virtual footway from the garage, where there is presently no facilities, and a permanent 20mph speed limit are all in line with parts of the Council of Ministers strategic priorities for their term in office, being:

- To put children first
- To improve Islanders' wellbeing and mental and physical health
- To protect and value our environment

The proposals would also improve the safety of routes to school.



13. Recommendations

It is recommended that, following the two consultations, Option 3 – Pedestrian Priority is taken forward. Engagement with the parish Connétable and local Deputies for their input should be arranged and then the proposals to the Minister for Infrastructure as the communities preferred option for road safety improvements in the vicinity of La Moye and Les Creux.

The proposals will include the following:

- Gateway features to highlight the area as being one with a village character
- Median strip to visually narrow the road whilst still allowing use by HGVs
- Zebra crossing by the school on a raised table with localised footway widening
- Extinguishment of the bus layby
- Zebra crossing between le Clos Orange and the entrance to Les Creux Park on a raised table
- Virtual footway from the end of the footway by la Moye garage to the footway by Le Clos Orange
- Permanent 20mph zone

It is also recommended that the owners of the hoggin footway behind the granite wall are approached regarding the resurfacing and drainage issues with a view to resolving the issues. This will make the route more attractive for all users and encourage more parents to use the park and stride. At this stage, it is not recommended that there is any alteration to the park's access until further studies have taken place.

As work would be required on the road in the school vicinity and with the scale of the works, school summer holidays is the only viable construction period. The period needed for design and construction preparation work for the scheme means that construction during the summer holidays of 2019 is not feasible, but is possible for summer 2020.

Funding is allocated for design development in 2020 with construction that summer with the new facilities possible for the start of the Autumn term


All proposals are to go through the Road Safety Audit process.



Appendix A - Road Safety Request at Les Creux

05	a	Email	13.07.16	13.07.16	██████████	Safe Crossing	Road Crossing - Les Creux Country Park	St Brelade		TD	14.07.16	████	████	Road Safety Review to be carried out - email sent to ████████ 12.08.16. Report to be discussed 14.12.16. █████ emailed 13.12.16 to update ████████	13.12.16 █████ noted scheme is dependent on funds, land owner / planning permission needs to be obtained and Ministerial approval required. Meeting 22.03.17 - to be discussed at forthcoming budget meeting.
15	a	Email	13.09.16	15.09.16	██████████ (forwarded by Parish of St Brelade)	Traffic calming	Traffic calming between La Moye Garage and Le Clos Orange	St Brelade		Parish of St Brelade	15.09.16	████		████ advised █████ that this would be included in Les Creux Country Park study. █████ emailed ████████ 15.09.16. Report to be discussed 14.12.16. cc email ████████ 18.01.17. Email update sent to ████████ on 07.02.17, following her chase up of 06.02.17.	Meeting 22.03.17 - to be discussed at forthcoming budget meeting.



Road Safety Requests	
Date of Request September 2016 June 2016	Name / Address [REDACTED] Email to Connetable of St Brelade [REDACTED] to [REDACTED]
Reference 2016/St Brelade/001	Status MOP, Buiness, Connetable, Minister, etc MOP
Location of site (Insert map/Google Streetview) La Route Orange between La Moye Garage and School 	



Summary of Request

[REDACTED]

The area in question is between La Moye Garage and Le Clos Orange Estate. There is no pavement along this stretch of the road and pedestrians have no alternative but to walk on the road.

walk children to school and to access the shop at La Moye.

cars whizz past at 30mph (some go a little faster).

If it is a wet morning we have to walk more into the road to avoid puddles, and if it is bin collection day we have to walk in the road to go around the wheelie bins.

REQUEST FOR VIRTUAL FOOTWAY

--

[REDACTED]

issues with the traffic dangers presented to pedestrians (and children on bikes in particular) crossing Route Orange in order to access the wonderful facilities at Les Creux Country Park

investment in the bike park facility at Les Creux leading to an increased number of children using this great facility.

no safe crossing for pedestrian/cyclists.

The dangers are not simply those of passing cars (frequently driving faster than the 30 mph speed limit) but also those of the junctions and bends in the vicinity of the entrance to the Park. I feel strongly that it is these very factors that necessitate a safe crossing facility for users of the Park.

I also feel that either a central refuge or pedestrian crossing would highlight to drivers that there are pedestrians trying to cross in this area.

At weekends and after school we see many children trying to cross Route Orange to use the bike park or to go to Cubs/scouts at the Les Creux Scout Hut. Unfortunately it is very rare that a car stops to let anyone cross this road and even rarer for cars on both sides to stop, sometimes leading to children on bikes half way across the road. We have also witnessed a car that has stopped to let a child cross being overtaken by another car and nearly hitting the child.



Road Safety Requests	
Date of Request September 2016 June 2016	Name / Address [REDACTED] Email to Connetable of St Brelade [REDACTED] to [REDACTED]
Reference 2016/St Brelade/001	Status MOP, Buiness, Connetable, Minister, etc MOP
REQUEST FOR ISLAND	
Previous correspondence Any other letters or correspondence about the same issue at the same site? None provided	
Quick Win is there anything that could be done at low cost / maintenance activity that would address the issue? Are there any programmed schemes that could pick this up at little extra cost? Signing the Railway walk from the various access points along Rue Orange – does not provide an improvement but could make people think about using the alternative traffic free route to walking along the road. Ask the school to promote this route, particularly on rainy days and refuse collection days when bins are out in the road. Is there access to the school from the back? (There is access down the side of the shop to the front) Ask refuse collection to write to residents reminding them to place bins in driveways not in the road. Part time 20 – only one sign in each direction – this does not extend as far as Le Creux and would not help help at Le Creux country park where child cyclists require access at all times – could be permanent 20, extended, and could be more robustly signed	
Close out after Quick Win? YES / NO	Signature [REDACTED]
Collision Record (Latest 5 years from database): 2 (1ser,1sl) where the Railway Walk crosses Rue Orange – 1 cyclist 2 ser @ La Moye Garage 1 sl – agricultural vehicle / car 1 sl @ Rue de la Sargente 1 sl Chemin de Maudelaine 3 sl along school frontage – 1 cyclist, 1 moped No Pedestrians involved	



Road Safety Requests		
Date of Request September 2016 June 2016		Name / Address [REDACTED] Email to Connetable of St Brelade [REDACTED] to [REDACTED]
Reference 2016/St Brelade/001		Status MOP, Buiness, Connetable, Minister, etc MOP
Speed Limit: Please circle <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">15</div> <div style="text-align: center;">20</div> </div> <div style="display: flex; justify-content: space-around; align-items: center; margin-top: 10px;"> <div style="text-align: center;">30</div> <div style="text-align: center;">40</div> </div>	Speed Survey (if available): Date / Location / Speeds recorded in both directions	Traffic Volumes (if available): Date / Location / Volume recorded in both directions
Visibility splays is there adequate visibility for pedestrians or vehicles at a junction / bend etc, appropriate to the measured speeds (or assume speed limit if none available) Clear visibility for peds at requested crossing point – at least 100m in each direction, and in front of the school		
Vulnerable Road User Activity Is there anything unusual about the site that attracts high numbers of pedestrians or cyclists, school children, tourists, etc, or circumstances that make this location particularly difficult? Entrance to Le Creux Country Park – Bike Park and Scout Hut – large number of reported crossing movements – kids on bikes Bus Stops		
Local View? Does anybody within the department have any local experience of the site or the issue that could corroborate or refute the issue raised? [REDACTED] agreed that this is a major crossing point to the park		



Road Safety Requests	
Date of Request September 2016 June 2016	Name / Address [REDACTED] Email to Connetable of St Brelade [REDACTED] to Tristen Dodd
Reference 2016/St Brelade/001	Status MOP, Buiness, Connetable, Minister, etc MOP
Other Information? Are there developments locally that could address the issue? Are there any other circumstances known about that could influence the decision <p>There is no path from La Moye Garage to Le Creux Country Park. From the Country park to the school there are footways on both sides. The section between La Moye Garage and the School can be achieved via Railway Walk with numerous access points from Rue Orange. Alternative route could be provided through allotments but would only be duplicating the off road route.</p> <p>Without removing the bus stop layby a full crossing point could not be achieved. A similar treatment to the Pont Marquet overrun areas could be used to provide a visual narrowing that may help to control speeds but this would need to extend across the whole of the bus area for it to obvious that buses will use it. Bus drivers would have to be briefed to give way to children crossing at the overrun area</p>	
Is this site typical for Jersey? Are the conditions that exist here common to other sites locally? Does this site stand out as being different / worse and why? <p>Typical – high volumes of people crossing apparently but no accidents</p>	
Close Out without further investigation – do nothing <div style="border: 2px solid red; border-radius: 50%; padding: 5px; display: inline-block;"> Warrants Further Investigation </div> Delete as Appropriate	Signature <div style="background-color: black; width: 150px; height: 20px; margin-top: 10px;"></div>



Appendix B - Road safety Request and Panel Review at La Moye

Department: Infrastructure (formerly TTS)

Question: Could somebody please call me regarding the road immediately in front of la Moye school as regards to possibly getting a zebra crossing.

Thankfully

Reply: Yes

Reply Method: By phone

Thank you for your recent correspondence regarding La Moye School.

As you will appreciate, many requests are received and these need to be dealt with systematically and prioritised. This matter will be discussed at the next monthly Road Safety Review Panel. At this meeting officers will decide whether there are actions that the Department or other agencies can take to address your concerns.

This panel normally meets in the middle of the month and you should receive a response shortly after the next meeting.

██████████ | **Transport Planner**

Department for Infrastructure | South Hill | Po Box 412 | St Helier | Jersey | JE4 8UY

t. +44(0)1534 448375 | w. www.gov.je



Think of the environment...do you need to print this e-mail?

Customer focus - **Constantly improving** - **Better together** - **Always respectful** - **We deliver**

Subject: La Moye School Crossing

Dear ██████████,

I understand you have been talking to one of the parents, ██████████ from La Moye School about the possibility of installing some sort of crossing (I think a 'Zebra' crossing was mentioned) to allow children and parents more easily to walk between the school and the Les Creux park and parking. Whilst I have only been the Headteacher of the school this term, and in this time not been aware of a large number of parents or staff raising serious concerns, undoubtedly La Route Orange is a busy road, and at the start and end of the day with a school population of nearly 400, added to this the number of parents, grandparents etc arriving and leaving, some sort of crossing would likely help to make this road crossing safer.

