

Midvale Road

Pedestrian Safety Improvements

Public Consultation Report



January 2021



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1. Background

1.1 States of Jersey Proposition

On 19th July 2010, the Minister for Transport and Technical Services (now the Minister for Infrastructure) lodged a proposition, P.104/2010, with the States to ask whether they were of the opinion:

to receive Jersey's Sustainable Transport Policy dated 2nd July 2010 as prepared by the Minister for Transport and Technical Services and –

(a) to agree that the measures described in the Policy to reduce the Island's reliance on the private car and to encourage walking, cycling and public transport should be applied by the Minister for Transport and Technical Services;

(b) to approve the objective of reducing peak hour traffic flows into St. Helier by 15% by 2015 and to request the Minister to apply appropriate measures as set out in the Policy to achieve this objective;

(c) to request the Minister, in conjunction with the Minister for Home Affairs and the Honorary Police with regard to enforcement, to apply appropriate measures as set out in the Policy to re-establish a reducing trend in road injury rates and to agree a 'vision zero' target of no deaths or serious injuries on Jersey's roads;

(d) to agree that the Minister applies appropriate measures as set out in the Policy to encourage the use of low emission vehicles;

(e) to request the Minister to undertake appropriate monitoring of the impact and effectiveness of the Policy and to publish the results annually.

An amendment to the proposition was lodged by the Connetable of St Helier in November 2010:

to implement a scheme to enhance pedestrian safety in Midvale Road by the end of 2012;

The proposition to vote for the Sustainable Transport Policy as amended was voted for by the States of Jersey members in December 2010. At this time, there was insufficient funding to carry out meaningful adjustments to the road layout to be able to improve pedestrian safety.

1.2 Future St Helier

In 2016 the St Helier Traffic Management Schemes Appraisal identified Midvale Road as a potential scheme.

1.3 Scheme Options

Work commenced on identifying viable options for improving pedestrian safety on Midvale Road. Any scheme would need to link in with any additional schemes being initiated through the North St Helier Masterplan and the Island Plan and undergo Road Safety Audits.



2. Road Function

2.1 Midvale Road

Midvale Road is classified as a main road which falls under the responsibility of the Government of Jersey. The roads and junctions at the north and south end of Midvale Road, Rouge Bouillon and Val Plaisant respectively, are also under the administration of the Government. All other surrounding roads are under the jurisdiction of the Parish of St Helier.

2.2 Traffic Flows

Monitoring of vehicles using Midvale Road showed that the usage by vehicles is tidal, with the flow dominated by town centre bound (southbound) traffic in the morning peak period and by outbound (northbound) traffic in the evening period. Traffic flows throughout inter-peak periods are fairly equal. On average, during a twelve hour period, there were 470 vehicles per hour which is approximately eight vehicles per minute.

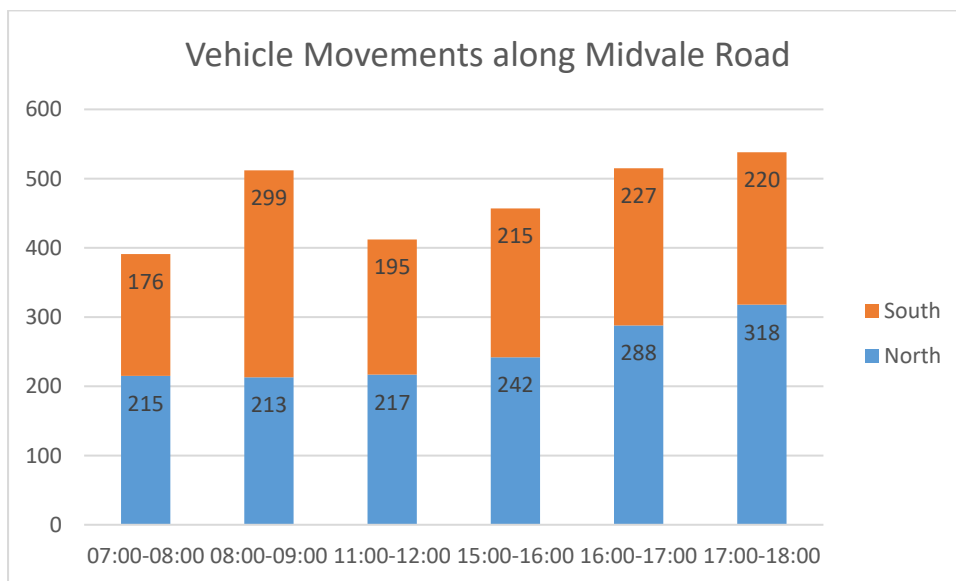


Figure 1 – Graphical Representation of Traffic Flows along Midvale Road

2.3 Pedestrian Flows

During the same time period, the number of pedestrian flows was also recorded. This showed that pedestrian levels were at a peak which coincided with the peaks in vehicular usage. The flows of pedestrians was also tidal. There was a slight increase in pedestrian movements which correlated with the schools in the area finishing.



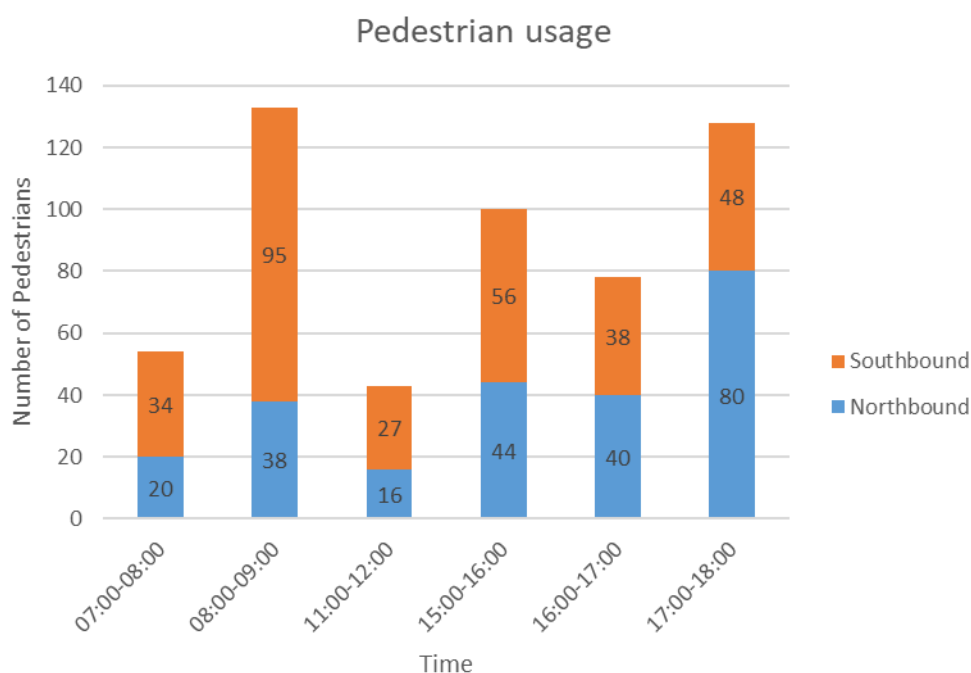


Figure 2 – Graphical Representation of Pedestrian Usage

2.4 Accident Data

If a collision occurs on the highway which results in a personal injury, the data is recorded by the States of Jersey Police. It should be noted that there is no official record of 'near-misses' or damage only collisions.

Between January 2015 and December 2019, the last five years for which data is available, there has been:

- 6 collisions resulting in personal injury at the junction with Val Plaisant
- 5 along Midvale Road
- One at the junction with Rouge Bouillon

2.4.1 Val Plaisant / David Place Junction

The collisions at this junction are:

Date	Involvement	Vulnerable persons involved?	Category of injury	Text
Feb 2017	Pedestrian Car	Yes	Slight	Pedestrian failed to look right and was hit by car
Sept 2019	Car Motorbike	Yes	Slight	In turning right the car clipped the motorbike
June 2015	Car Motorbike	Yes	Slight	Turning right carelessly at junction
July 2018	Car Car	No	Slight x 3	Crossing junction against a red light



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Jan 2015	Pedestrian	Yes	Slight	Hit by object off carriageway
Sept 2016	Cycle	Yes	Slight	Fell from bike whilst leaving the footway

2.4.2 Rouge Bouillon Junction

Date	Involvement	Vulnerable persons involved?	Category of injury	Text
Jan 2015	Car car	No	Slight	Failing to comply with traffic lights

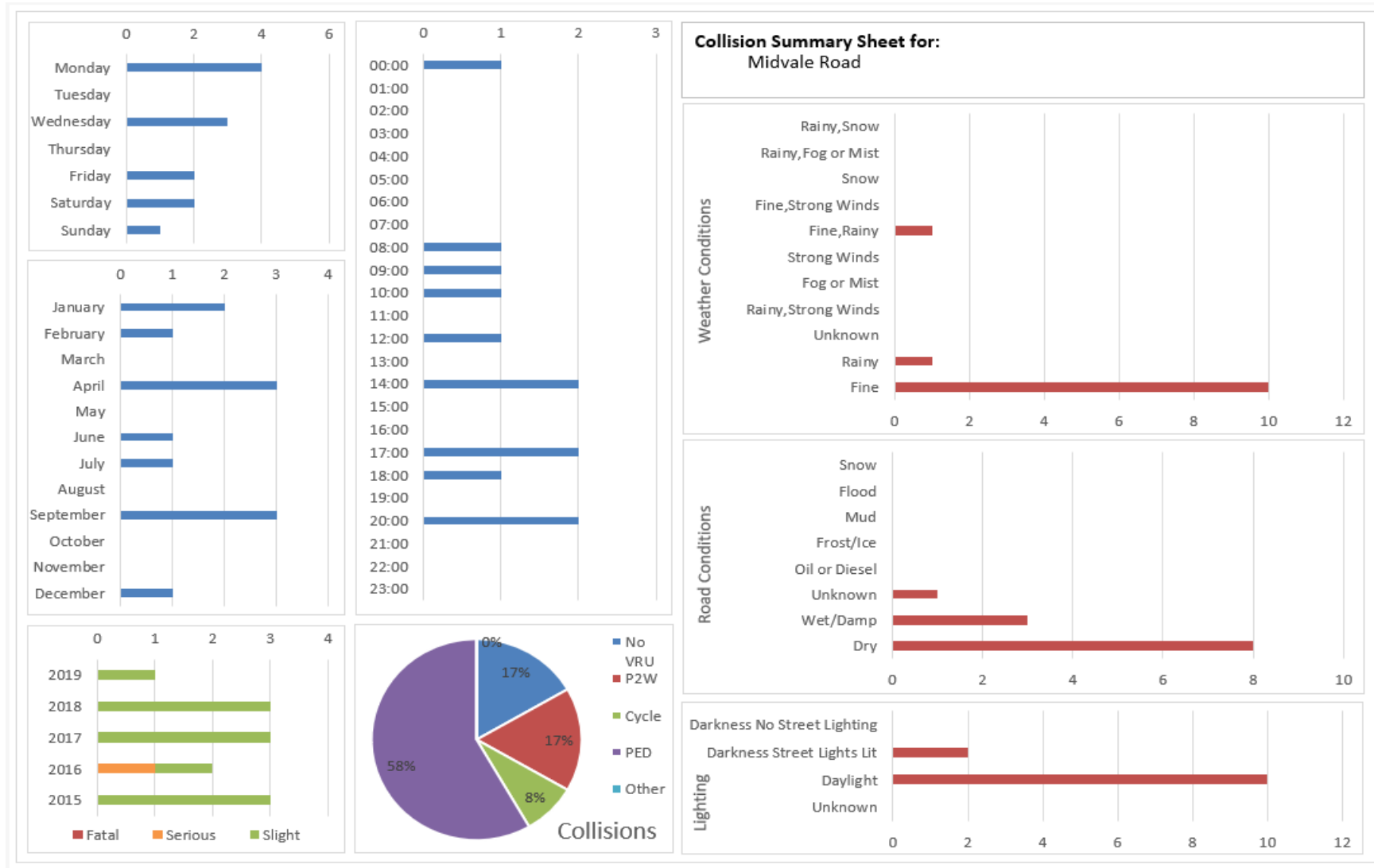
2.4.3 Midvale Road

Date	Involvement	Vulnerable persons involved?	Category of injury	Text
Dec 2019	pedestrian car	Yes	Slight	Pedestrian struck by car
April 2016	Pedestrian car	Yes	Serious	Vehicle mounted pavement
April 2018	Pedestrian HGV	Yes	Slight	None available
Sept 2017	Pedestrian Car	Yes	Slight	Pedestrian clipped by vehicle
April 2017	Pedestrian Minibus	Yes	Slight	Mirror glanced shoulder of pedestrian



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2.4.4 Collision Summary Sheet for Midvale Road



2.4.5 Collision Conclusions

The collision summary sheet in section 2.4.4 indicates that

- 83% of collisions take place during daylight hours
- 83% of collisions involved an injury to vulnerable road user
- 50% of collisions occurred during the times when pedestrian usage is at its highest
- The collisions have occurred on 5 out of the seven days a week
- Collisions are not seasonal

For the collisions for which police data is available that occurred on Midvale Road, all happened whilst the pedestrian was on the footway and were still injured by a passing vehicle. This would indicate that vehicles are having to travel tight to the kerb line, presumably to avoid oncoming traffic which results in pedestrians being injured by wing mirrors as there is insufficient space on the footway to avoid the obstacle. This is especially a risk if the pedestrian is walking with their back to the traffic flow.



2.5 Traffic Data Analysis

2.5.1 Traffic Modelling

Transport modelling was undertaken using LinSig (version 3.2) software. Transport modelling software of this type provides predictions of transport flows on the basis of a number of assumptions.

