

St John's Road – Road Safety Improvements

Phase 1 – Pet Cabin Crossing



January 2021

Contents

1.	Background.....	4
1.1	Initial Discussions.....	4
1.2	Project Board.....	4
1.2.1	First Project Board.....	4
1.2.2	Further data collection.....	4
1.2.3	Project Board Objectives.....	4
1.2.4	Study Area	5
1.3	Scheme Options.....	5
2	Crossing at the Junction with La Grande Route du Mont a l'Abbe – 'Pet Cabin Crossing' - leading to Haute Vallee School.....	6
2.1	Existing situation.....	6
2.2	Four options	7
2.3	Option Evaluation	10
2.4	Lighting	11
3	Consultation Process	12
3.1	Key Stakeholders	12
3.2	Public Engagement	12
3.3	COVID-19	12
3.4	Process.....	12
4	Key Stakeholder Responses.....	14
4.1	Businesses.....	14
4.2	Immediate Residents	14
4.2.1	Chestnut Farm.....	Error! Bookmark not defined.
4.2.2	Chestnut Mews	Error! Bookmark not defined.
4.2.3	Oakley	17
5	Phase 1 Consultation Results	18
5.1	Number of Responses	18
5.2	Responses from the letter drop	18
5.3	Email Responses	18
5.4	Combined results.....	19
5.5	Comments relating to other areas.....	20
6	Summary.....	22
7	Phase 2 Consultation.....	23
7.1	Construction.....	23
7.2	Consultation Process.....	23

8	Phase 2 Consultation Results	24
8.1	Number of Responses.....	24
8.2	Results	24
8.2.1	Question 1 – Do you agree that there is a need to improve safety for children and others who need to cross here?	24
8.2.2	Question 2 – Do you feel that the interim measures improve safety for pedestrians? 24	
8.2.3	Free form comments	25
9	Main Concerns raised	26
9.1	Street Furniture	26
9.2	Pavements	26
9.3	Raised zebra crossing	26
10	Conclusions and Recommendations.....	27
11	Next Steps.....	28
Appendix A	Data Collection	29
Appendix B	Letters	36
Appendix C	News Release	43
Appendix D	Concerns of Residents of Chestnut Mews.....	45
Appendix E	Project Board’s Response to Chestnut Mews	50
Appendix F	Responses to Initial Consultation	53
Appendix G	Responses to Second Consultation	57

1. Background

1.1 Initial Discussions

There has been a long history regarding road safety concerns along St John's Road from Cheapside to Queen's Road. After receiving further requests for road safety improvements, Deputy Inna Gardiner contacted Infrastructure, Housing and Environment with a view to begin to understand the problems and potential ways forward.

During these discussions, it was agreed that a Project Board would be established, chaired by Deputy Gardiner, to guide the process of engagement with the community.

1.2 Project Board

The project board was established and comprised of the Deputy, a member of St Helier Roads Committee, a technical member from the Infrastructure Department of the Parish of St Helier and a representative of Haute Vallee School with technical input from officers from Infrastructure, Housing and Environment (IHE)

1.2.1 First Project Board

The first board meeting, held in November 2019, established the format for moving any potential schemes forward. This included:

- Agreement as to the extent of the study area
- The objectives of the consultation
- The type of engagement to be carried out

For this meeting, IHE officers informed the project board on the data which had been collected up to that point. This data included:

- Map of the area
- Injury collision data (number of accidents which resulted in a personal injury and is collated by the States of Jersey Police). The number of damage only collisions or near misses is not collected.
- Summary of road safety requests received by IHE
- Existing traffic flows by direction and vehicle classification (car, LGV, HGV etc.)
- Dimensions in areas of pinch points.

This information can be found in Appendix A.

1.2.2 Further data collection

The Board tasked officers to collect additional data, including speed and volume data on the surrounding Parish Roads and on St John's Road during construction works and the road was one way southbound.

1.2.3 Project Board Objectives

It was agreed that there were four key locations which would require input to address existing issues:

- Crossing the road by the Pet Cabin
- Area around Trafalgar terrace
- Area around Mount Tay
- Length of St John's Road from Cheapside to Parade Road

The Project Boards priorities would be:

- 1 To create safer walking routes for students, mothers and pedestrians with a disability
- 2 Access onto the road for pedestrians and reduce the risk on the footways
- 3 Cycle safety
- 4 Safe crossing points at key locations

1.2.4 Study Area

The study area was agreed to consist of:

- St John's Road
- North to include Clarke Avenue and le Clos de la Ville
- Le Grande Route du Mont a l'Abbe up to La Rue de Podetre
- Old St John's Road
- Tower Road to its junction with Westmount Road
- Westmount Road
- Roussel Street
- Undercliffe Road
- The Parade
- West Park Avenue

It was agreed that Cheapside would not form part of this study.

1.3 Scheme Options

A number of options were looked at for each location with the aim to improve pedestrian facilities in those areas. Four scenarios were put forward for the Pet Cabin area and seventeen (17) for the remaining sections of St John's Road.

The Project Board concluded that the crossing by the Pet Cabin was the highest priority and this was to be progressed in order that at least an interim solution could be in place for the start of the 2020 new school year.

The remaining sections of this report deal solely with the area around the Pet Cabin.

2 Crossing at the Junction with La Grande Route du Mont a l'Abbe – 'Pet Cabin Crossing' - leading to Haute Vallee School

2.1 Existing situation

The existing situation prior to September 2020 is shown below:

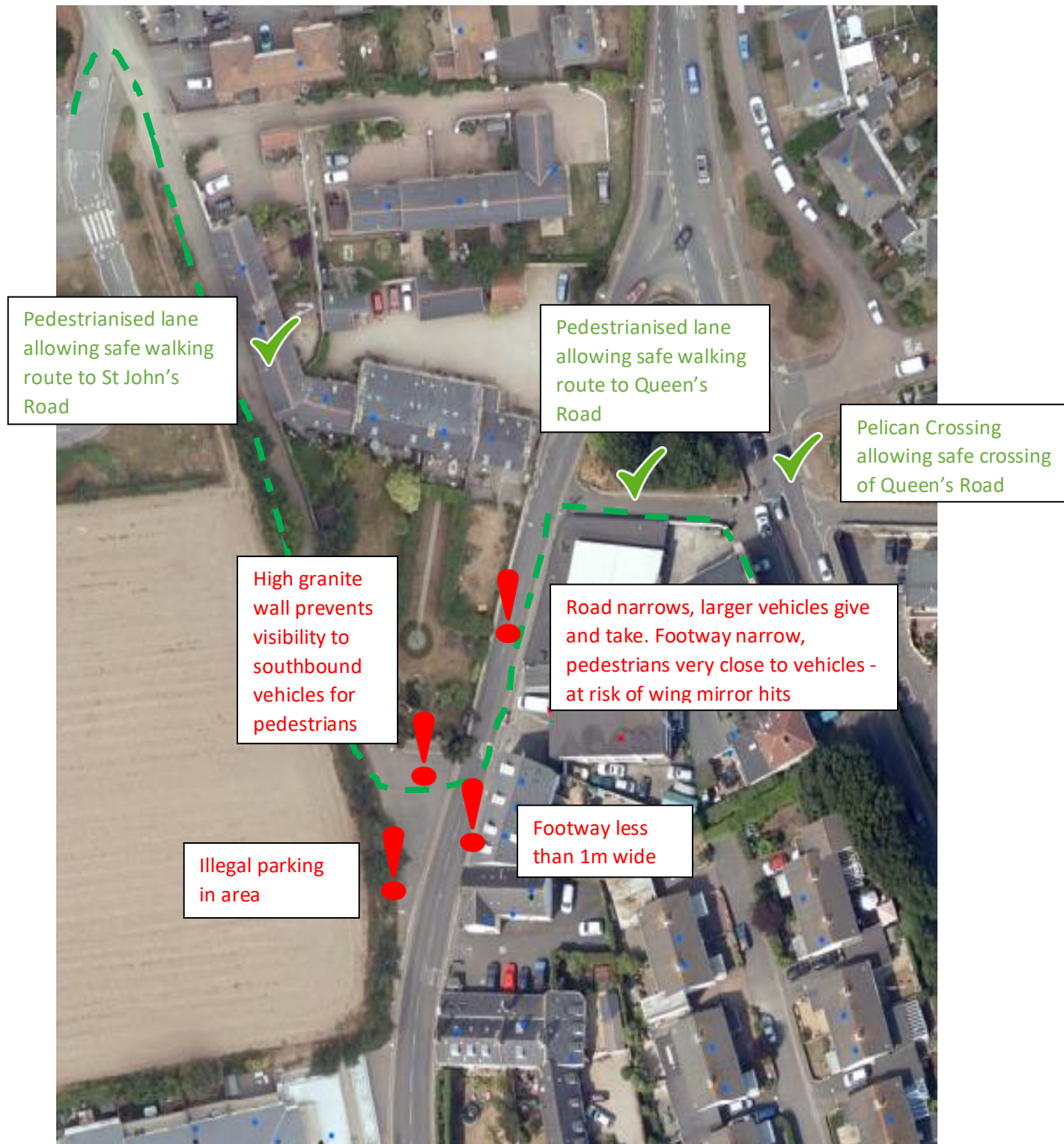


Figure 1 Area Around the Pet Cabin Prior to September 2020

The walking route along St John's Road and onto Queen's Road is a popular route, in part due to the convenience store.

The main catchment area for Haute Vallee School is to the south-east in St Helier town making Queens Road and St John's Road a logical walking route.

2.2 Four options

Four options were developed which addressed the four issues raised by the Project Board. These were:

- Option 1 Long raised table (courtesy crossing)
- Option 2 Raised table zebra crossing and footway widening
- Option 3 raised table Jersey crossing (no Belisha Beacons) and footway widening
- Option 4 Raised table Jersey crossing

Option 1

Long raised table
(courtesy crossing)

Planter to redirect
pedestrians away
from the wall to a
safer crossing point

Bollards to prevent
parking

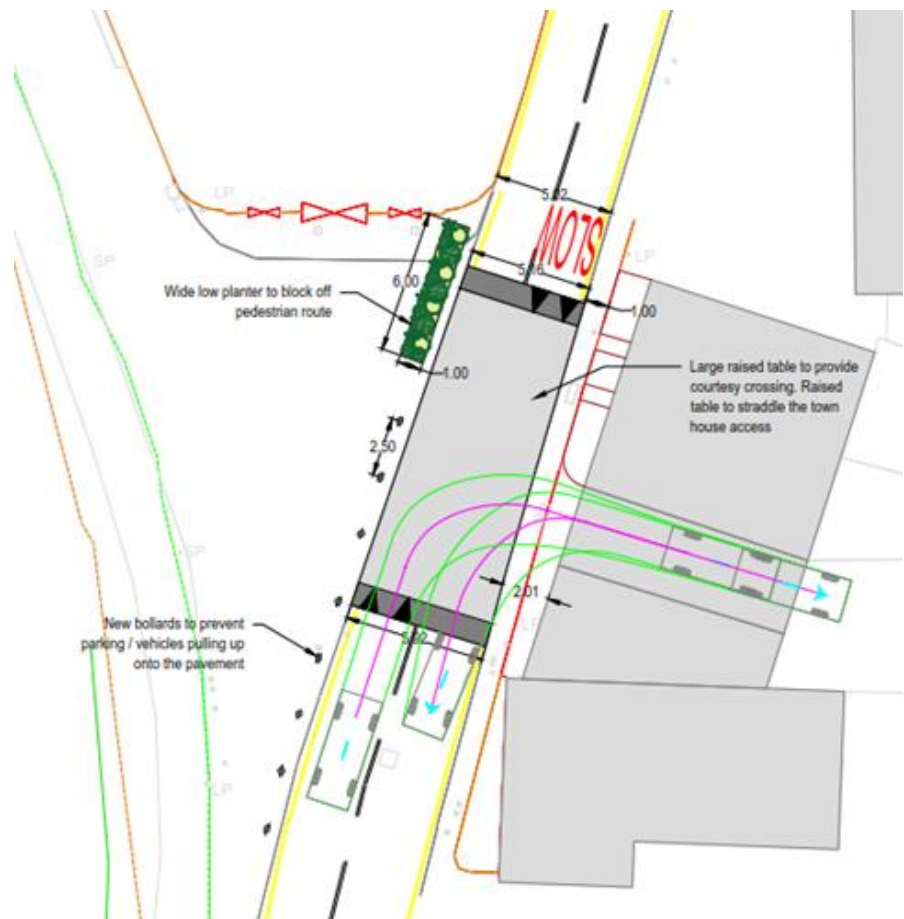


Figure 2 – Option 1 – Courtesy Crossing

Option 2

Raised table zebra crossing

Belisha beacons on east and west footways

Barrier to redirect pedestrians towards crossing (if barrier is climbed will not fall into traffic flow)

Bollards to prevent parking

Kerb build outs to reduce road width and provide space for Belisha beacon



Figure 3 – Option 2 Zebra crossing

Option 3

Raised table Jersey
Zebra crossing (no
Belisha beacons)

Barrier to redirect
pedestrians to
crossing (if barrier is
climbed will not fall
into traffic flow)

Bollards to prevent
parking

Kerb build outs to
reduce road width to
south of crossing

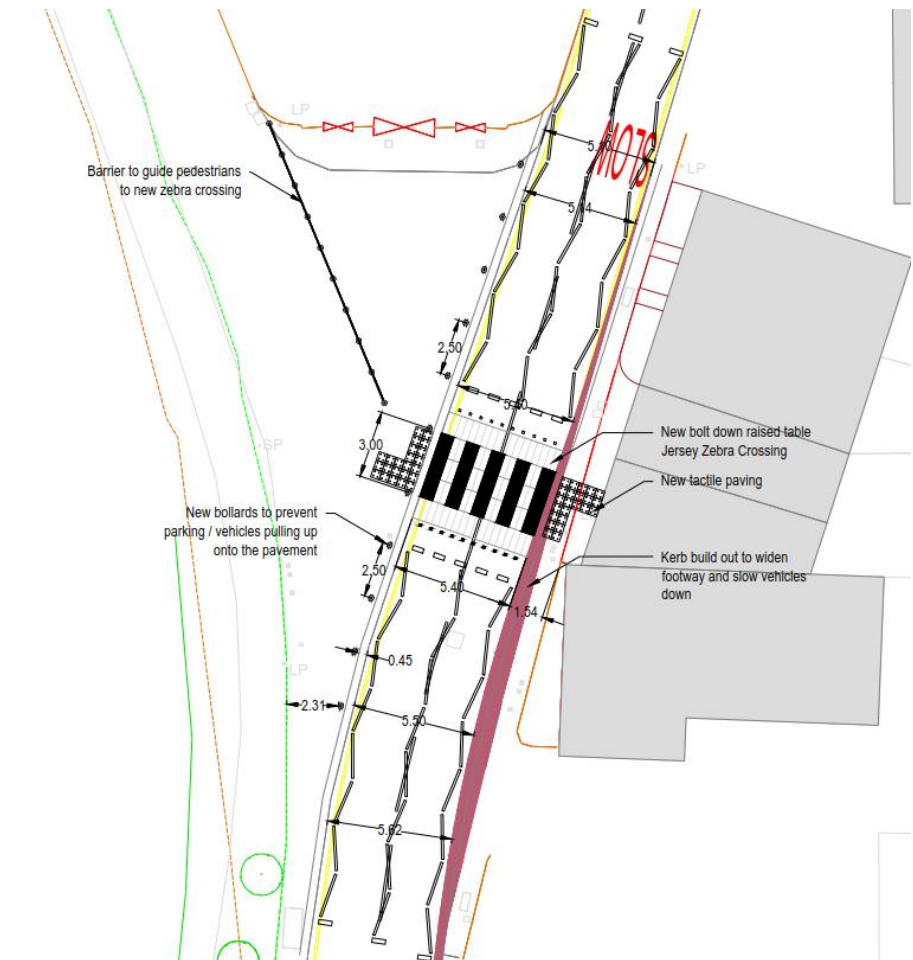


Figure 4 – Option 3 Raised Table Jersey Crossing with Kerb Buildout

Option 4
Raised table Jersey Zebra crossing (no Belisha beacons)
Barrier to redirect pedestrians to crossing (if barrier is climbed will not fall into traffic flow)
Bollards to prevent parking