From time to time we have issues where our parents park at the Golf Club or the neighbouring shop/estate instead of Les Creux which is the allocated parking area. This causes residents and



businesses some frustration, and has needed Honorary Police to be involved on several occasions in the past I understand. One of the reasons sometimes cited by parents for parking in these places is the perceived danger of crossing this busy road. Therefore, I guess a crossing may also assist us in ensuring parents park in the allocated areas.

For these reasons I would therefore be supportive of the installation of a permanent crossing of some kind opposite the school. I would be happy to discuss this further with you if you felt it appropriate,

Many thanks,

Dear [REDACTED]

Thank you for your email of earlier today outlining your concerns with crossing the road outside La Moye School. I can confirm that we have also heard from [REDACTED].

Road safety is a key concern and the Department considers seriously all such matters raised.

As you will appreciate, many requests are received and these need to be dealt with systematically and prioritised. I can confirm that the contents of your reports will be discussed at the next monthly Road Safety Review meeting. At this meeting officers will decide whether there are actions that the Department or other agencies can take to address your concerns. The Department will contact you to let you know the outcome shortly after the panel's next monthly meeting.

With thanks



124 La Moye Zebra

[Speed Limit](#)

30 (20)

[Casualties](#)

4, no peds. 1 School child but not relevant

After School and Before School Clubs, Crossing Patrol not there for long enough hours to cover these.

From: [REDACTED]
Sent: 13 December 2017 12:34
To: DfI Transport Plan
Subject: La Moye School Possible Crossing

Dear [REDACTED],

I understand you have been talking to one of the parents, [REDACTED] from La Moye School about the possibility of installing some sort of crossing (I think a 'Zebra' crossing was mentioned) to allow children and parents more easily to walk between the school and the Les Creux park and parking. Whilst I have only been the Headteacher of the school this term, and in this time not been aware of a large number of parents or staff raising serious concerns, undoubtedly La Route Orange is a busy road, and at the start and end of the day with a school population of nearly 400, added to this the number of parents, grandparents etc arriving and leaving, some sort of crossing would likely help to make this road crossing safer.

From time to time we have issues where our parents park at the Golf Club or the neighbouring shop/estate instead of Les Creux which is the allocated parking area. This causes residents and businesses some frustration, and has needed Honorary Police to be involved on several occasions in the past I understand. One of the reasons sometimes cited by parents for parking in these places is the perceived danger of crossing this busy road. Therefore, I guess a crossing may also assist us in ensuring parents park in the allocated areas.

For these reasons I would therefore be supportive of the installation of a permanent crossing of some kind opposite the school. I would be happy to discuss this further with you if you felt it appropriate,

Many thanks,

[REDACTED]
Headteacher
La Moye Primary School



STATES OF JERSEY



PEDESTRIAN CROSSING OUTSIDE LA MOYE SCHOOL: PETITION

Lodged au Greffe on 6th March 2018
by Deputy M. Tadier of St. Brelade

STATES GREFFE



PROPOSITION

THE STATES are asked to decide whether they are of opinion –

to request the Minister for Infrastructure to take the steps necessary to ensure that a pedestrian crossing is installed outside the entrance to La Moye School before 1st September 2018.

DEPUTY M. TADIER OF ST. BRELADE



REPORT

Firstly, I would like to thank Mrs. Tucker for showing an interest in road safety issues around the La Moye area and for taking the time to collect signatures for this petition, which is presented on behalf of the residents and users of the amenities of the area.

Following initial contact from Mrs. Tucker, I wrote to the Department for Infrastructure (“DfI”) and spoke to (one of) their Transport Planner(s). He confirmed that following a request from a constituent, the Road Safety Requests Panel had recently discussed the provision of a zebra crossing at La Moye School. At this stage they agreed that, in principle, it is a good idea.

Mrs. Tucker feels that a crossing is urgently needed and that it would make sense to have the amenity installed in time for the new school year, in September.

The area is a busy one, not only with pedestrian and vehicular traffic to and from La Moye Primary School, but throughout the day, with people crossing to and from the shop, the country park, the railway walk and the golf course.

Whilst there is currently a ‘traffic guard’ (or what was commonly called a ‘lollypop man’, in my day), he is obviously not there all day, and there is a suggestion he may be approaching retirement.

It is hoped that in addition to providing a safe place in which to cross, the crossing may also serve as a traffic-calming measure along a stretch of road which has experienced increasing traffic flows, sometimes with excess speed.

I fully understand that DfI and the Roads Safety Requests Panel organise their budget and workload in such a way that such amenities are usually allocated a year in advance. I would, nonetheless, ask the Department, on behalf of Mrs. Tucker and the signatories of the petition, to consider prioritising the crossing for completion by September 2018.

Financial and manpower implications

The Department has given me a ball-park figure of between £20,000 and £50,000 for the completion of a zebra crossing.

They note that cost is dependent upon “*a whole range of issues such as drainage, materials, availability of electricity, whether there are already suitable dropped kerbs, whether the road surface is suitable to accept the anti-skid surfacing on the approaches.*”

It is my hope and expectation that the figure would be in the lower region, due to the fact that it is already outside a school with an established crossing area, but, of course, the final cost will be dependent on the factors above.



48





STATES OF JERSEY



PEDESTRIAN CROSSING OUTSIDE LA MOYE SCHOOL: PETITION (P.61/2018): AMENDMENT

**Lodged au Greffe on 29th March 2018
by the Minister for Infrastructure**

STATES GREFFE

2018

P.61 Amd.



PEDESTRIAN CROSSING OUTSIDE LA MOYE SCHOOL: PETITION
(P.61/2018): AMENDMENT

PAGE 2 –

For the words “1st September 2018”, substitute the words “1st September 2019”.

MINISTER FOR INFRASTRUCTURE

REPORT

In order to decide what improvements to make, the Department of Infrastructure has a process whereby all new requests are considered at a monthly Road Safety Review Panel, where officers review the request along with any other evidence available, to determine the most appropriate response to the concern. Where it is decided that there is an engineering intervention needed, then these are included in the annual programme preparation process in the autumn of each year. This process prioritises proposed schemes based on a range of criteria which reflect the priorities set out in the Island Plan.

The crossing asked for in the proposition ([P.61/2018](#)) was requested in late 2017. It was reviewed by the Road Safety Review Panel and has been put forward for inclusion in the 2019 programme. Each year’s programme is complex and takes a year to develop, consult and review, before it can be implemented. This scheme is already in the process of being developed for potential delivery in 2019.

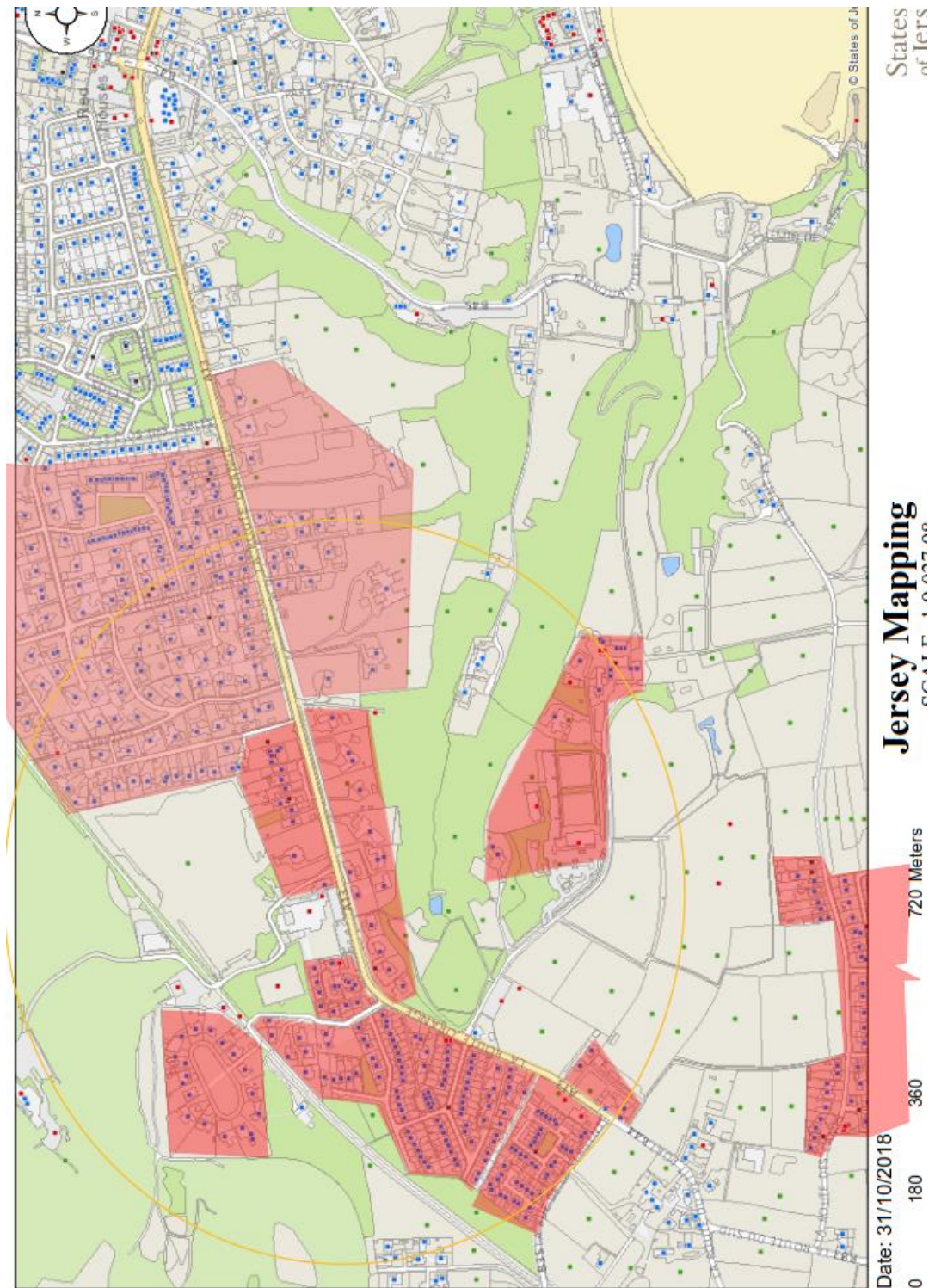
La Moye School has an effective crossing patrol, and there is no road safety evidence that could justify promoting this project ahead of those crossings already planned for 2018; such as, for example, the Longueville Road, the pedestrian refuge on Route du Fort, or outside the Janvrin Road Nursery School, in favour of this project.

Financial and manpower implications

Delivering this crossing by 1st September 2019 would fit within the Department’s annual programme of work, which is resourced and funded. There is no staff resource or new funding available to implement the new crossing in 2018.