2.5.2 Existing Traffic Flows

Traffic count data for the two junctions, Midvale Road / Rouge Bouillon / Upper Midvale Road and Midvale Road / Val Plaisant / David Place, were measured using mobile radar equipment. The St Helier strategic traffic (VISUM) model was also used to determine the traffic flows. There was good correlation between the observed and modelled flows for both junctions. The St Helier strategic traffic (VISUM) model was therefore used to determine in which single direction the traffic flow in Midvale Road would be viable:

- Option 1 Northbound
- Option 2 Southbound

2.5.3 Modelled Results

2.5.3.1 Junction Delay

- Option 1
Similar delay in both peak hours at key junctions with small increases in Midvale Road / Rouge Bouillon junction and no significant difference at Robin Hood junction
- Option 2
More spare capacity at Midvale Road / Val Plaisant junction and at Midvale Road / Rouge Bouillon junction and larger increases in delay at Robin Hood junction.

2.5.3.2 Midvale Road Traffic Flows

- Option 1
Traffic flows reduce northbound in both AM and PM peak flows. Southbound traffic is removed.
- Option 2
Southbound traffic flow increases in AM peak and reduces in PM peak, northbound flow is removed.

2.5.3.3 Traffic Flows Elsewhere

- Option 1
Increases in traffic during both peak hours in both directions on the ring road west and increases traffic on the ring road east. Traffic on Queens Road reduces slightly. Southbound Midvale Road traffic diverts onto the adjacent residential streets of Clarendon Road and Clairvale Road.
- Option 2
This transfers northbound traffic from Midvale Road to ring road west in both peak hours. Northbound traffic is diverted over a wider area onto St Marks Road / Springfield Road / Rouge Bouillon and Val Plaisant / Great Union Road. There are reductions on Val Plaisant east to David Place whilst through traffic at Val Plaisant shows a slight increase as a result of reassignment.



2.5.4 Conclusions

The modelled redistribution of traffic if Midvale Road became one way northbound showed an increase in traffic on the neighbouring residential streets. These streets are not suitable to accept higher volumes of traffic and the risk to residents will increase. The redistributed traffic if southbound were implemented would be on main roads which are able to take the additional volume. During peak hours, there will be an increase in volume at the Robin Hood junction but the degree of saturation is unlikely to be significant and there is sufficient reserve capacity to accommodate any increase as a result of the scheme.



2.6 Road Constraints

2.6.1 Geometry

The carriageway has an average width of 4.66m. The standard width for two way traffic, in the UK document Manual for Streets Volume 2, is 7.3m

The minimum standard width for a footway in an urban environment is 1.8m to allow two pushchairs / wheelchairs to pass one another without entering the carriageway. The footways along Midvale Road range between 1m and 1.3m wide.

There are no unloading facilities along Midvale Road and there are yellow lines prohibiting waiting on both sides of the road.

2.7 Road Function Conclusions

Midvale Road is of a substandard width for two way traffic and the narrow widths of the footways is contributing to injury collision record involving vulnerable road users.

Making Midvale Road one way in a southbound direction was found to be preferential to northbound as the traffic delays are similar for both direction but southbound traffic does not lead to additional traffic on the neighbouring residential streets (Clarendon Road and Clairvale Road). If the direction of travel were northbound, some turning movements may be need to be banned to prevent traffic diverting on to the adjacent streets causing greater inconvenience to local residents. Such restrictions may be problematic to enforce.



3. Options

3.1 Options Considered

Three options were considered for one way southbound traffic along Midvale Road:

- Option 1 balanced footways (widening the footways on both sides of the carriageway to create footways of equal widths and to an acceptable width)
- Option 2 Creating a contraflow cycle lane on the west side
- Option 3 Creating a shared use path on one widened footway

An analysis of the three options was undertaken using the RAG method to assess each option in relation to:

- Junction with Rouge Bouillon / Midvale Road
- Junction with Val Plaisant / David Place
- Use by cyclists
- Use by pedestrians
- Any public realm potential
- Any other issues

Any option with any elements with a **red** status could not be progressed further.

	North Junction		South Junction		Cyclists	Pedestrians	Public Realm	Other Issues
	Safety	Access	Safety	Access				
Option1 – balanced footways	Improved safety	No change	Need to signal David Place separately – reduces collision risk	Access to car park from north-vehicles going into town	No cycling in contra-flow. Northbound cyclists diverted onto parish roads	Full benefit on both side	Minor positive impact – Some opportunities for limited improvement in hard landscaping	Risk of cyclists using route against flow. No stopping. Illicit parking on footways
Option 2 – Contraflow cycle lane	Contra-flow cyclists signalled separately	No change	Need to signal David Place separately – reduces collision risk	Access to car park from north-vehicles going into town	Reduced conflict with oncoming traffic on Midvale Road	No benefit to usable area, marginal benefit due to reduced volume	Detrimental to public realm – visual impact of cycle lane	Illicit parking in cycle lane. No stopping
Option 3 - Shared use on one widened footway	Increase in collision risk between pedestrians and cyclists	No change	Need to signal David Place separately – reduces collision risk	Access to car park from north-vehicles going into town	Access in both directions on shared route on one side, risk of cycle on cycle collisions	Benefit on one side but addition conflicts introduced with cyclists	Neutral impact – no opportunities to improve public realm In shared space area	Illicit parking in shared space. No stopping



Option 2 and 3 both have at least one red status and cannot be carried forward for further consideration, particularly as they both fail to deliver on improvements to pedestrian safety in accordance with proposition P/104/2010.

However it was recognised that northbound cyclists would be disadvantaged by the proposals and that alternative arrangements should be created for them. Some of the surrounding parish roads are one way northbound and with some adjustments to the network, northbound cyclists can be accommodated on them subject to approval of the Parish of St Helier's Roads Committee.

3.2 Road Safety Audit

The preferred option, option 1 southbound with balanced footways, then underwent a Road Safety Audit Stage 1 – feasibility audit by an independent road safety specialist. The audit was completed under the terms of reference described in the States of Jersey Road Safety Audit Policy, March 2015. The report examined and reported on the road safety implications of the scheme only.

The road safety audit found 8 road safety problems. These related to:

- Vehicle tracking
- Drainage
- Longitudinal and vertical kerb alignments
- Pedestrian and cycle segregation around Rouge Bouillon School

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



4. Consultation Process

4.1 Project Board

A Midvale Road Project Board was established to lead the project forward. The Board was chaired by the Chief Executive Officer from the Parish of St Helier and technical officers from Parish of St Helier Infrastructure department with technical advice from The Government's Infrastructure, Housing and Environment - Operations and Transport sections.

4.2 Process

The Project Board, on examining the data available, agreed that the most suitable option to take forward for community feedback would be to make Midvale Road one way southbound and to increase the widths of both footways. It was agreed that the proposals would be taken to the Parish Roads Committee as their final consent would be required to allow northbound cyclists to be diverted onto their roads before taking the scheme to community consultation.

4.3 Roads Committee

The project board had 2 meetings with the roads committee. Following some initial concerns, the roads committee supported the scheme consultation.

4.4 St Helier Political Representatives

A meeting was held in the Town Hall for the Connetable and Deputies from Districts 2, 3 and 4 to inform them of the proposals and gather their views.

4.5 Consultation

4.4.1 COVID-19

The Department's normal consultation process of holding one to one discussions with key stakeholders and community drop-in sessions have not been able to take place during the COVID-19 pandemic restrictions on social contact.

4.4.2 Key Business Stakeholders

A letter from the Connetable of St Helier and Minister for Infrastructure was sent in early November 2020, via Jersey Post, to 29 businesses and organisations in Midvale Road, Clarendon Road, Clearview Street, Brighton Road, Columbus Street, Rouge Bouillon, Albert Street and Upper Midvale Road including to Rouge Bouillon and Janvrin Primary Schools, St John's Ambulance and St Columbas Church (see Appendix 1 for copy of letter). The letter included a copy of a leaflet which explained the scheme. The offer of a Microsoft Teams meeting was included.

A socially distance meeting was held with the Head Teacher from Rouge Bouillon School to understand their concerns and wider issues.

4.4.3 Notification of Consultation

Leaflets to 876 nearby residents were delivered by Jersey Post on 16th November (Appendix 2) and on the same day an on-line consultation commenced on the gov.je website. A press release was issued on 17th November, which provided a direct link to the consultation page (Appendix 3). The consultation was advertised on social media and other local news media. Posters were erected in the public car park on Midvale Road advertising the proposals and the consultation. These also had a QR code on them which once scanned would direct the user to the consultation page. An article was produced for the St Helier Parish magazine.



4.6 Consultation Material

The consultation material consisted of a leaflet which detailed:

- Why pedestrian improvements were needed and gave information on vehicle and pedestrian usage and accident data
- Surface finish materials proposed to be used
- Junction arrangements
- Proposed cycling arrangements
- Information on how to respond to the consultation

The onsite posters were larger versions of the leaflet and the images were included in the web page consultation.

The leaflet can be found in Appendix 3.

4.7 Questionnaires

The community and stakeholders were able to fill out the online questionnaire regarding the proposals and active travel. There was a separate section for any additional comments.



5. Online Responses to the Consultation

5.1 On line Consultation

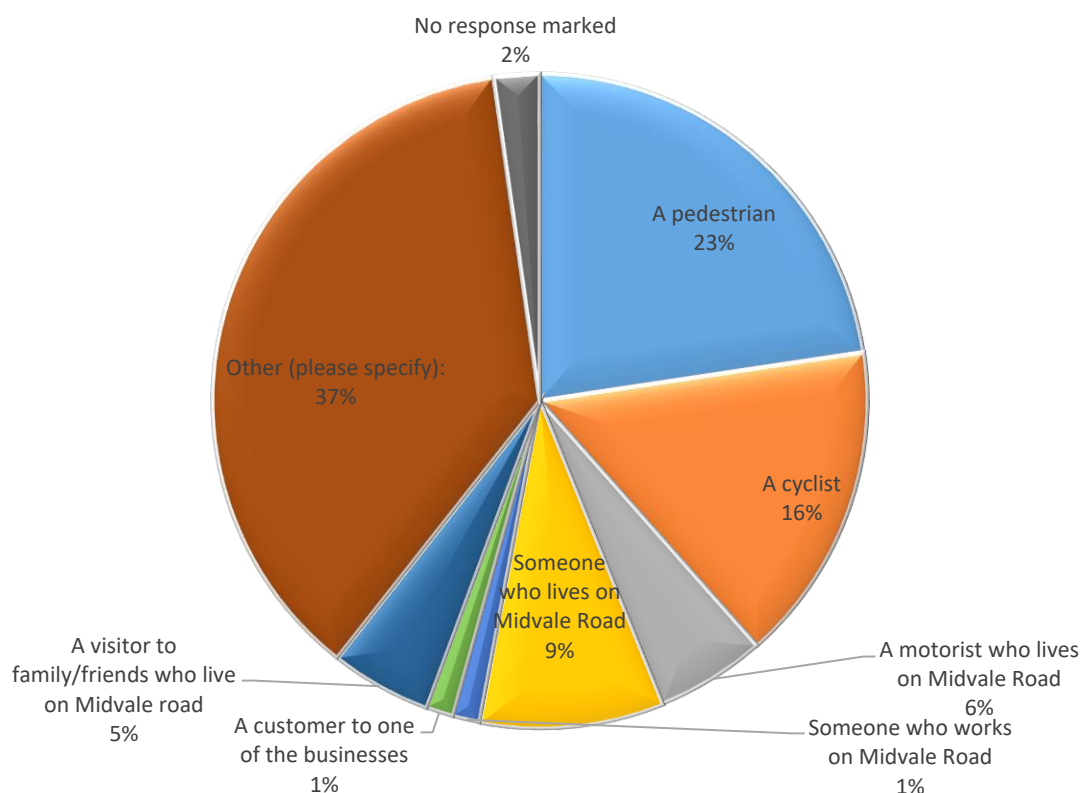
A total of 221 people responded to the consultation through the on-line portal.

5.2 Response to Question 1

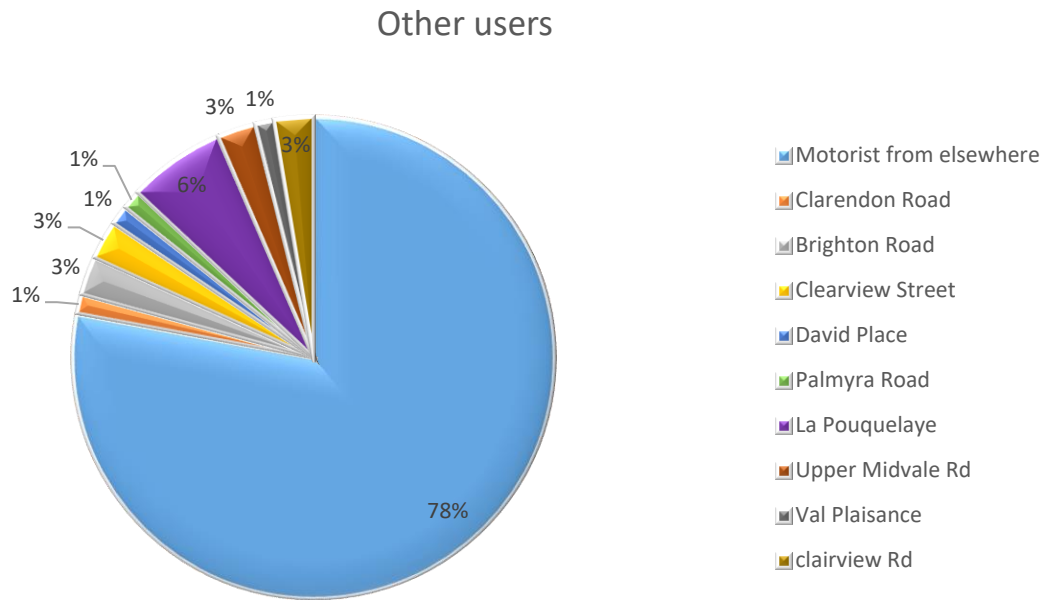
Do you use Midvale Road primarily as...