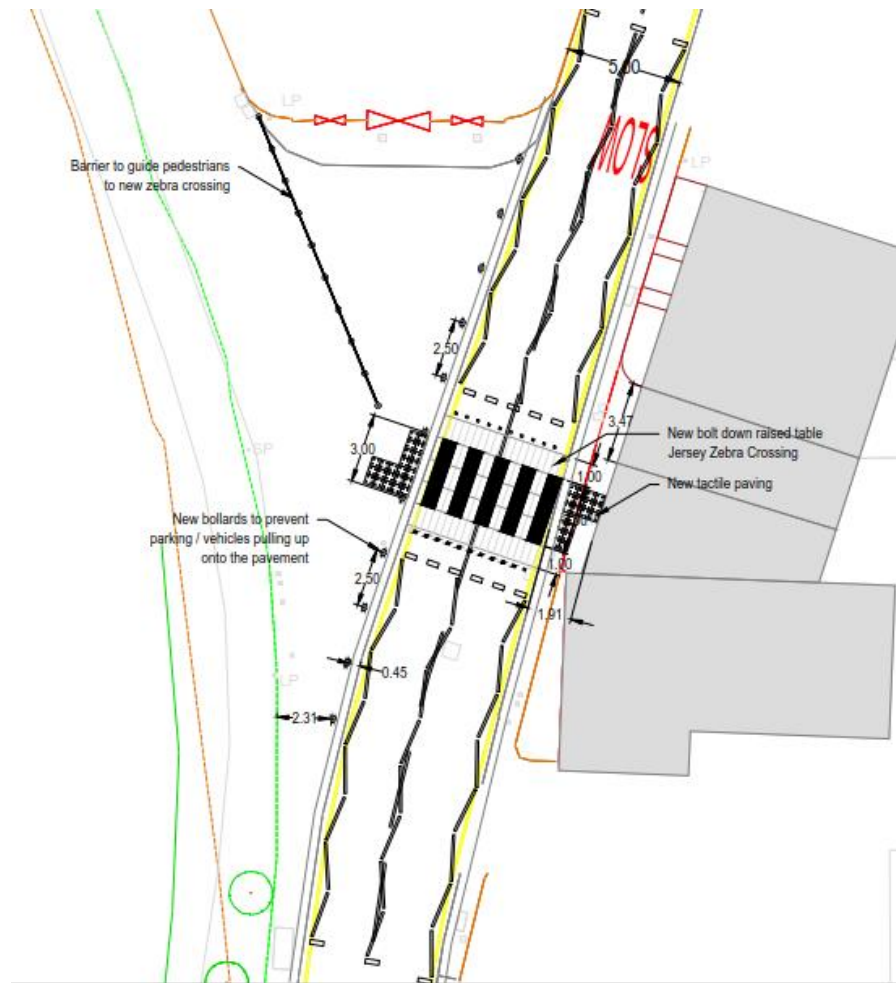


Figure 5 - Option 4 Raised table Jersey crossing

2.3 Option Evaluation

All four options and No Change were independently assessed by a suitably qualified Road Safety Auditor. The safety risk assessment was carried out in line with recognised risk standards as set out by the Chartered Institution of Highways and Transportation. This assessment gave the options a ranking based on the risk to all road users as follows:

Option	Description	Risk	Ranking	Summary
Option 2	Raised zebra crossing with Belisha beacons and kerb buildout	Low to medium	1st	Best option for safety, reduction in risk of damage or injury collisions
Option 3	Raised Jersey crossing with kerb buildout	Low to medium	2 nd	Although risk factor is same as option 2, there may be slight increase in risk of rear shunt collisions especially during hours of darkness

Option 4	Raised Jersey crossing	Medium	3 rd	Some benefit but higher risk than options with kerb buildout as speeds may be slightly higher
Option 1	Raised courtesy crossing	Medium to high	4 th	No improvement to risk factor, pedestrians still only have partial visibility to southbound traffic
No Change	Existing situation	Medium to high	5 th	

2.4 Lighting

As part of the proposals, the street lighting in the area is being upgraded. The old style lanterns are being replaced with new style integrated lenses



Old Style



New Style

The new street lights will give a more even spread of light reducing the light and dark areas which occur with the old style.

3 Consultation Process

3.1 Key Stakeholders

Haute Vallee School is one of the main stakeholders as the crossing is a key route for students walking to the school. The school leadership team had input due to being involved with the Project Board.

Letters were distributed to the two businesses in the immediate area of the proposed crossing and to the residents of Chestnut Farm, Chestnut Mews and Oakley who would be directly affected by the crossing on 21st February 2010. The letter described the project with an offer to meet with them.

As Chestnut Farm is a listed building, we also wrote to the Principle Planner Historic Environment Officer explaining the reasoning behind the scheme and the temporary nature of it in the first instance.

Copies of these letters can be found in Appendix B.

3.2 Public Engagement

A public drop-in engagement on the interim scheme was due to be held at Haute Vallee School for the wider community in the spring along with an on-line consultation on the Government website.

3.3 COVID-19

Following the COVID-19 pandemic hitting the Island at the end of March, the Department's normal face-to face drop-in consultation process had to be cancelled for health protection reasons.

3.4 Process

As the scheme is an interim scheme which is dependent on other Government projects, the board decided to carry out the consultation process in two distinct phases:

- Phase 1 Consultation on the principles of the scheme
- Phase 2 Consultation on how the scheme is working.

Phase 1 would gather Islanders views on the principle of having a zebra crossing in this location along with the bollards and railings. Letters were sent via Jersey Post to 391 residential dwellings, on 6th July, in the area shown below directing them to the on-line consultation:



Image 1 Area for letter drop to Residential Dwellings in the Immediate Area of the works

A news release was issued on 14th July 2020 to advertise the consultation (see Appendix C). It was widely reported in the local media and on social media.

Phase 1 of the consultation was open until 28th July.

Following construction of the main works on the zebra crossing, bollards and railing, during the last three weeks of the school summer holidays, the consultation phase 2 started and ran until 18th December (the finish of the autumn school term) where Islanders could provide feedback on how the scheme is working.

4 Key Stakeholder Responses

4.1 Businesses

A socially distanced meeting was held at Haute Vallee School with the [redacted] and members of the project board and school representatives on 16th March 2020.

[Redacted] had no objection to the principle of the zebra crossing nor to its location within the road. Concerns were raised to the bollards and restricting the use of the area for parking. The area is where [redacted] and other delivery vehicles attending [redacted] pull up so that they are off the road and wait until the road is sufficiently quiet for them to manoeuvre on to [redacted].

The rationale behind the bollards, to protect the visibility splays for pedestrians to see and importantly to be seen by drivers, was explained. Current policing by the parish and Parking Control Officers allows vehicles to stop on prohibition of waiting (yellow) lines to load and off-load people and goods provided that they are not causing an obstruction. It would therefore be acceptable for [redacted] to load and off-load during the working day at reasonable times between the morning and evening peak times.

The [redacted] confirmed they had received the letter. As they did not perceive an issue with the scheme, they did not feel the need for a one-to-one engagement with the project board.

4.2 Immediate Residents

4.2.1 [Redacted]

The Department received the following from immediate residents:

Firstly, we would like to say we are delighted about this long overdue road safety project. For years and on numerous occasions we have raised concerns regarding the road safety and parking in this area.

[Redacted] Comments	Project Board Response
Access: as [redacted] of the triple arches/gates to [redacted] we require access for maintenance purposes. We also have to provide access [redacted] from the South East gate to [redacted] as they have [redacted]	The project board, GHE and Posh have jointly agreed that there will be at least one bollard which will be either removable or drop-down. Any mechanism to lower the bollard, e.g. a key, will be in held by PoSH as the Highway Authority for La Grande Route du Mont a l'Abbe and by yourselves as owners of the gate.
Bollards: who will have access to the removable bollards? Are there measures in place for maintenance of these bollards?	PoSH and you will have access to the removable bollards. The maintenance of the bollards will be by PoSH and GHE
Road Speed: there is an increasing speed at which cars are emerging off Queens road onto St Johns Road. We have written to the Parish and DfI on several occasions requesting a mirror be placed opposite [redacted] on the triangular land known as [redacted].	Both GHE and PoSH do not promote the use of mirrors on land owned and maintained by them. This is due to a number of issues which arise from their usage: Mirrors can increase the occurrence accidents particularly in situations when oncoming traffic has no time to react if a driver who placed too much trust in the mirror suddenly pulls out in front of them. A mirror on the opposite side of the road is less effective than one alongside an access.

	<p>There is a major difference in the range and effectiveness of different sizes and curvatures. Highly convex mirrors which provide a wide field of view are totally unsuitable for road traffic use. Almost flat mirrors (referred to as 90degree mirrors in trade literature) give a more representative view of one side of the road but a 1m x800mm flat mirror is still only rated to provide good visibility up to 12m. It is not possible to judge the speed and distance of approaching traffic. Cyclists and motorcyclists are difficult to spot. Those unfamiliar with a mirror can't initially make a safe judgement. The image will be obscured by rain or condensation, dust and road spray on the surface. Mirrors reflecting the sun and headlamps don't work and round convex mirrors will reflect the sun and headlamps from more angles. The shade cast by overhanging tree canopies hides approaching vehicles. Visual background clutter (parked cars etc) make approaching vehicles harder to spot. Vandalism. Vehicle wing mirror overhangs. Pedestrian obstruction. Maintenance. Aesthetics/historic environment. The raised table crossing (with a narrowed approach from the south) is expected to reduce the speed of traffic along the main road as they approach your exit and this should reduce the risk when exiting the properties to some extent; also the crossing will highlight to the driver that there is activity in the area and increase awareness to be cautious. It is appreciated that you will still need to exit with caution and once you can see to the right, if turning right wait for a gap in the traffic from the left.</p>
<p>There is also increased pedestrian traffic on St Johns Road which poses a risk as vehicles that come out of [redacted] onto St Johns Road have restricted view. [redacted] Could you please review this request?</p>	<p>The rail on the approach to the crossing is intended to encourage pedestrians to cross at the crossing and not diagonally near to [redacted] vehicular exit. As set out above, the proposed crossing on a raised table should reduce the speed of northbound traffic</p>
<p>Large tree Mont a l'Abbe: we are constantly removing large branches of tree limbs from [redacted] that have fallen from the tree along</p>	<p>This would be down to the field owner, PoSH have a contact from previous issues with the bank and are looking into this matter</p>

the pedestrian thoroughfare. As subsidence is occurring along this embankment, it is only a matter of time before the tree or part of the tree falls [redacted]. As a proactive measure, could the owners of the field be notified to cut the large limbs that are overhanging in our garden? It would also prove to be a safety measure for the school children.	
Parking: for years, despite the area being posted a 'no parking' area it has indeed been used for [redacted] parking as well as for a drop off and pick up area for school children.	This scheme would address this with a full line of bollards to prevent illegal parking whilst individual drop down bollards would provide access for PoSH maintenance and [redacted]
Road Safety for School Children: perhaps a road safety initiative at the school will help children learn that it is also <i>their</i> responsibility as pedestrians to obey road safety rules. It is often witnessed that in a very narrow pavement area the children are often walking off the pavement or jostled off the pavement onto the road. One incident actually had a gentleman get out of his car and have an altercation with a student. The driver was not at fault as the child leapt in front of his vehicle.	Your concern is appreciated and the school Management support your view that the students should be made aware of road safety as their personal responsibility. The Police Road Safety Officer was due to go into school before Easter to talk to the students. This was prior to the schools closing due to Covid-19. Once schools re-open and return to 'normal', these sessions can take place.
Bin: could the bin that is currently in front of the gates be placed in another location as the rubbish truck would have difficulty with bollard access anyway?	This issue is being looked at by the parish's Street Cleansing team to establish if there is an alternative location.

4.2.2 [Redacted]

A detailed response from residents of [Redacted] can be found in Appendix D. The key points raised related to:

- The need, benefits and options considered
- Preferred option and layout
- Potential impacts on local residents' amenities

The Project Board's response to these issues raised is in Appendix E

A site meeting with [redacted] was undertaken on 15th June. The residents reiterated their concerns regarding the potential for those waiting at the crossing to cause anti-social behaviour. It was agreed that adult supervision during school drop-off and leaving times would be in place to control the way the crossing would be used and to try and prevent gridlock on Queen's Road. This will initially be carried out by school teaching staff but the school is looking to obtain funding for a school crossing patrol person. The need for Belisha Beacons was raised in relation to the flashing lights associated with them and how this would be mitigated against. Mitigation would be in the form of cowls over the bulb.

4.2.3 [Redacted]

No separate communications were received from the residents of [redacted], although they may have responded through the anonymous on-line consultation.

5 Phase 1 Consultation Results

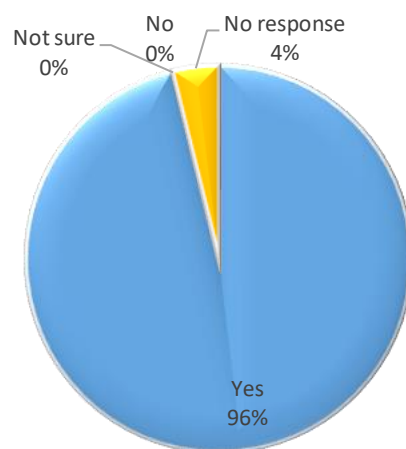
5.1 Number of Responses

In response to the initial consultation, the department received 39 responses of which 13 were emails directly to the Department and the remaining 26 were from residents who had been letter dropped.

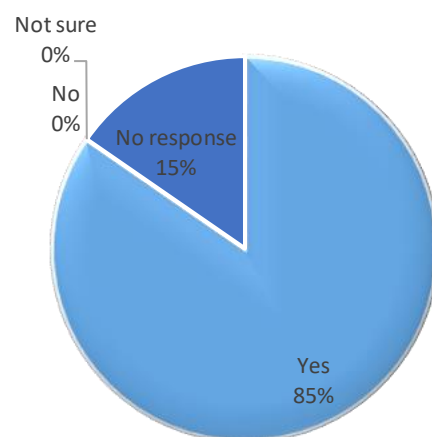
5.2 Responses from the letter drop

The responses from the letter drop indicate that 25 of them believe there is a need to improve safety (the remaining questionnaire did not have a response to this question). Twenty-two thought that the interim measures would improve safety, the remaining did not provide an answer to the question and no-one said that it would not improve safety.

Is there a need to improve safety?



Do proposed interim measures improve safety?

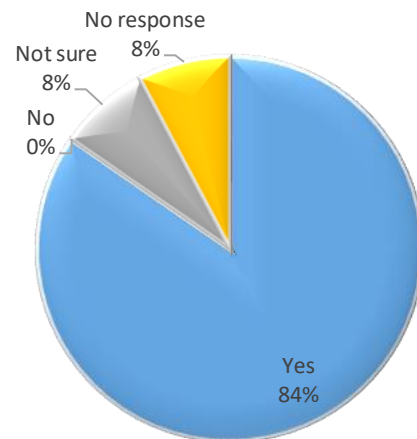


5.3 Email Responses

The emailed responses do not follow the format of the questionnaire from the letter. It is therefore difficult to make a direct comparison. It can be deduced by the comments that 11 respondents

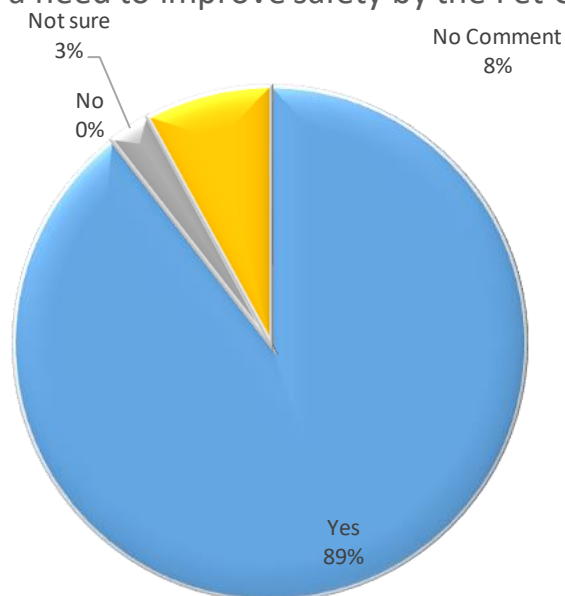
agreed that there was a need to improve safety here, whilst one was not sure. Only three responses stated that the measures would improve safety.