Appendix E - Letter Drop Area and Letter





States
of Jersey

La Moye School opened in 1902

You are invited to a consultation about road safety issues on Route Orange in the La Moye Area

At

La Moye School on Wednesday 21 November 2018

Please drop in any time between

5:00-7:00pm

Following a number of road safety requests to the States of Jersey about the challenges for pedestrians crossing Route Orange around La Moye Primary School and to the entrance Les Creux Country Park, we are holding a drop in session to understand the concerns and ideas of the local community who use the area.

As part of the Safer Routes to School strategy, there is an overarching aim to encourage walking and cycling to school leading to a reduction in car use and congestion and to improve students' health, and La Moye School's active travel aims will be illustrated at the drop in.

Route Orange is a busy commuter route and many users need to cross the road on the way to school or for leisure purposes and the States are working with the School and Parish to try and make improvements

Before developing proposals for improving road safety in the area, we need to better understand the issues of all road users. A toolkit of different ways to improve walking will be used to aid discussion. We want to know your concerns and thoughts on how to improve the area for all who walk and live in the area, and we hope that you can come along.

If you are unable to attend the drop in session, the project proposals and feedback questionnaires will be available to view at the Parish Hall until Wednesday 28 November and on line at www.gov.je/consultations after the drop in until Wednesday 5 December.



LES CREUX & LA MOYE IMPROVEMENTS



Welcome to the Safer Routes to Schools: La Moye & Les Creux Consultation

The Parish of St Brelade and States of Jersey (SoJ) are working together on Safer Routes to Schools.

One of the routes agreed to be improved for safer walking is from Les Creux Park & Ride to La Moye School and its environs.

This consultation is to explain:

- Why we want to make it better for walking in the La Moye area
- The types of measures which can be used
- To understand the needs & concerns of residents & users

Please take time to look at the information on the panels for La Moye, see how the area has developed and the current situation. Look at the tool kit available & fill out the questionnaire with your views so that a list of feasible options can be put forward for further consultation.

The technical team are available to answer any questions.

Your views will be used to develop the final proposal.

INTRODUCTION



LES CREUX & LA MOYE IMPROVEMENTS

Issues



Walking to school:

Crossing La Route Orange is difficult at peak times as cars tend to speed and do not come to a stop for children to cross the road. There is no formal crossing point which is a problem for children who arrive at school early or leave late and want to cross outside of peak times. No formal walking bus.



Car – Drop off & Pick Up:

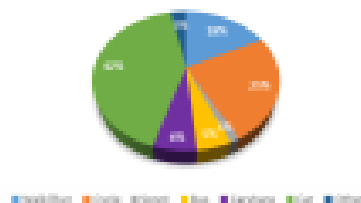
The school car park is constantly full due to parents parking there despite it being staff only. Parents often use the shop next to the school as a Park and Stride facility despite it being for customers only. Cars do not abide by the 20mph speed limit during drop off/pick up times. There is poor accessibility at the entrance/exist of Les Creux Country Park. Traffic backs up from Les Creux Country Park onto La Route Orange due to it only being wide enough for one car to enter or leave at the same time. Low number of car sharing.



Cycling to School:

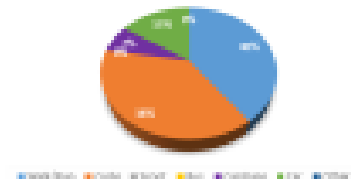
No sheltered cycling storage at the school which can be a problem in winter. No or limited cycle training being offered. No designated area in the school for helmets, this means that they have to be left outside and can get wet and damaged in the winter. No cycling bus available to the students.

Current La Moye School Travel Data

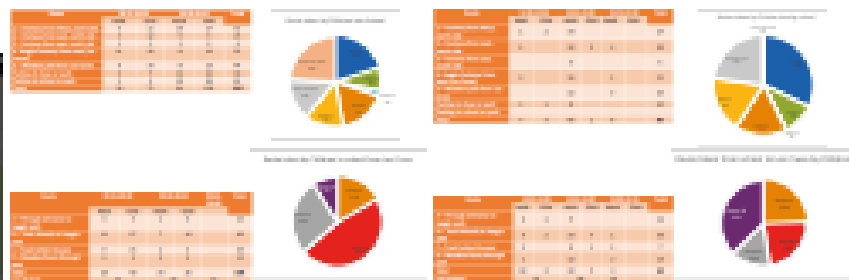
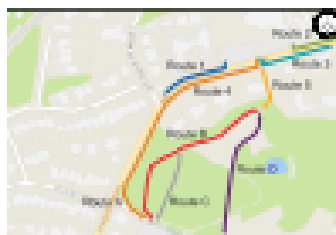


The 'current' pie chart shows that the most common mode of transport used to travel to school is the car (43%), followed by cycling (25%). Only 1% of students travel by bus, this is expected as there is no school bus service, mainly due to lack of demand and the age demographics of the school. However, the 'preferred' pie chart shows that there is a significant interest in students moving away from the car and wanting to walk (40%) and cycle (36%) to school. The increase from 42% of students currently walking and cycling to 76% of students who would prefer to walk and cycle shows that there are barriers stopping the optimum number of students from walking and cycling to school.

Preferred La Moye School Travel Data



Park & Stride



SCHOOL TRAVEL PLAN



LES CREUX & LA MOYE IMPROVEMENTS



STUDY AREA



LES CREUX & LA MOYE IMPROVEMENTS



La Virgène de la Moye encompasses the very south-western corner of the island and included within its boundaries are Gorbies to the west, St Brélade's Church and the Fishermen's Chapel on the eastern boundary, while the northern boundary runs from just north of La Palestra, dissecting Route Orange, where La Moye School is, and heading south-east towards the bottom of La Marquandière.



In the past La Moye, was very much its own community, separated from St Peter and St Ouen by the natural barrier of the sand dunes to the north and the rocky headland to the east.

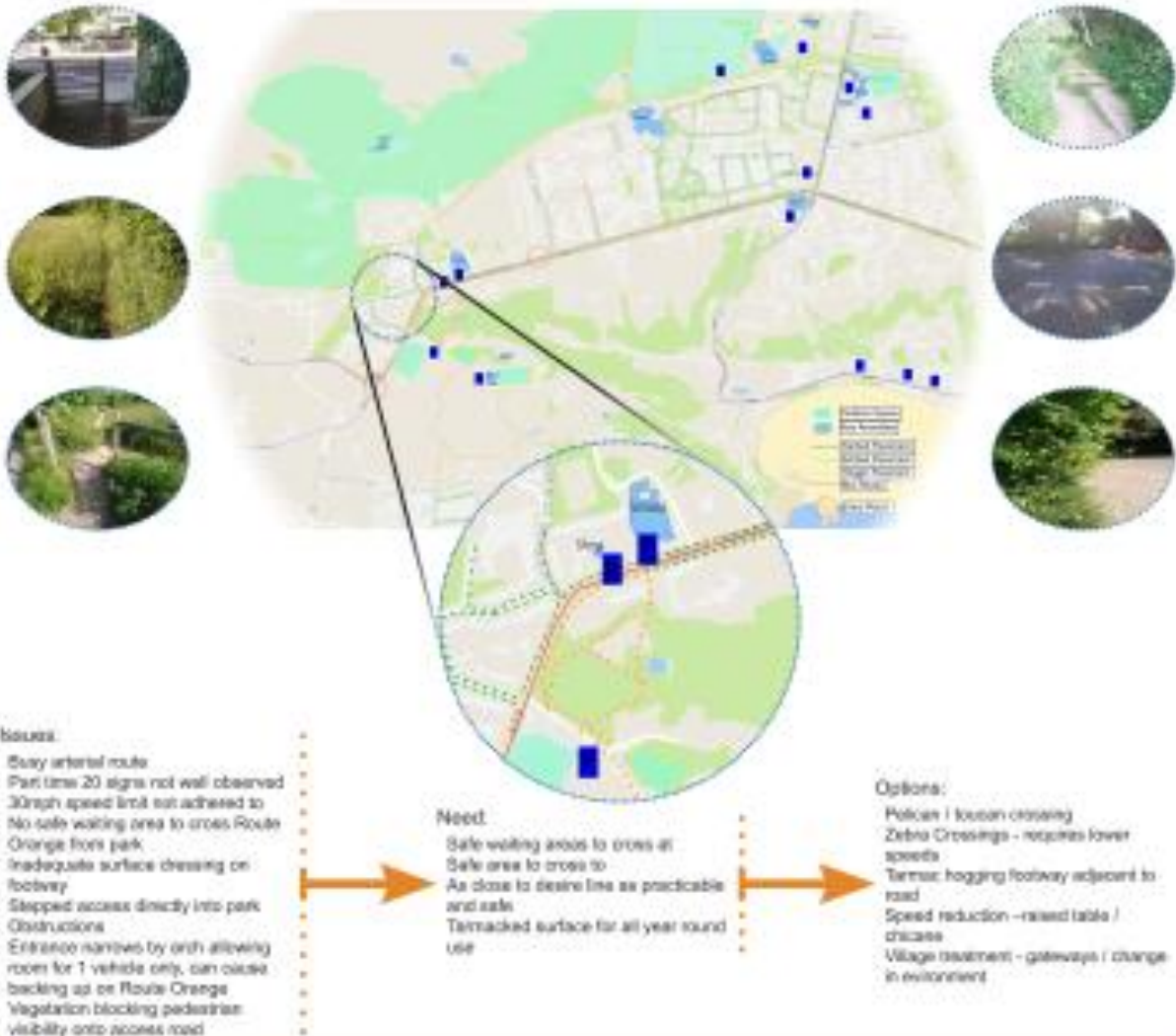


The 1756 Richmond Map shows there were quite a number of properties in the area at this time, including La Moye Manor, La Moye Villa, Maison Gracq, Oak Lane Farm, The Poplars and La Sergeant. The construction of Route Orange in the early 1800s, named for the Comte de St Brélade, John Orange, would have obviously provided an easier route to and from the rest of the parish and from there to the rest of the island. The road is clearly marked about a quarter of century later on the 1840 Geddes Map.