	Number of responses	Percentage
A pedestrian	50	23%
A Cyclist	35	16%
A motorist who lives on Midvale Road	12	6%
Someone who lives on Midvale Road	20	9%
Someone who works on Midvale Road	3	1%
A customer to one of the businesses	3	1%
A visitor to family/friends who live on Midvale Road	11	5%
Other	82	37%
No response marked	5	2%
Total	221	100%

Do You Use Midvale Road Primarily as...

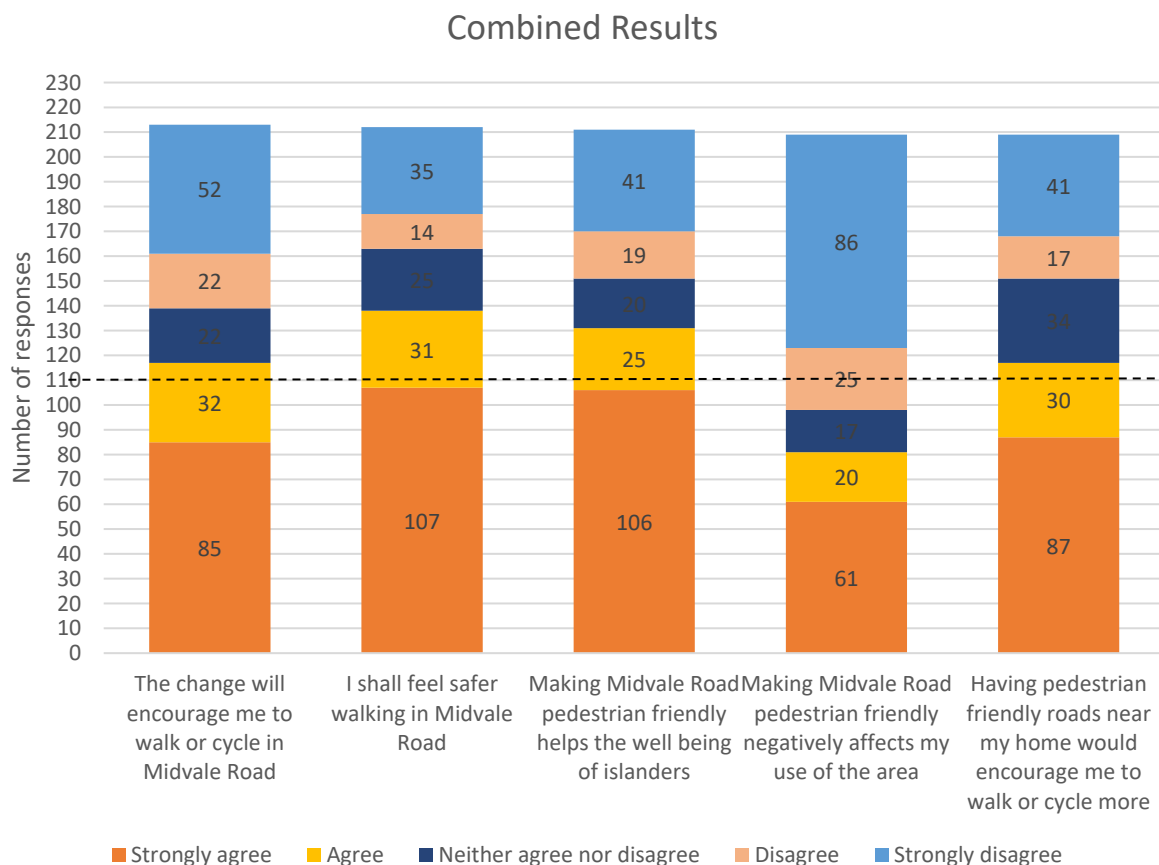


From the analysis of the responses to 'Other' and where it is possible to ascertain a location from the comments, 78% were from elsewhere with the remaining 22% from the local roads adjacent to Midvale Road:



5.3 Analysis of Question 2

Which of the following statements apply to you?

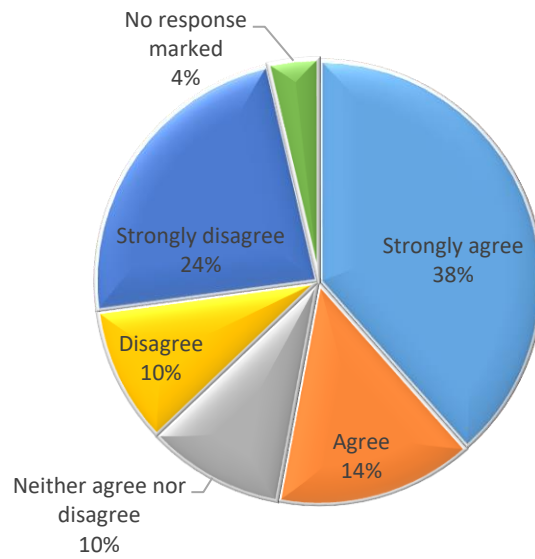


The dark dashed line on the 110 mark represent the half way mark of responses. It can be seen that for all responses, over half of the replies are positive towards the change. It should be noted that Question 4 states that the proposals would have a negative effect on the use of the area and over half of the replies disagreed with that statement.

5.3.1 The Change will encourage me to walk or cycle in Midvale Road

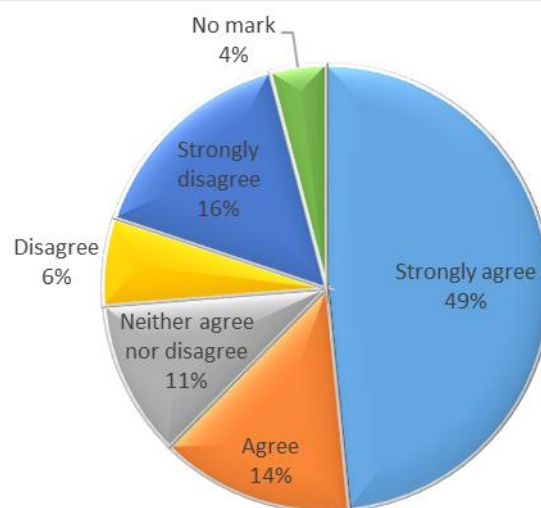
Strongly agree	85	38%
Agree	32	14%
Neither agree nor disagree	22	10%
Disagree	22	10%
Strongly disagree	52	24%
No response marked	8	4%





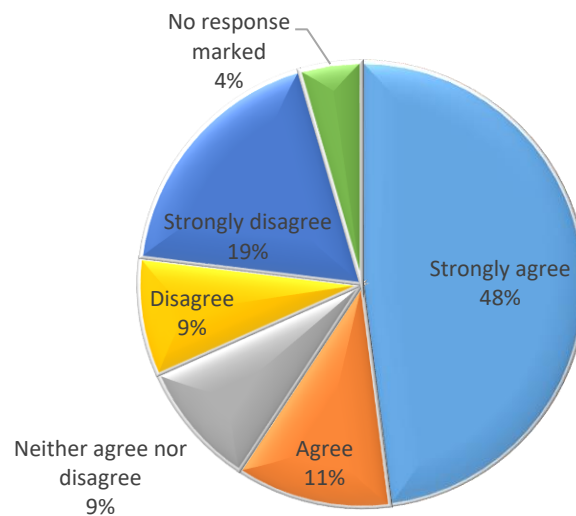
5.3.2 I shall feel safer walking in Midvale Road

Strongly agree	107	49%
Agree	31	14%
Neither agree nor disagree	25	11%
Disagree	14	6%
Strongly disagree	35	16%
No response marked	9	4%



5.3.3 Making Midvale Road pedestrian friendly helps the well-being of Islanders

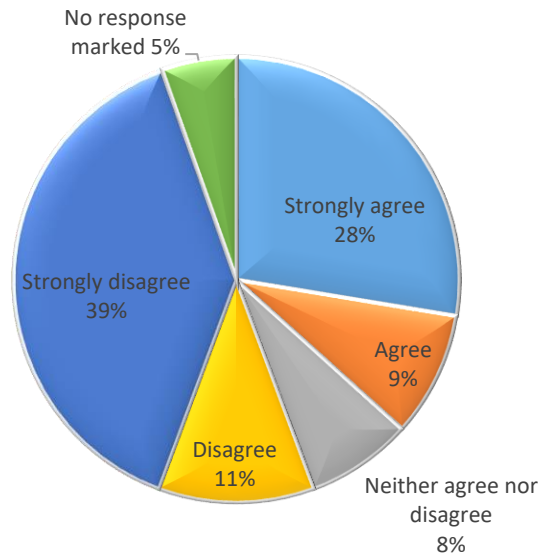
Strongly agree	106	48%
Agree	25	11%
Neither agree nor disagree	20	9%
Disagree	19	9%
Strongly disagree	41	19%
No response marked	10	4.00%



5.3.4 Making Midvale Road pedestrian friendly negatively affects my use of the area

Strongly agree	61	28%
Agree	20	9%
Neither agree nor disagree	17	8%
Disagree	25	11%
Strongly disagree	86	39%
no response marked	12	5%

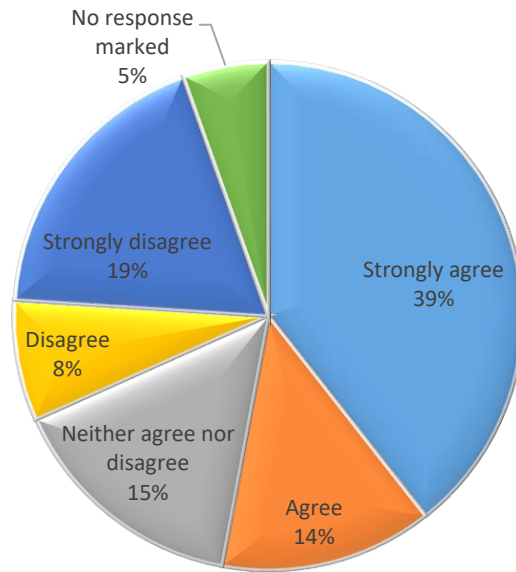




5.3.5 Having pedestrian friendly roads near my home would encourage me to walk or cycle more

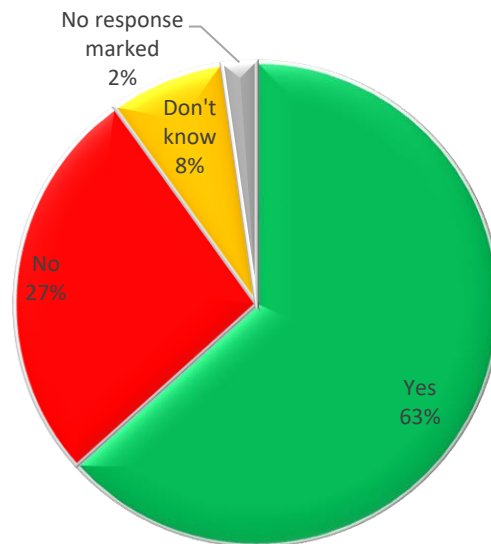
Strongly agree	87	39%
Agree	30	14%
Neither agree nor disagree	34	15%
Disagree	17	8%
Strongly disagree	41	19%
No response marked	12	5%





5.4 Are the pedestrian improvements in Midvale Road a step in the right direction to encourage active travel?

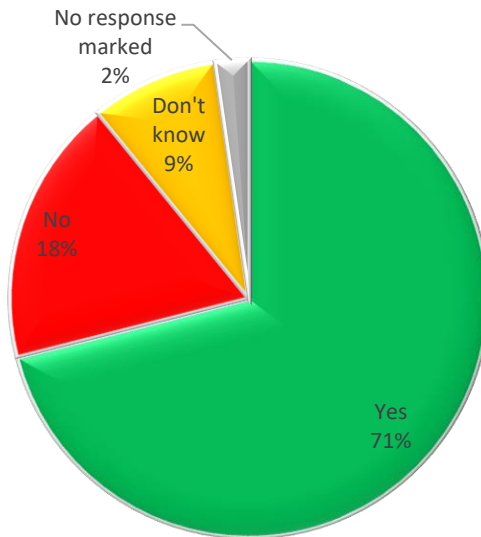
Yes	140	63%
No	59	27%
Don't know	17	8%
No response marked	5	2%



5.5 Would you support other roads across Jersey becoming more pedestrian friendly?

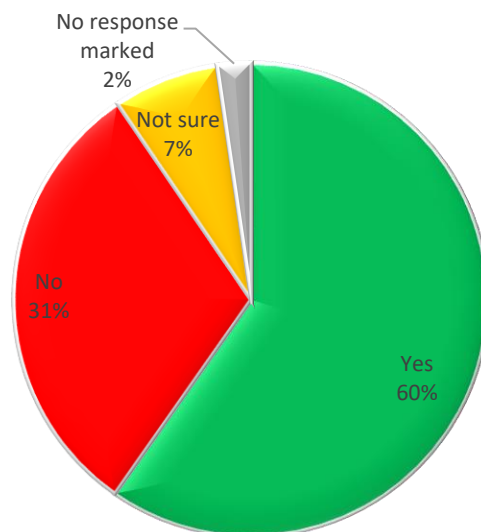
Yes	157	71%
No	40	18%
Don't know	19	9%
No response marked	5	2%





5.6 Do you support this scheme?

Yes	132	60%
No	28	31%
Not sure	16	7%
No response marked	5	2%



6. Responses sent directly to Infrastructure, Housing and Environment Department

6.1 Number of responses

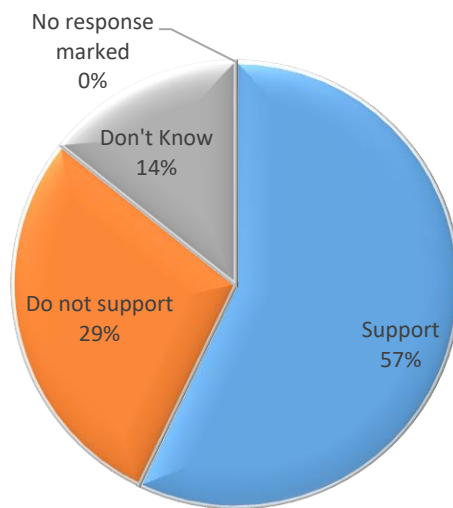
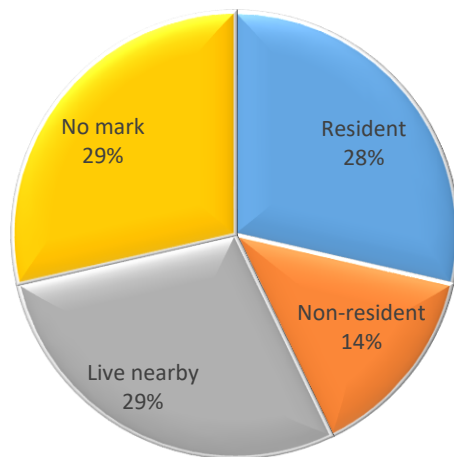
A total of seven replies were sent directly to the department. These responses did not follow the format of the on-line consultation making a direct comparison difficult.

