

Trinity Active Travel Improvement Plan

<https://haveyoursay.gov.je/infrastructure-housing-and-environment/trinity-active-travel-improvement-plan>

This report was created on Tuesday 14 December 2021 at 14:12

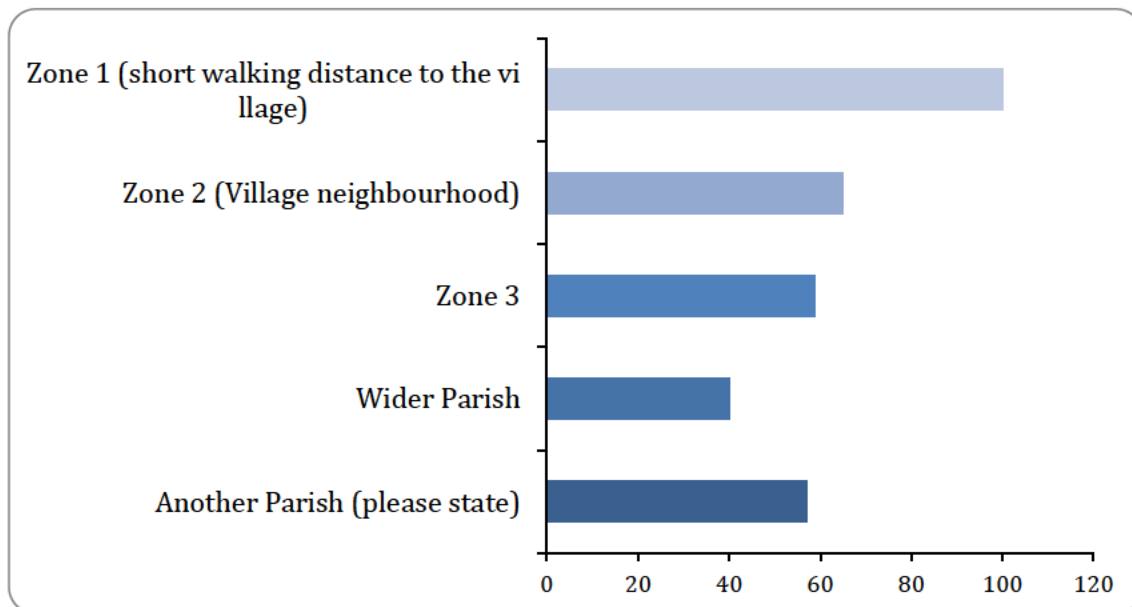
The consultation ran from 09/10/2021 to 18/11/2021, the consultation was held online and paper copies were available from the parish hall, both sets of results have been combined in this report.

Responses to this survey: **321**

1: Which of the zones do you live in?

Location

There were 321 responses to this part of the question.



Option	Total	Percent
Zone 1 (short walking distance to the village)	100	31.15%
Zone 2 (Village neighbourhood)	65	20.25%
Zone 3	59	18.38%
Wider Parish	40	12.46%
Another Parish (please state)	57	17.76%
Not Answered	0	0.00%

Another Parish:

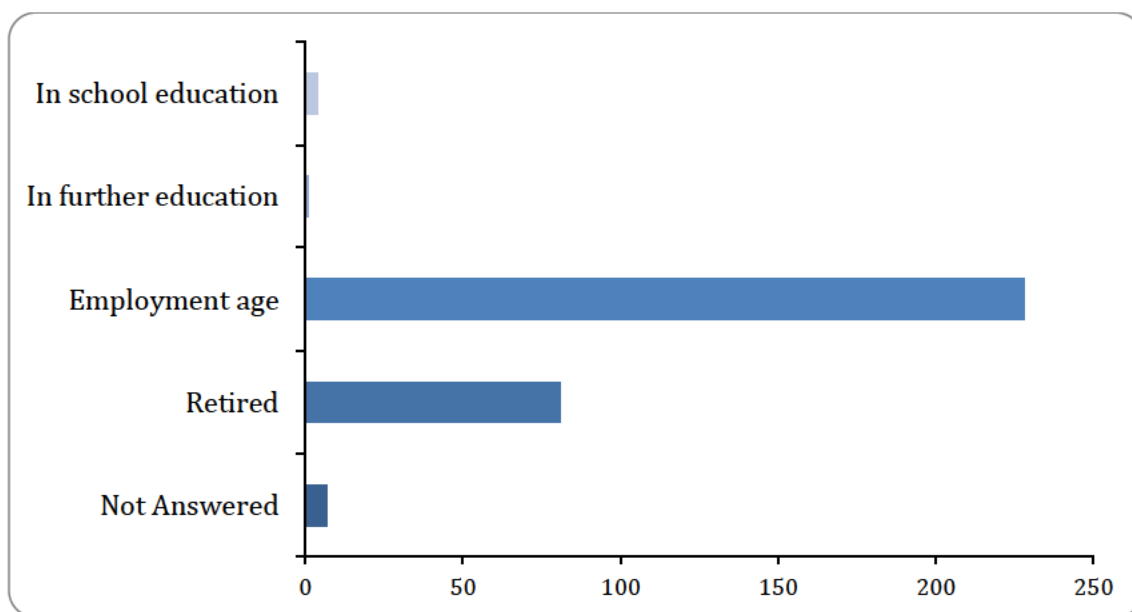
There were 57 responses to this part of the question.

Another Parish:		
Option	Total	Percent
Grouville	4	1.25%
St Brelade	5	1.56%
St Clement	5	1.56%
St Helier	17	5.30%
St John	2	0.62%
St Lawrence	4	1.25%
St Martin	1	0.31%
St Mary	1	0.31%
St Ouen	3	0.93%
St Peter	3	0.93%
St Saviour	9	2.80%

2: Are you?

Are you

There were 314 responses to this part of the question.

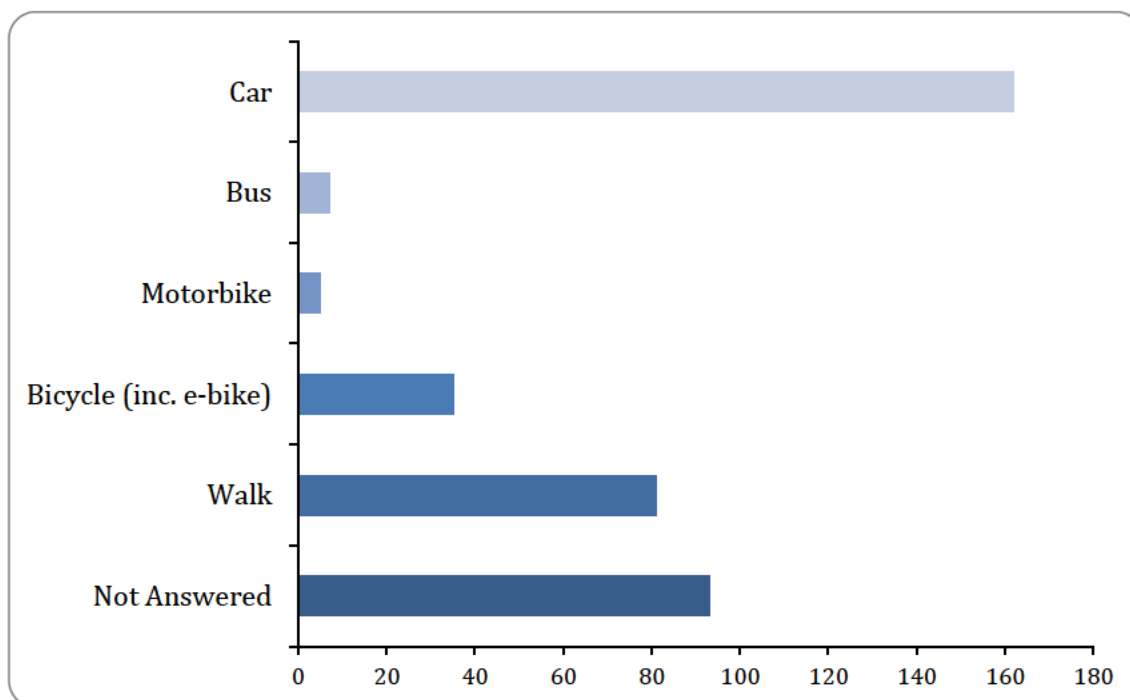


Option	Total	Percent
In school education	4	1.25%
In further education	1	0.31%
Employment age	228	71.03%
Retired	81	25.23%
Not Answered	7	2.18%

3: Please list the top amenities that you use most frequently in the parish and how you usually access them? (eg Parish Hall, shop, school, community centre, Bouley Bay)

Amenities - Parish Hall

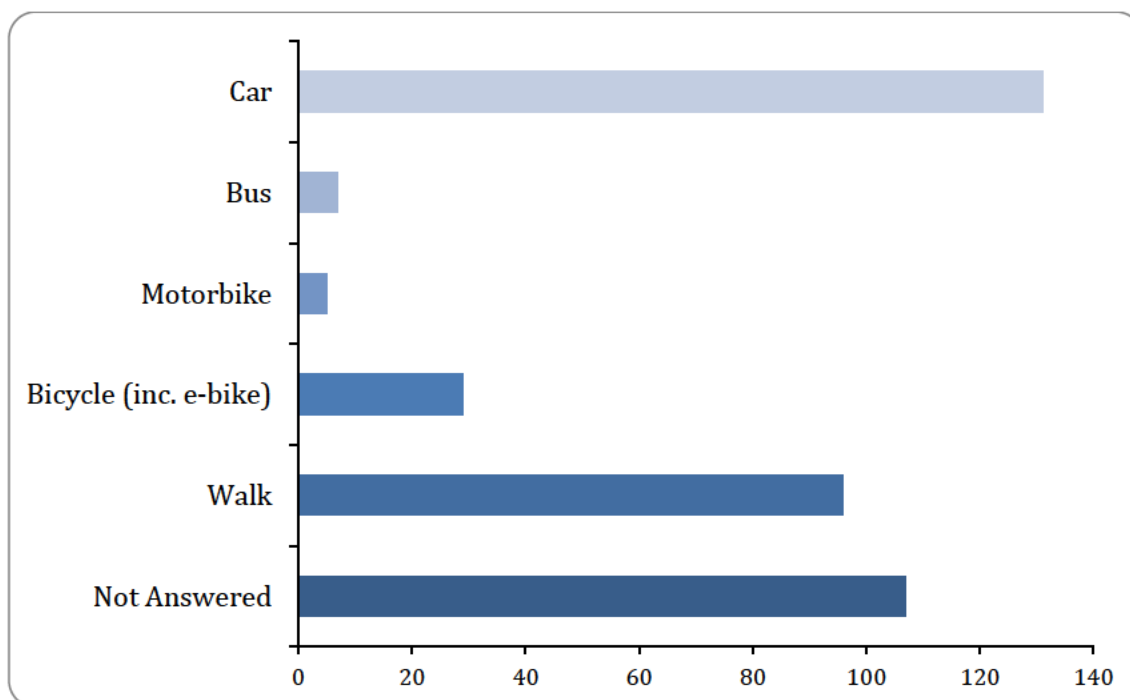
There were 228 responses to this part of the question.