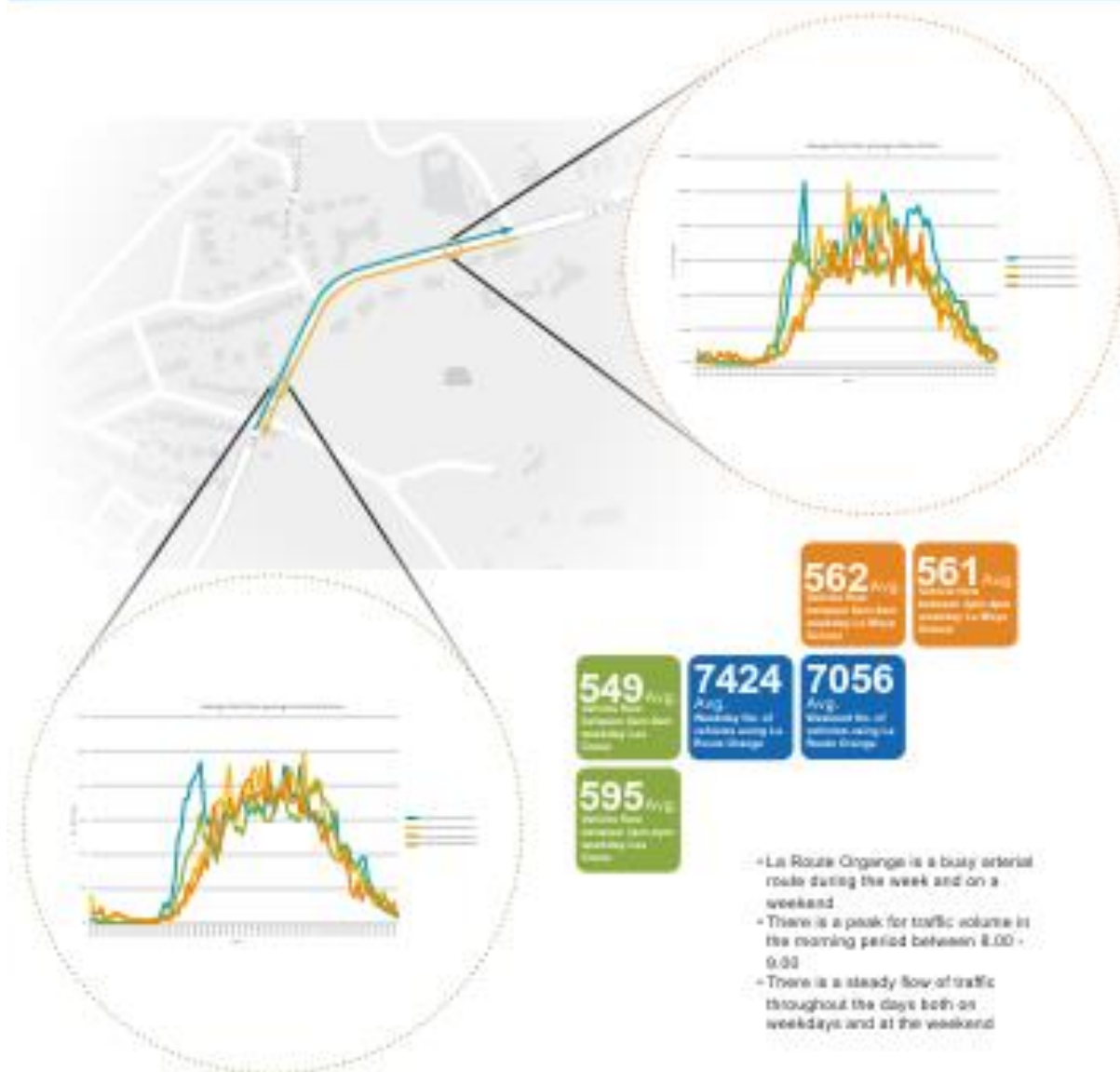
CHARACTER & HISTORY

LES CREUX & LA MOYE IMPROVEMENTS



CIRCULATION, NEEDS & OPTIONS

LES CREUX & LA MOYE IMPROVEMENTS



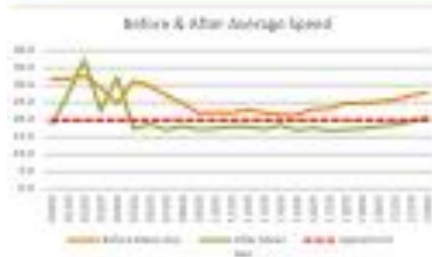
TRAFFIC FLOW - VOLUME

LES CREUX & LA MOYE IMPROVEMENTS



TRAFFIC FLOW SPEED & ACCIDENT DATA

LES CREUX & LA MOYE IMPROVEMENTS



32
Target before improvements

24
Target before improvements



BEFORE



AFTER

Rue a Don

The graphs and data clearly show that the average speed through this area was reduced as a result of the schemes installed. The scheme included a new zebra crossing with improved wider footpaths to allow pedestrians an easier route to the local shop and clearly signed gateways at each end to emphasise to drivers a change in surrounding and that they should take extra care.



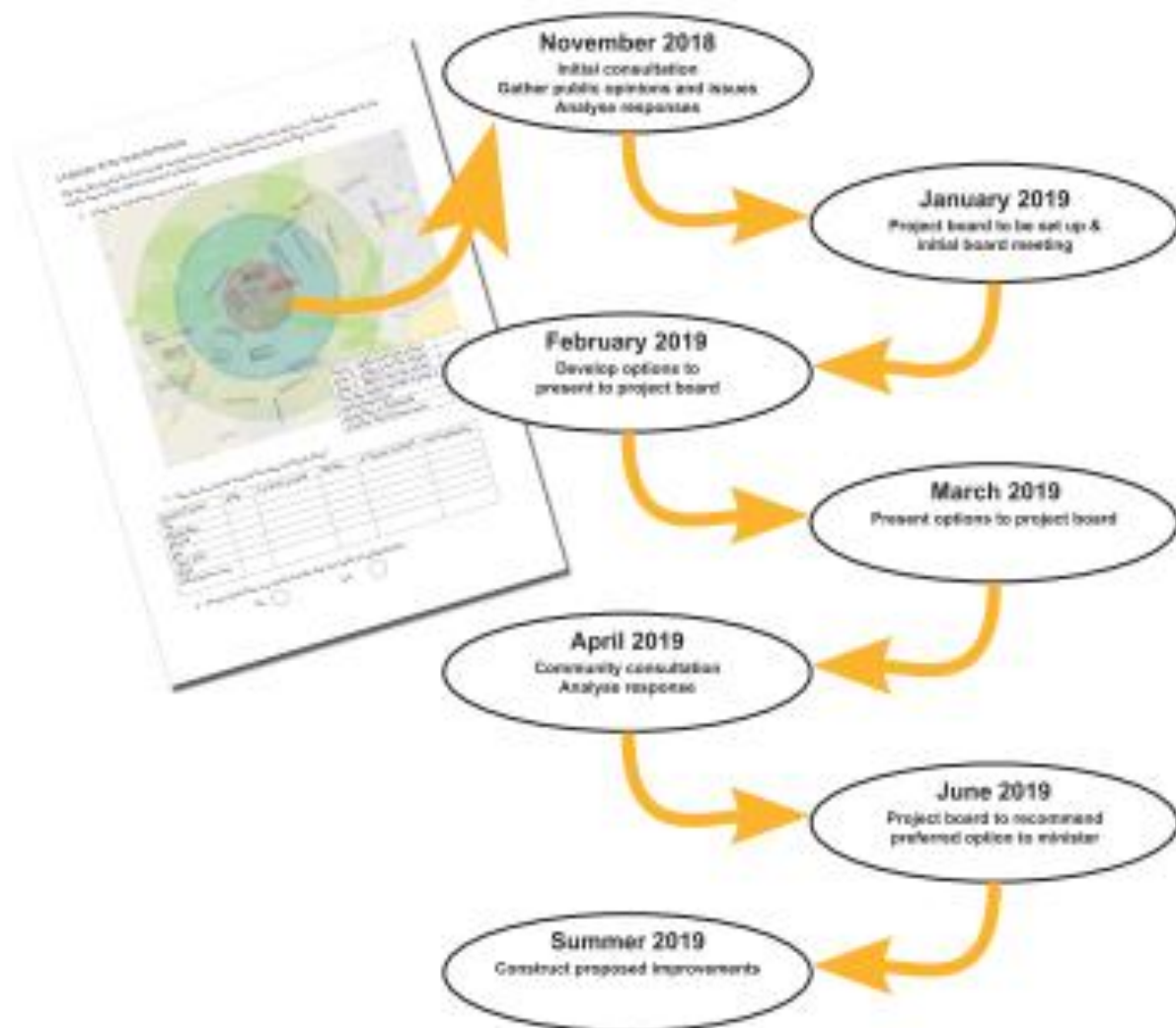
Gateways & Traffic Calming



SUCCESSFUL EXAMPLES



LES CREUX & LA MOYE IMPROVEMENTS



WHAT DO YOU THINK?

PLEASE FILL OUT A QUESTIONNAIRE



Appendix G - Full list of responses to Section 3

List your top 3 concerns about using the area



	Concern 1	Concern 2	Concern 3
1	Drivers seem unaware of school	No safe crossing point without supervision	
2	Speed, especially along Route de Sergente	No Pavement on bend between Atlantic Hotel and cycle track	No crossing outside school
3	Speed, especially along Route de Sergente		
4	Speed of cars around school	crossing at school-should be permanent	Les Creux gate very dangerous to cross
5	No crossings (pedestrian crossings)	Speed	Volume of traffic
6	Flooded/muddy path adjacent to road from Les Creux to school in winter	Branchage in fields at les Creux, stinging nettles in summer	
7	Speed-excessive and not obeying speed restrictions	parking-inconsiderate 7 causing danger- parents regularly double park in front of driveways & block walkways/park on pavements	traffic exiting shop- parents parking in shop then exit at speed with little or no consideration of pedestrians on the pavement
8	Speed of cars around school	safety of children crossing	crossing
9	Too fast round bend from Les Creux		
10	speed of traffic travelling east especially around Clos Orange corner	Crossing over from bus stop opposite La Moye School-visibility & speed	Quality of lower pavement to Les Creux. Trip hazards/ mud/ puddles - Gate to Les Creux often left open
11	crossing at top of la Pulent Hill (railway)	Crossing to Les Creux - cycle track	Pont Marquet junction
12	driving too fast	No pedestrian crossing	railway crossings not safe
13	Safety of children	Encourage children to be more healthy	Speed
14	The road is a very busy road and it will only get more busier	am not sure if cars even see the school lights flashing before they get to the crossing	that someone will get knocked down
15	On road walking	cars parking at shop and school	better provisions for cycling
16	Speeding	Volume	Disregard of school kids
17	crossing outside the school	crossing at Les Creux entrance	
18			