6.2 Breakdown of responses

From the information supplied within the emails, the following has been deduced:

	Are you a resident			Do you support the scheme		
	Yes	No	Live Nearby	Yes	No	Not sure
1	1			1		
2			1			1
3				1		
4			1		1	
5					1	
6	1			1		
7		1		1		
Total	2	1	2	4	2	1





7 Free form comments

One hundred and fifty-three people filled out the free form comments box. The full transcript of the responses can be found in Appendix 4.

The main comments can be summarised into the following areas:

- Congestion on surrounding roads 46No
- Direction of travel 16 No
- No issues at present 7No
- Good idea 49No
- Junction with Val Plaisant 3No
- Stupid idea 5No
- Waste of money 9No
- Cycling comments 22No – incl:
 - Cyclist will not obey road laws 7No
 - Make Midvale Road 2 way for cyclists 6No



8 Summary of Responses

Out of the 221 responses to the on-line consultation, 153 people made a comment, which was either positive, neutral or negative towards the proposals. It can be assumed that the remaining 68 people were either ambivalent to the proposals or were satisfied with the proposals and didn't feel the need to comment.

61% (134No.) of the respondents either live on Midvale Road or use it primarily as a pedestrian or cyclist. Of the remaining 87 people, 17 were identified as living within the immediate environs of Midvale Road whilst 60 were from elsewhere on the Island.

Just over half of replies (52%) stated that the improvements would encourage them to walk or cycle in Midvale Road whereas 34% disagreed with the statement. More importantly is the fact that 63% would feel safer walking in Midvale Road under the proposals, this includes 49% who strongly agreed with the statement. However, 22% believed that widening the pavements would not make them feel safer whilst walking.

59% felt that making the improvements would go some way towards helping the well-being of Islanders with 28% reporting that it would not help their well-being. Similar percentages were found for having pedestrian friendly roads near to homes would encourage more walking and cycling with 53% agreeing and 27% disagreeing.

Exactly half of the respondents disagreed that by providing the wider pavements would negatively affect their use of the area whilst 37% said it would negatively affect their use.



9 Main Concerns Addressed

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

9.1 Congestion

There is concern however about the redistribution of traffic onto the ring road and its junctions at the Robin Hood and Queen's Road and regarding the direction of the one way system. Section 2.5 Traffic Modelling Analysis of this report explains the analysis carried out, why southbound was the preferred option over northbound and that the redistributed traffic, under normal traffic conditions, would not have a major impact on the highway network and all junctions would be working within capacity. There will be less traffic on Midvale Road which will improve the everyday lives of residents on the road. With better pedestrian facilities, the aim is to encourage more people in the location, who are able to, to walk to nearby destinations as opposed to drive which in turn would remove vehicles from the whole network.

There is also a risk to the neighbouring residential streets, under the administration of the Parish of St Helier, that if Midvale Road were to be one way northbound that a circular route could be created. This would increase the level of risk to all users within the adjacent streets and be of greater detriment to those living on those residential streets.

9.2 Cycling

A number of comments were to do with cyclist behaviour and lack of contraflow cycling.

There will be adequate signage on David Place and Val Plaisant to inform drivers and cyclists that there will no traffic allowed straight ahead or no right/left turn into Midvale Road. Contravention of these signs is an offence under the Road Traffic (Jersey) Law 1956 and can lead to prosecution. Additional police presence during the initial few weeks of the scheme becoming live would help to educate users and counteract this concern.

Although it would be preferable to include contraflow cycling within Midvale Road, there is insufficient space to give contraflow cyclists a dedicated lane which is adequately separated from vehicles. The latest design guide, LTN 1/20, recommends that contraflow cycle lanes should be mandatory, meaning that no other vehicle can enter the lane, and physically separated from both pedestrians and vehicles. Even if the west footway remained at its current substandard width of between 1m and 1.2m wide, it would only leave a substandard width of 800mm for the contraflow cycle lane which would then require a form of physical segregation, probably bollards, which would reduce the effective width further and cause manoeuvring issues for residents. In conclusion, a contraflow cycle lane is not viable. The overall safety risk would be reduced for northbound cyclists to follow the one way routes through the residential streets.

Adequate signage on Val Plaisant, Dorset Street, Clearview Street, Brighton Road and Brighton Lane would be in place in the form of sign posts and road markings.

9.3 Clarendon Road

A number of responses queried the use of Clarendon Road as the contraflow cycle route by removing the existing planters and parking. The Project Board did not support this option due to the below standard visibility to exit safely onto the ring road and the narrow width of Rouge Bouillon at that junction. Using Clarendon Road as a cycle route northbound would not be viable in terms of



safety. As Clarendon Road is under the parish's administration any removal of parking would require parish consent. Having northbound cyclists cycling with the flow of traffic in Clairvale Road would not require the removal of on-street parking.

It has been suggested that the proposals would lead to an increase in traffic on Clarendon Road. This is unlikely to occur as exiting from the ring road west will be easier at Midvale Road as it would be under traffic signals negating the need to cross over moving oncoming traffic. A similar scenario occurs at the junction with Val Plaisant where the vehicle can exit under traffic signals without the need to cross oncoming traffic. Traffic coming from the east would leave the ring road at the Robin Hood junction. Making Midvale Road one way northbound could increase traffic on Clarendon Road by creating a circular route. Clarendon Road would be unable to safely deal with the increase in volume.

It has been suggested that Clarendon Road becomes access only. This would be a decision for the Parish to consider at a later date.

9.4 Junctions

The junction of Midvale Road with David Place and Val Plaisant is a known accident cluster as noted in section 2.4. The proposals include adjustment to the traffic signal timings and signalling Midvale Road and David Place separately which will reduce the types of injury collisions that occur now.

9.5 Upper Midvale Road

Access to Upper Midvale Road from the east is going to be compromised by the scheme whereby drivers will be unable to access it from Midvale Road as at present. The small number of vehicles accessing this residential road may be required to do so eastbound only and hence need to circulate via Queens Road roundabout if travelling westbound on the ring road in a similar way to Great Union Road access arrangements. There may be an option to adjust the signal timings so that traffic on the ring road is signalled separately going east and west or a delay to the eastbound traffic to allow right turning movements into Upper Midvale Road. This would be investigated during detailed design.

9.6 Speed of vehicles

One way roads do have a tendency to cause drivers to exceed the speed limit as there is no constraint of on-coming traffic. Midvale Road now has a speed limit of 20mph being within the ring road. Three raised tables are being proposed, one each at the junctions with Brighton Road and Clairvale Road and a central one in the vicinity of the St John's Ambulance Station. The maximum distance between any raised tables would be 100m which would help to keep speeds at an acceptable level within the speed limit.



10 Conclusions and Recommendation

The Government of Jersey has declared a climate emergency and approved the Sustainable Transport Policy. As an Island, active travel increases are needed to reduce the use of motor vehicles to realise the aims of the above policies. It is recognised that there are groups within the Island, such as those with a mobility impairment, that need to rely on their private vehicles to get about in a safe and timely manner. However there are many who can change a motor trip to walking or cycling which in turn will reduce the volume of traffic on the roads and help with Islanders general health and well-being. This was recognised by over half of the respondents.

Many residents in the town area do not have cars or access to business vehicles and walking is their main mode of moving about the town, and ensuring good walking routes is fundamental to the quality of life in the town.

63% of the respondents believe that the scheme to improve pedestrian facilities in Midvale Road will help to encourage active travel compared to 27% who didn't feel it would. Islanders are becoming more aware of the need to make the highway network more accessible for active travel, particularly for pedestrians with 71% supporting making other roads more pedestrian friendly as opposed to 18% against. However a slightly lower percentage, 60%, supported this scheme and whilst 31% do not.

The following recommendations are put forward:

- A scheme is implemented whereby Midvale Road is made safer for pedestrians and:
 - Becomes one way southbound
 - Both footways are widened to 2m
 - A continuous northbound cycle route is created along Val Plaisant, Dorset Street, Clearview Street, Brighton Road and Brighton Lane
 - Three raised tables are constructed on Midvale Road at the junction of Brighton Road, approximately half way along Midvale Road and at the junction with Clairvale Road
 - The signal phasing at the junction of Midvale Road/ Val Plaisant / David Place is altered to signal Midvale Road and David Place separately to improve safety
- Investigation is carried out on the signal phasing at the junction with Midvale Road / Rouge Bouillon / Upper Midvale Road



11 Next Steps

The consultation responses and report is to be taken to the Project Board for the recommendations to be considered.

It will then need to be considered by the Minister for Infrastructure and the Parish of St Helier Roads Committee for their formal approval to make the necessary alterations to roads under their administration.

On receipt of the Roads Committee approval, a Ministerial Decision would be signed off by the Minister for Infrastructure which will authorise detailed design to begin. Subject to continuing funding and contractor availability, works could begin during the last quarter of 2021/ quarter 1 2022.



Appendix 1 Letter to Key Business Stakeholders

**Infrastructure,
Housing and Environment**

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

10 November 2020

Dear Sir / Madam

Midvale Road – Road Safety Improvements

There have long been concerns about the safety of pedestrians on Midvale Road with both pavements being narrow and the road being too narrow for two way traffic to pass without coming too close for comfort to pedestrians who are walking along the road.

As part of the Government's Sustainable Transport Policy and the North of Town Masterplan, Midvale Road has been identified for improvement and Infrastructure, Housing and Environment are working jointly with the Parish of St Helier on a scheme to improve road safety. Road accident data shows that there are significant issues with walking along the pavements as there were five injury collisions reported to the Police during the five years up to the end of 2018 involving pedestrians being hit whilst on the pavement.

Comprehensive road safety studies have shown it is not possible to widen the pavements to a safe width without re-allocating the existing road space. In order to create a better and safer walking environment by widening the pavements, vehicular traffic will need to become one way only and making the road one way in to town (southbound) will have the least effect on adjoining roads

This will create a safer and more comfortable walking experience for pedestrians and reduce the risk of pedestrian injury collisions. Due to the limited space overall, it is not possible to provide a contraflow cycle lane as there is not the physical room to do so. It is proposed that town bound cyclists will cycle with the flow of traffic and northbound (towards Rouge Bouillon) would divert to cycle through adjacent one-way Parish administered roads.

It is important that we understand the needs of community organisations and businesses that are located in the neighbourhood and rely on Midvale Road for access. During our normal engagement processes, the Department would make arrangements to visit each business in the area individually to discuss the proposals, however we are operating under different circumstances due to Covid-19 restrictions.

Enclosed is a copy of the leaflet which will be sent out to all nearby residents in November for their comments. Please read this and if you have any questions or comments about how these measures will affect your organisation or business, these can be either emailed or posted to the email address on the back of the leaflet. Alternatively, we are able to meet with you, if you wish to, via a pre-arranged meeting on Microsoft Teams (please request via transport@dfi.gov.je) and if need be, a face to face social distanced meeting can be arranged. This can be held in your



establishment if there is a suitable Covid compliant area, otherwise we have Covid compliant meeting rooms at our office in Bellozanne.

Thank you for taking the time to read the information provided and please do get in touch with your comments. It would be appreciated if you could treat this direct contact as confidential so that the launch of the wider community consultation can be promoted via our media release and social media processes without being pre-empted.

I as Minister, and the Connétable are committed to improving safety for those who make the sustainable choice of active travel such as walking and cycling in the town and we feel that this scheme will contribute to this ambition, as well as safer routes to schools. We hope that you can support this ambition, and that we can accommodate your local needs as much as possible.

Yours faithfully



Deputy K Lewis
Minister for Infrastructure



A S Crowcroft
Connétable de St Héliér

Encs



News Release



Tuesday, 17 November 2020

Islanders asked for views on proposed Midvale Road changes



A consultation has opened to allow Islanders to have their say on proposed changes to improve road safety for pedestrians using Midvale Road.

The proposed scheme forms part of the North St Helier Master Plan which was adopted by the States Assembly in June 2011 and seeks to support walking and active travel. The online survey asks for Islanders to give their views on:

- widening pavements on both sides of the road
- making the road one way in a south bound direction
- reducing carriageway width at junctions



- creating three raised tables along the length of the road.