Is there a need to improve Safety?

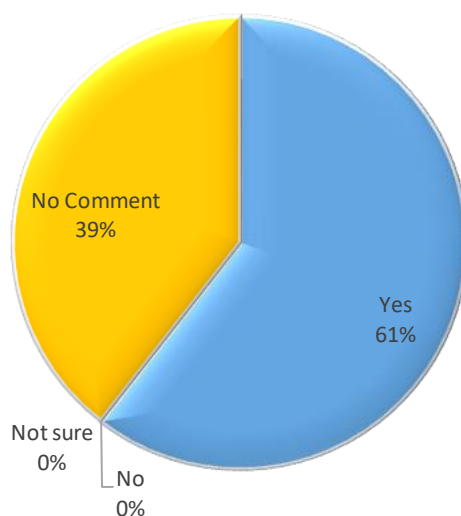


5.4 Combined results

Is there a need to improve safety by the Pet Cabin?



Do the proposed interim measures improve safety?



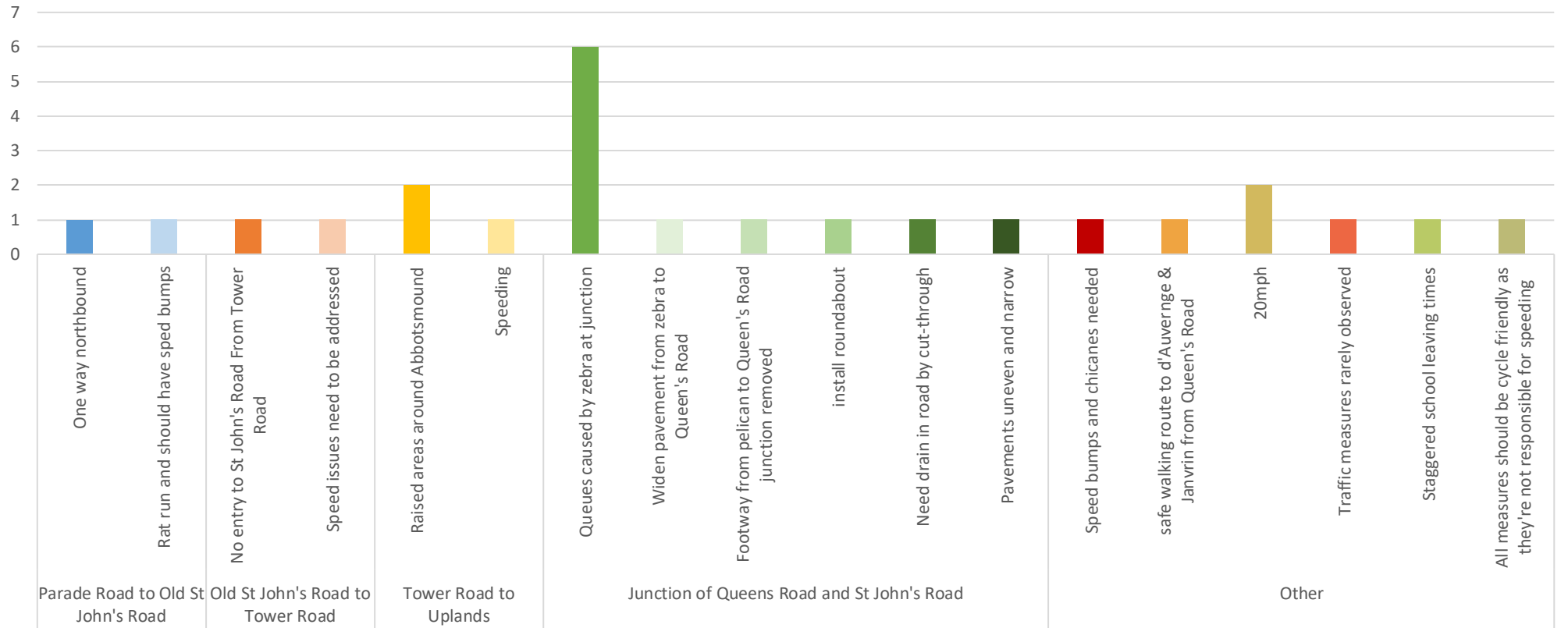
5.5 Comments relating to other areas

A range of other comments were received relating to other aspects of the area, namely:

- Parade Road to Old St John's Road
- Old St John's Road to Tower Road
- Tower Road to Uplands
- Junction of Queen's Road and St John's Road

There was also a range of general observations. A full transcript of the responses is in Appendix F. The below graph indicates these other comments

Additional Comments Relating to Other Areas of St John's road



The responses, although small in number, show a clear need for an improvement in road safety in the area with an overwhelming consensus that pedestrian safety improvements by the Pet Cabin are needed and just under 2/3rds of replies believe that the zebra crossing would improve safety for pedestrians.

[illegible]

7 Phase 2 Consultation

7.1 Construction

Work to install the raised zebra crossing, bollards and temporary railing started week commencing 17th August 2020 during the school summer holidays.

As the scheme is a pilot, the raised table was to be constructed using recycled bolt down rubber ramps and infills. These are quick to install and require no excavations. The bollards and railings to be used would be from existing stock. However, the delivery of the rubber raised table components was delayed due to COVID supply chain disruptions. The decision was taken to install a tarmac ramp in order for the works to be complete for the beginning of the new school term.

Works to widen the footway on the eastern side was also delayed and this work took place after the school term had started.

7.2 Consultation Process

The consultation process mirrored the first phase, but with some word changes to indicate that the scheme had been implemented and that we were asking for comments on how the scheme was working.

This consultation was open until 18th December. Reminders were sent out on social media and via the school's parentmail system.

8 Phase 2 Consultation Results

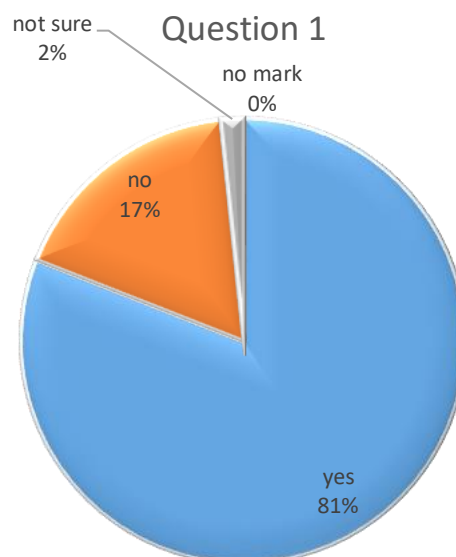
8.1 Number of Responses

Sixty-three responses were received via the website and two received directly by the department.

8.2 Results

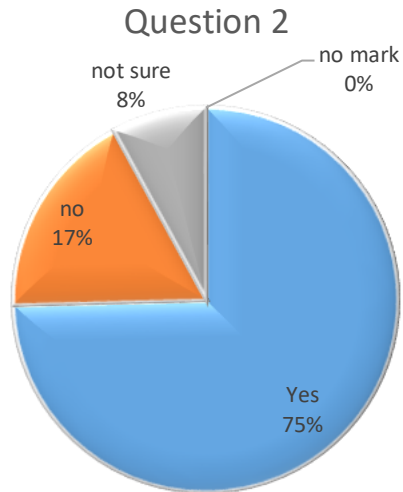
8.2.1 Question 1 – Do you agree that there is a need to improve safety for children and others who need to cross here?

Response	Number	percentage
Yes	51	81%
No	11	17%
Not Sure	1	2%
No response	0	0



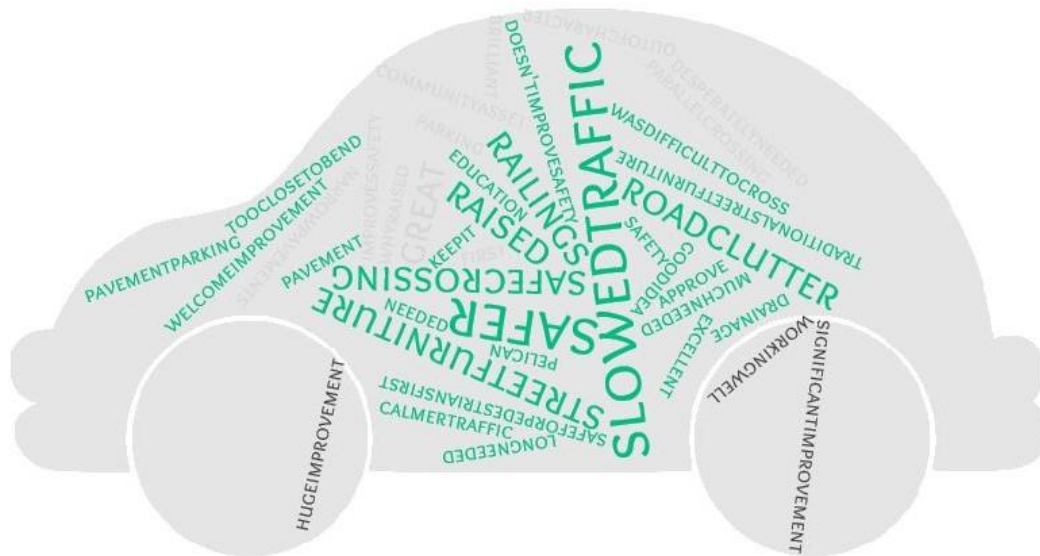
8.2.2 Question 2 – Do you feel that the interim measures improve safety for pedestrians?

Response	Number	percentage
Yes	47	75%
No	11	17%
Not Sure	5	8%
No response	0	0



8.2.3 Free form comments

Forty-seven of the replies added comments on the proposals. 49% of the comments were fully supportive and positive about the proposals and 15% were supportive but did not like certain aspects of it, usually the railing or the raised element of the crossing. 32% had a range of comments where it was not possible to ascertain for certain whether the response was positive or negative. There was only 1 comment, equating to 2% of the responses, whereby the author did not think that safety was being improved.



Copies of the written responses, and where applicable IHE's comments relating to the response, is located in Appendix G.

9 Main Concerns raised

9.1 Street Furniture

A number of responses related to the street furniture, namely the bollards and railings. The requirement for the railings and bollards was the result of the safety audit undertaken on the 4 options which were proposed. Without the railing to 'guide' pedestrians to the crossing there was a real risk that pedestrians would continue to cross next to the high granite wall of [redacted] where they cannot be seen by approaching off-side traffic nor can they see the traffic. The bollards are required to prevent illegal parking in the area which would also reduce the visibility to crossing pedestrians.

As described in section 7, the railings and bollards were from existing stock to enable the construction of the crossing to take place during the school summer holidays. The board agreed that, until the consultation results were known of how well the scheme worked in practice, these items would be used in the interim.

The results of the consultation are positive and a heritage expert is now reviewing the whole area to find a permanent solution which will be in keeping with the listed status of [redacted].

9.2 Pavements

It is recognised that the pavements in the area are narrow and well below the standard required for an urban area which is also on a walking route to a secondary and primary school. At this present time, there is no ability to improve the footway width on the east side (Pet Cabin) any further than it has already been widened. Depending on issues like the new Island Plan, there may be opportunities in the future to alter the area's road layout and improve the footway provision but this is not likely for a number of years.

The concerns about parking on the eastern footway have been acknowledged and the relevant policing authorities are aware of the issues.

9.3 Raised zebra crossing

A number of people queried the reason for the zebra crossing to be on a raised table. The residents of the area have had issues with speeding. This can also occur when the school part-time 20 is activated. The raised table focuses the drivers mind and results in a general slowing of the traffic in the area and in particular at the crossing.

10 Conclusions and Recommendations

The pilot raised table zebra crossing has generally been well received by the local residents, who have had issues with crossing the road safely and the speed of traffic.

The route is on a popular walking route to Haute Vallee and D'Auvergne schools. By making the walking route safer for young people, it could encourage more of the older students to walk independently to school and allow the younger students to walk with their parents/guardians. This in turn will contribute to less vehicles on the road reducing congestion and air pollution which will have a positive effect on both their physical and mental health.

It is recommended that the raised table zebra crossing remains in its current position. The railings and bollards are additional safety measures and should be kept but in a more aesthetically suitable format. A road safety review of the scheme is to be carried out to determine the benefit of Belisha beacons.

11 Next Steps

The scheme is to undergo a safety audit review as to whether this option as it stands (Option 3 Jersey zebra crossing) is adequate or whether it should be upgraded to option 2 – zebra crossing with Belisha beacons which provides the best safety improvements. The temporary bollards are highly reflective making the zebra crossing very visible during periods of darkness or poor light for vehicle drivers. The more permanent style of bollards may not have such high reflectivity

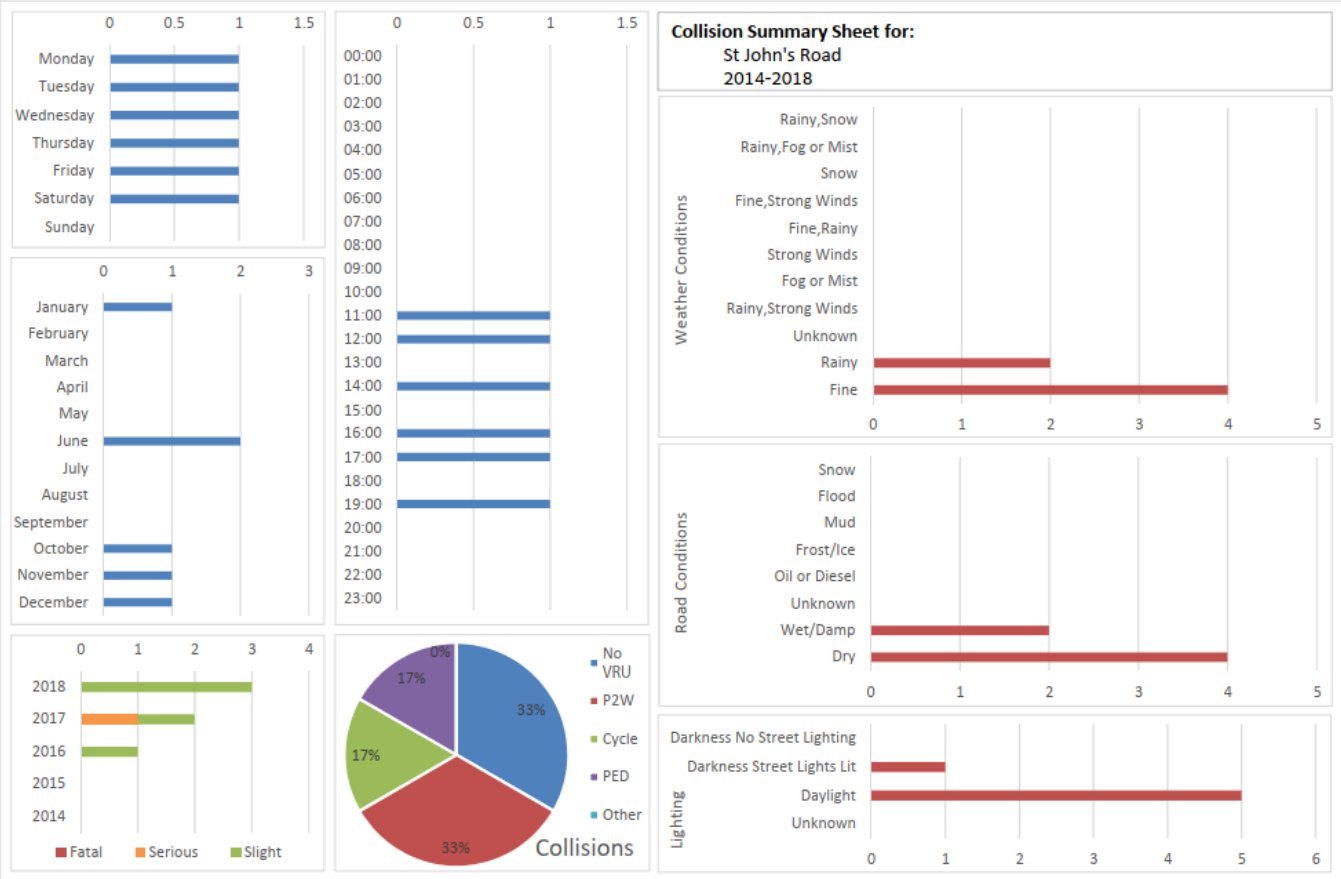
The consultation responses and report is to be taken to the Project Board for their consideration, along with the heritage railing and bollards improvements.