19	the speed of traffic when children cross from Les Creux		
20	Speed	cars do not stop to let you pass with your children	
21	cars go too fast	Too many parents use school car park / shops	
22	les Creux area esp in winter & trying to get to main road with traffic - Very narrow to walk & avoid cars, no pavement- clear walking area	Crossing to get to school- need zebra crossing or similar	Traffic along Route Orange needs to be slowed down coming into area
23	cars not slowing down when crossing to get to school	lack of pedestrian path from Les Creux to road and not wide enough	cars driving too fast out of 20mph zone by Les Creux
24	speed of traffic	zebra crossing	
25	speed of traffic	no crossing at school	traffic (cars) around shop / school car park
26	lack of crossings along Route Orange	frequent speeds along Route Orange	traffic frequently ignoring the 20mph zone outside the school

Evening Consultation

	Concern 1	Concern 2	Concern 3
1	Too much control	not enough parking	too many kids in 4x4s
2	parents taking the children to school in the car, when they can walk or arrive by bike	parents using the shop car park	
3	speeding especially outside of school traffic 20mph times	drivers having no respect at all for the area as there are no speed restrictions whatsoever in place	Volume of traffic-noise even early in the mornings, on weekends. Route used by motorbike leisure riders on Sundays- very noisy. Again no respect for households



	Concern 1	Concern 2	Concern 3
4	zebra crossings are ignored by drivers	taking away the lollipop person at the school would make things worse	Make pavements along all of the road, so as pedestrians do not have to step into the road.
5	Over the years the increase in traffic to Les Creux has gone up greatly. Its great adding more activities to the site but traffic management has been ignored	Pedestrian access from Les Creux towards Clos Orange is used by other people throughout the year. Better crossing at this point would benefit more people	
6	Safety - cars speed, children can be unaware, in rain children get splashed and have to sit in wet clothes	Parking - busy parking areas, can create bottleneck and delays. Some parents park for a long time, others as a quick drop off	Pavements - narrow when coming onto pavement from Les Creux bridge. When there are a lot of children at one time they do push each other out of the path and onto pavement - dangerous as child could step into road.
7	Vehicles leaving Les Creux Park	parents spending excessive periods of time waiting to pick up children	People not using enough common sense when crossing the road in the area of the school and Les Creux
8	Road crossing railway walk on Rue de Sergente	Crossing to Les Creux	Condition of hoggin pavement from les Creux to school (frequently flooded and impassable)
9	No pavement between la Moye Garage and Clos Orange / Les Creux	Speed. 30mph not adhered to. 20mph during school times not adhered to	parents parking in the food hall car park and private Links Halt Estate
10	Congestion in and around the shop entrance	Congestion at the entrance to les Creux	Pedestrians not using what is currently in place (lollipop man, gravel pathway from crossing)
11	Crossing the road anywhere between Les Creux entrance and the school	better lighting would help	lack of pavements
12	speeding greater than 30mph, greater than 20mph. Summer evenings and weekends crazy speeds	Unsafe to cross from Les Creux due to limited visibility and speeding	Motorists not pulling into centre of road when pedestrians are walking



	Concern 1	Concern 2	Concern 3
13	No safe crossing from Route Orange/ Clos Orange to Les Creux	speed of traffic- particularly coming out of the bad bend going away from the school	Lack of signage to warn of pedestrians in the area ie built up area of housing with children trying to cross the road.
14	Traffic calming around school	parking for parents	
15	Speed of vehicles (on road and in Links Halt)	Selfishness of a small group of parents	dangerous corner for bus stop
16	Speed of traffic on Route orange	School drop off and parking in areas other than Les Creux - illegal parking at La Moye golf club and Links Halt estate.	poor pedestrian access to les Creux parking area
17	crossing at clos Orange /Les Creux country park main entrance	zebra crossing without being manned at school times	Removal of bus lay-by should not be removed
18	Crossing from school area to park is needed	No pavement from garage to Clos Orange, motorists drive too fast and too close to pedestrians. Can anything be done to protect pedestrians/	
19	lack of pavement from La Moye Garage to Clos Orange- very dangerous	30mph sign from Waitrose to La Moye but from Rue de Sergente there is no 30mph sign	Speed, have a cattery and used to let cars out but nearly got run over too many times so no longer do that.



On-line Responses

4. What are your main concerns about traffic in the area?			
			Response Percent
1	Open-Ended Question		100.00%
			Response Total
1	21/11/2018 09:24 AM ID: 100173620	Speed limit should be increased again to 40 mph, no need for all in St Brelade to all 30 mph.	
2	21/11/2018 14:29 PM ID: 100212453	1) I am often unable to access my local shop due to nasty parents/guardians being too lazy to park at Les Creux. The school needs to teach the children to pester their parents to be considerate of others (it isn't for the shop staff to enforce their parking rules). 2) I am occasionally unable to leave/arrive at my driveway due to nasty parents/guardians being too lazy to park at Les Creux. 3) I often see young children running and playing on the narrow pavement as their parents/guardians chat to friends instead of doing their job of monitoring the children. I also often see older children pushing their friends on to the road. The solution to this isn't getting cars out of the way, it is educating the parents/guardians and children.	
3	21/11/2018 14:45 PM ID: 100215015	Traffic speed is fine around this area apart from the odd individual after dark going >80mph (judging by the sound). The only issue is the quantity of cars.	
4	21/11/2018 18:05 PM ID: 100238073	Speed	
5	22/11/2018 19:55 PM ID: 100337807	My child safely crossing the road to school	
6	24/11/2018 06:58 AM ID: 100442874	Too fast	
7	25/11/2018 09:40 AM ID: 100488093	There is too much focus of parents of La Moye school parking in the car park. The visibility is poor at the gates. My teenagers who ride to LQS almost every day tell me that it is becoming dangerous to cross to Clos Orange as La Moye parents are more concerned with getting in and out through the Les Creux gates	
8	25/11/2018 15:01 PM ID: 100495238	Like the rest of Jersey from 7am to 7pm weekdays and probably 9am to 7pm weekends we suffer from having too many vehicles on roads that can't support the volume. In addition most cars now are much wider than cars from the 90's and before meaning many roads are now mostly single file. With bike, scooters, motor bike and commercial vehicles movements also high it's putting at risk the well being of our children to OAP's who choose to walk or ride bikes. We are fortunate this has not led to more injuries or deaths than we have had but I think we are at the stage where enough is enough...	
9	27/11/2018 06:49 AM ID: 100620668	None. There's actually not that much traffic on Route Orange, I have never had trouble finding a gap to cross.	
10	27/11/2018 08:23 AM ID: 100624963	I don't have concerns about the traffic. If people are speeding, then a period of clamping down on speeders would solve the issue. Most people using the road at peak times are residents so will soon get the message,	
11	27/11/2018 08:32 AM ID: 100625675	I don't have any. I walk to the shop through Les Creux regularly and have never had a problem crossing. I also drive through there regularly and don't see people speeding at peak school times. The main problem I encounter is parents parking in the shop car park, which is full at least 30mins before school finishes, so shop customers can't get in. Parents won't walk - there is plenty of parking at Les Creux bowls club.	



4. What are your main concerns about traffic in the area?

			Response Percent	Response Total
12	27/11/2018 14:35 PM ID: 100667758	During the amber flashing light periods the traffic does slow down to 20 mph, the majority of problems are caused by parents / guardians dropping pupils off in the staff and shop car parks and blocking the road, along with the many open crossing points this increases the danger.		
13	27/11/2018 20:42 PM ID: 100707232	Absolutely nothing in place to prevent speeding whatsoever apart from primary school times. Town Secondary school children getting off buses around 4:20 have nothing to help them cross safely at all - cars speed past all the time.		
14	28/11/2018 19:04 PM ID: 100809402	Safer crossing needed. Cars don't always stop for the lollipop man. Cars frequently travel pass the school above the 20mph limit especially in the morning.		
15	01/12/2018 16:10 PM ID: 101081223	Excessive speeding is a common feature on La Route Orange. Parents dropping off children for School not only use the shop car park rather than the designated areas at Les Creux Country Park but also the private residential car parking areas at Links Halt, the areas around the house of La Moye Golf Club's General Manager, the driving range car park belonging to the Golf Club and on yellow lines on Le Chemin de Maudeline.		
16	04/12/2018 09:39 AM ID: 101277505	Too much speeding as nothing in place whatsoever to stop it.		
			answered	16
			skipped	2



Appendix H - Community Solutions



Parent Consultation

Ideas		Further Comments
1	at least one zebra crossing	Traffic calming methods all along Route Orange
2	Reduce speed limit to 30mph. Add pavement. Zebra/pelican needed outside school	
3	Reduce speed limit during drop off and pick up times	
4	Permanent crossing at school and/or Les Creux to encourage walking to school along this busy road and to make Les Creux safe. Les Creux is not well managed-the paths from the car park to school are often overgrown.	
5	Roundabout at junction to Les Creux car park	Pathways from car park to main road. Muddy paths. No proper pathways anywhere
6	Crossing with lights by Clos Orange & outside school. Better Branchage. Drainage on path	
7	Zebra/pelican outside school AND outside Les Creux entrance. Traffic calming outside school -chicane or similar. Parking facilities - not sure why but a number of parents seem extremely resistant to using designated parking	
8		
9	Crossing by school entrance. Circuit drive route into and out of les Creux	
10	Zebra crossing or similar between bus stops. Physical traffic calming. Different style of gate opposite bus stop opposite les Creux.	School children travelling in from town use school buses - School children getting off buses along Route Orange - safe crossing areas needed, especially opposite la Moye School
11	Reduce speed. Traffic lights. Priority Traffic. Take away hedge from property - visibility enhanced	Mirrors are very little use - rain/sun/dew. Electric cars & bikes- no hearing. Children are being encouraged to walk/cycle - Eco teams, green days, walking bus, health



Ideas		Further Comments
12	Crossings would help- zebra/pelican. Speed bumps	Better parking facilities at Les Creux for school drop off. Pedestrian crossing from this
13	Crossing outside school. Crossing at Rue de Sergente outside Le Feugerel railway walk. Speed bumps in road, priority traffic	
14	Traffic light crossing. Speed bumps. A crossing with dummy cameras. I feel I will still have to be there until they get the hang of it	A problem is that some parents cross down by the shop. My fears are if you have a crossing without traffic light crossing, younger children will still walk out in the road without looking. It not just the ordinary drivers, it parents as well who are late that are a problem as well
15	Bike racks for parents @ railway walk school gate. Safe road walking from oak lane	
16	A crossing	
17	gateway and traffic calming	
18		
19	A set of traffic lights. Speed camera	
20	need a crossing of some sort	
21	Get the barriers working again. Zebra crossing from Clos orange to les Creux	
22	Pavements from Les Creux-clear walking areas needed. Crossing needed to school. Slow traffic down into area.	Need urgently before an accident happens - Top Priority
23	Traffic lights by school. Pedestrian/zebra crossing by Les Creux	
24		
25	Crossing with traffic lights. Parents not no park in school car park (need barrier again) and shop	



Ideas		Further Comments
26	Pelican crossing outside school. Traffic cameras to automatically fine speeders. Ultimately people will continue to use cars to drop off/pick up. If parents work in town public transport doesn't get you from la Moye to St Helier in time for a 9am start esp if dropping off a child at 8:30am.	Possibility to make school car park larger? If taking away from school playground, use other fields or unused areas around school & re-purpose as playground. A Larger car park may help parents dropping off & picking up children.