Deputy Kevin Lewis, Minister for Infrastructure said: "Road safety is a priority for me and this Midvale Road project seeks to make this important route into town from the north of St Helier much safer for pedestrians and cyclists in particular.

"This scheme will create a better environment for active travel by widening the pavements and installing speed calming measures, supporting Sustainable Transport goals as we move toward become carbon neutral."

Islanders can submit their comments by completing [online survey](#) or by writing to

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



Community Feedback

Have your say!

Have your say:
gov.je/Government/Consultations



email: Transport@gov.je,
write to:
Transport
Infrastructure, Housing and
Environment
PO Box 412
St Helier
JE4 8UY



Midvale Road - Pedestrian Improvements

Why Midvale Road?

The scheme supports walking and active travel and forms part of the North of St Helier Master Plan. It Will:

- re-prioritise space for pedestrians
- widen footways on both sides of the road
- create a one-way road in a south bound direction
- reduce the volume and speed of traffic using the road
- improve road safety for pedestrians
- create a more comfortable environment for pedestrians
- improve the public realm and street character
- be funded by the States of Jersey Development company (SoJDC) and constructed in school holidays in 2021.

Usage



Approximately
2825 vehicles
use the road
daily



Approximately
536 pedestrians
use the road
daily

Accident Data



66% of the recorded injury collisions for Midvale Road involved vehicle and pedestrian collisions. One resulted in serious injury.

All involved vehicles either mounting the footway or travelling tight to the kerb line and clipping the pedestrian



Materials

Coloured Tarmac

The pavements will be surfaced in a coloured tarmac which will be distinct from the carriageway.



Junction Arrangements

Midvale Road with Val Plaisant -

- Reduced carriageway width to cross
- Greater length of time for green pedestrian phase to cross Midvale Road

Midvale Road with Rouge Bouillon -

- Reduced carriageway width to cross Midvale Road
- Pedestrian phase

Midvale Road with Clairvale Road -

- Incorporating Jersey Zebra Crossing on Raised Table

Cyclists

Southbound cyclists will cycle with the flow of vehicles. Vehicles will have to stay behind cyclists (unable to overtake them).

Northbound cyclists will be re-routed through the Parish roads following the one-way northbound roads as below:

- Northbound cyclists would leave Val Plaisant at its junction with Dorset Street, prior to the signalised junction at Midvale Road
- Travel through Dorset Street, through the 'plug' and onwards onto Clearview Street following the one way system and onto Brighton Road
- Head north along Brighton Lane where cyclists are presently prohibited from riding

- Southbound Cyclist
- Northbound Cyclist
- One-way routes



Infrastructure, Housing and Environment



Online and On-site material

Posters were put up in the public car park on Midvale Road



Midvale Road - pedestrian improvements



The scheme supports walking and active travel and forms part of the North of St Helier Master Plan. It Will:

- re-prioritise space for pedestrians
- widen footways on both sides of the road
- create a one-way road in a south bound direction
- reduce the volume and speed of traffic using the road
- improve road safety for pedestrians
- create a more comfortable environment for pedestrians
- improve the public realm and street character
- be funded by the States of Jersey Development company (SoJDC) and constructed in school holidays in 2021.

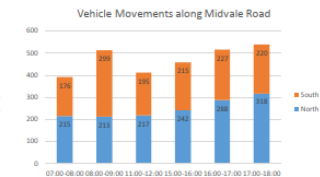
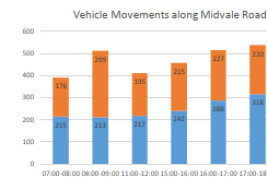
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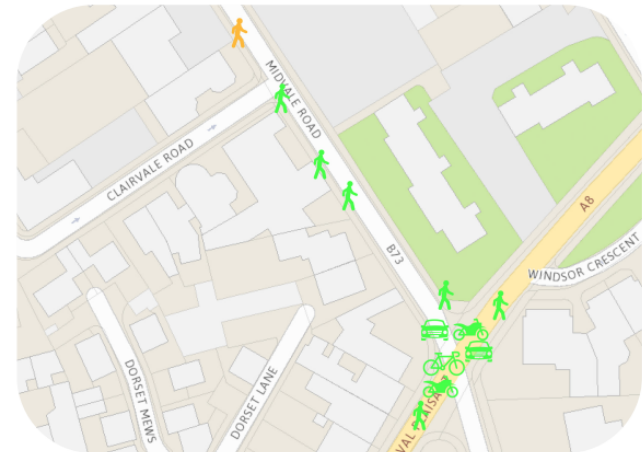


Accident Data



66% of the recorded injury collisions for Midvale Road involved vehicle and pedestrian collisions.
One resulted in serious injury.

All involved vehicles either mounting the footway or travelling tight to the kerb line (*presumably to avoid oncoming traffic*) and clipping the pedestrian



MIDVALE ROAD PEDESTRIAN IMPROVEMENTS



The Midvale Road improvement scheme consists of a change from a two way trafficked road with narrow pavements to a one way southbound road, with wider footways.

One-way traffic allows the road space to be re-prioritised and space



historically used by vehicles to be given to pedestrian usage. This will create a more comfortable pedestrian environment.

To help maintain low traffic speeds, there will be three raised tables along the length of the road.



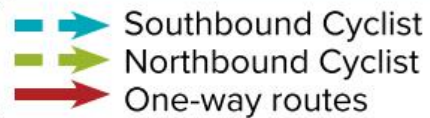
Midvale Road - cyclists



Southbound cyclists will cycle with the flow of vehicles. Vehicles will have to stay behind cyclists (unable to overtake them).

Northbound cyclists will be re-routed through the Parish roads following the one-way northbound roads as below:

- Northbound cyclists would leave Val Plaisant at its junction with Dorset Street, prior to the signalised junction at Midvale Road
- Travel through Dorset Street, through the existing 'plug' which will be upgraded to accommodate cyclists and then onwards onto Clearview Street following the one way system and onto Brighton Road
- Head north along Brighton Lane, following a proposed new cycle route and out onto Rouge Bouillon





Midvale Road - *materials*



Coloured Tarmac

The pavements will be surfaced in a coloured tarmac which will be distinct from the carriageway.



Junction Arrangements

Midvale Road with Val Plaisant -

- Reduced carriageway width to cross
- Greater length of time for pedestrians to cross Midvale Road

Midvale Road with Rouge Bouillon -

- Reduced carriageway width to cross Midvale Road

Midvale Road with Clairvale Road -

- Incorporating Jersey Zebra Crossing on Raised Table



Appendix 4 – Consultation Free Form Comments

On-line Free Form Consultation Responses

There is no point in changing anything that is already good. This will clog traffic up further in town

If you're going to do this cars will park on the pavements making this a nonsense. You must make the pavements so cars cannot park on them.,

I am assuming this will result in an increase in southbound vehicular traffic on Clarendon Road. Clarendon is already congested by illegal parking and loading at its southern extent, especially across from the [redacted] and in front of [redacted] and in front of the [redacted] where illegal loading takes place all day. I expect there will be an increase in accidents and incidents on Clarendon Road due to these plans. What do you propose?

I have lived in [redacted], Midvale Road has needed looking at for many years. [redacted] have both been hit on our arms by vans being too close or on the pavements. I really worry when [redacted] when they come around this way, it really is dangerous for the elderly.

I live on [redacted] and don't use my car apart from shopping and going out of town I walk up and down every day and cars travel far too fast and too near to the pavement also cars coming up Midvale Road from David Place routinely go through a red light sometimes up to 3 cars after the lights have changed in their rush to get through if they were having to turn right this probably wouldn't happen so much

As [redacted] who regularly uses this road I think the changes are good. There's been a number of occasions where i personally have had close calls and [redacted] has been clipped by a car.

When I purchased my property in [redacted], I was aware of these or similar plans, which never came to fruition, will this be another project of the same nature at tax payers expense or will the government be using the plans submitted and I believe agreed 10 years ago.

I support this scheme however I don't understand why it's been chosen as a southbound road considering there is a southbound one way road parallel to this road and no real north bound alternative - especially as most traffic is northbound on the graph?

I would rather see traffic being allowed up Midvale road rather than down. The junction at the top of the road that leads down is a nightmare.

I am a [redacted] resident and very much look forward to this update which is much needed for safety the residents and children in the local schools, I regularly see or experience dangerous near misses when using the road. Especially considering the current path is not wide enough for pushchairs and the very poor visibility when leaving clairvale road. Consideration should be made for the junction of Midvale/Val Plaisant as pedestrians regularly prefer to cross diagonally across the 2 roads rather than follow the existing crossings. Electric vehicle charging bays should be added to the car park prior to resurfacing the road/path .

There is a potential hazard with vehicles exiting clairvale road, as drivers will be looking left for on coming vehicles and have no visibility for pedestrians walking north from behind the church wall.



Whilst the road is narrow, I don't think it is dangerous to pedestrians. My initial reaction is that this scheme will cause more problems than it solves. Northbound traffic is already bad in this area at peak times and this will only add significantly to other routes that drivers will need to take to be able to travel north. It appears that you have a plan for northbound cyclists but have not addressed the obvious issues this will inevitably cause to northbound traffic. I would encourage to seriously think again on this one.

Traffic in town is a complete nightmare.. this will only make it worse. There is no problem with the way it is at the moment. If it isn't broke don't try to fix it. Another waste of the tax payers money that could be used to support businesses during COVID

Question 2 is not a great question. I get what you are trying to ask, but I will end up cycling less on Midvale Road not because I will choose not to cycle, but because you are pushing me into a complex of houses. I am Surprised that the opportunity to make Clarendon Road access only for cars from the southern side was not considered with some parking removed (about 13 spaces I believe) that could have created a straight line cycle route north stopping at the traffic lights at the top of Clarendon Road. This would have been a direct and safe route for children in and around St Marks/Val Plaisant to safely get to the foot of La Pouquelaye for access to Janvrin and D'Auvergne Schools. The current lane where bicycles are not permitted to come out onto Route Bouillion opposite Norfolk Lodge is ill considered when better alternatives were available imho. Where do the kids trying to cycle to La Pouquelaye schools or Haute Vallee go? Straight onto a busy roundabout. I would urge you to reconsider the proposal of switching Clarendon Road to one way for residents only travelling north and a dedicated cycle lane north and south for kids to get to their schools. Your current plan will result in Clarendon Road being a rat run and make it even more dangerous for the hundreds of people and kids that walk up and down that road every day.

I went to [redacted] and had to use Midvale School to walk home and I found it very scary. I am sure it's still unpleasant for children and parents using it today,

The scheme does not go far enough. Midvale Road area is a residential area of town. The section between St Columba's Church and Val Plaisant should be made access only with planters (see London's Low Traffic Neighbourhoods). This would improve quality of life and reduce traffic for locals, as well as reducing traffic travelling through the town centre as a rat run. This section could then be two-way for cyclists, which would improve cycle access to the area. Clairvale Road could be made one-way northbound to connect David Place to the Ring Road. This should be tied in with improvements to David Place/Bath Street to make them one-way northbound (with cyclist contraflow) and make Val Plaisant (between David Place and Victoria Street) one way southbound to improve safety on this area of road. I disagree highly with the removal of cycle access northbound on Midvale Road. Cycle contraflow must be maintained with access to the junction at Rouge Bouillon. If the first paragraph is not done, this project should be met with making Val Plaisant one-way northbound (with cyclist contraflow) to improve pedestrian safety there. The zebra crossing is missing belisha beacons and zig zag lines - please make sure these are included to ensure maximum pedestrian safety in the area.



MIDVALE ROAD PEDESTRIAN IMPROVEMENTS

100% supportive of this initiative. Midvale road is far too busy, a health hazard for pedestrians with narrow pavements and waterlogged streets in bad weather with a high rate of getting soaked as a pedestrian by passing cars. Not to mention the lower corner is a death trap. As a driver and local resident on the corner of [redacted], access is often blocked by cars lined in traffic as no ""Keep Clear"" signs so this will mitigate this problem also.

Pedestrian friendly is an empty term, if the road has pavements on it, it's pedestrian friendly. People need to be more aware of their surroundings and scheme like this encourage people to wonder around without due care. All these changes will be forcing gridlock on the outside of st helier and no one will visit town from outside.

Statistics in the top right portion of the plans show 161 more cars travel Northbound more so than Southbound. Yet you want to make it a Southbound one way route. Few braincells missing there.

Then there will be the backlog of those 1493 daily cars that would normally travel Northbound on Midvale Road, will now be diverted towards an already busy Val Plaisant/Trinity Road/Rouge Bouillon junction.

If the road direction could be flipped, diverting cars who would normally travel Southbound further towards the Rouge Bouillon/Trinity Road/Val Plaisant junction would be a better option, as road width and design better suits the congestion.

Many people are upset by this proposal as seen on social media. Ridiculous and not well planned.

Cyclists who want to travel Northbound on this road would most likely not bother complying with your intentions. Minimal amounts of people would see the benefit in extending their cycle journey for safety reasons when the pathways would be wide enough to host themselves and pedestrians.