On completion of the road safety review, the Minister for Infrastructure will consider the outcomes and decide to install Belisha beacons or whether to monitor the collision record over a period of time before a further review. The Parish of St Helier Roads Committee will be consulted for their formal approval to make the necessary alterations permanent on La Grande Route du Mont a l'Abbe which is 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 the scheme to become permanent in the medium term and for the new street furniture subject to continuing funding and contractor availability.

Appendix A Data Collection

Collision Data



0%

17%

33%

33%

17%

No

VRU

P2W

Cycle

PED

Other

Collisions

Collision Summary Sheet for:
St John's Road
2014-2018

Weather Conditions

Rainy,Snow

Rainy,Fog or Mist

Snow

Fine,Strong Winds

Fine,Rainy

Strong Winds

Fog or Mist

Rainy,Strong Winds

Unknown

Rainy

Fine

0

1

2

3

4

5

Road Conditions

Snow

Flood

Mud

Frost/Ice

Oil or Diesel

Unknown

Wet/Damp

Dry

0

1

2

3

4

5

Lighting

Darkness No Street Lighting

Darkness Street Lights Lit

Daylight

Unknown

0

1

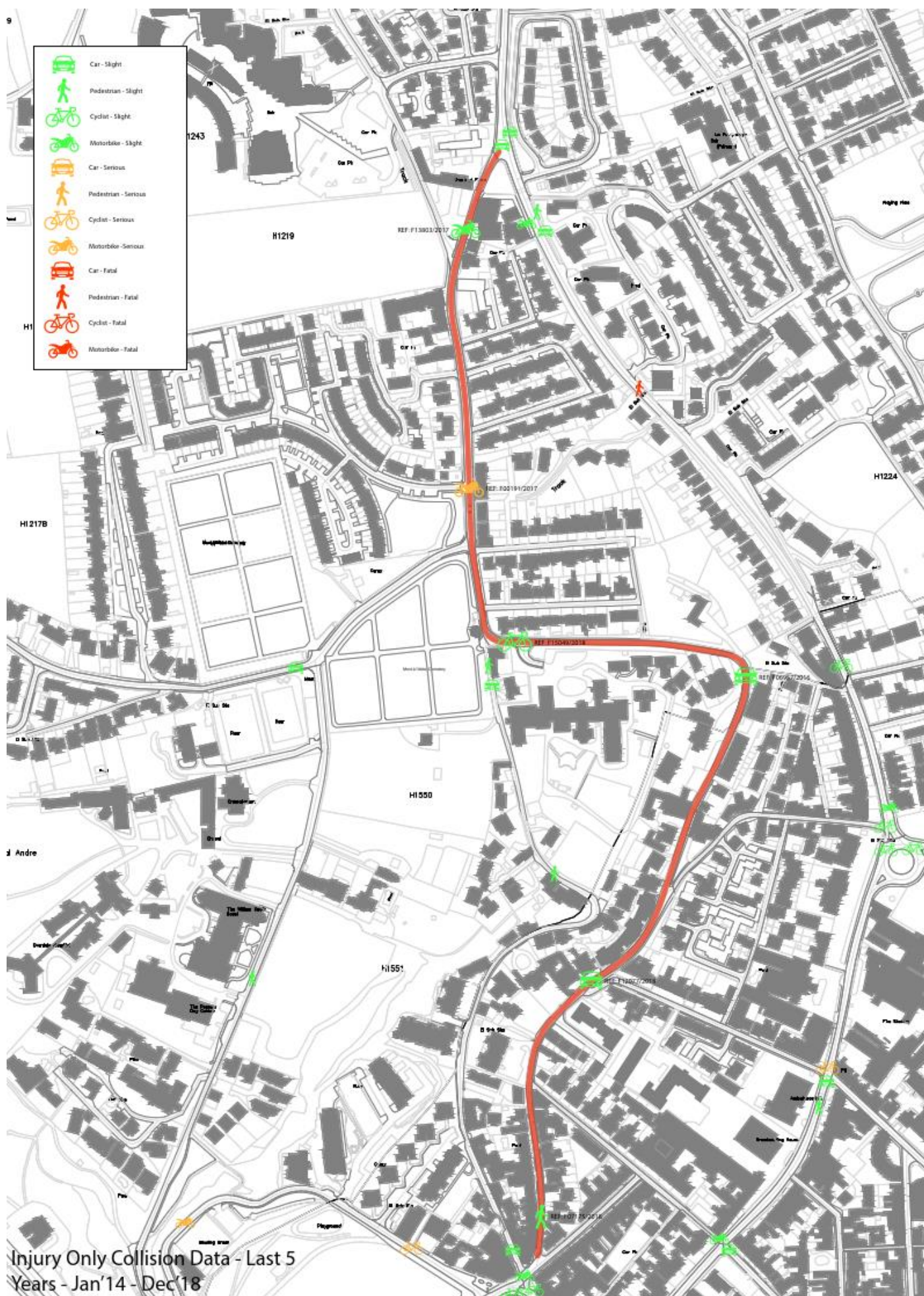
2

3

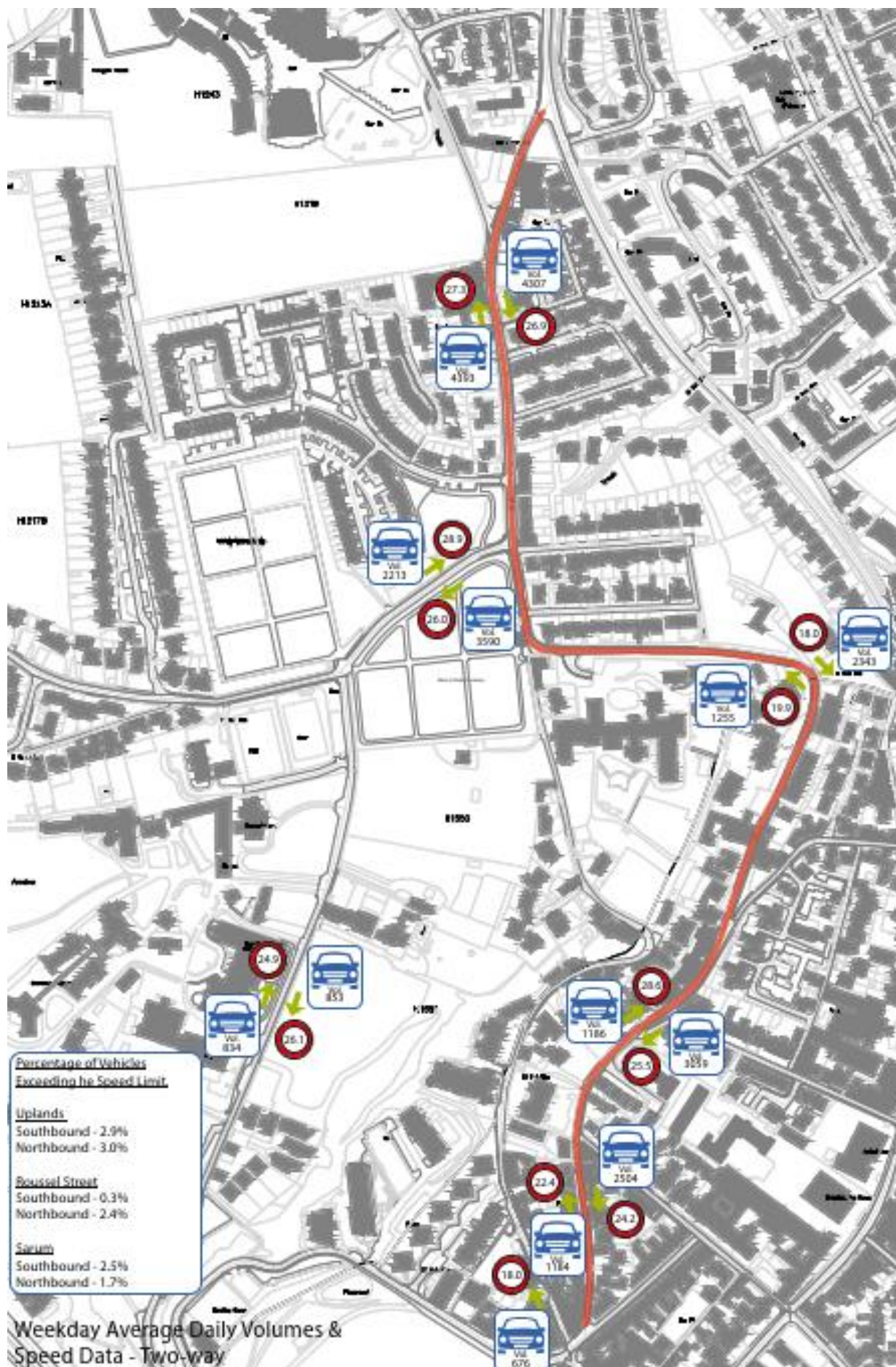
4

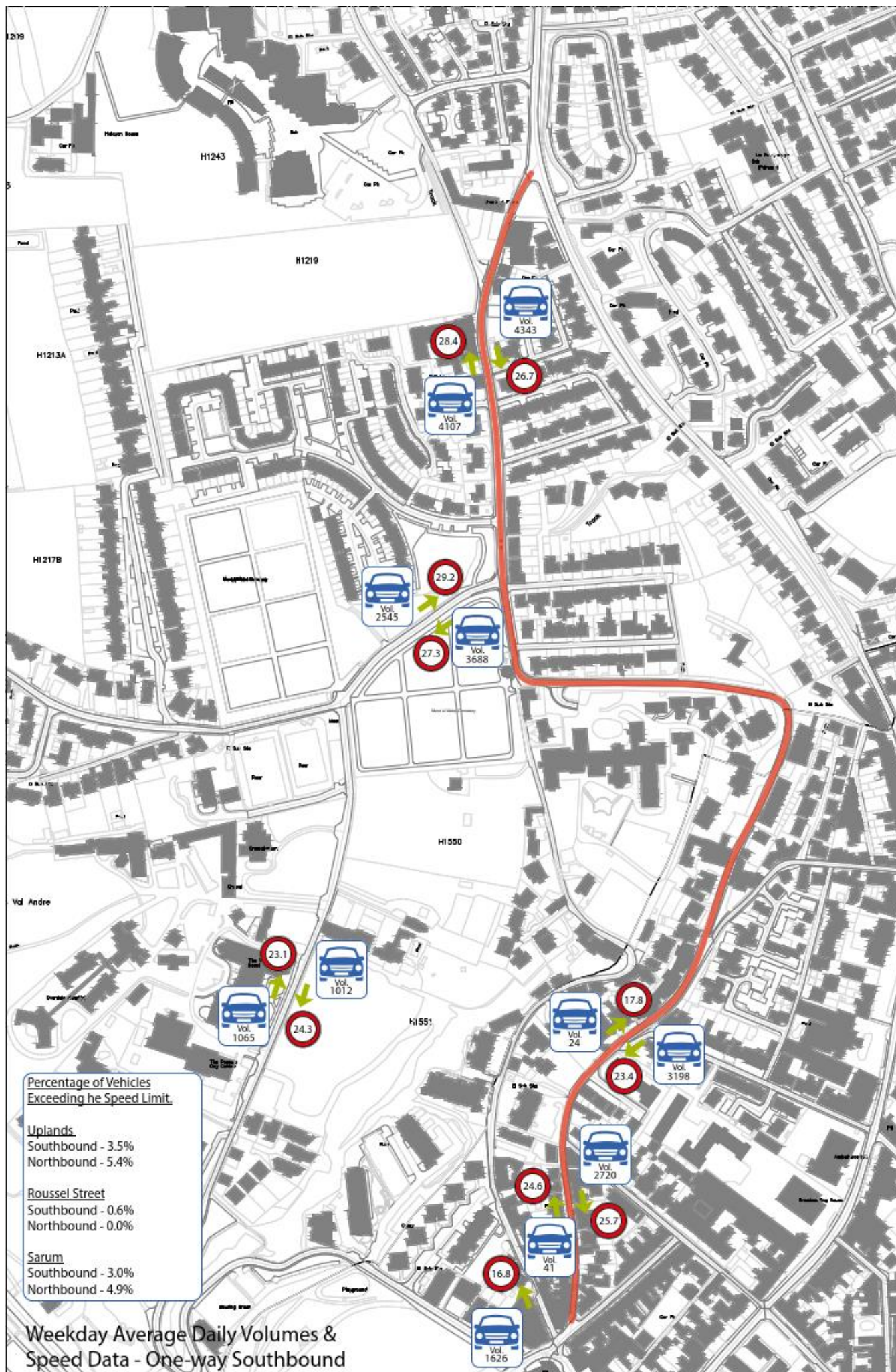
5

6

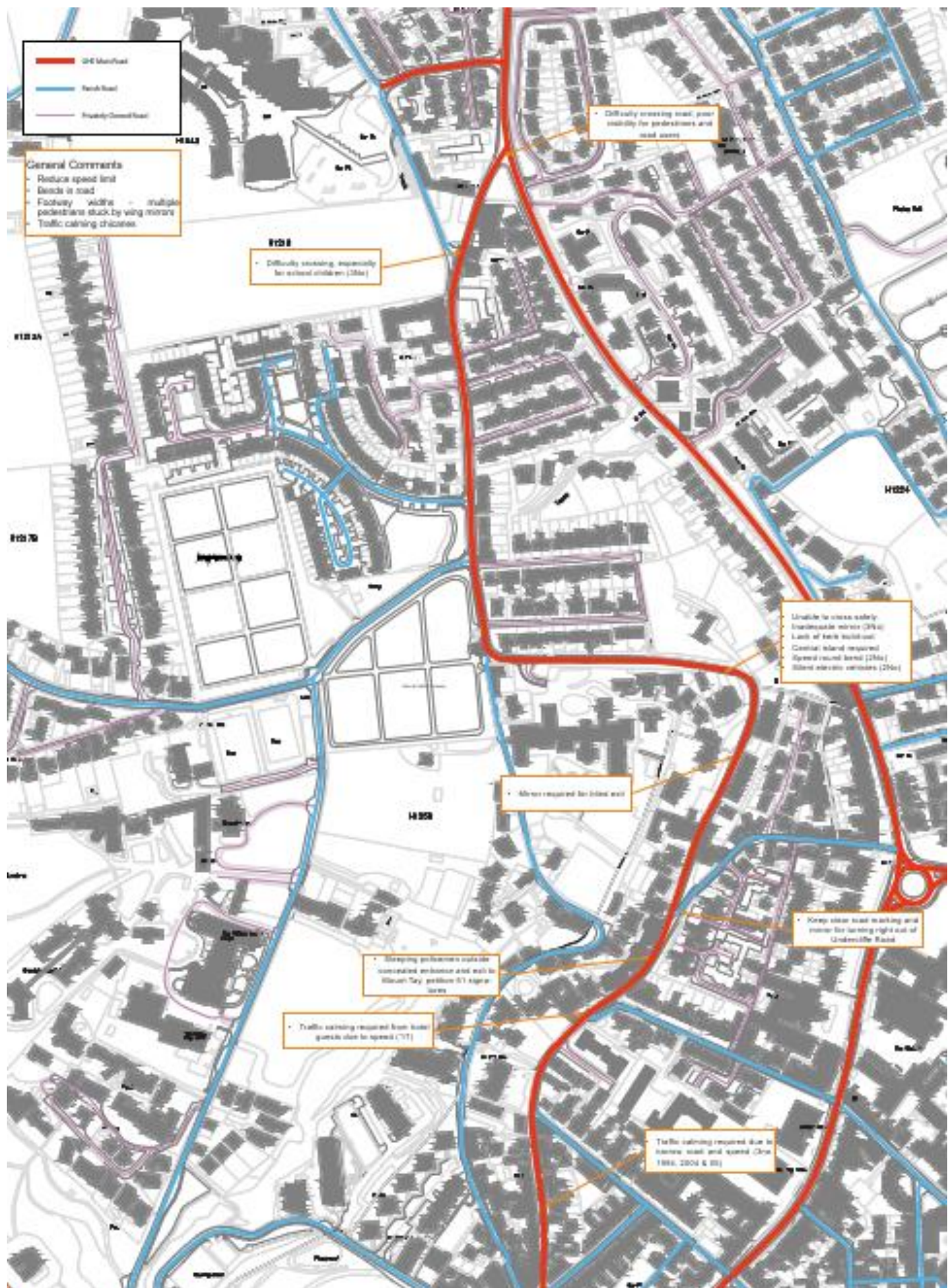


Speed and Volume Data



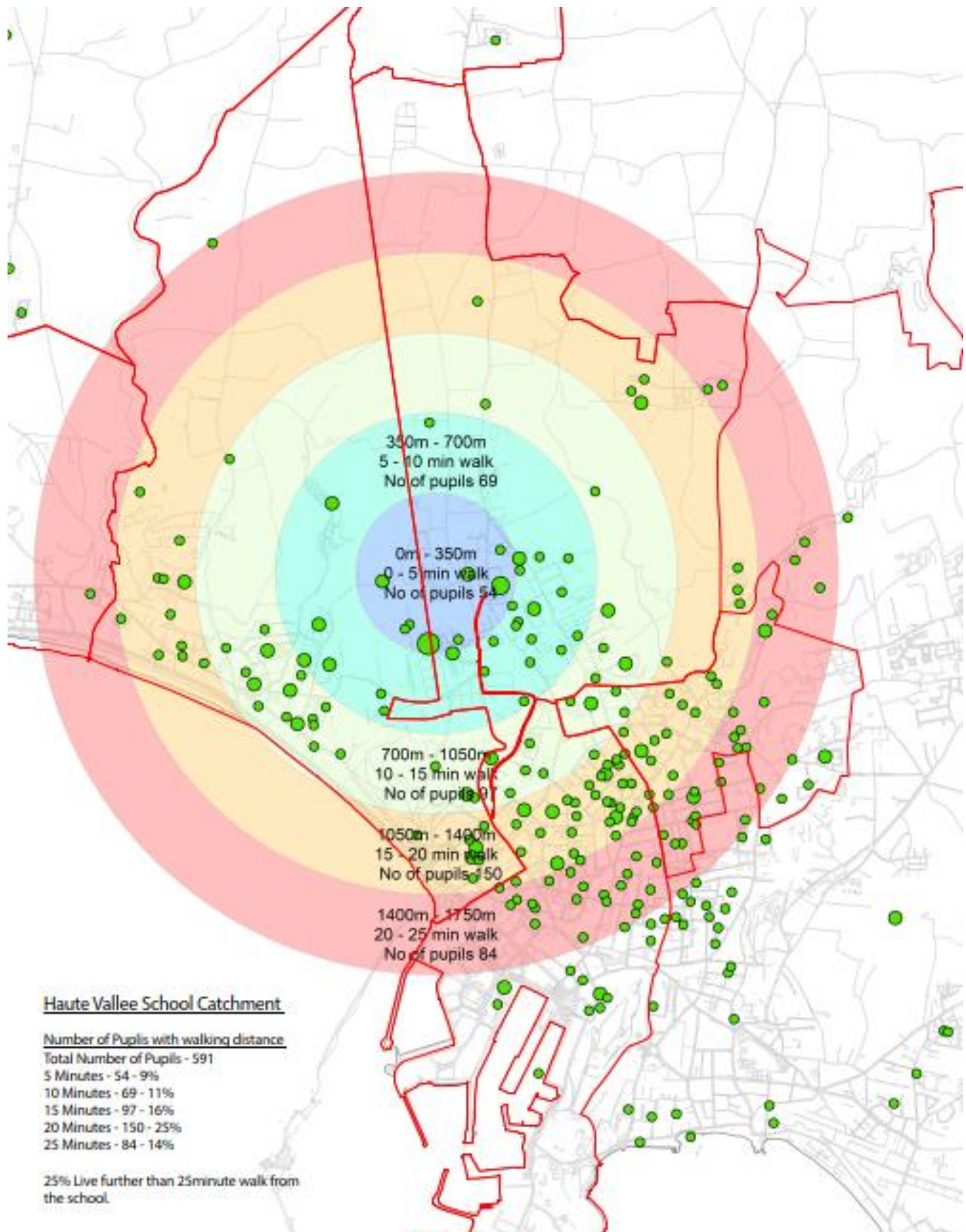


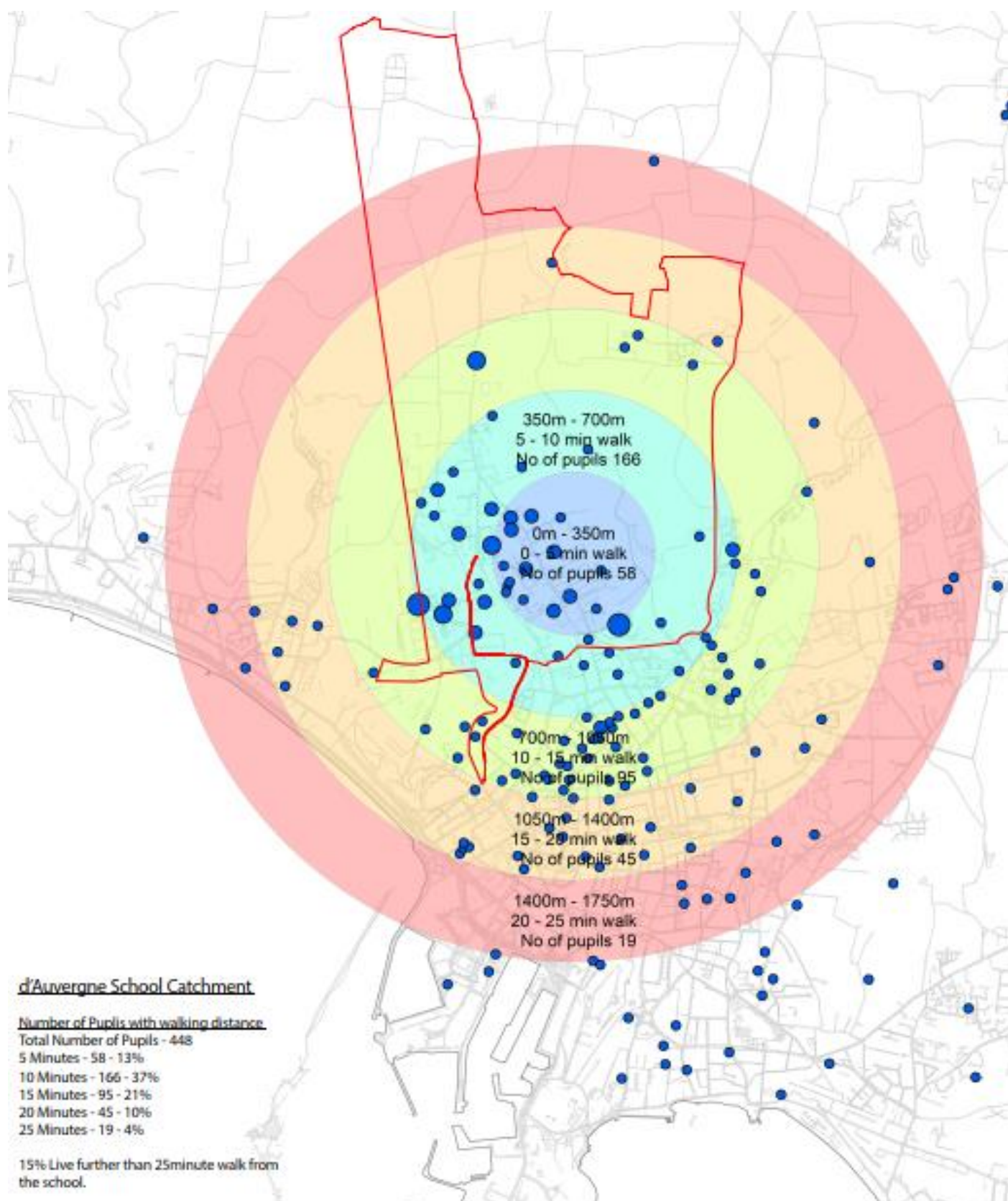
Issues



School Catchment Areas

Haute Vallee

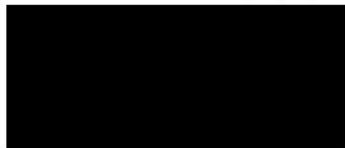




Letter to Immediate residents

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

21 February 2020



Dear Sir / Madam

Safer Routes to School – St John's Road Crossing to La Grande Route de Mont a l'Abbe

Every school day, hundreds of students cross the road to walk along the pedestrian lane to Haute Vallee School and we have received numerous concerns from our community about road safety at this difficult location. Now, the Government of Jersey (Growth, Housing and Environment (GHE) who look after the main road), the Parish of St Helier, the School and community representatives are working together to try to improve the safety for children and adults who cross the road at this location (the St John's Road Road Safety Project Board). GHE have carried out technical studies to develop the safest improvement that can be achieved, at this point in time, within this constrained location with narrow pavements near a bend.