Evening Consultation

Ideas		Further Comments
1	Formal crossing. Paths only where 2 buses can pass each other	
2	Look at how to increase areas for bikes and helmets. Look at access into school, can they come in from the railway walk. Have a zebra crossing outside the school	
3	Definitely needs some form of physical speed prevention from the school right up past Les Creux entrance. I use the gate to walk my dog to and from Les Creux and it's not easy crossing at all. Cars speed past all the time. Hardly anyone stops to let me cross. Police checks need to be carried out outside of school times so they can see the real speed people use.	The road from school to Les Creux should be 20mph at all times- not just school times. A speed smiley/non smiley sign should be put in place & large 20mph signs put up and slow and 20 painted on the road. Witnesses numerous near misses of householders coming out of their drives and nearly been hit by speeding cars. A physical speed deterrent must be used- not just visual, as cars won't stop speeding unless they have to.
4	Extend paved areas. Put in a mini-roundabout outside Clos Orange and Les Creux park	
5	Extend footpath out where Les Clos Orange entrance is and the bus stop starts. Create one way system into Les Creux using gate entrance to the north with exit at Les Creux entrance	A solution must take both the drivers and pedestrians into consideration
6	To ease difference between quick drop-offs and longer park ups- this will help parking issues. Please make road markings clear for children- zebra crossing and raised table - not blended crossing that looks like a pavement. I don't care if it doesn't look nice- just that it is obvious to the children where the pavement ends and the road is.	
7	Not much needs changing. It is a matter of educating people in road awareness	Is any further property development likely in the area?



Ideas		Further Comments
8	1. Zebra crossing. 2. Zebra Crossing. 3. Better drainage or tarmac layer	Personally I've never had a great issue with crossing in front of the school even in the absence of a lollipop attendant despite using that route regularly. I find it more problematic crossing at Les Creux, esp due to east bound traffic. The most direct path through from Les Creux needs to be maintained/ cut back. Zebra crossings would suffice in my opinion - they seem to work well at Red Houses. My main concern is crossing Rue de Sergente and railway walk as this is a blind corner and prevents my children being able to cycle to school unattended. Even when crossing with me, my heart races as I know cars and vans are about to swing round the corner at speed. It is an accident waiting to happen. A fatal one.
9	1. to create a marked safe walking area between garage and Clos Orange -Virtual pavement. 2. regular speed checks, offenders to attend meetings at school where pupils explain the dangers of speeding. More smiley faces. 3. Jregs collected and forwarded to police/parish hall to be acted on	Footpath from Clos de la Gare to the railway walk is very narrow & poorly maintained. Some pedestrians are forced to walk on the road. Path often overgrown. Unsure if parish or States responsibility to maintain. Footpath from Les Creux along road to school is often unusable in wet weather, it floods, needs drainage or proper surfacing
10	Fine persistent parkers at the shop and surrounding roads. 2. make gravel path gated entrance to Les Creux wider to admit cars and garbage trucks etc into a one way in and one way out through the archway	On weekends the area is frequented by cyclists, families and walking groups as well as individuals. Many visitors to the island are unsure of how to continue their walk to and from the railway walk and Beauport. Whether more signage or a crossing here would be better or safer for all users
11	A push button crossing or zebra crossing will make the road more dangerous as I believe there will be some cars that ignore it and some children who will cross when it is not safe.	I would like to see the school keep the lollipop person to cross people at school times. I would like the states to investigate building a foot bridge.
12	Virtual footway where there is no pavement. Speed indicators. A crossing. More police checks	
13	Ideally I would like to see a refuge area where the wooden gate currently is if this was practical or a toucan crossing in similar location for bikes and peds.	School crossing with lollipop man works well during school hours but we need another crossing for Clos Orange to Les Creux park area as this is used frequently by local pedestrians.
14	zebra with pelican lights	



Ideas		Further Comments
15	Happy for any traffic calming measures to be implemented however there needs to be an attitude change amongst the minority of parents & people using Route Orange who will persistently speed excessively and /or disregard residents and other users of the area. My main concern is with the small section of road between Les Creux and la Moye Garage for there is no safe area to walk. The road seems to be rarely monitored for speeding traffic- what is the point of reducing speed limits if they are not policed.	
16	Improve pedestrian access/egress to school parking area at les Creux. Make crossing the road safer and easier -pelican crossing? Introduce traffic calming measures on Route Orange. Communicate effectively to school users - tell them where to park and where not to park - enforce this!	At school drop off and pick up times the road to La Moye golf club is congested and unsafe due to the high volume of school traffic using the area. Cars get abandoned at various points on the road and the car park by the driving range gets quite full. This car park is not intended for school use it is used and maintained by La Moye golf club. School parents report the Les Creux car park is difficult to get to especially in winter. Improve the path and create a safe way to cross the road in front of the school
17	1. if a pedestrian crossing is considered necessary then adequate signage and lighting must be introduced. 2.footpath from gate to les Creux car park to be improved (behind the existing wall)	not sure speeding is an issue. Parents must take responsibility for safety of their children. Do not believe that statistics shown sufficient number of accidents to possibly require the amount of expense that would be required to provide one or both schemes.
18	Speed indicator to help curb excessive speed. More visible speed monitoring.	Some residents of lane leave their bins out on Route Orange longer than necessary causing pedestrians to walk further into the road
19	Speed sign with smiley face letting people know their speed. Zebra crossing at Les Creux so drivers will get to know the crossing and keep speed down. I think the lollipop man works well outside the school.	I live on the strip of road with no pavement and it is frightening getting to Les Creux with a pushchair. It would be great to have a 'safety walk' in this area for walking (like West Hill)



On-line Responses

5. What ideas or comments do you have regarding the La Moye area?			
			Response Percent
			Response Total
1	Open-Ended Question		100.00%
			17
1	21/11/2018 09:24 AM ID: 100173620	No comments, fine as is. Please stop wasting our money on pointless road works to make our lives more difficult. Please see all money wasted in st Mary village and st aubin. Thank you.	
2	21/11/2018 14:29 PM ID: 100212453	<p>As a child (and I'm only in my 30s now) I crossed a busy city commuter road twice daily that had no pedestrian crossings. I did so safely, as did my friends, because we were taught road safety and our parents enforced it through discipline. Children are no longer being taught road safety and parents/guardians are often setting a bad example out of laziness, this needs to stop.</p> <p>1) Put a zebra crossing at the end of the pathway coming from Les Creux Country Park, nothing else is needed, just a zebra crossing that the lollipop person can man at school hours.</p> <p>2) Create a pathway from the back of the school to the railway track and make this the route to be used by any children that wish to cycle/walk to school, EVEN if it makes their journey slightly longer than walking/cycling the pavements/roads.</p> <p>3) Make a school bus service mandatory for any children that aren't walking/cycling. There is no need for children to be getting dropped off and picked up by car every day and it isn't teaching them about real life either, it's just teaching laziness.</p> <p>Please do NOT penalise those of us that need to use our cars just because parents/guardians and the school are failing to instil road safety in the children. We were taught it and generations before us were taught it and we crossed far busier roads. Children are capable of adhering to road safety if parents could just be bothered teaching and disciplining them.</p> <p>IF people are speeding in the 20mph zone (I don't) then catch them and fine them! Stop punishing the law-abiding public because you're too lazy or under-resourced to tackle those that break the rules.</p>	
3	21/11/2018 14:45 PM ID: 100215015	Perhaps a zebra crossing close by the school will assist with this.	
4	21/11/2018 18:05 PM ID: 100238073	It's quite tricky to exit Les Creux onto the main road. Visibility is good to your left, but difficult to the right, especially if people are driving fast.	
5	22/11/2018 19:55 PM ID: 100337807	Zebra crossing outside the school this would encourage more parents to drop off in les creux and if the child is old enough they can make their way to school from there this would create a better flow of traffic at school pick up and drop off through la creux	
6	24/11/2018 06:58 AM ID: 100442874	I strongly support the need to traffic calming measures and a safe crossing area for pedestrians. It's dangerous at present! The lane I live in is an accident waiting to happen with limited road visibility. I have, on several occasions nearly collided with both vehicles, cyclists, pedestrians coming out of my lane onto the road. This too is an area to be looked at and rather than wait until the summer, suggest traffic calming measures be put in place. The immediate area seems to encourage vehicles to put their foot down not observing the speed limit. I have witnessed several accidents here and something needs	