1. This is the worst set of questions on a consultation I've ever read and reeks of anti-motorist sentiment.
2. Where is the impact assessment of sending all northbound motor traffic at peak times right at the junction of David Place/Val Plaisant? That will inevitably become a log-jam of vehicles outside the Co-Op Locale. Almost all of the vehicles that would have gone north up Midvale Road will be trying to go up Queen's Road and so will be using the left lane at the junction of Val Plaisant/Rouge Bouillon opposite the Robin Hood pub. But the two lanes there get gummed up already because the right hand lane can only accommodate about 5 cars before the lights go red and everything behind it can't get by.
3. How about a more imaginative idea along the lines of what's in place outside St Martin's primary school with priority zones for two way traffic on Midvale Road. You could then widen the pavements at key points and install bollards between pedestrian and vehicles where it's narrower. Move the traffic lights for southbound traffic much further back from the junction (i.e. further up Midvale Road) because that's where the main pinch point is and then instead of having northbound (David Place) and southbound (Midvale Road) traffic lights green at the same time, make them independent of each other so that traffic flows only in 1 direction at the junction. That way, you could widen the narrow pavement at the south west corner and also eradicate the risk of vehicle collision on the junction.
4. The proposed Northbound cycle route is convoluted. Cyclists being cyclists will cycle up a one way street anyway.
5. The consultation uses percentages to demonstrate the number of injury collisions. But what is the actual number of collisions? At the moment, I don't know if the injury level is 66% of 10 collisions or 66% of 500 or over what time period - a month, 10 years?
6. The current proposals appear to be the easy option; I would urge a bit of creativity. Effectively deleting a 250m stretch of road and it's traffic capacity won't make fewer cars on the island - it just moves them somewhere else and you'd better be sure that the ""somewhere else"" can cope with it or you're just changing one problem from another, and moving it somewhere else.

Making this road one-way will have a knock on effect and other roads will become busier and therefore more dangerous to all road users. This scheme is just shifting the problem elsewhere.

At the least it should be two-way for cyclists, if you're trying to make things easier to cycle don't limit cyclists' direction of travel.

Yet another obstacle for traffic attempting to get into town from the north, certainly doesn't encourage you to use the shops and services located in town.

Why change what is already ok?

We live at the top end of [redacted]. [redacted] was walking our [redacted] down the road every day [redacted] and has almost been hit twice by speeding motorists. This has come to the point that [redacted] will now cross the road and walk the long way to town [redacted] is too scared to take [redacted] this way. No one should be scared to take [redacted] out for a walk due to the road not being wide enough for two vehicles and or speeding vehicles. Please make this change happen as soon as possible. Thank you!

I suggest incorporating passing places for vehicles to allow two-way traffic, while still widening pavements and installing tables. This would achieve same objectives without causing traffic grid-lock on the ring road, which the one-way south bound traffic would cause.

Cycling should be permitted in both directions on Midvale Road to provide ease of access for residents, otherwise it will discourage use.

This will be a massive disruption to my travel every day to take [redacted] to school and collection.



MIDVALE ROAD PEDESTRIAN IMPROVEMENTS

Ridiculous idea!!

Stupidity at its finest!

I cycle down the road a lot and never have I had an issue. This will just create more traffic back log and chaos in the surrounding areas. Getting down from queen's Road takes long enough as it is

Great idea. Totally agree with suggestions to create a better environment/journey for pedestrians and cyclists.

There is room for a separate cycleway and carriageway for cars down the road so cars can overtake cyclists. If the intention is to mix cyclists and cars in order to slow down cars I'd say this is a mistake as the road will still be a through-road southbound. I think that approach (mixing) is more appropriate for a road that is not a through-road (eg a residential side street). Cars using Midvale Road south as a through road will get frustrated behind cyclists which is worse than the current two way arrangement; at least there is room to pass at the moment if the traffic isn't too busy.

Northbound traffic will have to find alternative routes, probably most often via the Robin Hood junction, but also via Devonshire Place through to the Parade. Timing of traffic lights should be reviewed with the changing pattern.

The traffic is bad enough with one way systems in that area and round about. This would be ridiculous for traffic. Perhaps put some humps and a so miles per hour, like harve des par.

This is an excellent improvement to the area and safety of children and adults using this road.

Please carry on, more like this.



Widening pavements is always going to improve pedestrian safety, and the pavements on Midvale road are very narrow, so this is great for pedestrians wishing to use Midvale road. Having said that, pedestrians would also be safer using the lanes which you're now designating as the north bound cyclist route, which achieve the same direction of travel and add perhaps 30 seconds onto the time taken to get from Rouge Bouillon to Val Plaisant. However...

From a motorists point of view, this is all take and no give. It doesn't solve the issue of the cross roads at the bottom of Midvale Road (with Val Plaisant), which has always been an issue. Many cars travelling down Midvale road wish to turn right onto Val Plaisant, and many cars travelling from David Place wish to turn right onto Val Plaisant, which often results in a stand-off, or worse cars cutting in front of each other. This often happens after the traffic lights have changed as cars edge forward to try to assert their intentions to cross traffic and end up on the cross-roads with nowhere to go once the lights have changed. This scheme doesn't solve any of that.

It also pushes more cars around the awkward junctions at the Robin Hood end of Rouge Bouillon which can get congested easily.

From a cyclists point of view, it only really permits ""safer"" travel within town, which is relatively safe anyway given the 20mph limit. Two way traffic on Midvale road isn't an issue for a cyclist that keeps 1m distance from the curb in either direction - they don't come into contact with traffic and are only in danger when cars try to overtake.

Attention would be better focused on providing alternative routes INTO/OUT OF town for cyclists, preferably keeping them off Queen's road and Trinity Hill (which both converge on this area from a commuter's point of view) as these are busy roads and both on steep inclines which often results in cars trying to overtake cyclists attempting to climb the hills at inappropriate moments. There are parallel lanes which could be made cyclist priority, providing cyclist arteries from the country parishes into town and main road arteries for motorists - each has priority on their own routes and shouldn't need to clash.

The current road layout in my opinion is safe. The issue lies more so with pedestrians not paying attention/crossing dangerously. Cyclists will also not adhere to the one way system.

Additionally you will create further cycle traffic with the diversion through Clearview Street, which passes by a school. This can pose a danger to the area due to the school, especially during the rush hour and also the surrounding area which is popular with children playing as the traffic is minor on Clearview Street.

This will not encourage me to use Midvale Road more and is not the right solution to encourage active travel. The majority of vehicles using Midvale Road do not come from the area and will still be using their vehicle to travel into town. Additionally residents on Midvale Road usually use their vehicles to go to areas outside of town, this will be more so an inconvenience rather than a benefit to users.

What about northbound traffic? All roads in the area are blocked with traffic restrictions meaning the only possible route is to send all northbound traffic to Val Plaisant / Robin hood and then via the already massively obstructed Rouge Bouillon.

Why is road going to be southbound. Makes more sense to me to have it northbound based on junctions at either end.

If you are going to make it a one way, the flow of traffic will just get worse on another road near by. Also you will need to re-adjust traffic light systems to factor in the heavier flow of traffic.

Seems like a good scheme as the current road layout is dangerous for larger vehicles passing each other with pedestrians on the pavement. As long as access is not impeded for emergency vehicles and appropriate contingencies are in place for road closures in the area then I think its a good idea.



MIDVALE ROAD PEDESTRIAN IMPROVEMENTS

The changes look fantastic, as a resident of [redacted] the pavements are far too narrow which means having to step into the road to pass other pedestrians which I know all too well can be very dangerous

Midvale Rd is not used predominately by pedestrians or cyclists. Trying to encourage people to walk or cycle will require a complete ban to traffic in town disadvantaging those who cannot cycle or have difficulty walking. Closing random roads to through traffic will just push more onto the surrounding roads, not reduce traffic..

I am a full time [redacted] and I have been saying for many years that midvale rd should be one way at last. The plan you have looks great well done

I have submitted my observations however I think the page crashed and you may not have received them.

In my opinion there is one flaw to the proposal and that is the direction of the traffic. I do not believe traffic should be encouraged into the town centre rather it should be encouraged to leave town. I use Midvale Road to achieve vehicular and pedestrian access to my home on [redacted] when coming from the East or the South. The proposal negates me using Midvale Road for vehicular access and instead I will have to come from the Robin Hood junction and negotiate a difficult U turn to access [redacted]. Difficult because it often involves holding up the traffic until an oncoming motorist allows the U turn to take place or the nearby zebra crossing is activated. It is also hard for the driver to see if pedestrians especially small children are crossing the bottom of La Pouquelaye to continue toward Robin Hood. At school finish times, these pedestrians normally consist of mothers with small children and often prams. I might add that at these times and especially if the weather is inclement La Pouquelaye is often gridlocked by vehicles when parents queue to collect their children from the school.

The alternative to the U turn under the proposal will be to continue from Robin Hood and navigate the Queens Road roundabout returning to be able to proceed up La Pouquelaye. This adds to pollution and congestion especially at peak commuter times. A northerly traffic flow out of town along Midvale Road negates all these issues.

Thank you for allowing me to comment



I cannot support this scheme as it is. It seems that you are making Midvale Road one way the wrong way. All the traffic coming up David Place will have to cross the path of the oncoming traffic so it can access the ring road at Robin Hood. This will probably need another phase on those traffic lights. The current situation already causes tailbacks that go back past the Stopford Road/David Place junction all the way to Bath Street. This will lead to more traffic turning down St Marks Road to access the ring road or turning down Victoria Street, then right up Val Plaisant so as to have an easier experience at the Midvale Road junction. Either Midvale Road needs to be one way the other way or the Victoria Street, Val Plaisant, David Place triangle needs to be made one way clockwise. If the latter option is chosen then I expect that the Stopford Road/David Place junction, with a little tweaking, would flow better and the Midvale Road/Val Plaisant traffic lights would flow more freely with no waiting for traffic to cross the opposing flow, (crossing in front of it is local practice but is really not correct.) Alternatively if Midvale Road was reversed then again there would be no cross flow traffic and there would be one less phase needed on the Ring Road/Midvale Road traffic lights which would help with tailbacks there. The only negative I can see with this is the traffic coming from Robin Hood wanting to turn up La Pouquelaye but this could be dealt with as with the previous scheme and be sent around the roundabout. Maybe by a peak time only no right turn restriction. This should not be too much of a problem if the Midvale Road junction is flowing more freely. Either option would see the removal of the rather unique local practice mentioned which I am sure could prove dangerous to those non locals who are not expecting it. I wonder if the accident statistics support this. As a regular user of the area who has no choice but to use it this all seem obvious, why is it or something like it part of the master plan.

The improvements are long overdue it's currently so dangerous. As a pedestrian I have been soaked several times by speeding cars therefore try to avoid using the road. The road is currently completely lawless and the new layout I hope will bring some level of control which has lacked since I lived in the area [redacted] Well done St Helier, fingers crossed this plan does not get rejected.

A cycle route from town to the north, when [redacted] cycle [redacted] currently go up midvale rd, up la poucquale, then onto queens. Make a safe route to the north, make the green lanes through grand vaux, to Victoria village, then Onto trinity village only for pedestrians/cyclist & horses. Bring back old gravel roads, not tarmac.

With it potentially becoming one way southbound, road access to Upper Midvale rd becomes frustratingly more limited. All traffic would need to approach from Rouge Bouillon. The right turn from Rouge Bouillon (coming from Springfield) has no right of way or dedicated turn of the lights, which means you are either holding up traffic behind you or have to cut through Upper Clarendon road & Victoria Crescent in order to bypass the traffic lights. A current option is to take the northbound approach on Midvale but without that solution the access problem would be exacerbated.

Anecdotally, [redacted] use Midvale road when walking to/from work Monday to Friday and have had no issues with the pavement width or crossing the road. [redacted] accept a lack of knowledge about the wider plan but taken in isolation this seems a poor incentive to encourage cycling. When I'm cycling I aim to get out of town as quickly as possible and this change doesn't enhance that.

You are effectively killing reasonable access to and from Minden Place, Market and other area for those of us who live in the Northern Parishes. If you persist in taking areas away from motorised vehicles will you then be levelling a road tax on bicycles and requiring them to self insure?

Hopefully this will stop Midvale road being used as a race track most evenings .

I am happy to agree with the changes. but if the one way would have been reversed the other way I would have been very unhappy



When you planning anything please also maybe you could have some ideas for parking not enough in jersey

Midvale Road definielty needs attention, as the road is generally too narrow for two-way traffic, accompanied by narrow pavements.

[redacted] have been struck from behind by a car wing mirror whilst walking on the pavement towards the southern end of Midvale Road, due to two cars passing each other whilst [redacted] was walking, and them needing to 'hug' the kerb either side of the road meaning that their mirrors were overhanging the pavement. The driver was very apologetic, but as a pedestrian [redacted] currently don't feel protected from vehicular traffic along that road.

This is yet another scheme that aims to separate and overdevelop without need. We need to encourage our islanders to be more empathetic. Every control or development that removes responsibility reduces this. Zebra Crossing make drivers look LESS to let people cross, not more. Let people be nicer to each other, don't give them reason to (be) care-less.

This scheme will obviously be an improvement for pedestrians, but it neglects any real thought for cyclists. [redacted] cycle up Midvale road regularly, both carrying [redacted] on my bike and alone and would be loosing an important connecting road on my regular journeys.

The preposed 'rerouting' would lead bikes down a convoluted route of back streets and an alleyway (Brighton Lane) only to rejoin the carriageway in a non standard way. There is nothing in the proposal for how bikes and pedestrians would mix at the end of Brighton Lane. Brighton Lane currently has a no cycling sign, presumably that was for a reason?

The southbound route for cyclists is unchanged but you have described cars being unable to pass a cyclist as a benefit? If the new road width is so narrow for this to be true, then cyclists will also be trapped in a queue of traffic, unable to filter forward when cars inevitably back up at the junction. Without the option to filter past stationary traffic a large incentive of choosing an active travel method is lost, the speed!

For active travel to be an attractive option for people it must be better than driving. It is not the more comfortable choice, or noticeably cheaper but it can be quicker, which is a very motivating factor. Your design, at present, has made it slower.

Where there is such a generous expansion of the pavement area, 2m on either side? fitting in a single contraflow bike lane should not be hard to achieve. If sustainable infrastructure and active travel is to be seriously developed in Jersey it must be part of every new project and to leave it out of this one is a massive oversight.

The improvements to Midvale road are long over due, particularly with the awful crossing at the junction of Val Plaisant which is a danger to pedestrians.