Option	Total	Percent
Car	162	50.47%
Bus	7	2.18%
Motorbike	5	1.56%
Bicycle (inc. e-bike)	35	10.90%
Walk	81	25.23%
Not Answered	93	28.97%

Amenities - Parish Shop

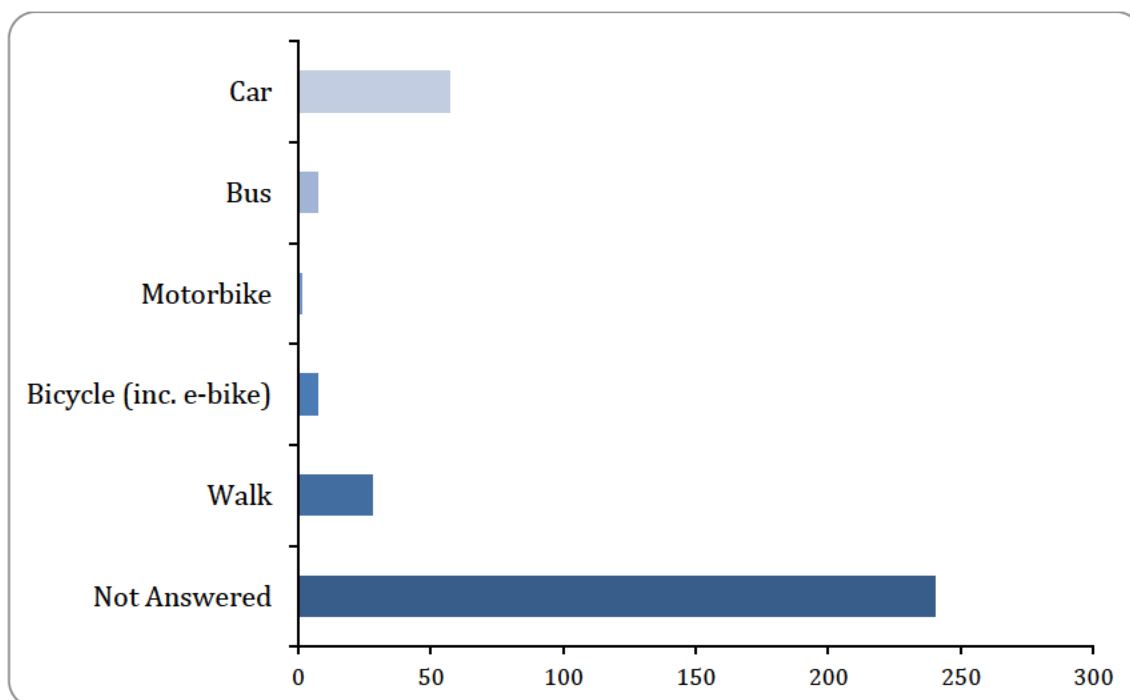
There were 214 responses to this part of the question.



Option	Total	Percent
Car	131	40.81%
Bus	7	2.18%
Motorbike	5	1.56%
Bicycle (inc. e-bike)	29	9.03%
Walk	96	29.91%
Not Answered	107	33.33%

Amenities - School

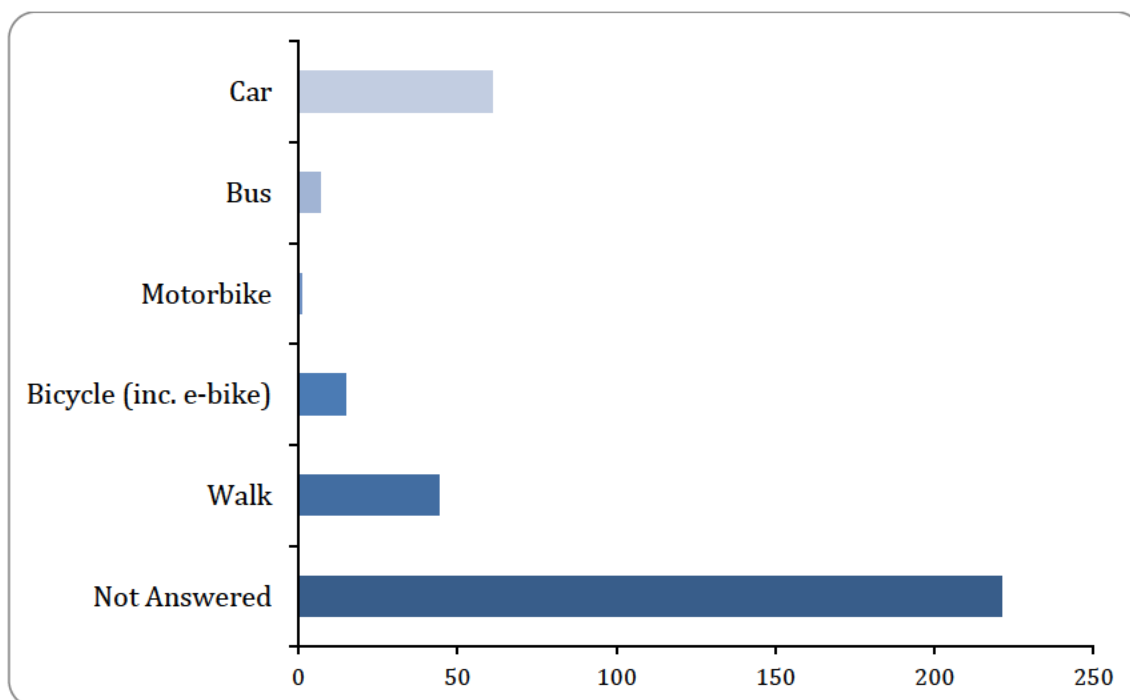
There were 81 responses to this part of the question.



Option	Total	Percent
Car	57	17.76%
Bus	7	2.18%
Motorbike	1	0.31%
Bicycle (inc. e-bike)	7	2.18%
Walk	28	8.72%
Not Answered	240	74.77%

Amenities - Community Centre

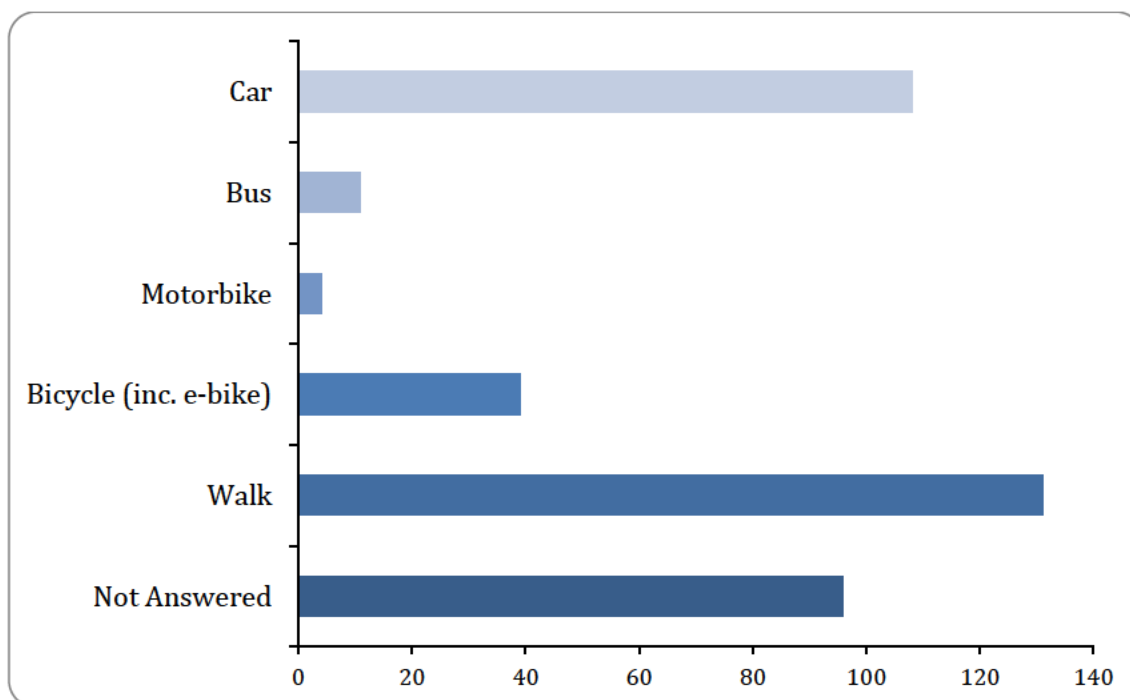
There were 100 responses to this part of the question.