Now we have jointly agreed a preferred option we want to ensure that as you [REDACTED] in very close proximity to the proposed crossing, we hope you can meet with us to understand the proposals and we can understand any practical concerns you have, so that we can address them in developing the final proposal. This personal consultation is in advance of a wider neighbourhood community drop in session that will be publicised and held in the spring, indeed, the proposals will not be shared with the media at this stage as we would like your input before fully developing the proposals and publishing them more widely.

We do hope that you can find the time to meet with us. Please contact [REDACTED]
[REDACTED] who is coordinating the personal meetings.

Overleaf is an outline illustration of the proposal developed by GHE, explaining the key issues addressed by the proposals, however, by meeting with us and the technical team we can explain why this is assessed as being the best option to go forward with at this time and understand any concerns you may have.

We would like to meet you, and we do hope that you can support this scheme to make it safer for the children of our community. If we do not hear from you by 6 March, we will continue to develop the project based on the arrangements shown and whilst you will have the opportunity to attend the spring drop-in session, by that time the proposals will have been firmed up.

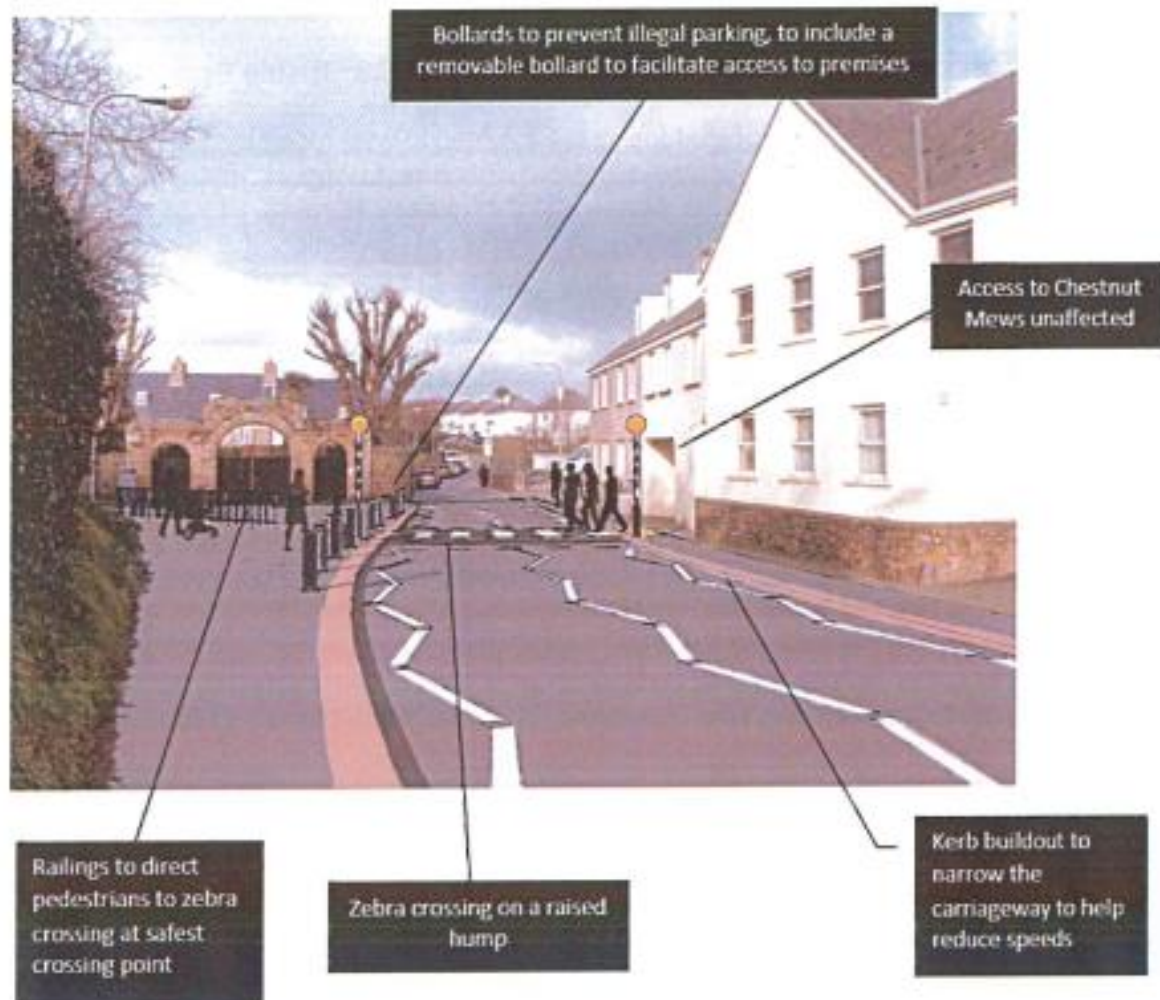
Yours faithfully

Sent by GHE on behalf of:

Deputy [REDACTED]
[REDACTED] Headteacher, Haute Vallee School
[REDACTED] St Helier Roads Committee
Safer Routes to School – Scheme under development

Safer Routes to School – Scheme under development

An interim scheme has been developed which will provide safety benefits for pedestrians whilst we continue to look at the wider area as a whole. This will involve the installation of a zebra crossing with Belisha beacons on a raised table, kerb adjustments and re-alignment to help slow traffic down, and pedestrian guardrail and bollards to guide users to the crossing where intervisibility between pedestrians and drivers is at its greatest but not sending pedestrians too far out of their way.



Growth, Housing and Environment



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

24 February 2020

Principal Planner Historic Environment
19-21 Broad Street
St Helier
JE2 3RR

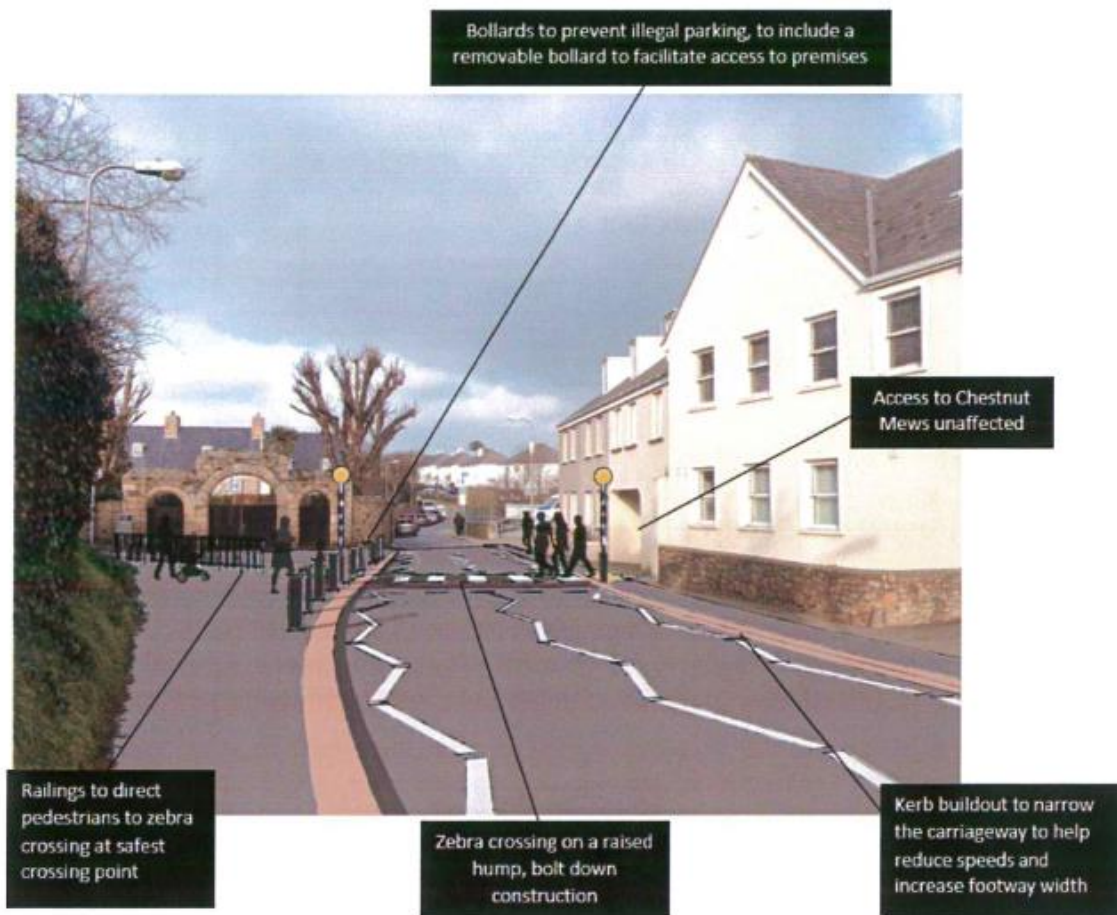
St John's Road Road Safety

The Department, Parish of St Helier, Haute Vallee Secondary School and Deputy Inna Gardiner have received numerous letters of complaint about the safety of pedestrians, and in particular school children, when they try to cross St John's Road after walking down the pedestrian section of La Grande Route de Mont a l'Abbe to get to the facilities on Queen's Road and to walk to town homes.