MIDVALE ROAD PEDESTRIAN IMPROVEMENTS

This will not encourage more cycle use or walking, it will only serve to add to traffic congestion in the surrounding roads. Please remember, this does not just affect private cars but commercial vehicles too, which need to move around St Helier as quickly and effectively as possible in order to keep the island functioning. Cyclists and pedestrians have plenty of alternative, quieter adjacent routes to enter and leave town, such as Clairvale Road, Clearview Street, Clarendon Road and Brighton Road/Columbus Street. Midvale Road is not essential to cyclists or pedestrians, however, it is a key route in and out of town for vehicles and making it one way for motorists will further cripple movement around St Helier. The queues of traffic, not only during rush hour, but throughout the day are already substantial out of town from David Place/Val Plaisant/Rouge Bouillon and also through Devonshire Place/Hue Street/Union Street/The Parade, and these roads will not support any further traffic which will be forced this way if Midvale Road becomes one way. The proposed change will just create longer queues of stationary traffic and clouds of exhaust fumes. In an ideal world, cyclists and pedestrians would have priority everywhere, but we must keep town functioning well and in my opinion this would be a backwards step.

Making Midvale Road Southbound is a bad idea. [redacted] look out on that junction every day, probably more than any other resident. There are frequent accidents there where traffic crosses each other and the build up of traffic travelling North along David Place and having to turn right into Val Plaisance and meeting traffic South bound from the bottom of Midvale Road will cause huge tailbacks along David Place at Rush Hour, even with a separate filter on the traffic light system. It will also increase traffic flow along Val Plaisance, and back into Rouge Bouillon for northbound traffic, which will present a traffic hazard at the junction for Le Pouquelaye, where there is a zebra crossing, used by children at Janvrin school. This will inevitably slow traffic further and will cause a pinch point. I do not think this has been thought through sufficiently. It is in the wrong direction.

I feel that this will only cause more congestion and added frustration to travellers. There are a large number of people in the Island who cannot walk, or who cannot walk long distances and they are always forgotten. This road is nowhere near the centre of the town and in [redacted] would be a very negative change and total waste of money. Also cyclists are road users the same as drivers and should abide by the same rules. Irresponsible cyclists often cause near accidents by riding the wrong way up narrow one way streets and overtaking on the left, squeezing themselves between the pavement and the vehicle. They also ride on pavements with no respect for the walkers. No doubt it will take a serious or fatal accident before these problems are acknowledged.

This is an excellent plan. [redacted] have been clipped by the wing mirror of vans when walking on Midvale road on several occasions but have never reported them. Now at busy times always take an alternative route. The route to the North also seems good. However, there can be a long wait at the pedestrian crossing over Rouge Bouillon. Can we not switch to Belisha Beacons? Outside of rush hour many cars speed along Rouge Bouillon. Can nothing be done about this?

This will cause traffic chaos on other areas. Leave the roads alone, you are ruining St Helier as a shopping area

In the early [redacted] was struck by the wing mirror of a lorry which was travelling south bound on Midvale Rd. The amount of traffic that travels north bound should continue as there are other options to travel south bound...Clarendon Rd and the ring road past Roberts garage.

Can you make Clairvale one way in other direction to help traffic

[redacted] are a professional couple recently moved to midvale road and [redacted] am terrified of walking down midvale road and [redacted] avoid it taking a totally different (and longer) route to town. [redacted] on the pavements because [redacted] am worried about being clipped or a car mounting the pavement, they are inches from [redacted] and it is too dangerous. I am 100% in support of this incentive and know that it will make all the residents here safer.



MIDVALE ROAD PEDESTRIAN IMPROVEMENTS

[redacted] was walking along the pavement and a car clipped my [redacted]. The car didn't even mount the pavement it was just far too close. There are so many working people who walk to and from work it would be really nice to have a nice walking environment which would encourage more people to be active.

The road is far too busy being two way we have said this for a while now and I'm glad something is being done to help the residents here.

There are so many of the old Victorian houses being refurbished and I'm pleased that this area is being brought back to its original glory.

The problem i see that requires a look at and maybe is more of priority is St John's Road to cheap side it is far more dangerous than Midvale Road speaking to other pedestrians the traffic that comes down to cheapside often travels too fast for the width of road, narrow pavements, wing mirrors far to close to walkers especially by the bend top of Parade Road. Calming measures required it is a bit of a rat run.

Finally!! The road is dangerous!!

I am disappointed that this consultation makes no reference to traffic flow, even though this is stated as being the main user. I use Midvale road both as a pedestrian and a motorist as I live [redacted]. When driving the quickest and most convenient route to the ring road is to go north on Midvale road and join at Rouge Boullion. I cannot agree with this proposal on the basis that not enough information has been provided to show that this change is the best option. How much longer will it take [redacted] to drive from Clairvale road to Rouge Boullion at peak time? It is acknowledged that cyclists should have a n alternative route, but where is the advice for motorists. Why is South bound only better than North bound? What will stop drivers from using the road more than previously, once the opposing traffic is not present.

I have recently purchased a property on [redacted] and definitely support this plan. There have been many occasions where I've nearly been clipped by a car wing mirror. The pavements are too narrow for people to pass eachother when cars are driving up and down. Every evening cars speed up and down the road (at a ridiculous speed) which is very unsafe. This plan would be a fantastic step in the right direction for a more pedestrian/cycle friendly St Helier.

There are too many one way streets as it is,

This road has two way for as long as have lived [redacted] I cannot see benefits would increase traffic around Robin Hood snd ring road - a disaster and waste of money

Leave it as it is if cars can't use it other areas will become more congested. Clarendon Road is already pedestrian friendly and very quiet. This is a waste of time and money. But I'm betting the decision has already been made and this survey is just to tick a box , so you can say the public were consulted

A road still needs to be available northbound as the traffic gets backed up around that area already.

Anything that reduces cars in town roads is a bonus

There are fools now running our departments, the town is slowly dying!

I love it!



Pedestrianising roads is not the way to get more people to walk. It only serves to increase traffic , thus increasing idling and exhaust fumes, there are already pavements for people to walk, there is no evidence that less room for cars increases the amount of people walking?

Val Plaisant itself is very crowded and unpleasant to walk during peak times. Another pedestrian friendly route into town from the bottom of Midvale Rd would be even better. But the Midvale Road improvement is a good start

My concern is that it would add to the traffic in other routes out of town, therefore, making the journey in a car longer.

I think the traffic should be diverted the other way as Clarendon road is south bound already

This is a very old scheme which I objected to as [redacted] resident more than a decade and a half ago so the arguments against it are not new. Here are just a few of the most obvious ones:

- 1) Midvale Road residents with vehicles who want to travel west will face a lengthy diversion, particularly in rush hours. Instead of exiting Midvale Road at the Rouge Bouillon traffic light junction, they will have to exit at the south of Midvale Road onto a junction where they have to compete head on with traffic coming from David Place for the right to turn onto Val Plaisant. The junction is already unsafe because of those 2 competing lines of traffic both competing with each other for priority. Moreover, residents living near the top of Midvale Road close to Rouge Bouillon will be particularly angry about this change and Crowcroft will then come under pressure to make the road 2-way from Brighton Road to Rouge Bouillon, thereby creating a similar confusing mess to the situation in Green Street.
- 2) The suggestion that cyclists wanting to go north will use minor back roads to reach Rouge Bouillon is absurd - they will simply ride up Midvale Road against the traffic, as happens on all other town roads, particularly if they happen to live on Midvale Road itself. Of course this will be a danger to pedestrians who won't be expecting fast-moving (often) electric-powered cycles travelling on the pavements (and the road if there is enough room) from the south to the north of Midvale Road.
- 3) It is a known phenomenon that making a road one way leads to faster moving traffic, which will make it more dangerous for pedestrians to cross the road than it is now.
- 4) The problem highlighted above (faster-moving traffic due to the imposition of a one way system) will inevitably lead to the installation of 'sleeping policemen' at various points along the road to slow down traffic. It is a known phenomenon that obstacles such as these lead to increased pollution from exhausts caused by vehicles slowing down before the bump but then accelerating heavily once they have passed over it. They also cause problems for buses and emergency vehicles, thereby inhibiting these types of vehicles from using roads where sleeping policemen are present.
- 5) This survey has typically not sought the views of residents of roads which adjoin Midvale Road and which will be impacted in different ways. Most obviously, this change will drastically increase the number of vehicles having to use Val Plaisant between its junction with Midvale Road/David Place and Rouge Bouillon by the Robin Hood pub. No statistics have been provided of the likely increase in traffic on this already busy stretch of road and this omission is totally unacceptable. I would anticipate tailbacks of traffic on Val Plaisant stretching right back to the Midvale Road junction itself, which would then cause corresponding tailbacks on David Place and possibly Midvale Road itself.



MIDVALE ROAD PEDESTRIAN IMPROVEMENTS

Having been nearly hit by someone going through a red light (you see this a lot) and having had to lean right against a wall because cars are continuously mounting the pavement (a lot of times at speed) I think that this is a necessary step for pedestrian safety.

It has been stated that around 17500 motorists use Midvale road each week, this means that around 910000 use it in a year. The two questions are if this is true what is the impact on the surrounding roads in the area, surely you are just moving the problem elsewhere? Secondly it has been suggested that there have been a number of minor accidents involving pedestrians using Midvale Road and unfortunately one serious one. Over what period has this information been collected, how many accidents have occurred in that time. Without that information it is difficult to form a fair opinion if this work is necessary.

This may cause the same issue as Tunnel Street where a young person lost their life. The creation of a one way system going south will increase congestion at Robin Hood junction which is already very busy.

Unnecessary and unbalanced focus on pedestrians and cyclists. Pity the poor motorist.

Midvale road is already a 20 mile an hour speed limit for pedestrians. By going ahead with this scheme will have a massive impact on trying to physically get to school and work on what is already a busy area. It will cause even more delays and build up of traffic. Yes I would consider cycling but for one it is too dangerous with the volume of traffic.

Making the Midvale Road one-way will create huge congestion in the town centre, as this is one of the main roads to leave the town centre towards St John. That, in turn, will lead to decreasing the air quality and quality of life of all Islanders, those living in Town, and those who are visiting it or commute from northern-west parishes

This scheme will have traffic implications on that end of town, with increases in traffic on other roads. Extra wide pavements on both sides is a luxury, on a road that sees around 25 people walking per hour. I agree the current pavements are too narrow, with two way traffic, however, having a single track road will cause unnecessary delays with deliveries, and possible delays to emergency services if someone is delivering, blocking the single and only lane. This road has a high number of flats, and attracts a number of delivery or service vehicles every day. At a minimum, it needs two off lorry or large furniture van size delivery bays, at different ends. One could be incorporated where the car park is, by moving the pavement and wall into the edge of the car park. You can't cut off a section of the population from essential deliveries, and blocking the new narrower road will cause substantial traffic problems very quickly.

A completely stupid idea that will just create further traffic congestion. There are a tiny number of people who live and work in mid vale road. Obviously if you ask them, the vast majority will be in favour. The majority of users of this road do not live or work in it. There is already a southbound road, Clarendon road. If you want to do something of this nature why not make midvale northbound and Clarendon rd southbound (as it already is).....but improve it substantially. The cycling aspects for this are a red herring, this road is a feeder for queens road, which cyclists should actively be encouraged to avoid, principally by better provision elsewhere.

Cyclists ignore one way signs, so this will not help. Do NOT add another one way street to the chaotic mess that is the north of St. Helier.



MIDVALE ROAD PEDESTRIAN IMPROVEMENTS

It will be very difficult to get out of town from Bath Street side if you close this road to traffic Northbound. The traffic is bad enough but will all roads leading to one road, it is going to be an absolute nightmare. Whilst I appreciate that you are trying to reduce car use, the population numbers keep inflating which means more people, more cars and more congestion. I try not to use a car but there are occasions when needs must but developing a system where I'm sitting in traffic for half an hour trying to get out of town as there is only one way to go isn't really the best way to go. I walk a lot and as a pedestrian, the pavements are adequate on both sides of the road in this area.

How many people will actually walk and/or cycle? They may say they will, but most won't - particularly during the winter. Much easier to get in a warm, dry car, even if it takes x2 longer to get there because of initiatives like this.

I feel that making the road one way will only divert traffic onto other roads and cause more congestion.

More parking is needed in the area. A one way system would increase speeding on a road used by boy racers at night endangering and disturbing residents. Increasing the size of the pavements does not allow space for a cycle lane so would in no way encourage me to cycle on the road.

Please ensure the northbound cycle route is adequately signed so cyclist stay off the alternative main road routes

It's such a well used road, I think changing this to be one way and pedestrian friendly is a waste of time and money. It will make more roads around the area contested and actually take me longer to get to where I need to be in a reasonable time. I've live on [redacted] and never once thought the pavements need to be coloured and the road made one way. Also having gone to [redacted], I never had an issue with walking to school from St Saviours Rd

It will put more traffic on David place and Val Plasant, increasing emissions, surely people will walk from that area to town regardless due to the lack of parking, once again will discourage those who live out of town to come into town. People can always come down clairvale road which is quieter anyway. This also make it difficult for those who own cars to access premises in a timely manner. The government need to realise not everyone lives near town and is able to walk or cycle to town, those who can probably do already and making a road one way isn't going to encourage others to do so! The is not a sufficient bus service in the island to keep preventing cars from coming into town, unless of course you want people to shop online or work from home, ultimately causing people to lose jobs. Don't change something that isn't broken, Clarendon road is a one way why can't cyclists be encouraged to use that!

This scheme is a long time in coming and is to be welcomed: it should be part of the start of a series of improvements along Bath Street and David Place; along with Val Plaisant and New Street, to improve these important routes for pedestrians into town, and also the quality of the environment for residents. Where possible, street trees and seating should be provided to improve the quality of the street and provide resting places for people who need them.