Option	Total	Percent
Car	61	19.00%
Bus	7	2.18%
Motorbike	1	0.31%
Bicycle (inc. e-bike)	15	4.67%
Walk	44	13.71%
Not Answered	221	68.85%

Amenities - Parish Pub

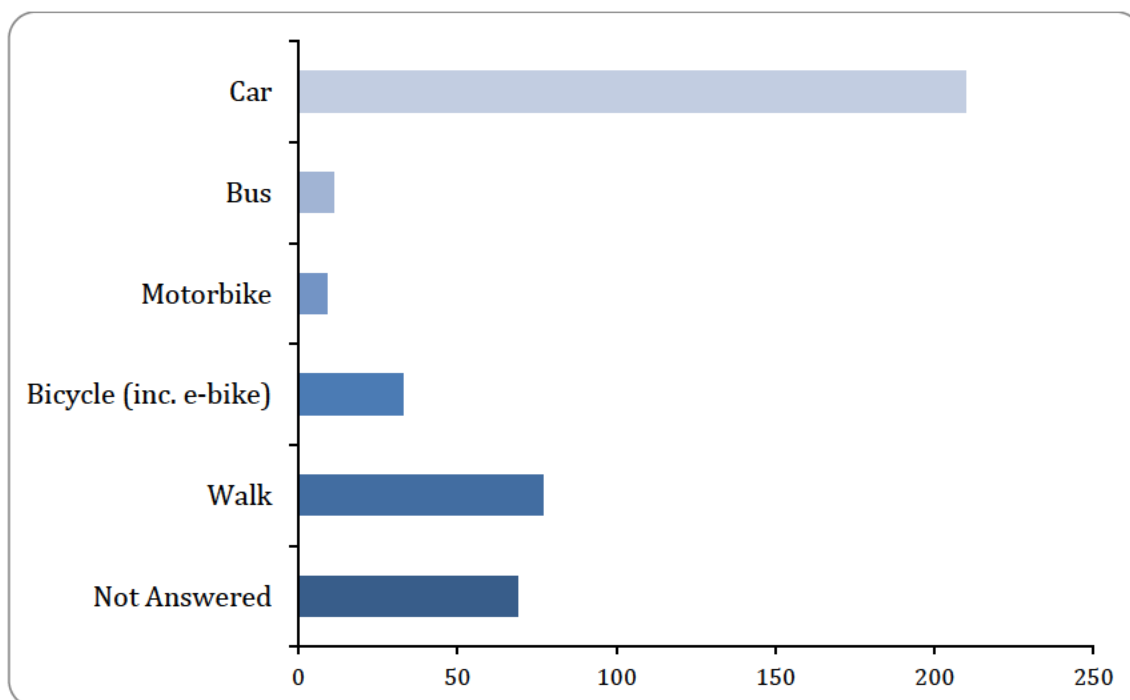
There were 225 responses to this part of the question.



Option	Total	Percent
Car	108	33.64%
Bus	11	3.43%
Motorbike	4	1.25%
Bicycle (inc. e-bike)	39	12.15%
Walk	131	40.81%
Not Answered	96	29.91%

Amenities - Bouley Bay

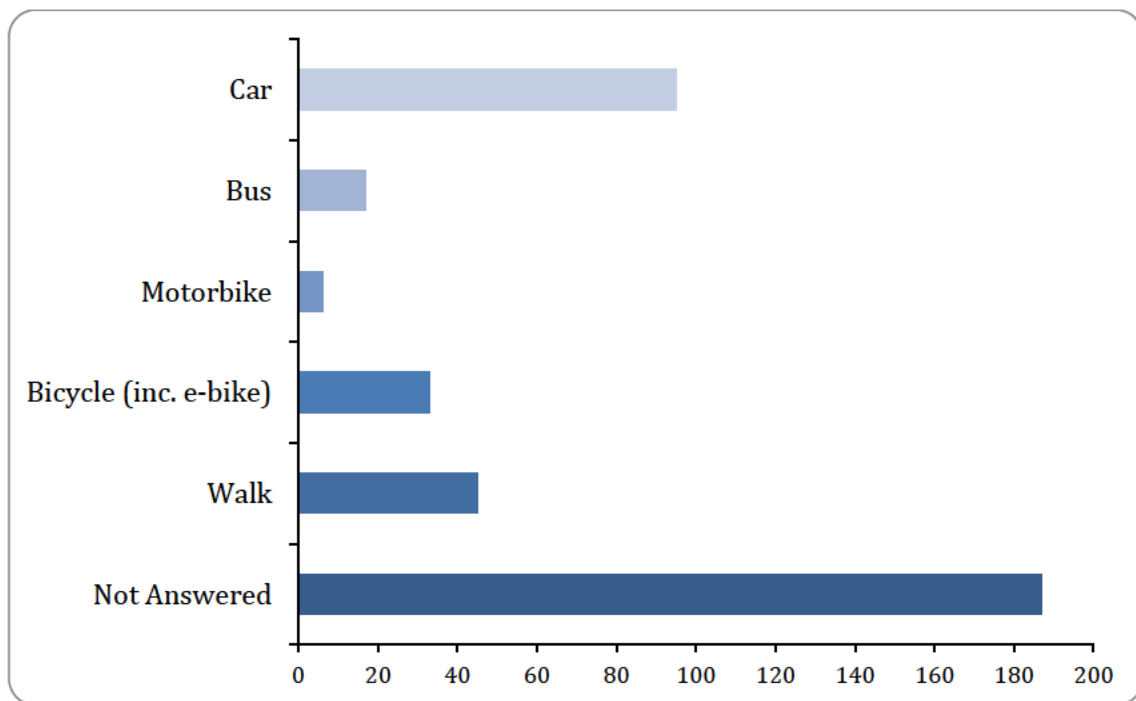
There were 252 responses to this part of the question.



Option	Total	Percent
Car	210	65.42%
Bus	11	3.43%
Motorbike	9	2.80%
Bicycle (inc. e-bike)	33	10.28%
Walk	77	23.99%
Not Answered	69	21.50%

Amenities - Other

There were 134 responses to this part of the question.



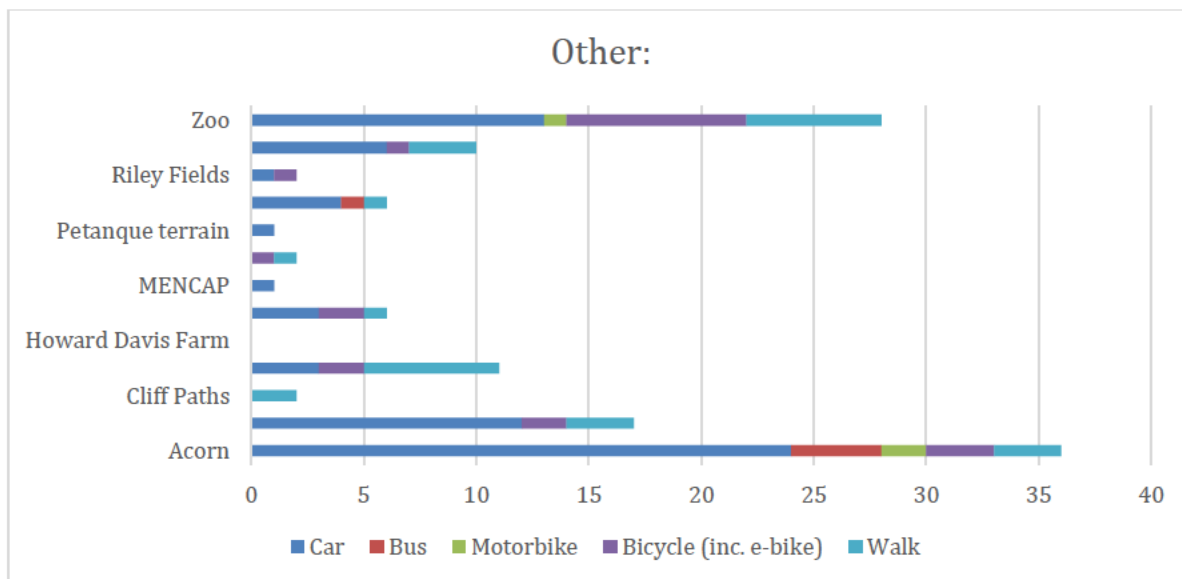
Option	Total	Percent
Car	95	29.60%
Bus	17	5.30%
Motorbike	6	1.87%
Bicycle (inc. e-bike)	33	10.28%
Walk	45	14.02%
Not Answered	187	58.26%

Other

There were 96 responses to this part of the question.