Presently, pedestrians tend to try and cross the road adjacent to the high granite wall of Chestnut Farm. Although there is good visibility to vehicles travelling northbound, there is no visibility to offside vehicles travelling southbound. There have been recorded injury collisions in the immediate area, all involving vulnerable road users.

GHE have been requested by the St John's Road Project Board, which is chaired by Deputy Gardiner, to develop an interim solution which can achieve the safest improvement, at this point in time, within the constrained location with narrow pavements near a bend and could be implemented by the start of the new school year in September. The solution is only an interim solution at this time until the wider area has been reviewed for safety issues and details of the new Island Plan are known.

A number of options were developed which have subsequently undergone a thorough independent road safety evaluation. The safest option for all road users is to provide a raised table zebra crossing approximately 15m south of the granite wall where visibility for pedestrians and drivers is at its greatest without diverting pedestrians too far from their desire line. The proposals include a length of railing to direct pedestrians towards the crossing from La Grande Route de Mont a L'Abbe as shown on the image over the page.



The railing would be along the lines of the image below.



This type of railing has been chosen due to the lack of horizontal members thus reducing the risk of the railing being climbed, and if they were to be climbed the climber would not fall into a live traffic lane. The final design of the railings is still to be determined with the Parish, as it will be positioned on their road but we would welcome any design comments you have such as finial and baluster designs. We would look at the design of the bollards to mirror the posts of the railings as closely as possible. The option has the support of the Parish officials and St Helier Roads Committee.

The Department is aware of the important historical environment around Chestnut Farm and want to minimise the impact of this temporary safety scheme as much as possible. Once greater clarity has been gained on the area as a whole, this scheme will be reviewed and, as everything will be of a non-permanent nature, could be removed totally.

We trust that the concept of improving road safety in the area by means of an interim zebra crossing and railing arrangement is acceptable to you within the context of the historic setting of Chestnut Farm.

Yours sincerely

[Redacted Signature]

[Redacted Name]
Head of Projects

D [Redacted]
E [Redacted]

Deputy [Redacted]
[Redacted] Head Teacher, Haute Vallee Secondary School
[Redacted], Parish of St Helier Roads Committee
[Redacted] Parish of St Helier Technical Services
[Redacted] St Johns Road Project Board



Hundreds of Haute Vallée students will be able to walk to school more safely following a decision by the Minister for Infrastructure, Deputy Kevin Lewis, to put in place a raised zebra crossing on St John's Road.

The pilot, which will be installed in the second half of the summer holidays, will assist pedestrians crossing to and from the walking-only section of La Grande Route du Mont à l'Abbé, which leads to the school. Additional safety measures including a railing, initially temporary, and bollards, to prevent parking, will also be installed at the same time, in time for the start of the autumn term.

The concept was developed by the department in association with the St John's Road – Road Safety Project Board, a community group set up to improve road safety along the length of the road. The Ministerial Decision signed by Deputy Lewis is part of the Government's Safer Routes to School initiative and is in response to requests from the school and local community to improve road safety for children, parents with prams and buggies, and disabled pedestrians.

Deputy Lewis, said: "This pilot will be monitored to see if further safety measures are needed. In the medium term it is hoped that there may be potential to create wider road safety improvements in the area and this will be an ongoing review.

"Even though COVID-19 has delayed the progress of the proposals, installation during the approaching school summer holidays is being planned.

"I am pleased to see this initiative go ahead and I encourage Islanders to share their views on the pilot safety measures, which will hopefully have a positive impact for students, who should be able to feel safer when travelling to school, and benefit others crossing the road."

Parents, students and members of the public will have a chance to share feedback during the trial via a consultation, which is open from the start of the autumn school term until 23 October. The feedback will help inform potential modifications of the pilot in the new year. Before the consultation starts, Islanders can get more information and ask questions on the [Government of Jersey website](#).

Deputy Inna Gardiner, Chair of St John's Road – Road Safety Project Board, said: "The challenge of crossing St John's Road to go to Haute Vallée School via the walking-only section of La Grande Route du Mont à l'Abbé has long been a concern for students, the school leadership, and parents. The Project Board passionately believe that improvement is urgently needed. The trial raised zebra crossing should make a real difference to the safety of hundreds of school children who use the route. I hope that you will give us feedback on your support or concerns about this proposal."

The project is part of the Safer Routes to School initiative, which encourages walking, cycling and bus use to improve the health and wellbeing of children, encourage student independence and help to reduce school travel car congestion. The pilot crossing has the support of the school leadership and the Parish of St Helier Roads Committee.

The introduction of Safer Routes to School at other secondary schools have achieved proven benefits: the point closure of Rue de Maupertuis, for example, resulted in more than three quarters (77%) of 250 Le Rocquier students using the route feeling safer when travelling to and from school.

Appendix D Concerns of Residents of [Redacted]

Growth Housing and Environment - Transport

PO Box 412
Beresford House
Bellozanne Road
St. Helier
JE4 8UY

Sent by email only to: [Redacted]

Your ref: [Redacted]

Dear Sir/Madam

Further to your letters dated 21 February 2020 and 20 April 2020 and upon review of the technical drawing provided subsequently by [Redacted] have considered the proposals for the temporary traffic crossing and note the following concerns, which we should be grateful if you could consider and provide your responses to in advance of any further work being undertaken in relation to this project.

Points in relation to the proposed crossing:

Location: The location of the crossing is being proposed in a site which is not currently used by pedestrians and is unsafe, as there is a blind bend on the left-hand side.

Safety: The location of the crossing is not safe for the following reasons:

- 1) It will be located after a blind corner, allowing only visibility for students leaving school and not students who are going to school; and
- 2) if is not monitored, pupils are likely to cross without looking or taking in any potential danger from vehicles doing the current speed limit of 30mph from the blind corner to the crossing; and
- 3) With electric cars on the increase it is also a concern that pedestrians will not hear the oncoming cars, until the car is on the crossing.

Exits: As you have noted on the technical drawing the [Redacted] to the proposed crossing. This will cause the following safety concerns:

When [Redacted], the crossing would be directly on [Redacted] If trying to go left and towards Tower Road, [Redacted] need to look right at the oncoming traffic while edging out. [Redacted] are going to find it incredibly difficult, if not near impossible to leave [Redacted] during peak times and turn left if there is a crossing there.

- 1) as pupils will keep crossing with no regard for anyone trying to leave their houses and the effect of the crossing will cause tailbacks outside our houses; and
- 2) it is likely that pupils will congregate [Redacted] while waiting for friends and being a general nuisance.

Observations: During peak crossing times [Redacted] have observed the following:

- 1) That pupils and members of the public do not use the proposed crossing area and predominantly cross on the corner (where it is safest to do so), as the majority of pupils are coming from the estates located past the blind corner; and

- 2) On the whole as there is a fair amount of traffic in the mornings, the cars are moving slowly with sufficient time for pupils and pedestrians to cross the road, however it has been noted that the traffic is very courteous to pupils in particular who are attempting to cross the road, they will slow down and wave pupils across the road regularly which keeps both the pupils and traffic moving in harmony.

Points in relation to the proposed railings:

The fact that you are having to propose railings being installed to guide pupils and the public to use the proposed crossing is a red flag in itself and indicates this is not the correct location for a crossing nor a viable solution for this area. Whilst requiring regular maintenance and use of taxpayer funds, they would be an eyesore and would add very little to the safety of the pupils or general public.

Pupils and pedestrians are still likely to use where they normally cross and will be able to jump the railings in order to cross anyway.

The railings would also reduce the area which is currently used as a drop off area for pupils by parents/guardians and would prevent the use of the area outside of school time for local businesses. [REDACTED] believe this would result in an increase of yellow line parking or stopping of traffic due to laziness of people dropping of school pupils. This has been seen elsewhere in the island and we would rather this not occur in this area where congestion is already high.

It is also likely that parents of pupils will pull up outside [REDACTED] to drop off pupils, which is dangerous for the following reasons:

- 1) It will prevent the exit [REDACTED] in an emergency if [REDACTED] is blocked - this is [REDACTED] and [REDACTED]
- 2) It will cause issues with [REDACTED] require clear passage for day and night, especially during peak periods. [REDACTED] to leave the premises at short notice and delays may result in [REDACTED] in the community.

Points in relation to the use of bollards to stop use of the area as short-term parking for cars:

We would prefer for the area to remain open for use by the public and surrounding businesses for the following reasons:

Safety: It is an area which is used by the emergency services and has been used regularly to park on by the Ambulance service and Fire Department as it is convenient and out of the way of traffic. It also prevents the blocking of the road when not necessary.

Businesses: Closing the area will have a detrimental impact on surrounding businesses, it is used as an overflow during the week and on weekends for [REDACTED] and provides an area where people can collect items if they are less mobile.

Deliveries: It is an area used by the Post Office delivery drivers, furniture, removals and other delivery drivers for the surrounding properties. It allows a safe and convenient area for people to briefly stop off and deliver or collect items where necessary.

Use of area: As there are insufficient parking areas available in this area this little area is quite busy and serves as a safe place for people to pull up and drop off their children and access businesses, they drive slowly and are conscious of the pupils (as most users are parents dropping pupils off at school during school time or after school for pick-ups).

Related issues: There are several concerns which we would like to highlight with will affect us both and the wider public which should also be taken into consideration and we would like your comment on:

Belisha Beacons:

- 1) these are being proposed for a crossing which is going to be used for a maximum of two hours a day and yet there will be a constant flashing light 24/7 which will be visible from [REDACTED] and will detrimentally affect [REDACTED] both by causing flashing lights throughout the day and more noticeably of an evening which will exacerbate [REDACTED] and [REDACTED]
- 2) please can you confirm the results of any study undertaken as to the impact of surrounding houses as we currently spend large amounts of time at home for both work and leisure in the evenings, please can you confirm how any impacts of flashing lights will be minimised?

Location: The crossing is where we have to [REDACTED] bins for collection each week, three large wheelie bins are placed on the roadside where the crossing is proposed, on a Monday evening they are placed outside and may limit the area of the crossing;

Land: If this scheme is rushed through [REDACTED] portion of the crossing [REDACTED] boundary, please can you confirm whether this is necessary and if it is, how it will be adjusted or what financial compensation [REDACTED]?

Antisocial behaviour:

We have difficulty in supporting a scheme which will cause further aggravation of existing problems which we have not seen any improvement of over the years which include the following:

- 1) loitering of pupils under the archway [REDACTED] smoking, spitting and littering etc, we are concerned that having a crossing next to the archway will encourage loitering and the antisocial behaviours already demonstrated by the minority of individuals who attend the school;
- 2) the loitering has recently progressed to individuals from Haute Vallee loitering on [REDACTED] swearing, smoking, spitting and littering this also extends to [REDACTED] multiple complaints have been made however we have not seen any further action being taken e.g. regular patrols by teachers or community officers;
- 3) malicious damage to property - twice damage has been done to the underside of the archway which has had to be repaired and paid for out [REDACTED] having a crossing directly by the archway will only further encourage pupils down into [REDACTED] and it is not being policed in any way;

Traffic concerns: Parents who usually drop off their children in the area opposite will have no-where to drop off their children, this could increase the likely hood of them parking in private areas or pulling up near the crossing for neighbouring properties and [REDACTED] resulting in being blocked in [REDACTED];

Inability to exit area: As pupils are likely to congregate and loiter in the area whilst waiting for friends or if it were to rain, then it will be even more difficult to enter and exit [REDACTED]. They will obstruct [REDACTED] vision when driving out of the area. It is also going to be difficult for emergency services to access [REDACTED] premises in a swift manner where time is of the essence during peak times. There would need to be a regular (daily) presence to prevent loitering and to disperse students to prevent these issues arising - please confirm this has been considered and will be addressed.

Width of road: We note you propose a widening of the road, [REDACTED] are concerned that as buses and large commercial vehicles use this road, if it is narrowed even further than it currently is this could increase road traffic collisions from drivers going over their side of the road or increase drivers mounting the pavement to take avoiding action and swerving at pedestrians. Potentially having the opposite of the desired affect.

Rationale: [REDACTED] are also struggling to see why a crossing with Belisha beacons is required now? For years the school has been located here and [REDACTED] have not seen any issues with pupils of the school crossing the road nor been aware of any concerns being raised or accidents occurring which would require a safety measure to be put in place?

[REDACTED] attended Haute Vallee and neither [REDACTED] had any issues with crossing the road. [REDACTED] actually lived in this [REDACTED] and attended HV and never had a problem with being late for classes/traffic/crossing the road, it seems strange that a crossing is being proposed now after the school has been open for more than a decade with no problems and that a crossing is being proposed in a location which is not used and is potentially more unsafe than if the pupils/public were to cross where they normally do, where visibility is best.

Alternatives: Can you also please confirm if any other road initiatives have been considered and why this is the solution of choice?

From the observations above would it not be more sensible to use the current speed reducing lights which are already installed [REDACTED] note these have remained covered over and not used for at least the last year and a half - if it was a dangerous area we would have expected these traffic calming measures to have been in full use throughout the period).

As [REDACTED] note the rush hour commuters are courteous to pupils, surely speed bumps would be a more sensible solution as it would control the speed at which traffic goes down this road and reduce any risk to individuals who cross the road and allow more time to cross at the locations that they do already. On the whole people cross the road well and sensibly which results in safe crossing to the school for the hundreds of students who attend each day - there are always exemptions to this rule but that is more a reflection of the education of the individual in terms of road safety and appropriate crossing behaviours and not the safety of the area as a whole - perhaps better crossing safety education could be suggested to the school to remind individuals that running in-front of moving vehicles is not part of the green cross code.

Attention: If a crossing were to be put in place at the proposed site with Belisha beacons, pupils will cross without checking if it is clear to do so. [REDACTED] appreciate that it is their right of way on a Belisha crossing but if there is a constant stream of pupils crossing at rush hour causing a tailback of traffic the usually courteous nature of commuters is unlikely to remain, resulting in students who cross near the cut through from Morrison's to Chestnut Farm being unable to cross or at further risk.

Suggestions

[REDACTED] appreciate it is difficult in this area to find an appropriate solution as it is limited by space and visibility, however [REDACTED] have noted that people cross more frequently in the following areas:

- 1) on the corner near uplands apartments; and
- 2) near the cut through from Morrison's to Chestnut farm.