Cars put pedestrians at risk on a daily basis so these planned works are very overdue!

I'm not clear on the benefits of using a different colour tarmac and don't see it as necessary unless the pavement is flush with the road

It is particularly important to reduce the speed of traffic due to the narrow pavements. The junction at Val Plaisant is presently dangerous particularly for pedestrians and cyclists.



MIDVALE ROAD PEDESTRIAN IMPROVEMENTS

It is not at all clear how north going cyclists will join/ travel on from Rouge Bouillon. A better alternative north going cycle stream might lead northward up Clarendon Rd and then with pedestrian/ cyclist controlled lights and a raised crossing across Rouge Bouillon into La Pouquelaye and onwards

These are good schemes following the direction of the States Policies towards Sustainable transport, Carbon Neutrality, promoting a healthier population and putting children first. Urban areas everywhere are increasingly being re-planned for people rather than vehicles. It is encouraging to see Jersey joining this trend.

I would support this scheme if it was cycle friendly. I'm disappointed and surprised that cyclists cannot cycle in the opposite direction to the traffic when there is so much space. Making cyclists cycle through the areas to the west is going to discourage cycling which is against the governments policy. I think one of the pavements should be slightly wider than the other and set up as a shared space such as round the North side of the millennium park.

I am strongly in favour of this scheme and others like it

These changes will make access by car to [redacted] Clairvale Road far worse! There will be increased traffic having to go around to Rouge Bouillon. This is something we have had to endure during roadworks in the area and the thought of it becoming every day is a nightmare. I have owned my house [redacted]. Yes, the pavement is narrow, but any normal person is easily able to cope with this! I cross Midvale Road as a pedestrian to go into Clairvale Road every day without problem. There is no need for a pedestrian crossing! There are so many one way roads in the area we don't need this too. I am really distressed by this idea.

With regards to the access for emergency vehicle in and out of premises at Midvale road could be impeded by the new scheme. It may make turning into the car park more challenging and this should be considered before action is taken. The flow of traffic is not an issue. There would need to be discussions regarding outside the Ambulance Station

Traffic will become far worse than at present with the changes proposed in these 'sustainable schemes'. People are being forced step by step out of their vehicles through government schemes that people do not want and paid for with their own Taxes.

More greenery please like trees or flower planters as there are not enough of either in town, especially for those of us who live in St Helier who don't have any outside space.

Safety of our islanders is of paramount importance, any measures to maximise this end must be endorsed.

This is all good news, maybe we are getting somewhere, at last. Having been a commuter-by-bike to St Helier for [redacted] I have watched it become more difficult to use one's bicycle or to walk, safely, due to the increase in traffic over time, and the increase in vehicle size which discourages people from doing either. If roadside parking was reduced there would be more places where contraflow cycle lanes could be introduced.

Could you consider making the purchase of bikes and e bikes a taxable deduction for a 5 year period to encourage people to buy them at the same time as these improvements are being made?

Not enough consideration is being given to the elderly, many of whom cannot ride a bike and are incapable of walking any distance. Jersey is a very hilly place. The width of the cars and inconsiderate driving by certain people is a contributory factor to accidents. Cyclists are not always considerate. It would be better to give Midvale road a 15 mph limit. Making it one way will encouraging speeding.



MIDVALE ROAD PEDESTRIAN IMPROVEMENTS

Consider that whilst it will make it better for pedestrians it will impact on further traffic congestion in the area as it's a heavily used road, so worse for drivers, and whilst it will make the road safer for pedestrians it doesn't help the surrounding roads of rouge bouillon school, where the actual roads closest to the school don't have speed bumps and so the road in front on the school gates see cars drive too quickly and also very narrow pavements inmost of the immediate surrounding area. the crossing at Brighton road, Claire vale road has poor visibility for crossing and cars always whizz down that road, it would be good to have a speed bump there and a crossing aide. I don't believe the plans mention areas for cycle parking, or where with the changes might create the opportunity for a few extra parking spaces in a typically parking difficult area. Consider also improving the traffic light crossing, still on old school timetable but with the staggering school. Start times the traffic light crossing is really delayed as it's now outside the "peak" times.

Great to see progress- I live in [redacted] and walk midvale- it's very dangerous at the cross road section. Pavements are currently too narrow so am pleased to see this.

Making this area safer and more accessible for walkers and cyclists can only be a good thing. It would be great to then continue this cycle lane from midvale to val plaisant up to trinity hill and to end at Waitrose. They have a cycle rack there for shoppers or the cyclist could continue onto Valle de Vaux and connect to the cycle network. Keep up the good work.

The flow is the wrong way. Makes more sense for the flow to be the opposite so traffic can leave town more easily and access straight to val plaisant/the roundabout. You mention the number of cats that use the road daily but stats about the direction would also be useful

It's crazy to have two parallel roads both running southbound. Clarendon road is already providing a southbound connection. If there really should be need to make Midvale road one-way then let the traffic flow north. Robin hood junction is going to back up all the way into David place out traffic can't go up north on Midvale road. Even consider the ""smart motorways"" being built now and install signage to allow southbound flow in the mornings and northbound flow in the evenings. Cyclists having to go round the houses is not going to encourage people to get on the bike, especially in inclement weather. The proposed scheme is not going to get cars off the road, just cause more traffic jams, road rage and angry drivers.

1) Keeping cars behind cyclists WILL cause accidents and will be a danger to cyclists

2) Cyclists WILL NEVER obey the one way systems ~ they have no reason to ~ they are not registered, not insured , not taxed and The Police do nothing to protect other road users from cyclists behaving in a dangerous fashion.

3) In these DESPERATE days ~ there are many more things to worry about.

I don't know who's ""bright idea"" this is ~ perhaps they should have their bumps felt.

Has everyone living or working at Midvale Road been consulted? Currently ALL road users can access Midvale Road in both directions, please let this continue. Leave things as they are. The proposed scheme will prove very difficult for those living on Midvale Road to gain access to their properties. It will also lead to 'rat runs' on surrounding roads. If this is a pilot scheme, then leave the road and pavement as it is until the 'scheme' is deemed to be successful.

The overall impact on traffic flow with the planned new hospital is unknown. I have serious concerns about traffic flow at peak times with a1 way system in this area. There are alternatives such as flow control like green street giving priority trading Traffic in one direction



MIDVALE ROAD PEDESTRIAN IMPROVEMENTS

Please can I request a site meeting for [redacted] as how the pavements are designed and the height of the pavement could affect our entering and exiting of the premises?

I've lived on [redacted]. In that time traffic and pollution levels have only increased. The pavements are dangerously narrow and the corner with Val Plaisant is positively risky with traffic frequently mounting the pavement to make the corner into Midvale Road from the town side. The sooner this residential street is returned to its residents the better.

It would be helpful if cyclists could cycle east up Brighton Road to join Midvale Road southbound rather than have to try and cross Rouge Bouillon in order to turn right into Midvale Road. This applies mainly to people [redacted] who are resident in Midvale Road

It is vital that we improve active travel facilities in town. As part of this we need to restrict cars crossing town with ease, which will assist in making the smaller parish roads more active travel friendly.

It's a step in the right direction

Maybe bollards of some sort to stop some drivers trying to overtake - different coloured tarmac won't deter some drivers unfortunately (in my experience)

[redacted] on Midvale Road. The widening of the pavements will greatly improve access and exit from [redacted]. Safety will be greatly improved - particularly for children and [redacted]. I also believe it will be of great benefit to residents, including those who attend Rouge Bouillon school. Please make these changes happen if you can - walking along that road in the dark, especially with a child, as the cars come so close is dangerous. Thank you,

The proximity of vehicles in the two way layout is far too close to the narrow pavements. Even as a very infrequent driver on this road I have seen a few near misses with cars and pedestrians. This is a big improvement to safety. As a cyclist I have very rarely used it in either direction on account of fumes and dangers of cars going too fast

This is fantastic. Encourage it a lot. Will be nice to have some greenery.

i think this would be a brilliant change to Midvale Road

A pity we may be stuck behind cycles but the road is already 20mph so it should not make much difference

Excellent idea. The more we can promote safe routes to walk and cycle the better. Since [redacted] have bought electric bikes and frequently cycle all over the Island and into town and enjoy shopping in the central and fish markets - something we have not done for [redacted]! Creating safe cycling routes into and out of town may help regenerate St Helier as a food shopping destination rather than large supermarkets.

Has 1 way northbound traffic direction been an option ???

This needs to be done to encourage more people to walk and cycle to work or to the shops. This will hopefully also help reduce the number of cars and make it healthier for the people living there and pedestrians. I also think we need more Electric Vehicle Charges in on street locations.



MIDVALE ROAD PEDESTRIAN IMPROVEMENTS

I would be tempted to recommend closure to motor vehicles entirely - my concern is that this sort of scheme will lead to aggressive and close passes approaching a junction which is already notorious for 'angry' driving e.g. red light jumping.

Should be north bound not south

The north bound cycle route is ok, but please ensure there is good lighting at night. Please also ensure that it is clear that cyclist should not be overtaken, as some cars still try to squeeze through the smallest gap, which is unsafe. But overall a good idea!

Any measures that increase the chances to walk/cycle on island must be implemented to improve the quality of life for everyone. Can the same be done for Langley Park/Avenue? These residential roads take an enormous volume of vehicular traffic. As on many other roads on the island there are no traffic calming measures despite these roads being used by schoolchildren to walk & cycle to school. The car drivers make no allowance for the children on cycles - an accident waiting to happen!

We need more schemes that reduce motor vehicles driving through the centre of St Helier

The artist's impressions show large trees on both sides, on the new, wider pavements. I hope these materialise and do not get forgotten in the making.

Alot more of the same please. More joined up routes into and across town. More cycle racks everywhere.

More improvements for pedestrians and cyclists in regards to prioritisation and safety on roads.

[redacted] was walking northbound with [redacted] after attending the Scottish Church. A large car (possibly a 4WD) hit [redacted] arm hard with its mirror but didn't stop and speeded off up the road. After mentioning the incident on FB, many more people said that this had happened to them or their family, but as was the case with [redacted], it was not reported, so I imagine that the reported injury collisions are much lower than the actual number of collisions.

Please amend the plan to allow cyclists a narrow northbound lane. Reducing the pavements from 2m to 1.5m on each side would provide space for a 1m wide northbound cycle lane. If it isn't incorporated in the work now, it never will be. Thank you.

This looks like a pretty well thought out scheme. Drivers may object to traveling behind cyclists, but my experience is that it's a pretty slow road anyway. Journey times are unlikely to be much affected. It would be good to see this as part of a more joined up set of cycling routes through town - that is badly needed

The reason I am taking part in this survey is to highlight a problem which exists already for motorists who wish to access Upper Midvale Road from Rouge Bouillon when travelling from the east. [redacted] whenever we [redacted] via the Springfield area [redacted] turn left onto Val Plaisant at the traffic lights near Springfield. Then [redacted] at the Val Plaisant traffic lights in order to drive northbound along Midvale Road. This enables [redacted] straight across Rouge Bouillon as [redacted] Upper Midvale Road. I believe the obvious route via Rouge Bouillon east is too awkward and to my mind, could be dangerous, when attempting to turn right into Upper Midvale Road from Rouge Bouillon. Inevitably one has to wait well in front of the traffic lights in order to indicate to oncoming vehicles that one is waiting to turn right and to allow traffic behind to keep moving forward. It is only possible to turn right when either a vehicle travelling in the opposite direction makes room, or when the traffic light turns red and the road is clear. If Midvale Road traffic will be flowing southbound only, I see an increased problem arising for traffic seeking to access Upper Midvale Road from the eastern direction of Rouge Bouillon.



MIDVALE ROAD PEDESTRIAN IMPROVEMENTS

More prioritizing for cyclists and pedestrians is essential to meet carbon neutral targets

Great. Well done. Hope to see more of this around the island soon.

We need more of these and quickly!

Clear signage for northbound cyclists would be great.

Not totally convinced the north bound cycle route is the best option available. Concern at leading cyclists onto a busy Rouge Bouillon area. There may be better options that might lead more directly to the cycle routes leading up Vallee de Vaux

Yet another RTC at the junction of Midvale road just now! Can this work be brought forward? There are accidents & near misses every day.

At the Midvale Road and Val Plaisant crossing, can you incorporate a diagonal crossing so that pedestrians don't have to cross the road twice.

Denying northbound motorised traffic along Midvale Road will put additional stress/traffic flow around Springfield, especially for vehicles trying to take children to Rouge Bouillon school, travelling to JEC Retail Park, etc. Since Clarendon Road is already Southbound traffic only why not reverse the flow and make Midvale Northbound for vehicles thereby allowing motorised traffic to escape the town area rather than forcing traffic to Springfield or less suitably Great Union Road



Comments sent directly to Infrastructure, Housing and Environment

Further comments
Why was southbound chosen rather than northbound?
[redacted] Clairvale Road and concerned it will become a rat run. What plans are being considered to avoid this? Clairvale Road should be included, and residents only access point from Rouge Bouillon.
Disagree with encouraging school children to ride onto Rouge Bouillon and then no safe option to Schools. Suggest Clarendon Road for residents' cars from south only, would prevent it from being a rat run and safer for school children.
[redacted] St Saviours end of St Marks Road. Scheme will push evening traffic to Robin Hood. Worried re pollution from slow moving traffic.
[redacted] Clarendon Road. What plans for traffic during construction? Clarendon Road already used as rat run - no thought on impact of changes. More pressure on Rouge Bouillon. Concerned re school children.
Very pleased with plans. Road used as rat run.
Will improve road for peds, pavements currently too narrow. Is there opportunity for dedicated cycle track?