	Total	Car	Bus	Motorbike	Bicycle (inc. e-bike)	Walk
Acorn	37	24	4	2	3	3
Church	19	12	0	0	2	3
Cliff Paths	2	0	0	0	0	2
General Activity	6	3	0	0	2	6
Howard Davis Farm	2	0	0	0	0	0
Jardin de Olivet	3	3	0	0	2	1
MENCAP	1	1	0	0	0	0
Morrisons	1	0	0	0	1	1
Petanque terrain	1	1	0	0	0	0
Philip Maurant Centre	5	4	1	0	0	1
Riley Fields	1	1	0	0	1	0
Rozel	9	6	0	0	1	3
Zoo	21	13	0	1	8	6

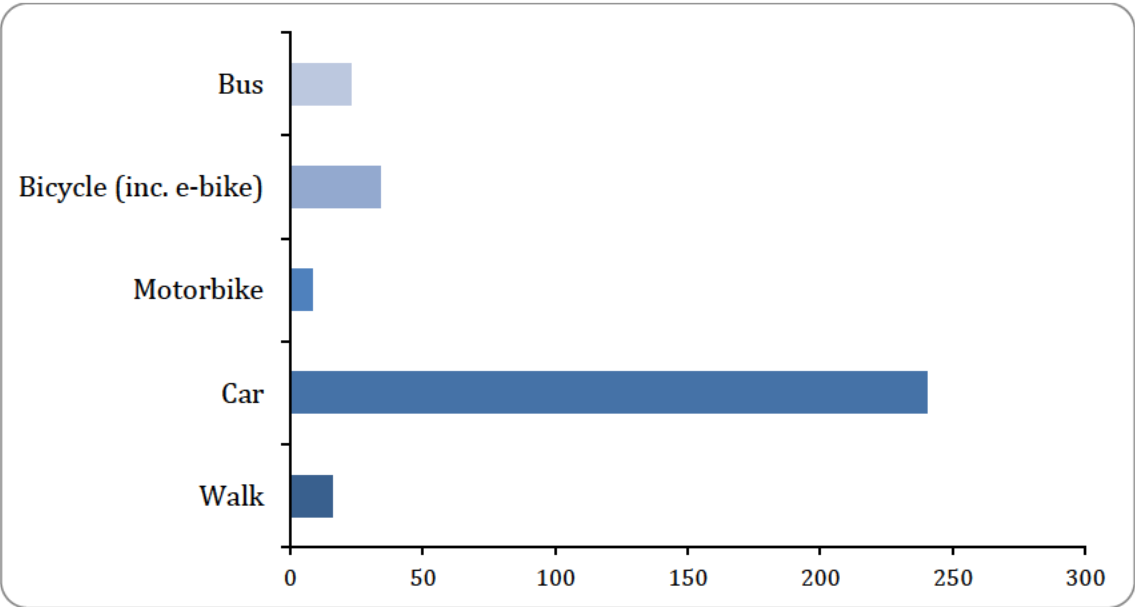
Note: Totals may differ to individual numbers due to respondents selecting more than more option or none at all.



4: What mode of Transport do you primarily use to travel to and from work or day-to-day activities?

Transport

There were 321 responses to this part of the question.

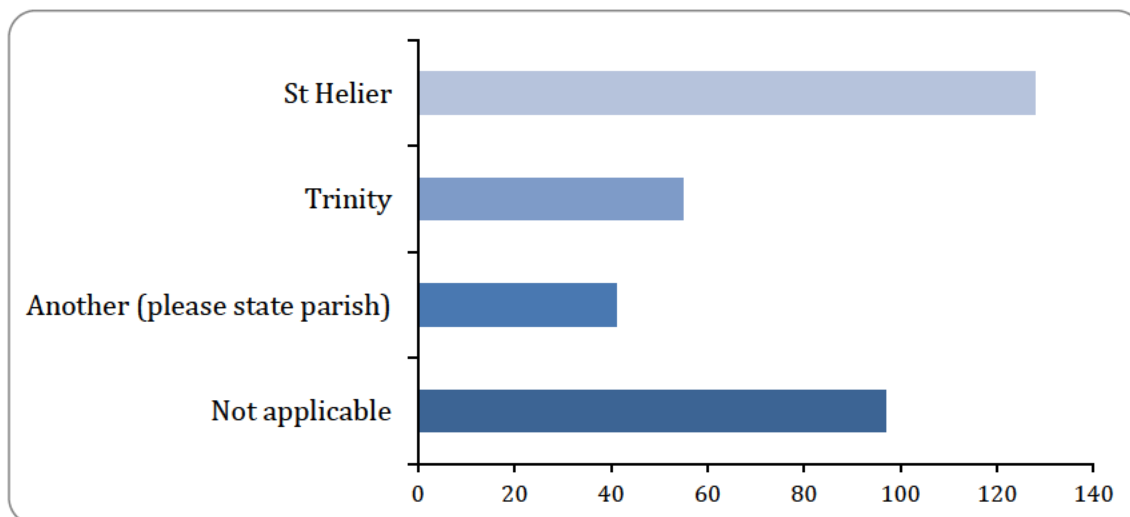


Option	Total	Percent
Bus	23	7.17%
Bicycle (inc. e-bike)	34	10.59%
Motorbike	8	2.49%
Car	240	74.77%
Walk	16	4.98%
Not Answered	0	0.00%

5: Where is your place of work or school situated?

Workplace

There were 321 responses to this part of the question.



Option	Total	Percent
St Helier	128	39.88%
Trinity	55	17.13%
Another (please state parish)	41	12.77%
Not applicable	97	30.22%
Not Answered	0	0.00%

Other

There were 50 responses to this part of the question.

Another Parish	Total	Percent
Grouville	5	1.38%
Island Wide	3	0.83%
St Clement	2	0.55%
St John	2	0.55%
St Lawrence	3	0.83%
St Martins	2	0.55%
St Ouen	1	0.28%
St Peter	5	1.38%
St Saviour	18	4.97%

Note: Totals may differ to individual numbers due to respondents selecting more than more option or none at all.

6: How do you feel about the standard/ safety/ accessibility/ comfort of bus stops in Trinity?

Please provide details or considerations of bus stops in Trinity

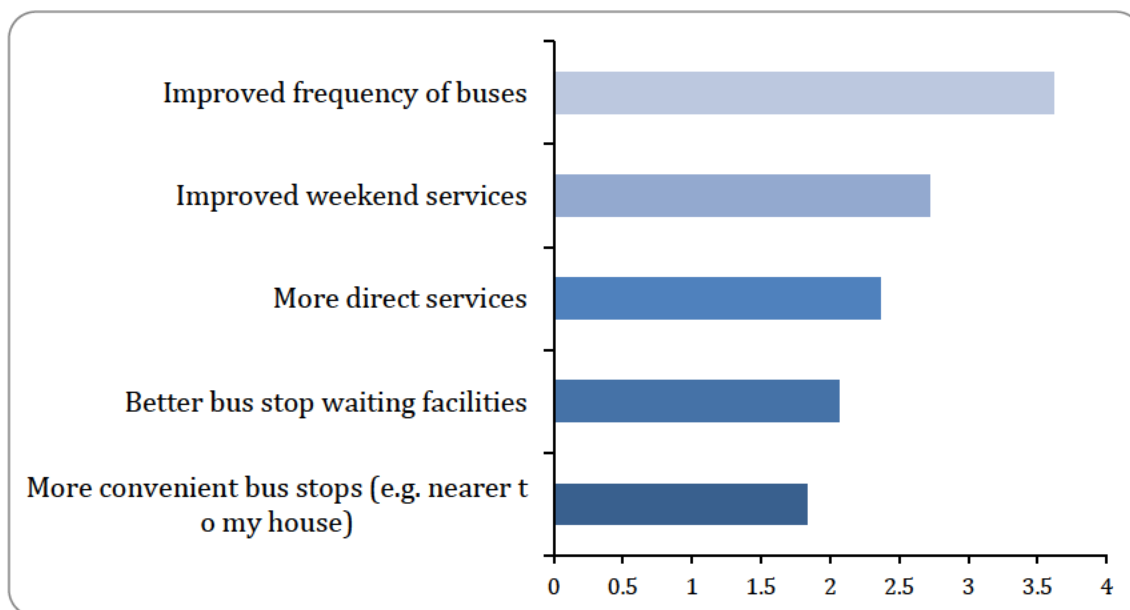
There were 262 responses to this part of the question. (see Appendix 1 for full responses)

Option	Total	Percent
Don't turn up or not on time	1	0.31%
Don't use the bus	15	4.67%
Infrastructure is poor	6	1.87%
More stops required	4	1.25%
No issues	59	18.38%
Poor quality stops or shelters required	111	34.58%
Poorly Lit	3	0.93%
Price	1	0.31%
School Bus Behaviour isn't good	1	0.31%
Need to be more frequent	5	1.56%
Un-clear markings	1	0.31%
Un-safe	102	31.78%
	309	

Note: Totals may differ to individual numbers due to respondents selecting more than more option or none at all.

7: Please rank the following in order of importance in encouraging you to use the bus more? (1 - Most important, 5 - least important)

Ranking of 'Bus Stops'



Item	Ranking
Improved frequency of buses	3.62
Improved weekend services	2.72
More direct services	2.36
Better bus stop waiting facilities	2.06
More convenient bus stops (e.g. nearer to my house)	1.83

Other (please state)

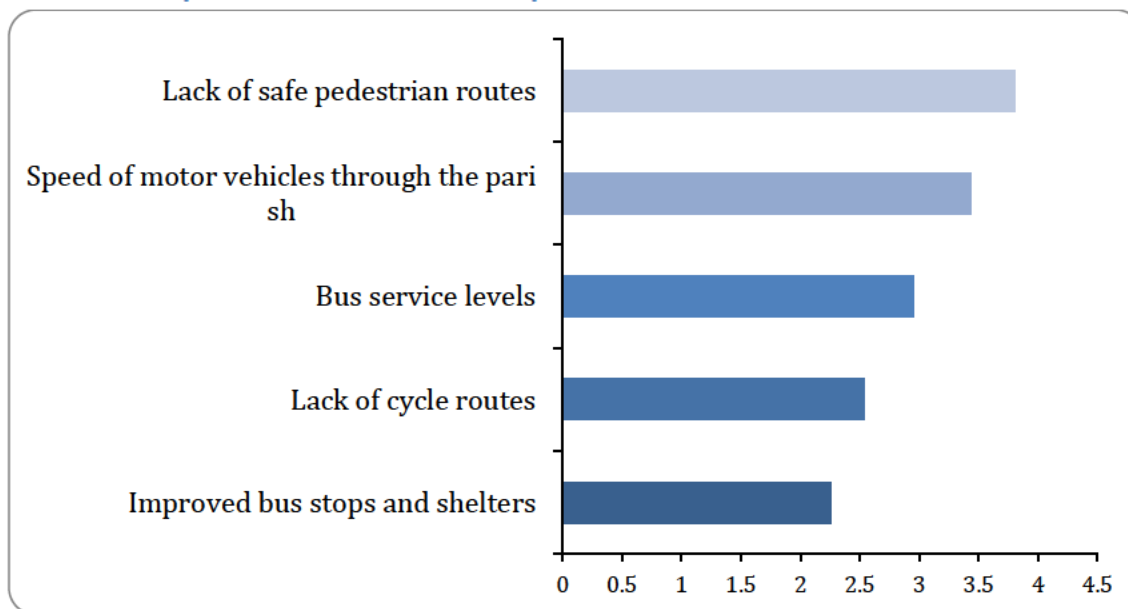
There were 67 responses to this part of the question. (see Appendix 2 for full responses)

Option	Total	Percent
Better timings	2	0.62%
Bike Racks	1	0.31%
Closer to Acorn	12	3.74%
Evening Service	32	9.97%
More direct to St Helier	1	0.31%
Parish Link	24	7.48%
Price	3	0.93%
Safer Access	26	8.10%
School Service	3	0.93%

Smaller buses	1	0.31%
The bus is unsafe	1	0.31%
Uniform departure times	2	0.62%
Zoo Extension	7	2.18%

Note: Totals may differ to individual numbers due to respondents selecting more than more option or none at all.