5. What ideas or comments do you have regarding the La Moye area?

			Response Percent	Response Total
		to be done to protect users in this immediate area.thanks Make into village effect traffic calming options - right of way etc from one direction.		
7	25/11/2018 09:40 AM ID: 100488093	The Les Creux gates, as pretty as they are, need to be removed or widened. There needs to be a better control for parking, or just drop off for children in the car park (maybe you need another lollypop man) and the parents of La Moye need to understand that there are residents (I live behind the bowling club) who need to use the driveway.		
8	25/11/2018 15:01 PM ID: 100495238	I was in Copenhagen last week (1st time) and for a city of circa 600k people is was amazing to see so many people (50% of all ages) riding bikes. There were no tail backs on the roads although you had to be on the lookout for bikes (some go fast)...the other upside from a health perspective was the people all looked trim and not overweight...Copenhagen is very flat unlike Jersey which has lots of hills however if we could get 35%+ of our population (inc me) using bikes / e-bikes (inc cargo) daily we would see a lot less traffic. Our area has the benefit of the Railway Track so local residents and of course school children / parents of should be incentivised (say tax relief on these ideas https://www.e-bikesdirect.co.uk/learn-more/ride-to-work/) to leave the car at home...we should also be looking at putting in cycle lanes wherever safe and possible to do so, plus encourage e-scooters, "local" school e-buses for La Moye / Mont Nicolle. School staff should lead the way and if not they should pay a benefit in kind tax for parking at the school. If we are going to be radical I guess we need to put into place traffic calming systems from Waitrose to La Moye Garage to keep legal traffic to 20mph plus speed camera's to fine speeders. There is a lot to do to keep us out of our cars so as long as we have cheap fuel, no car tax, low insurance for many and free parking for many why would we ditch our cars them...we have done so little over the last 30 years to deal with todays traffic issues so let's make a really great move to get our La Moye area working up a pilot to showcase to the rest of Jersey...by the way i'm not a lobbyist for the cycling industry or cyclists but the visit to Copenhagen showed me that we could come up with a Jersey version if we really tried...		
9	27/11/2018 06:49 AM ID: 100620668	It's a great place to live and currently has a fair compromise between drivers and walkers that ensures safety during school peak times.		
10	27/11/2018 07:01 AM ID: 100620953	Heavier monitoring of Chemin de Maudelaine for dangerous parking, widening and smoothing of the pavement.		
11	27/11/2018 08:23 AM ID: 100624963	Put in a pedestrian controlled crossing opposite the school and stop parents parking in the shop car park - they park recklessly and prevent customers getting in. There is plenty of parking in the bowling club car park, but aren't prepared to walk to collect children.		
12	27/11/2018 08:32 AM ID: 100625675	Leave it alone.		
13	27/11/2018 14:35 PM ID: 100667758	Enforce the use of Les Creux car park for dropping off pupils (if you can persuade Planning to allow the widening of the arch) and make one or two official crossing points. Don't penalise the motorist who is on his way to work. Penalise the parents/guardians who drive 400 metres to drop their kids off and then turn around.		



5. What ideas or comments do you have regarding the La Moye area?

			Response Percent	Response Total
		In the good old days we had to walk to and from school in all weather conditions and we are generally fitter generations for it.		
14	27/11/2018 20:42 PM ID: 100707232	Make it compulsory from school to Les Creux entrance to be 20 mph with definite speed reductions in place (i.e. small humps on each end or system as in St Mary or St Martin schools with right of way speed reduction put in place. Pelican crossing from gate at Les Creux to pavement opposite. Smiley Face camera. Slow and 20 painted on the road. Police speed checks out of primary school times.		
15	28/11/2018 19:04 PM ID: 100809402	Safer crossing needed outside the school.		
16	01/12/2018 16:10 PM ID: 101081223	The infrastructure of the car parking/dropping off areas at Les Creux Country Park certainly requires improvement to encourage greater use. As well as the issues mentioned, the surface of the supplementary car park near the Bowling Club and other pathways should be considered for upgrading/resurfacing. However, the reality is that all the envisaged improvements will not have the desired results unless the areas around the School are monitored and marshalled by the Police and/or School staff during the morning and afternoon peak times.		
17	04/12/2018 09:39 AM ID: 101277505	More prominent 30 mph signage along the whole of Route Orange as people still think it's 40mph. Sloping speed humps like the ones in place in St Mary should be put by the school and by the entrance to Les Creux. This would be the only thing that would make drivers have to slow down - otherwise they just see one long road that they can put their foot down on - even the bend doesn't deter them! More traffic is likely at Les Creux with new restaurant as well as recycling centre now. Speed camera with smiley face needs to be put in so people know what speed is applicable. The bend should be 20 mph at all times. Speeding happens outside of school times frequently.		
			answered	17
			skipped	1



LES CREUX & LA MOYE IMPROVEMENTS

Welcome to the Safer Routes to Schools: La Moye & Les Creux Second Consultation

The Parish of St Brelade and the Government of Jersey are working together on Safer Routes to Schools for La Moye School

Please take time to look at the information on these panels which explain the community needs and concerns raised at the previous consultation and how the proposed options can help to address these concerns.

The technical team are available to answer any questions.

We want to hear your views, as part of the school and local community, on the proposals to improve pedestrian safety in the La Moye area.

Please fill out the questionnaire so that your views can be taken into account. Your views will help develop the final proposals.

"The first consultation really showed that the school community as well as our neighbours feel pedestrian safety needs improving and as a school we are very keen this happens soon"
Mr Baudains - Headteacher - La Moye



WELCOME



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Types of crossings that could be used:

Courtesy Crossing	Zebra Crossing	Signal Controlled Crossing
		
<p>Positives</p> <ul style="list-style-type: none"> ✓ Allows pedestrians to cross more easily than if there was no crossing ✓ A lower cost crossing design, in comparison to other crossings (e.g. puffin, zebra crossings) ✓ Raised table will reduce the speed of vehicles <p>Negatives</p> <ul style="list-style-type: none"> ✗ There is no pedestrian priority. Motor vehicles have priority ✗ On busy routes pedestrians may have to wait much longer for a gap in vehicle traffic to cross safely, compared to a zebra or puffin crossing ✗ For the pedestrian to cross safely, they must have good judgement of motor vehicle speeds and gaps in traffic ✗ Visually impaired people, or those with other disabilities may find courtesy crossings less easy to use compared with a zebra or puffin crossing 	<p>Positives</p> <ul style="list-style-type: none"> ✓ Pedestrians should only have to wait for a very short period of time to cross the road. The first car to see the pedestrian that can stop safely should stop and let the pedestrian cross. ✓ Compared to other crossing designs, zebra crossings are more attractive and more appropriate in some rural locations ✓ Relatively low maintenance cost <p>Negatives</p> <ul style="list-style-type: none"> ✗ Drivers do not always stop as expected. However, most pedestrians wait for cars to stop before they walk into the road ✗ Blind or partially sighted people find zebra crossings harder to use than traffic light crossings ✗ Can sometimes create vehicle congestion where pedestrian volumes are high ✗ A zebra crossing which includes a hump or narrowing of the road will require drainage works, which could be very costly 	<p>Positives</p> <ul style="list-style-type: none"> ✓ Pedestrians are given a clear signal when to cross ✓ Vehicle drivers are given clear signal when to stop for pedestrians ✓ Pedestrians never have to wait too long to cross ✓ Can help maintain the flow of vehicle traffic in busy pedestrian areas when a Zebra crossing would cause traffic delays ✓ Motor vehicle compliance with traffic lights is very high <p>Negatives</p> <ul style="list-style-type: none"> ✗ Pedestrians must wait for the signal before crossing. It may take considerably less time to cross at a Zebra crossing ✗ Pedestrians may walk into the road when the signal changes without checking the traffic has come to a complete stop ✗ Pelican crossings may be less attractive than other crossing types, which are less obtrusive with narrow pavements

Using the community feed back from the first consultation, the tool kit above and engagement with the Parish and the school the schemes on the following banners have been developed. All the schemes have been developed to fit within the site constraints and address the issues raised in different ways.

DEVELOPMENT OF OPTIONS



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OPTION 1 SCHOOL SIGNALISED CROSSING

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OPTION 2 'VILLAGE' TREATMENT

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Key Features

- Pedestrian priority 'village' treatment
- Raised table zebra crossings at La Moye School and Les Creux
- Virtual footpath from La Moye garage to Le Clos Orange
- Pavement widening at La Moye School and Les Creux close to entrance
- Traffic calming features
- Removal of bus lay-by to accommodate crossing close to Les Creux entrance
- Permanent 20mph zone



Benefits

- School patrol retained
- Safer crossings at both sites
- Traffic calming
- Footpath improvements at Les Creux and School
- Highlights the 'village' environment with its school, shop and leisure activities to highlights road users that pedestrians will be around
- Safe waiting area for southbound bus

Disadvantages

- Zebra crossing is less beneficial than a signal crossing to those with sight impairments
- Bus lay-by is removed

OPTION 3 'PEDESTRIAN PRIORITY' TREATMENT

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An overview of how each scheme addresses the community issues raised at the first consultation.



No Change	Issues Raised	Option 1 - School Signal Crossing	Option 2 - 'Village'	Option 3 - 'Pedestrian Priority'
✗	Speeding	✗	✓	✓ ✓
✗	La Moye School Crossing	✓	✓	✓
✗	Ls Creux Crossing	✗	✓	✓ ✓
✗	Other walking issues	✗	✗	✓

Which option do you think is the best balance between traffic and walking?



Please complete the questionnaire.



Walk & Stride

Do you think the paths to Les Creux Parking should be re-surfaced to make them better for walking for children, parents, grandparents, residents and others? Please indicate on the questionnaires.



Give & Take Entrance

Do you think the access into Les Creux Park should be improved if future funding is available? Please indicate on the questionnaires.

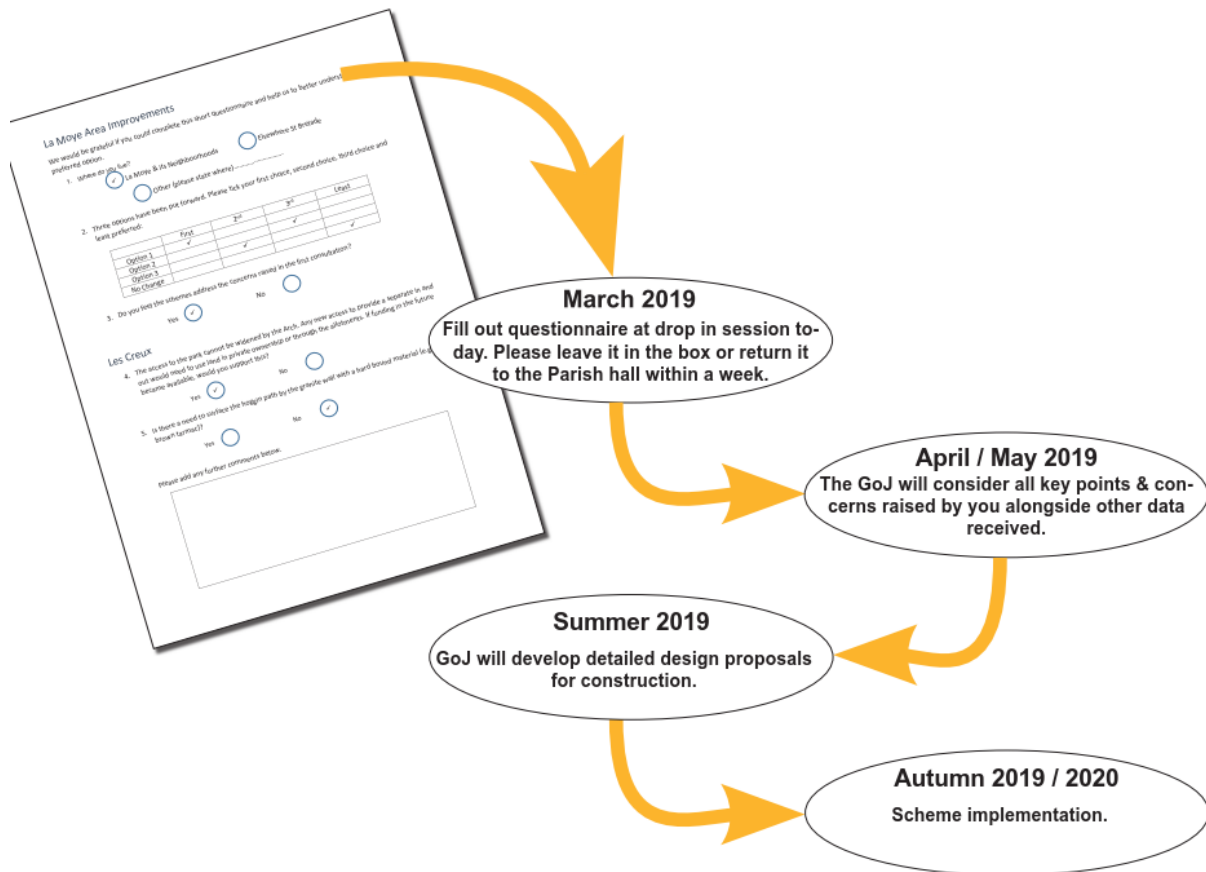




WHAT OPTION IS BEST?