In our view a crossing is not required due to the observations and points listed above, however if there are difficulties in crossing due to traffic or safety concerns [REDACTED] feel the stationing of a **lollypop person** in the areas for students crossing would be a preferable solution for the two hours of increased footfall and in conjunction with the introduction of **speed bumps** in the road (either side of the blind corner where pupils cross and just after the turning from Queens road and just after the cut through area) would be the most well received and suitable solution as it would:

- 1) Allow staggered crossings of pupils to avoid bunching up and congregation of pupils (to allow more effective social distancing in the current climate due to Coronavirus);

- 2) Avoid a detrimental effect on traffic flow in the area by naturally slowing the traffic and allowing pupils to cross regularly without causing tailbacks in the surrounding area;
- 3) Allow students to use their own common sense and judgement in crossing the road and at the most appropriate and safest points with the best visibility (as the majority of the hundreds of pupils already do on a daily basis anyway);
- 4) Reduce the speed of cars outside of rush hour (especially in the evenings from 9pm -12am where it is most frequent);
- 5) Allow for the area to remain used as a drop off area (for parents of pupils, for customers of local shops and businesses) and avoid unnecessary congestion in the local area as people will not be mounting the pavement to drop off and collect; and
- 6) Will allow the area to remain used as a safe area for emergency vehicles to pull up and attend emergencies. We have recently had visits from both the fire and Ambulance services and keeping this area open and unblocked off would allow access to be maintained.

If ease of crossing over safely is the main priority, then two normal raised crossings (without Belisha beacons) should be put in place at both of the above noted locations for the following reasons:

- 1) the two crossings will actually be used if put in these locations, unlike the proposed crossing which is out of the way for those coming from either side of the crossing.
- 2) they are the safer places to put these crossings as the roads are wider and/or visibility is better for pupils, the general public and other road users.
- 3) they serve the surrounding areas better than the proposed crossing as:
 - a) a crossing near uplands would serve all of the estates going down St. John's Road and Old St. John's road without causing any inconvenience to pupils or the wider public and there is no vehicular access required in that area and so there is also no greater risk of road traffic collisions from exiting vehicles from premises as there is sufficient space between the crossing and exits; and
 - b) a crossing near the cut through from Morrison's would serve those who walk up Queen's Road from town and the surrounding estates e.g. La Pouquelaye, including Jardin des Carreaux.

We appreciate there is a lot of information contained above and we encourage your feedback and careful consideration of the points raised above.

As previously mentioned by [REDACTED] would both be happy to meet with you and discuss these points further, [REDACTED] are sure there could be some way to meet together with the new developments regarding the Coronavirus and subject to suitable distancing being in place [REDACTED] could walk through our concerns [REDACTED] if further detail is required.

[REDACTED] look forward to your responses in due course.

Yours faithfully

Appendix E Project Board's Response to [Redacted]

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

21 May 2020

[Redacted]
[Redacted]
[Redacted]
Redacted]
[Redacted]

Sent by email [Redacted]

Our Ref [Redacted]

Dear [redacted]

Safer Routes to School – St John's Road Crossing to La Grande Route de Mont a l'Abbe

Thank you for your letter of 7th May 2020. It is very much appreciated that you have given a great deal of consideration to the proposals and provided insight into the local issues that you know as residents of the area. All the points you make will be taken into consideration as the crossing concept is progressed.

This letter sets out some key points in response to your letter.

Need, Benefits and Options Considered

The proposal is for an interim raised table crossing which is the best that can be achieved at the present time. The proposal would provide a safer crossing arrangement and support the safer routes to schools programme to encourage more students to walk to school, reducing school time congestion and air pollution. It would also encourage student independence, and increased walking by students increases health and wellbeing.

The St Johns Road Road Safety Improvement Board regard this location as their first priority for improving safety as hundreds of students cross the road, daily, at this location, during term time. The Board requested the professional technical team explore the options of what could be achieved for early implementation. As you know, the location is constrained, with narrow pavements in some areas and quite a narrow section of road next to Chestnut Farm. The fact that the road south of Uplands is wider and straighter on the northbound approach means that drivers tend to be going faster on that approach. I have enclosed a summary of the options explored by the technical team aided by an assessment of the options carried out by a UK professional independent Road Safety Adviser. These options were provided to the Board. The key conclusion, as you can see, is that the crossing needs to be at the proposed location to provide space to wait to cross and to have good visibility in both directions when crossing.

cont'd./...

Preferred Option and Layout

The proposed rail will direct pedestrians, and, in particular students, coming down La Grande Route du Mont a l'Abbe, to the safest crossing location. It is accepted that some non-conforming youngsters may leapfrog over the barriers, and this is not possible to prevent; however the Head Teacher of Haute Vallee is very committed to providing the best guidance to students and to monitoring and responding to inappropriate behaviour from students. As you can see from the assessment, the best road safety benefit is the scheme with a raised table (to reduce vehicle speeds) with belisha beacons and the Board is keen to achieve the best level of safety as possible. The proposed scheme would also help a school crossing patrol, should the School wish to establish one in the future.

Currently parking is prohibited on the bellmouth of La Grande Route du Mont a l'Abbe and the introduction of bollards to prevent illegal parking is a necessary measure to ensure safe visibility for crossing pedestrians.

Potential impacts on local residents' amenities

[Redacted] expressed concern about vehicles pulling up to drop off students at the crossing; there may be a need for some initial enforcement of the waiting prohibition that applies in the zig zag approach areas to the crossing. [Redacted] mention concerns about occasional unloading of furniture vans and the like; the current situation of unloading at reasonable times avoiding peak traffic in considerate locations being permitted will continue to apply and some adaptation may be needed, however, this is not regarded as an issue of high significance that would usually prejudice a road safety improvement scheme proceeding.

[Redacted] mention the issue of refuse collection, as for all householders the putting out of weekly dustbins is an inevitable compromise and householders are expected to put out the bins as considerately as possible. [Redacted] note that there has been anti-social behaviour adjoining [redacted], this is something which the Police (Honorary and States) should be contacted about; the proposal is to help those using the area to cross the road and would not in itself encourage loitering.

Belisha beacons are of low intensity direct illumination and are commonly used in streetlight areas as the ambient street lighting means that there is no significant nuisance to neighbours (as can happen with neon flashing signs). The latest LED halo belisha beacons have been used elsewhere in the Island near homes without problems. However, the detail of this and the potential to use old style but cowled belishas with more directed visibility can be discussed as the scheme progresses. A raised table without zebra markings or belishas was assessed as having no measurable safety benefit and could not be progressed as it would not be an investment in road safety.

[Redacted] set out concerns about the safety of [redacted]; with the introduction of the raised table there will be reduced traffic speeds near [redacted] and accordingly, the independent Road Safety Assessor found that the safety [redacted] would not be adversely affected in safety level by the proposed arrangements. It is noted that there is an area of pavement [redacted], it is something that can be discussed, when face to face meetings become possible.

The Board do hope that [redacted] recognition that there is a need to improve road safety will help [redacted] consideration of the proposal. The Board hope to progress this scheme which, whilst not perfect, would be, for now, an improvement of benefit.

The Board and the technical team hope that circumstances will be such that a face to face meeting will be possible soon.

Yours sincerely

[redacted]

Head of Projects

Encs St Johns Road Overview of RoSPA Report

cc Deputy [redacted]
[redacted] Head Teacher, Haute Vallee Secondary School
[redacted] Parish of St Helier Roads Committee
[redacted] Parish of St Helier Technical Services
[redacted] St Johns Road Project Board

Please note that our office at Beresford House is currently closed. If you wish to speak to an officer about this matter please telephone our main office number 445509 option 6, and leave a message asking [redacted] to contact you.

Appendix F Responses to Initial Consultation

Comments	
1	As some one who walks their [redacted] year old child to school every day from [redacted], St Johns road to d'Auvergne School and has to cross this busy road, I am all for the zebra crossing. And thank you for putting this forward, as I see so many teenagers running a cross, with an accident waiting to happen, not to mention the bad example it gives to the little children. I know it's mentioned in the letter, but to stop parking opposite the back of the pet cabin, by putting barriers up would be a great way to keep this entrance to Haute Vallee safe.
2	I live at [redacted]. I fully support and endorse the proposed safety improvements. I have [redacted] young children of my own and often it has been a great fear of mine that they will get run over crossing the road as cars can come off Queen's Road and quite often do not even slow down. I raised this as an issue a number of years ago with the previous deputy for our district and I think it eventually resulted in the current signage we have, which isn't enough. I commend Deputy Gardiner for proposing this and for any who have objections I would ask that they speak to local residents who face this challenge every day..
3	I am not opposed to the crossing but walk like to see further calming measures put in place before this happens. [Redacted] and cars speed past the house at excessive speeds. Therefore whilst not opposed to the Zebra crossing I would like to see further raised areas further down the road near the entrance of Abbotsmount and perhaps raised areas to traffic islands at the entrances of Abbotsmount and Clos Vaze. In addition some thought should perhaps be given to making this road one way going down to Cheapside and up for Old St Johns Road with the no entry commencing at the junction of Tower Road. The road at the bottom of St Johns Road is too narrow for two way traffic and this results in cars mounting the kerb frequently almost touching the gates of other properties. These would be my priorities before the Zebra crossing and the road should be improved as a whole before somebody is killed. Whilst my thoughts will be given little or no thoughts or time I do [redacted] the road and therefore can vouch for the speed of the cars there and the calming measures requires. Speed bumps and some form of chicane would not go a miss.
4	I'm a mother of [redacted] and have struggled with the speed of cars (and particularly motorbikes!) - they often go at least 40/50 miles per hour especially at night. I am delighted that the safety of the road is being considered, however I think that there needs to be more measures in place south of the proposed zebra crossing as all vehicles speed up just after the bend as they then gear up to speed south down Old St John's rd or Tower rd. The road really needs 20 miles per hour restrictions/monitor and speed bumps - along St. John's rd where Abbotsmount ct/rd etc are.
5	I whole heartedly agree with the need for a safe crossing here, having witnessed an accident and many near misses. I agree that the proposed measures would improve the safety for pedestrians, it would also ensure that cars slowdown that speed along that road. I think although this has been raised by Haute Vallee it is important to note that a lot of younger children attending d'Auvergne and Janvrin also cross at this junction so it would benefit those children as well. Then once this is in place you can tackle a safe walking route from Queens Road through to d'Auvergne and Janvrin, another rat run for cars.
6	Do you agree there is a need to improve safety for children and others who need to cross here? - YES Do you feel the proposed interim measures would improve safety for pedestrians? - YES
7	We think it is a great idea.

8	Can I add to the plan the idea of reducing traffic speed on that small part of the road. I also think it's a good idea to change the colour of the road so that drivers know they are entering the crossing Zone etc. One Question I have is around widening of the curb, will it be around the area at the back of Pets Cabin as this is where its most needed, not so much on the area marked in the plan. An even better solution would be to put up railings.
9	I live in this area, I think it's a great idea, but why are you laying a zebra crossing, why not put in push button crossing lights, as are on Queen's road already, the reason why say this is we all know it's needed as it's a very busy road for traffic both ways. If we had lights put in, it will help to keep the traffic moving trying to turn into St. John's road coming up & down Queens road. With a zebra crossing, and a load of people crossing the traffic could come to a halt, I know it's not cheap to put lights in, but it's the way ahead really I think we both know it will happen.
10	Whilst motorists are very considerate of pedestrians at the crossing it might be a great help to install an interim raised zebra crossing. The railing and guide works would be an interesting introduction. Very quickly those who regularly cross here will appreciate the zebra crossing and would have little need for the additions
11	You need to widen pavement from proposed crossing towards Queens Road, children are constantly spilling into the paths of oncoming vehicles. Need access to property through Arch. Can this be a school time only crossing?
12	Pelican crossing maybe better, especially to prevent tailbacks at busy times (school leaving times)
13	Absolutely!!
14	
15	
16	
17	
18	
19	I think the short pavement in between the traffic lights / crossing north of Morison's up to the yellow line should be removed and people would need to use the path by the lights heading towards St Johns Road. Too many people cross over at the end of St Johns Road onto Queens Road. It could actually do with a small roundabout to ease the traffic flow and slow traffic down instead of the yellow line onto Queens Road
20	This is long overdue and would help a lot to making this road safe for all pedestrians
21	A much needed facility for both children and other pedestrians in this area
22	A very good idea
23	A lot of residents have voiced concerns about causing a hold up of traffic at the corner of Queens Road and St Johns Road. We have a similar scenario at West Park / Cheapside junction. The traffic lights do not cause a problem there. Motorists will have to be a bit patient. They will get used to it in time.
24	100% needed, very pleased to see this happening
25	The proposed zebra crossing is much needed and will improve safety of the area. Old St John's Road should also be looked at as it is used as a rat run and should have speed bumps to slow the traffic down
26	The tree that sits on the embankment is a hazard and will fall one day on the lane and [redacted] granite wall. I have limbs from this tree [redacted] and loses approximately 3 hours of sunlight per day. When will the owner of this field take responsibility for this tree?

27	Regrettably, any traffic measures that in theory should improve safety are rarely observed. If speed limit notices in Old St John's Road as a daily pedestrian I can assure you a waste of time. Jersey motorists are the most pampered, no MOT, no speed cameras, no congestion charges, why bother observing regulations
28	Definitely need a zebra crossing here as the pavement outside the Pet Cabin area is so narrow. I'm surprised an accident hasn't already happened. The school children seem oblivious to the danger and walk at times 3 a-breast or on the edge of the pavement. It would also I hope, slow the traffic down as cars do fly through there on many occasions, especially in the morning / after school
29	I propose a traffic light pedestrian crossing would be even better. With the number of children crossing it could mean a lengthy delay for drivers whilst they cross. A light would ensure a break in this flow and avoid a traffic jam from Queen's Road into St John's Road. The raised crossing will also reduce the number of speeding drivers.
30	Great idea - should have been done when the school opened. But please educate the children to use the crossing and not just cross anywhere on the road -this is essential please - otherwise these children will think they can just run across anywhere and it will cause an accident. Regular monitoring of students is needed. Please please educate
31	I live on St John's Road and agree a pedestrian crossing would be sensible but not with railings nearby, just bollards. Railings will prevent pedestrians and cyclists from crossing the road, not on the crossing, to reach La Grande Route as they will have to edge along the side of the road to get around; rather dangerous... although your proposal does say 'temporary'. the road outside Pet Cabin is already exceedingly narrow so I don't see how you can make it narrower - if a truck drives along, cars have to wait for it to pass as it is too wide. Also may i request/suggest you put a drain in the road where the cut through to Queens Road is as, when wet, huge puddles sit there resulting in drenched pedestrians as the cars pass and, as you say, the pavement is very narrow; very apparent in this distancing era we are in.
32	I believe a traffic light crossing would work better to limit the time the traffic is stopped and avoid congestion building on Queen's Road. Currently a steady stream of school children cross, often with total disregard for traffic and not even looking before crossing. Perhaps a little education on how to safely cross a road and reminder of manners would not go amiss. Mutual respect is key here, I think. It is not always the motorist at fault
33	Pavements need a re-think, very uneven and narrow. Cars go much more than 30mph more like 50mph. Very dangerous by Abbotsmount. Please have speed checks. I find it very dangerous as I am [redacted]
34	Anything that will help save children's lives crossing road worth investing in and installing.
35	So pleased to hear this news. This has been a long time coming. Well done
36	I have lived in the area for [redacted], using it daily as a walker and driver. Pedestrian usage of the site appears quite light generally, vehicles far outweighing pedestrian numbers, apart from school times. Having many times witnessed the volume of students from Haute Vallee needing to cross the road at the same time, it is obvious that the installation of a zebra crossing would very quickly cause a backlog of traffic, of which there is also high volumes around school times, turning into St John's Road from both Queens Road and La Grande Route de St Jean, thus creating another problem whilst attempting to solve one. Although a zebra crossing is the cheaper option, could consideration be given to using a crossing patrol? This would allow for a safe and controlled crossing for the students whilst negating a traffic backlog. The crossing patrols at other school sites appear to be effective in balancing a safe crossing for children whilst keeping traffic moving. Could the situation be eased by using staggered leaving times (even 10 minute intervals could make a difference) or perhaps this is already the case? The installation of bollards and railings seems rather a step too far in mitigating a situation that only occurs a couple of times a day at most and only during school term times.