8: Please rank the following concerns in order of importance to you, where 1 is the most important and 5 is least important.

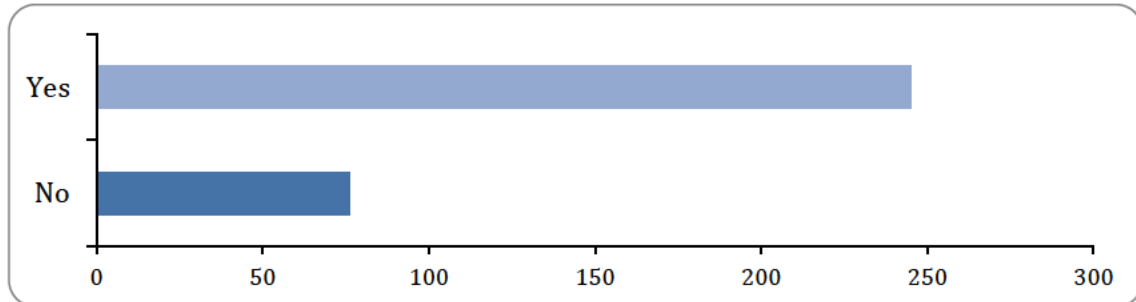


Item	Ranking
Lack of safe pedestrian routes	3.81
Speed of motor vehicles through the parish	3.44
Bus service levels	2.95
Lack of cycle routes	2.54
Improved bus stops and shelters	2.26

9: Do you support the development of a Green Lane Network within Trinity?

Green lanes

There were 321 responses to this part of the question.

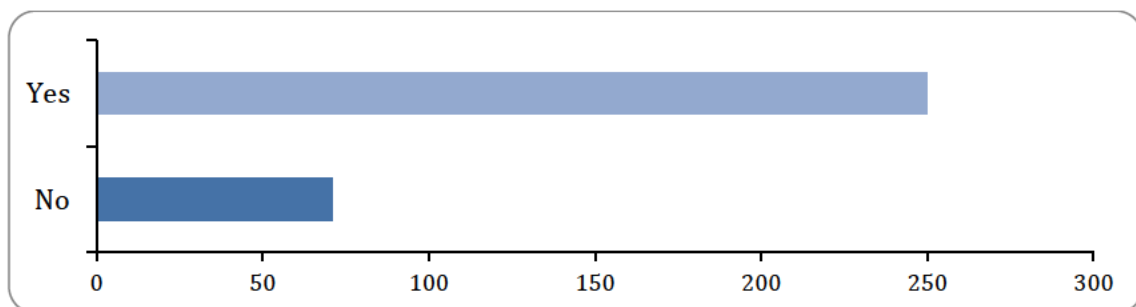


Option	Total	Percent
Yes	245	76.32%
No	76	23.68%
Not Answered	0	0.00%

10: If you usually travel by car would you change your means of transport to active travel modes (walking, cycling, bus) for some journeys if the parish roads were better for walking, cycling or the bus service/infrastructure were improved?

Change of mode

There were 321 responses to this part of the question.



Option	Total	Percent
Yes	250	77.88%
No	71	22.12%
Not Answered	0	0.00%

If no, why?

There were 73 responses to this part of the question. (see Appendix 3 for full responses)

Option	Total	Percent
Bus not convenient	12	3.74%
Children mean car is most convenient	7	2.18%
Not Enough Safe Cycle Routes	5	1.56%
Enjoy driving	2	0.62%
Health/Mobility Issues	5	1.56%
Parking at school	1	0.31%
Poor facilities at end of journey	2	0.62%
Not Enough Safer Walking Routes	2	0.62%
Storage issues for bikes etc. at home	1	0.31%
Too dangerous	4	0.93%
Vehicle needed for work	9	2.80%
Too Rural to walk/cycle	2	0.62%
Work too far away	1	0.31%

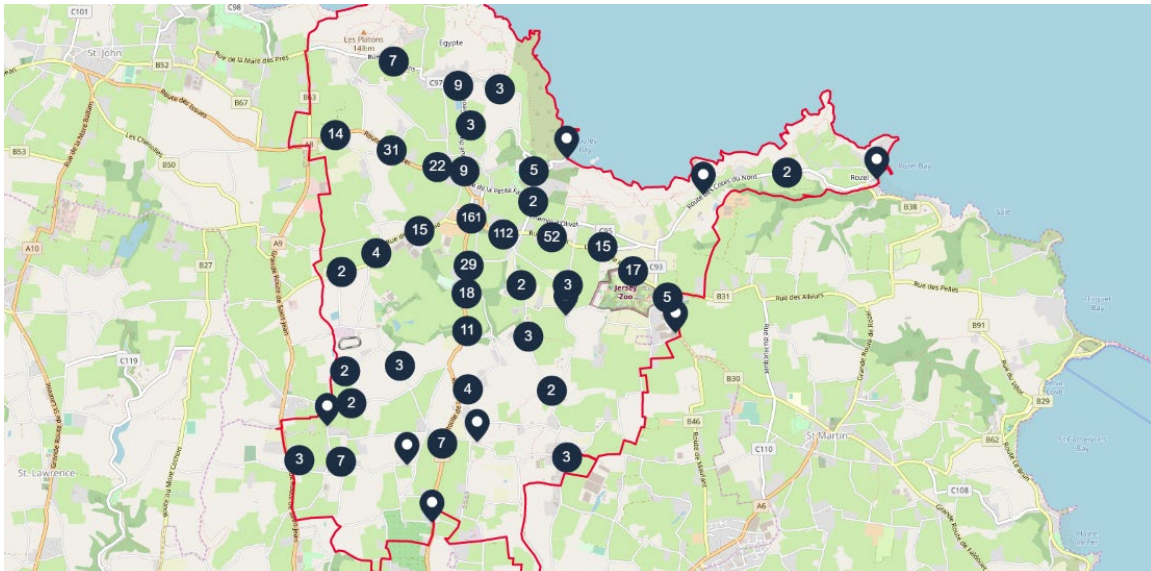
Note: Totals may differ to individual numbers due to respondents selecting more than more option or none at all.

11: What are your areas of concern? (Please drop up to 5 Pins with your areas of concern)