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NEXT STEPS



Appendix K – Free Form Comments from Second Consultation

Questionnaire Comments

- 3** Q5 - If path improved, may mitigate work as walkers may stay park side. Only one route for pram/pushchairs which floods, forcing them across the road earlier.
- 4** Tarmac required as area floods regularly stopping walkers
- 9** If access from Les Creux opposite school was improved, no need to widen entrance to archway. Would only support virtual footway here. Raised zebra crossing at entrance to school please.
- 12** Any crossing placed will be a help to parents crossing with young children!
- 13** Hoggin path needs proper drainage so unusable when raining. Les Creux needs to be maintained regularly.
- 14** Lives in St Peter
- 15** Lives at Rozel
- 16** Lives in St Lawrence
- 19** If areas from Les Creux car park, path downhill and granite wall could be resurfaced with non-slip and sufficient drainage that would be helpful.
- 22** Lives in St Helier
- 23** Please: resurface tracks in Les Creux, can be slippery, Cut hedges / vegetation; Drains can be flooded and muddy; Don't get rid of bus stop, move it; Don't keep road 20mph all day
- 25** Pavements towards Quennevais are too narrow. Path from Les Creux to School keeps flooding, needs sorting. This would reduce people crossing outside Les Creux
- 29** If gravel path is resurfaced/improved from Les Creux would help massively. Inaccessible during wet weather and in general difficult to manage with pushchairs.
- 30** I would not like to see the current entrance to Les Creux changed
- 31** Well done for all hard work to date
- 33** At night cars race down Route Orange to Corbiere and back, humps would make this less attractive
- 34** Resurfacing path - also look at drainage in this area (Les Creux)
- 35** Please widen the footpath on La Rue de la Sergente to Railway Walk
- 36** Very much in favour of Part 4 of Option 3 - giving pedestrian priority. Please make the road from La Moye Garage to Clos Orange safer
- 37** Clear options, well presented. Thank you
- 39** Vehicles coming from La Pulente up Rue de la Sergente, turning left there is no 30 mph limit sign
- 41** Improve walkways and parking at Les Creux. Suggest signalised crossing with peds priority as Option 3 instead of zebra crossing
- 42** Would not support new access through the allotments.
- 45** Would not support change to permanent 20mph zone but a temporary one would be suitable if enforced
- 46** Useful to have more regular police presence to discourage parents parking at small shop. Would be nice to be able to move arch to different location to achieve two way traffic
- 47** 09.02.19 - hoggin path waterlogged and unusable. Prefer option 2 village treatment but do not feel raised tables are required. Zebra crossing should be sufficient to slow motorists at school times without interrupting flow of cars for majority of time.
- 48** Smiley face
- 49** Would prefer to keep layby so against option 3. Would prefer path within Les Creux to virtual footpath option
- 50** Return to 40mph. Keep 20mph for school in/out. Keep lollipop man. No crossing required. Islandwide vote on speed policies. Use electronic voting. Stop wasting time on this rubbish.



- 51 On basis of school opening days 190 pa and for 2 hours per day, this problem is being over-engineered. Will end with traffic calming controls 24/7, 365 days a year
- 52 Please do not put in speed bumps, bollards, permanent 20mph etc. Schools only used 170 days per year and traffic is an issue 2 hours per day. Parents parking at shop is an issue - block entrance and exit while children walk along pavement. Residents cannot use shop from 2.30 - congestion caused , with daft driving, by distracted parents.
- 53 Travelled road for 50+ years - never witnessed an accident. Fully aware of 20mph during school times - perfectly adequate and no change required. Main road and should be treated as such. Suggest crossing from La Moye Garage pavement into Les Creux. Area of 15ft which could provide safe walkway along edge of the allotments.
- 54 Do not need loads of alterations - is arterial road. Obvious it is busy at school times but only 2 hours per day, 190 days per year. Some improvements to walkways would be good but don't need 'skid free' surface. Teach more road sense to parents and children.
- 57 Never saw first consultation
- 58 Why no costings provided
- 60 Bus layby should not be removed. Look at left side alongside arch for new access. Do not consider any options totally acceptable. Too small for 'village', final proposal should be put together for consultation. Like coloured surface for footpath. Totally against raised areas. Lollipop man / woman should be retained.
- 61 Need traffic warden to make sure children do not press button on lights without supervision. Were told at consultation that caretaker decides whether there is a traffic warden. Should be a committee, not one person. Traffic warden's salary should be in School's yearly budget.
- 62 Work in school on busy main road. Crossing works well. Chn taught road crossing safety. Only issue at school times, crossing is best, doesn't impact on everyone. Decreasing speed to 20mph full time ridiculous, won't stop speeding. Will impact people who go on the speed. Very few crashes so why make everyone go slower. No none injuries already so do we need change?
- 63 Ped safety paramount at school opening / closing times. Flashing 20mph is sufficient. Don't see why public has to be inconvenienced out of school hours and during holidays. Majority of drivers are law abiding, those that speed will speed anyway. Would support option 1.
- 64 What first consultation? Do not need permanent 20mph - silly. La Moye is not a village. Teach children how to cross a road properly. Lollipop man is perfect. Main road should be 40mph.
- 65 Annoyed that ask for comments on facebook but do not accept judgement of opinions of people. Leave La Moye as is. Not a village.
- 66 What is wrong with man who controls crossing with the children. Don't need to reduce speed permanently. Waste of money not required.

On-line Free Form Comments

- 118 Children should be educated in road sense, There is already access to the school via the railway walk and multiple tracks from the parking at Les Creux to the lollipop man at the crossing with a 20mph limit at school entry and exit times. How many accidents have taken place at this location in the last 10 years? If something really needs to change then a simple traffic light crossing is all that is needed surely.



- 191** The whole thing is a debacle. The road should be returned to a 40mph With a 20mph outside the school for in/out times ONLY. The Lolly pop man does a sterling job and should NOT be removed. We dont need a daft village, its isn't one, so stop trying to flower up everything, its bullshit. Pelican and pedestrian crossings are not required. The road is served by two wide pavements and only has people on it during school in / out times. I AM AGAINST ANY CHANGES
- 987** I have two children that I drop to school and in more than five years, I have not seen an accident of any sorts to justify such measures. everyone seems to respect the current rules and are courteous to each other. in my view the big issue is with the distance to the car park, where on more than one occasion I had to let the kids go wet to school due to rain and long distance that we need to walk. it would be better if the small school car park is managed differently
- 112** The pavement behind the wall from Les creux arch to la Moye school is easily flooded and often unusable after rainfall. I'd like to see the flood issue addressed so that I can use the path more often. When it's not flooded, it's safer to use than the narrow pavement across the road
- 100** Q5) definitely need to surface the hoggin path as this floods in heavy rain. There is also a vital need for a pelican or zebra crossing where the corbiere walk crossed la rue de sergente! Traffic is far to fast here and leathal for where children cycling to La Moye School need to cross - including our 5 year old. If you want to reduce the number of cars this is also a critical change - just take any school morning to see the high volume of children and their parents that use this cycle route.
- 506** This questionnaire is loaded and illogical insofar that it asks to rank the options. the option 'No change' nullifies any of the three remaining although no doubt the ranking will serve to compile a statistic which will thus be totally flawed as a gauge of opinion. It is a totally misleading. There is no past record of incidents which raises the question why one should now be needed at all. As for the allotments being used as a route this will be strongly and vehemently opposed as it would destroy the allotment facility as well as create a new hazard with a double entrance to Les Creux. I could go on but I think other have commentators raised many other valid issues that appear to have been and continue to be ignored.
- 819** It is a shame that the arch at Les Creux is not being widened. It would just make that bend so much safer for the traffic entering and leaving Les Creux particularly when pedestrians are crossing at Clos Orange.
- 900** Option 3 is the best as the area near the school and Les Creux Country Park should be 20 mph at all times. Cars will not slow down unless proper calming measures are in place. A speed camera would be a great deterrent as well! Cars are always speeding along this road.
- 69** I have no doubt that the absence of the further improvements outlined in 4 and 5 above will deter parents from utilising the designated parking at Les Creux or, in fact, be used an excuse not to do so by some! I would also repeat that these worthwhile improvements will not be wholly successful unless all areas immediately around the School are monitored and managed by the Police or School staff during the morning and afternoon peak times
- 939** Clive Pearce letter to JEP dated 18/3/19 says it all and I totally agree with him. I live practically alongside the school so do not see why the traffic calming measures need to impact the residents 24 hours a day , 365 days of the year to cater for the short time the road is used by school pupils . The current flashing light indicating a temporary limit of 20 together with the lollipop person is more than adequate at school opening/ closing times



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I support having a zebra or pelican crossing out in place for the safety of the children. However it is absolutely ridiculous to lower the speed limit permanently to 20 on that stretch. It would impact on the stretch of road 24/7 where currently it is only during school hours and holidays. I have lived here for 10 years and never seen/heard of an accident so why lower the speed limit and inconvenience everyone? There has also, to my knowledge, been a child knocked over - while I support a zebra crossing to increase safety we don't need to create a permanent issue. I'm a teacher on a very busy main road in town and children are taught by parents and school how to walk safely and use the pelican crossings sensibly. There has never been an issue