37	I think it would make a great difference but it would also benefit everyone to change the speed limit or slow traffic down on this road. Also as previously suggested by another resident of St John's Road the speed issues in the evening along the road and the junction of Tower Road need to be seriously addressed!
38	In respect of the proposed traffic calming measures in St John re the Safer Routes to School initiative, as a keen cyclist can I please request that ALL traffic calming measures are bike friendly since it is NOT cyclists who are responsible for speeding. Unfortunately, too many of the traffic calming measures adopted here in Jersey not only target motorists but also punish cyclists. The traffic calming measure near St Mary's Church springs to mind - an extremely blunt tool that impacts everyone using that section of road. Since the Island's authorities are now much keener in light of the COVID-19 pandemic and climate change, to encourage more people to cycle, then let's also ensure that cyclists are not unfairly targeted by ill-thought out 'solutions' to the very real problem of speeding motorists. So in respect of a raised zebra crossing as proposed, can I suggest that the 'raised' part of the zebra crossing begins at least a foot from the curbside, as this will enable bike users to cycle without having to ride over the raised area etc. Which in turn mean a more comfortable ride and less chance of damaging one's bike. It is about time that the Jersey authorities looked at so-called solutions to speeding motorists from the perspective of ALL road users - including cyclists. As a [redacted], I appreciate it is so important to consider the 'solution' from ALL key stakeholder perspectives. Thank you. It's also interesting that St John are keen to introduce a traffic calming measure, yet despite my lobbying, the Constable of St John was against my suggestion of making the speed limit from Haute Croix to Sion Village 30 miles per hour! Hhmmnn
39	Great idea for crossing should have been done years ago.

Appendix G Responses to Second Consultation

How does the scheme work?

	Consultation Comment	Response
1	Safety comes first. This road has always been an accident waiting to happen	
2	The kids will use the railings to sit on and climb over. Generally people were always very care at this time of day.	If the railings are climbed, they will not fall into a live carriageway
3	I have used this crossing several times this week and see it as a huge improvement for the children's safe crossing however each time I've used it I have noticed a lot of the children are still crossing further down the road and not using the proper crossing and also cars parking outside the pet shop on the pavement causing pedestrians to walk in the road to get to the crossing!	Pavement parking is an enforcement issue. The relevant authorities are aware of the situation in the area.
4	Traffic is calmer and more. Open to enabling people to cross due to the signage!/crossing. With narrow pavements which could do with being wider it helps to the safety of those walking past too with slower more observant drivers	Pavements to be reviewed as part of the wider St John's Consultation
5	It is working really well so far. My only comment would be to suggest awareness be made of the new crossing and/or reduction in speed for vehicles entering from Queen's Road. They often take the corner quite fast and I have noticed there is sometimes a backlog of vehicles allowing the pedestrian crossing to be used. It concerns me that there is likely to be a shunt or worse as cars come round the corner without necessary caution, into St John's Road.	Required advanced signage is in place
6	Why bother having a consultation when the changes have already been made before that consultations end date?	Consultation was on how the scheme is working
7	It could do with a warning that the zebra crossing is in situ. I live quite close by and use the crossing fairly regularly now and I've notice that is seems to come as a bit of a shock to some motorists that it has been installed - some ignore it and drive normally and others slam on their brakes... I like the Island that has been installed on the road that leads to the entrance to Haute Vallee, makes me feel much safer crossing.	Advanced signs are in place
8	It is a welcome improvement	
9	With a lot of children arriving and leaving the school at about the same time it is necessary to ensure that they are safe and that part of St Johns Road is narrow. In addition to the crossing I suggest that raiseable bollards are put on the open area opposite the shops to stop people parking there at all times unless there is a good	This area of land is under the authority of PoSH and it would be their Roads Committee who would sanction rising bollards. Speed limit could be looked at during the wider St John's Road consultation

	reason approved by either the States or Parish. St Johns Road should be 20 mph.	
10	<p>1. Crossing is too close to the bend in St Johns Rd and speeding cars almost run out of road before they can stop. By moving the crossing northwards to align with the footpath at the arches, motorists would have more time to see pedestrians waiting at the crossing and stop before getting to the crossing.</p> <p>2. Vehicles (usually 4x4s) now park on the opposite side of the road on the pavement outside the pet shop forcing pedestrians to step out onto the road to get by. This is particularly bad at weekends when most pet food shoppers go to the pet shop.</p> <p>3. Vehicles still park in front of the arches. Two garden maintenance vans parked there last week by lifting out the bollards. If the white fence was moved to run parallel with arches along the kerb line of the existing footpath it would form a barrier between the crossing and footpath line in front of the arches and the remainder of the triangle. This would allow cars to safely park on the triangle while shopping in the pet shop (safer than what they are now doing - see point 2).</p> <p>4. Children still take the shortest route to cross. They come from the north on the east pavement and as soon as they reach the arches they cross the road to the west pavement in front of the arches. If the crossing was moved north to line up with the footpath in front of the arches (as suggested in point 1) it would align with the shortest desire route and would be used much more than it is just now. The road is already at its narrowest at this point causing vehicles to slow down even more than at the new crossing point. The school has to have a teacher in attendance to try to make children use crossing but it is a losing battle.</p> <p>5. The white fence makes an acute angle where it meets the arched wall. This corner now traps hundreds of leaves in a massive pile on top of two drains. the drains are blocked and the green lane is flooded whenever it rains.</p> <p>6. Summary of suggestions - move crossing north to align with pavement in front of arches; move white fence to run parallel with arches along the kerb line of the existing footpath.</p>	<p>1. moving the crossing north does not provide adequate visibility for pedestrians to be seen or see off side traffic. The crossing is positioned to give the maximum visibility nearest to the desire line as assessed by road safety specialist and undergone road safety audits</p> <p>2. parking enforcement issue</p> <p>3. Right of way has to be maintained to the Arches whilst preventing unauthorised parking</p> <p>4. as 1 above</p> <p>5. drainage will be investigated as part of any permanent scheme</p>
11	Its Brilliant - desperately needed. [REDACTED] West of Town Community Association Chairman	
12	What is at present there now, although an interim, is completely out of character with the listed building next to it. It is cheap and unsightly. plastic bollards could easily be replaced cast iron, low studs. People	Items used for the interim measure were in stock and available for use to get the crossing operational for the start of the school term. Review by heritage professionals is being undertaken to find

	vault the fence and still cross the road not on the crossing - I do question its value.	a permanent solution which will complement the listed building
13	Yes, I've seen a lot more cars slow down on this corner since they changes have been made.	
14	This should be upgraded to a parallel crossing so cyclists can use it - and the one on Queens Road upgraded to a Toucan Crossing so cyclists can get to the La Pouquelaye Area. Other Safe Routes to School - there should be a pelican crossing installed on Bagatelle Road near the junction with Wellington Hill to make it safer to cross. A zebra should be installed outside JCG. A zebra or pelican should also be installed outside De La Salle to connect to Maison St Louis. There needs to be a parallel crossing outside St John's Parish Hall as well to allow cyclists + pedestrians to safely cross the road. There should be a pelican crossing outside the new LQ school with parallel crossings on Le Mont le Brun. Mt Nicolle should have a pedestrian refuge for people crossing to the other bus stop. Finally, there should be a safer cycle route from St Mary's School to St Ouen's Village.	Parallel crossings are not in the Road Traffic (Jersey) Law 1956 A number of the suggestions for elsewhere are being looked at and are at various stages from feasibility to construction
15	I think that this scheme is a great idea to improve pedestrian safety for children going to/from school and I would support the principle of new crossings in both locations. I do not, however, consider that the introduction of all of the associated road 'clutter', including railings and bollards, is necessary in front of Chestnut Farm, which is a grade 2 listed farm group. Why do pedestrians need to be 'guided' to the crossing?	Pedestrians are being guided to cross in the safest position
16	I have no problem with a crossing being installed permanently provided it is not raised.	Raised crossing to reduce speeds as a number of residents have complained about speeding
17	I approve!	
18	You have already implemented this, no doubt at some cost. What is the point of surveys or consultations when the minister who has no great electoral mandate goes ahead with it anyway.	Consultation was on how the scheme is working
19	Very badly worded questions here! Yes, there is a need for a crossing but simple traditional bollards along the road would be ample and there is no need for a 'guide' to the crossing as it's very obvious if people look at the road as they can see the big white lines of the zebra crossing! This appears to be another case of overkill & if these children need a 'guide' to the crossing how on earth are the little snowflakes going to cope when they need to cross any other road? Common sense needs to be taught to children instead of providing 'guides' at	Railings will help to ensure the majority of pedestrians cross the road where there is maximum visibility without deviating too far from the desire line. The crossing is positioned to give the maximum visibility nearest to the desire line as assessed by road safety specialist and undergone road safety audits

	<p>every step of their day. And as children have managed to cross this road for many years without any crossing or guides why are they suddenly needed now? I have lived in this area for [redacted] so use this road a lot & if someone whether it be pedestrian or child waits on the curb someone will always stop to let them cross. Although the unfettered immigration means more & more traffic so a zebra crossing would be helpful now with bollards to prevent parking. But please no snowflake guide rails!</p>	
20	<p>It is a good idea, although the surrounding infrastructure must be made to be in keeping with the area. For example using traditional looking black bollards or granite stones in front of the gate so as not to spoil the view.</p>	<p>Review by heritage professionals is being undertaken to find a permanent solution which will complement the listed building</p>
21	<p>Is there no better way to attract people to the crossing point than a fence? This is bad space design.</p>	<p>Review by heritage professionals is being undertaken to find a permanent solution which will complement the listed building</p>
22	<p>Is there no better way to attract people to the crossing point than a fence? This is bad space design.</p>	<p>Review by heritage professionals is being undertaken to find a permanent solution which will complement the listed building</p>
23	<p>It would be less of an eye sore had it been a push button system with lights. It has never been a problem to cross there as at peak time, cars are bumper to bumper and generally let all pedestrians cross, not just school kids. There's feels very little reason to have it raised too! Not sure what that's all about!</p>	<p>Raised crossing to reduce speeds as a number of residents have complained about speeding</p>
25	<p>Really doesn't need to be a huge speed bump. Just a crossing would do fine and not inflict with traffic so much</p>	<p>Raised crossing to reduce speeds as a number of residents have complained about speeding</p>
26	<p>I dislike the barrier and bollards, and do not feel they help the situation. I particularly dislike the raised crossing across the road. I hope the permanent crossing will have lowered pavement access and crossing with beacons to warn traffic. I also dislike the nobbled approach on the pavement to crossings, because if you are wearing shoes with narrow heels you can turn your foot over on the knobs. When the children pile out of school, it could be possible to have a 15 mile an hour speed limit to slow the traffic further. The only alternative is to compulsorily purchase the triangle of land at the end of the road, and land from the garage to be able to widen the road. That would make the whole area safer, especially if the main hospital is to be built at Overdale, which will increase the traffic flow.</p>	<p>Pedestrians are being guided to cross in the safest position by the railing and the bollards are there to prevent unauthorised parking which reduces visibility.</p> <p>The 'nobbled' approach is tactile paving which is used to guide the visually impaired to a safe crossing point.</p> <p>There is a part-time 20 speed limit at school times but this is not well observed, especially for students who are slightly earlier /later leaving school.</p>
27	<p>I don't feel there is any need for the railings which you have stated is temporary, not sure why they were put there in the first place. I also do not think boulders are needed drivers should know not park on a zebra</p>	<p>The railings guide pedestrians to the crossing which is positioned to give the maximum visibility nearest to the desire line as assessed by road safety specialist and undergone road safety audits</p>

	crossing. feel we have to many signs etc on our island its getting ridiculous	
28	Jersey's roads must be made safer for pedestrians and for cyclists. Road networks must be designed for those purposes, with vehicular traffic secondary concerns. A short delay for a car does not extend the journey significantly, but a delay for a cyclist or pedestrian will add to their journey time. Our declared climate emergency demands that motor traffic is made a secondary consideration on all of our roads.	
29	I do not think this improves safety. I think the height of the crossing risks more injury or damage by vehicles or pedestrians. The bollards (as highlighted by Save Jersey's heritage) are an outrageous encroachment on the public realm and I urge IHE or the responsible body to remove these ASAP. The public realm is shaped by natural use, and such obstructions do no benefit to a community.	The bollards are there to prevent unauthorised parking which reduces visibility. A review by heritage professionals is being undertaken to find a permanent solution which will complement the listed building
30	Living in the area and using this road frequently I am aware of the difficulty that children have in crossing this road. Prior to the fitting of the crossing the children used to cross in a haphazard manner and I am not surprised there had been accidents. My concern is that pinch points have been created, both with at least 40 students gathering on the crossing at home time which could be a health hazard (as the pinch point in Broad Street). Also another pinch point is caused in Queens Road as traffic attempts to enter this area when large volumes of pedestrians are using the crossing.	During times when there are large numbers of school children crossing, the school is looking to engage a school crossing patrol person to allow the traffic to flow by controlling the pedestrian flow
31	Queens road is a race track. At night bikes are trying to go flat out up there. The parking outside Morrison's is dangerous. No room most of the time to walk past without stepping into the road. But what the hell. In the past 3 years one person run over and killed. Cause the lighting up the hill is so bad. Then the local boy racer drink driver puts his car into someone living room. Would of killed anyone walking up the hill or if the owners were in. And what punishment do they get nothing	The department is aware of these issues
32	It's apparent that whenever there's a perceived risk to pedestrians the answer is to create zebra crossing. It would make sense if they used it properly but by putting it there it just gives pedestrians the excuse to cross there or anywhere within the vicinity without looking, stopping or paying any attention to what's around them (not just motorists). Recommendation: education and a change of attitude.	The Police's Road Safety Officer has been to the school to talk about road safety

33	The railings are a waste of money and over the top. They are a perfect example of OTT snowflake society where everyone has their hand held I simply can't get my head round them. Rest of the plans great.	The railings guide pedestrians to the crossing which is positioned to give the maximum visibility nearest to the desire line as assessed by road safety specialist and undergone road safety audits
34	Much needed, drivers come up the way far too quickly, also it's a lot safer now to cross there and then use the pelican crossing on queens road than it is to try and cross the road at the Clarke avenue junction where my daughter was run over.	
35	This is a frequently used area to cross and the crossing has made it much safer	
36	As a driver I find the gradient of the crossing high compared to others. Also the fencing is ugly and not in keeping with the house or surroundings it's an eyesore! As a pedestrian it's a great asset to the community especially our younger people when walking to school or after school activities	Review by heritage professionals is being undertaken to find a permanent solution which will complement the listed building
37	I agree that there is a need to improve safety around this area for all users. I'm speaking as a mother that uses this on a daily basis .	
38	The car drivers slow down making it safer for students crossing the road. It 100%needs to stay.	
39	This is a long needed solution for a tricky crossing section of the road and allows crossing to be done safely by both local school children and residents in the area .	
40	Im a regular user and it is a significant improvement. Not just for Haute Valley but also for a lot of children heading the other way to d'Auvergne and Janvrin. There are issues with motorists not being aware if people walking from the pet shop with their back to traffic intend to carry on walking or cross? This is partly because the crossing point covers almost all the fairly narrow pavement. Quite a few cars zoom through instead of stopping. The white barrier / fence looks like an afterthought or a bit of kit left over from another job so it isn't surprising that some have criticised the scheme. There is a real need for a lot more drainage as none until Clos Vale.	Review by heritage professionals is being undertaken to find a permanent solution which will complement the listed building
41	I think the zebra crossing is great please keep it.	
42	This is essential on this stretch of road as the bend makes it difficult to judge when to cross. Now the pavement from the walkway up from Queens road towards the crossing needs to be widened and the road changed to single traffic with priority to traffic from one direction. The pavement is not currently wide enough on the pet cabin side for children to stand safely waiting to cross.	To be reviewed as part of the wider St John's Consultation
43	Sensible measure. Excellent thing to do.	

44	But why oh why does it have to be RAISED. We are not all boy racers and no matter how slow u go over it it is really bumpy on my old bones	Raised crossing to reduce speeds as a number of residents have complained about speeding
45	A zebra crossing is not used correctly in Jersey ~ people do not stop, look and IF it is clear cross. They just wander, across the road looking at their phones without looking for cars. IF you want to make it safe, use a Traffic light system. (sorry don't know its name) similar to the one by The Inn on Queens Road.	Education needed on the use of zebra crossings.
46	Safety is very important for the safe of ourselves and the children's. Zebra to cross will slow down the cars to speed and put on risk the safety of our children's.	
47	Safety is very important for the safe of ourselves and the children's. Zebra to cross will slow down the cars to speed and put on risk the safety of our children's.	