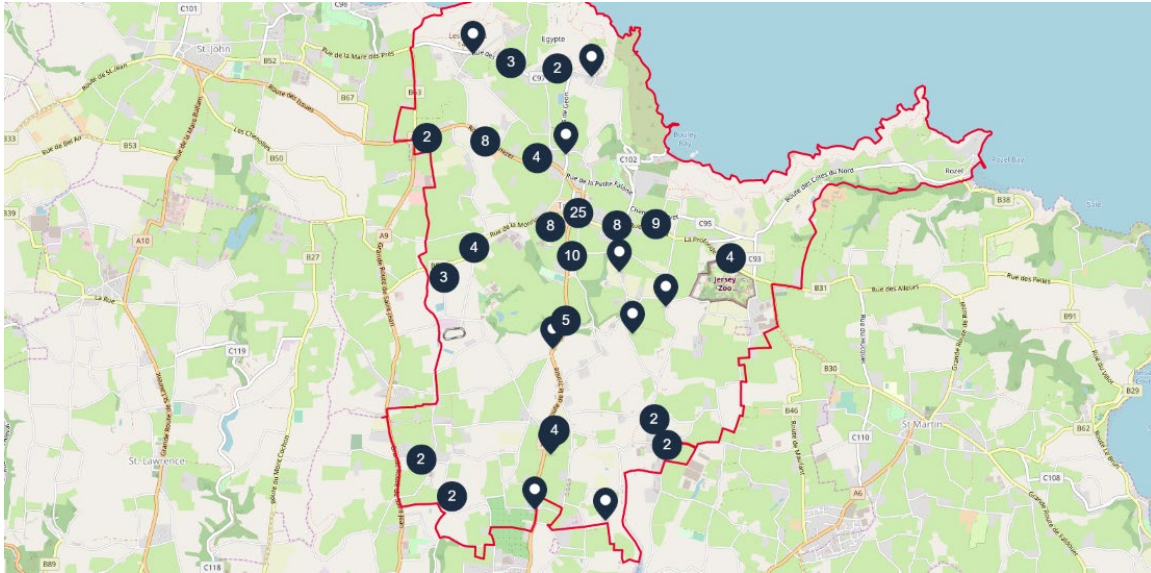
Pin points – Speed of motor vehicles



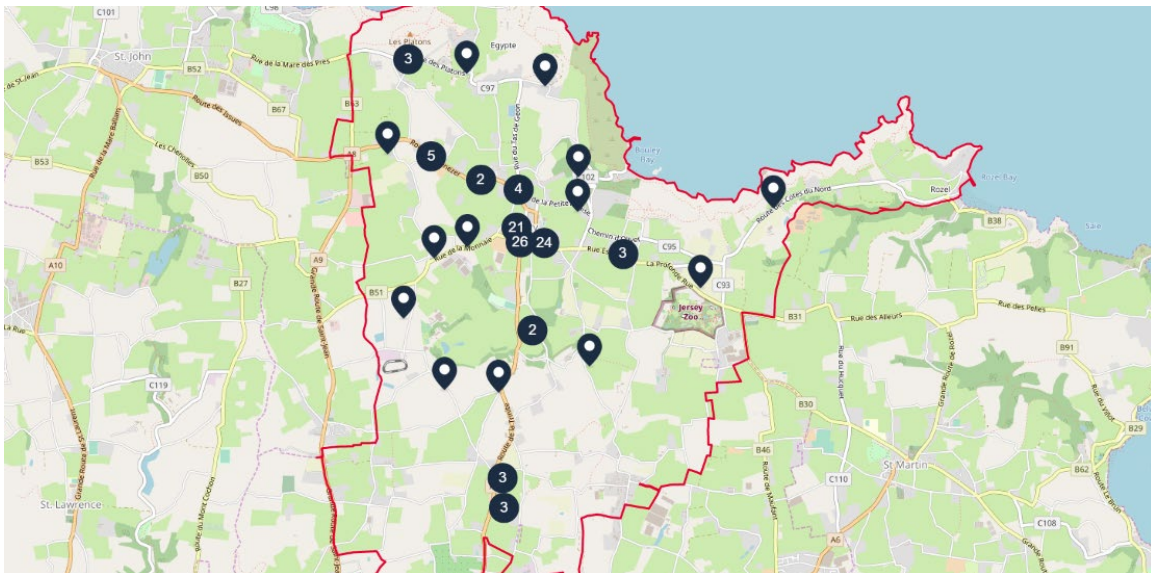
Pin points – Lack of Pedestrian Facilities



Pin points – Lack of Cycle Facilities



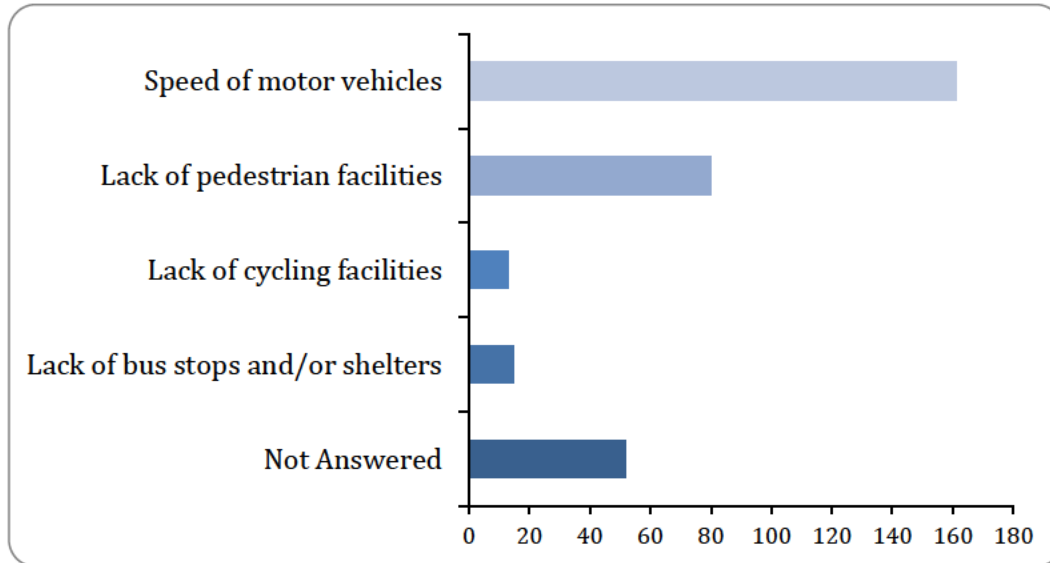
Pin points – Lack of bus stops and/or shelters



12: What are your issues and concerns for this location?

Pin points - PIN 1

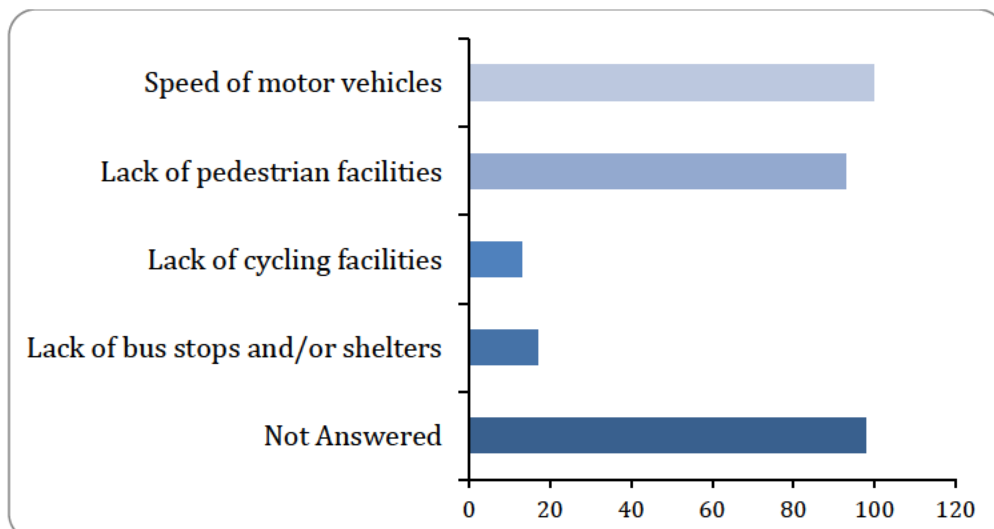
There were 269 responses to this part of the question.



Option	Total	Percent
Speed of motor vehicles	161	50.16%
Lack of pedestrian facilities	80	24.92%
Lack of cycling facilities	13	4.05%
Lack of bus stops and/or shelters	15	4.67%
Not Answered	52	16.20%

Pin points - PIN 2

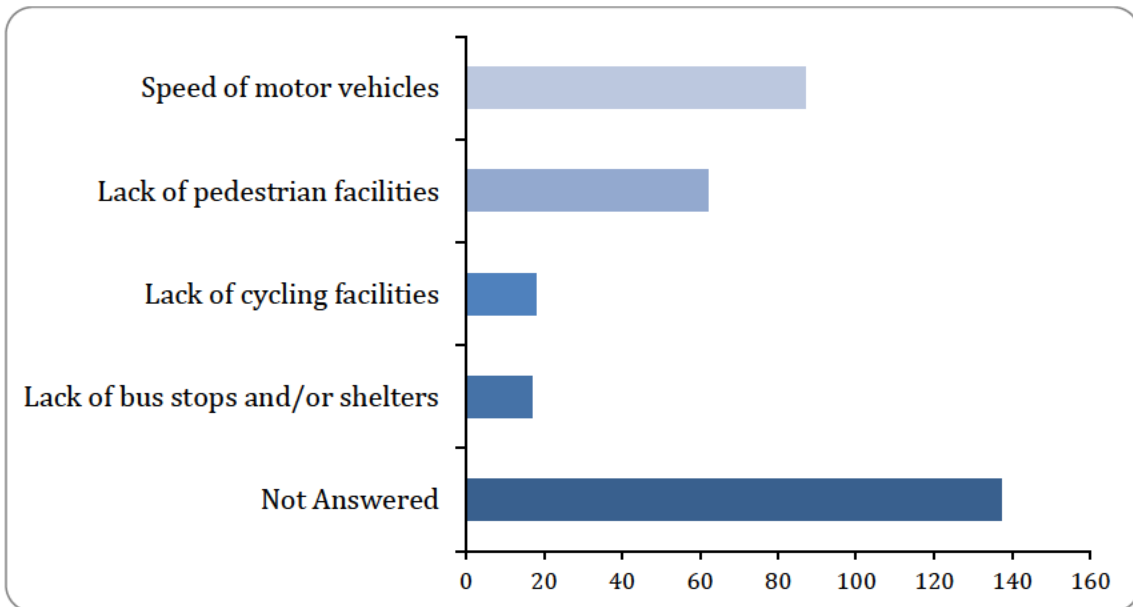
There were 223 responses to this part of the question.



Option	Total	Percent
Speed of motor vehicles	100	31.15%
Lack of pedestrian facilities	93	28.97%
Lack of cycling facilities	13	4.05%
Lack of bus stops and/or shelters	17	5.30%
Not Answered	98	30.53%

Pin points - PIN 3

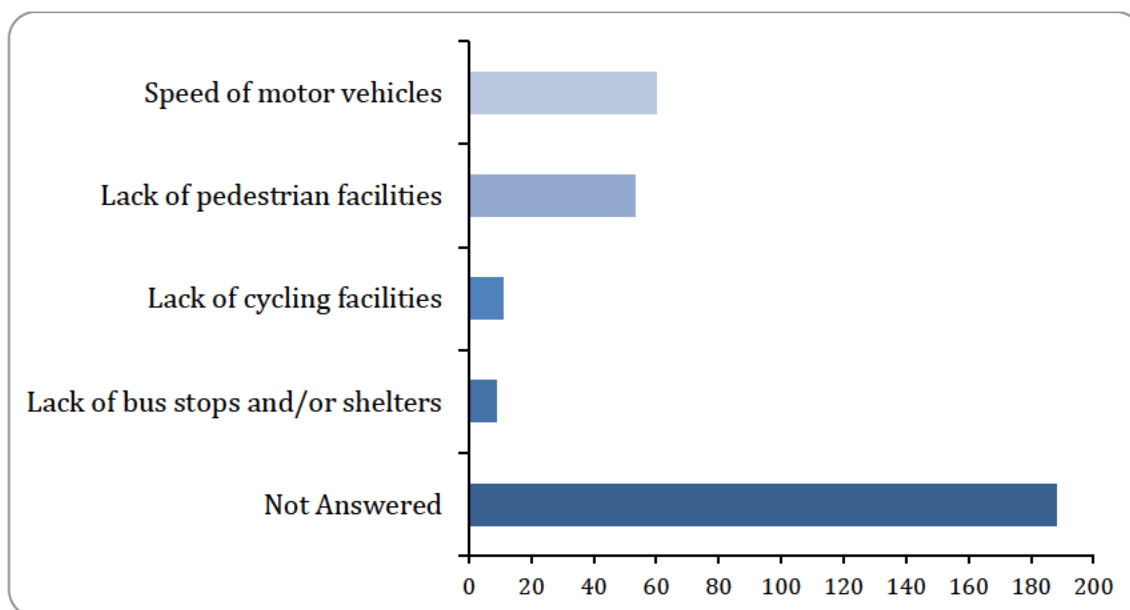
There were 184 responses to this part of the question.



Option	Total	Percent
Speed of motor vehicles	87	27.10%
Lack of pedestrian facilities	62	19.31%
Lack of cycling facilities	18	5.61%
Lack of bus stops and/or shelters	17	5.30%
Not Answered	137	42.68%

Pin points - PIN 4

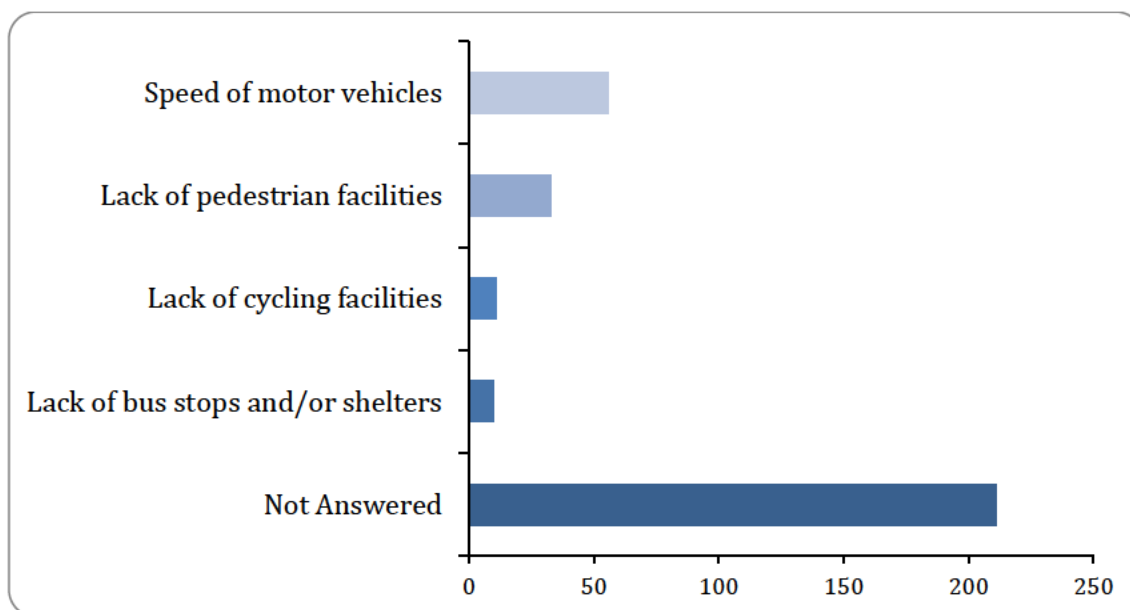
There were 133 responses to this part of the question.



Option	Total	Percent
Speed of motor vehicles	60	18.69%
Lack of pedestrian facilities	53	16.51%
Lack of cycling facilities	11	3.43%
Lack of bus stops and/or shelters	9	2.80%
Not Answered	188	58.57%

Pin points - PIN 5

There were 110 responses to this part of the question.



Option	Total	Percent
Speed of motor vehicles	56	17.45%
Lack of pedestrian facilities	33	10.28%
Lack of cycling facilities	11	3.43%
Lack of bus stops and/or shelters	10	3.12%
Not Answered	211	65.73%

Please provide details of concerns below.

There were 216 responses to this part of the question. (see Appendix 4 for full responses)

Appendix 1

Response ID	Answer
ANON-2SXS-RS7A-D	[REDACTED] rue es picots so no problem accessing bus stop, but must be difficult for residents of grand clos to safely cross road to the bus stop, particularly children and elderly residents
ANON-2SXS-RS7P-V	Bus is not at suitable times for someone in full time employment or regular enough to be used at weekends. The last bus back to Trinity is too early to even consider catching it. Buses are really expensive if you consider the short distance travelled - #TheJerseyWay
ANON-2SXS-RS7C-F	Change the buses to be narrower so that they fit on their side of the road and so that they can travel at the correct speed. At present they cause tailbacks and pollution because they are forever stopping due to their width. We don't use buses and adding stops/frequency will not change things, only add to the traffic in the parish. Please consider reducing the bus service.
ANON-2SXS-RS7J-P	Too infrequent to consider usage.
ANON-2SXS-RS78-4	Limited. Poor quality
ANON-2SXS-RS7N-T	The bus stops are fine (albeit they don't provide any shelter), but the frequency of buses is a disincentive, along with the logistics of traveling with children/belongings.
ANON-2SXS-RS7Y-5	Ok but need a more frequent service connecting the number 5 and number 4, would be good if there was a bus which allowed you to go to the east and west without going to town
ANON-2SXS-RS76-2	The number and location of the bus stops in Trinity is fine.
ANON-2SXS-RS7W-3	The number 4 bus is the closest bus to my home in Trinity. It is within a 10 minute walk. The location of the stop cannot be improved, the frequency and times of the service.
ANON-2SXS-RS7T-Z	Satisfied
ANON-2SXS-RS7F-J	Standard
ANON-2SXS-RS79-5	The buses aren't late enough in the evening. I would also use the bus to get to work, but I don't work in town and therefore cannot use it currently.
ANON-2SXS-RS77-3	Not the safest as most seem to require you standing in the road unless you are in the heart of the village. But then that seems to be a typical Jersey thing.
ANON-2SXS-RS7E-H	all fine
ANON-2SXS-RS7V-2	Some bus stops are just marked on the road. With limited comfort (i.e seats/shelter) and at times limited safety (standing on road while waiting)
ANON-2SXS-RS72-X	There is a good amount of bus stops.
ANON-2SXS-RS7R-X	Suitable for where we live
ANON-2SXS-RS7Z-6	Happy with bus stop locations.
ANON-2SXS-RS7S-Y	[REDACTED] none of the nearby regular bus services stop somewhere that doesn't involve walking at least some distance on a main road with no safe walking space. The most regular bus (no. 5) involves a horrific walk on the main road to hautes croix. [REDACTED] to use the bus more, but it is difficult to access regular bus services safely.

ANON-2SXS-RSSQ-S	The only time I have used the bus was at the Vesconte monument, where there was more than one in close proximity and I apparently was standing at the wrong one and the bus didn't stop. It wasn't clear which bus stop I should have been standing at.
ANON-2SXS-RSS1-S	Most bus stops are on the road and I don't feel comfortable [REDACTED] [REDACTED]
ANON-2SXS-RSSC-B	Don't use buses.
ANON-2SXS-RSSJ-J	Accessing the bus on Rue es Picots doesn't feel safe. I wouldn't [REDACTED] [REDACTED] as traffic moves far too quickly and there's no pavement or area to cross. As an adult, I dread using it and walking along the road. It's also awful in the dark. Generally feel unsafe. I think the bus stop on the main road is ok but some of the others are in terrible locations.
ANON-2SXS-RSSP-R	More frequent bus services are needed and services that connect the parish community with other northern communities such as St John, St Mary and St Martin through to Grouville rather than having to travel through St Helier. Better shelter facilities. Also the stop at Rue de la Garenne will see a death or multiple deaths if the safety of that junction is not addressed quickly. The number of cars that have hit the wall on Rue de la Crosierie where passengers await the bus is terrifying. School children cannot wait for a bus there due to total lack of safety.
ANON-2SXS-RS7M-S	Reasonably good could do with something between the Zoo and Parish Hall plus maybe more stops
ANON-2SXS-RSS8-Z	I'm not a frequent bus user so can't comment on specifics, but do think the more there is a shelter, the more appealing it is, but only if aesthetically fits in with surroundings! The one at Augres on the main road always looks a bit dicey!
ANON-2SXS-RSSY-1	Traffic outside the church could be better controlled and the bus stops are part of this
ANON-2SXS-RSSU-W	To be honest I will never use the bus as it just isn't convenient for [REDACTED] [REDACTED] I have used it very occasionally in the past [REDACTED], but not regularly. From what I could the accessibility etc was fine. There is a short stretch of road on La Route d'Ebenezer which could do with some traffic calming near the monument bus stop.
ANON-2SXS-RSSW-Y	Some need to provide more shelter from the elements
ANON-2SXS-RSST-V	Unsafe stops, especially at Rue des Brulees.
ANON-2SXS-RSS6-X	Some bus stops particularly on Trinity Hill and opposite the church are right on the main road, it seems a bit dangerous. There aren't always pavements to stand on so people are in the road when the speed limit is 40mph. This also means it would be difficult for people with limited mobility to get on the bus. I think the only covered bus stop with easier accessibility is at Trinity Arms.
ANON-2SXS-RSSF-E	Frequency is an issue down trinity main road

ANON-2SXS-RSS5-W	Some of the Bus stops are not very safe in position e.g. at end of rue de la croisiere is extremely dangerous as you have people coming at 40 who can be limited sighted of bus stop that are having to go round pedestrians on road. The bus services runs irregular and stops too early.
ANON-2SXS-RSS9-1	In Victoria Village the bus is not frequent enough and we can't take it to Trinity village/shop/pub. To get into town it just takes too long and a very long route.
ANON-2SXS-RSSD-C	Weak compared to other parishes.
ANON-2SXS-RSS7-Y	I am caught in the middle of two bus stops that both need me to walk half a mile to reach. I like catching the bus but if the weather is poor, catching the bus is really undesirable. The road to walk to the bus (either way) is lethal and I regular find myself jumping out of the way of speeding vehicles [REDACTED] [REDACTED] When my [REDACTED] is home from university, I fear for [REDACTED] exiting home onto this road due to the poor traffic calming features and inconsiderate motorists (and v poor lighting) . The 30mph limit makes absolutely no difference and cannot be enforced due to limited visibility to catch speeders.
ANON-2SXS-RSSE-D	Bus stops are right on the road. For some roads e.g. Rue D Ebenezer such a bust road it is dangerous Need more bus shelters Need one by Le Vesconte Monument. There is some money for that as part of a development close by
ANON-2SXS-RSS4-V	More frequent buses no 4 please.
ANON-2SXS-RSS2-T	I used the bus service regularly before COVID and found it quite good. There are occasional problems when there is heavy rain as there is minimal protection at my local stops.
ANON-2SXS-RSSK-K	Please remember the two bus stops on La Grande Route de St. Jean, in Trinity as well. These take you to St. John, not Trinity parish Hall. Why not provide a north coast link bi's, running from St. Peter, St.Ouen, St Mary, St. John, Trinity, St. Martin to Gorey and return. This then links the west to the north and east and provides buses without going to and from town.
ANON-2SXS-RSJG-6	All main roadside bus stops are dangerous when combined with speeding vehicles. Especially commercial vehicles.
ANON-2SXS-RSJQ-G	Main issue is the lack of an evening service for no 4 bus. Last bus is at 7:15, we could do, certainly on a Friday and Saturday, a later bus around 10 sh.
ANON-2SXS-RSJC-2	It's a real mix. Some are obviously bus stops like by the shop. Others are simply dangerous and invisible like opposite the church. They are also often too close together.
ANON-2SXS-RSJA-Z	Unsafe. Two serious collisions near our bus stop, one including a bus
ANON-2SXS-RSJN-D	It's just not an option for me with three children to drop off and collect before and after work.
ANON-2SXS-RSJU-M	The bus stops are fine. My children catch the [REDACTED] school and the stops either side of the day are off road and adequate - it's how they have to access the stops...by crossing the main road with no pedestrian crossings that is dangerous.

ANON-2SXS-RSJW-P	OK , don't need often enough to pass judgement really
ANON-2SXS-RSJ6-N	Fine
ANON-2SXS-RS7B-E	I think they are safe and accessible.
ANON-2SXS-RSJT-K	I don't use the bus.
ANON-2SXS-RSJF-5	No opinion
ANON-2SXS-RSJ9-R	The frequency of service is very poor, especially in winter. I would take the bus to work more often if there were some morning and evening options. On occasion I have taken the bus to work to try and avoid using the car, however, due to the infrequent nature of the return service I often found myself getting a taxi home.
ANON-2SXS-RSJD-3	Some are quite dangerous as they are literally on the side of the road where there isn't even a pavement. You feel like you might have to jump into the hedge at any time if a car comes too close.
ANON-2SXS-RSJ4-K	We have a convenient bus-stop near our house
ANON-2SXS-RSJ2-H	I have only used the bus stop by the Trinity Arms and am happy with what it provides
ANON-2SXS-RSJK-A	Some are unsafely located e.g. outside the school and opposite the church, because passengers must stand directly in the road. These stops are also open to the elements.
ANON-2SXS-RSJB-1	Not a problem.
ANON-2SXS-RSJR-H	Ok
ANON-2SXS-RSJS-J	I've never used a bus
ANON-2SXS-RS23-T	It is completely unsafe to access the bus [REDACTED] on route d'ebenezer. There should be a speed limit or traffic calming measures. The closest bus stops are open to the elements, making them unsuitable for elderly people in inclement weather. [REDACTED] [REDACTED] promised proper bus shelter once les beaux champs was finished as part of the planning approval, this has not yet materialised.
ANON-2SXS-RS21-R	It is dangerous walking to the bus stop on the main road, traffic passes really quickly. No safe places to stand on the main road.
ANON-2SXS-RS2G-E	The bus stops generally are good but some are actually on the main road and there is nowhere to shelter or stand other than in the road itself.
ANON-2SXS-RSJE-4	There are sufficient bus stops in Trinity. I would even say that perhaps a few too many, especially around the Les Croix area.
ANON-2SXS-RS2Q-R	The bus service is awful and needs to be more regular and later particularly at weekends. The bus stop at the rue de la Croiserie stop is on the main road. So children are stood in the main road on trinity hill waiting for the bus. Clearly a health and safety issue.
ANON-2SXS-RS2C-A	[REDACTED]. The bus stop [REDACTED] of Les Platons. I have to walk up a country lane and stand on open road. I have to embark on the bus outward journey and it takes one hour and ten minutes to get to town. It only runs every two hours. It's been the same for 45 years. Not very convenient.
ANON-2SXS-RS2A-8	Relatively poor outside of the heart of the village.

ANON-2SXS-RS2P-Q	The buses are comfortable and clean. More bus shelters needed. More frequent service needed. Some sort of 'circular' to connect different areas of trinity would be nice E.g.: to the zoo at least
ANON-2SXS-RS28-Y	All good, it is the lack of evening buses that is a problem.
ANON-2SXS-RS2H-F	Provision of bus stops is fine. It is the timing and frequency that needs to be improved.
ANON-2SXS-RS2W-X	There are still some dangerous stops on the main road e.g. Rue des Brulees.
ANON-2SXS-RS2U-V	[REDACTED] is about a mile away on St. John's main road. To access it I have negotiate Rue de la Garenne and Rue de Bequet Vincent where I feel extremely uncomfortable due to the speed and the amount of the traffic. There are parts of the road which are extremely narrow and you literally have to sit on the bank to allow traffic to pass.
ANON-2SXS-RS2T-U	Poor and need better shelter
ANON-2SXS-RS2X-Y	Very poor, on la rue des platons
ANON-2SXS-RS22-S	fine
ANON-2SXS-RS2R-S	I think they need some improvement. Most of the ones on Trinity Hill are right on the main road, with no protection from the traffic or weather. More bus stops and/or a slight incursion into the fields at the roadside to create a safe place to stand would be great. Even better would be reducing traffic flow, or making some kind of system within the existing road structure that obliges car drivers to slow down at the bus stops. (Like in St Mary's).
ANON-2SXS-RSU3-W	The comfort of the bus stop near the pub is fine however, when a bus is stopped to let passengers on or off it obstructs visibility for pedestrians trying to cross the road. As it can already take some time for it to be safe to cross, if a bus pulls up while you are waiting it will take even longer. I would also worry that a younger person may try and cross before the bus has moved on.
ANON-2SXS-RSU1-U	I worry about visibility, safety of crossing at the church stops. Cars travel fast and it's wide road to cross safely
ANON-2SXS-RSUG-H	The bus stop is not safe being situated on a road. Standing the bus stop you feel very vulnerable in the road with traffic passing at speed. You have to keep bobbing into the road to see if the bus is coming. Pedestrians are not visible to traffic approaching the bus shelter. During bad weather visibility is reduced. There is no shelter from weather at the bus stops The walk from both bus stops is also dangerous and you have to try and navigate fast traffic approaching from various roads. There is nowhere safe to cross and you are forced to walk in the road at times which is uneven.
ANON-2SXS-RSUQ-U	Many are on narrow busy roads with no pavement. [REDACTED] this feels almost recklessly unsafe The fact that you have to go into St Helier to out to nearby parishes make access more difficult, limiting and costly
ANON-2SXS-RSUJ-M	Poor, exposed and dangerous
ANON-2SXS-RSUC-D	Poor and dangerous

ANON-2SXS-RSUP-T	They are very dangerous, without shelter on the whole and on the road down narrow lanes/roads etc.
ANON-2SXS-RSU8-2	No bus shelters around church area infrequent service from town to Trinity no access from Rozel to trinity so need car
ANON-2SXS-RSUY-3	Bus stop used to access Acorn is not suitable for use by those with disabilities of any kind as there is no pavement, no shelter and insufficient lighting.
ANON-2SXS-RSUU-Y	The stops are great for us as within easy walking distance. It's the lack of frequency that prevents us from using them often which we would if we could.
ANON-2SXS-RSU6-Z	More frequent bus routes and also a stop closer to the shop could help elderly people who live near by
ANON-2SXS-RSUW-1	Satisfactory
ANON-2SXS-RSUT-X	Satisfactory
ANON-2SXS-RSUF-G	Trinity Arms bus stop shelter provides only limited protection against the weather, the seat is often dirty and the shelter is frequently filled with 'resting' cyclists leaving no room for waiting bus passengers Many of the stops on the main road going to Town seem very dangerous for waiting and alighting passengers
ANON-2SXS-RSU9-3	There are two bus stops in Trinity and persons using the bus must walk along the road. This is dangerous for both the motorist/road user as there are no paths in the area to access the bus stops. The big green bus shelter is good when the passenger needs to be protected from the weather, however I do know that it is difficult to see the bus coming and unless you step out and put out your arm to stop attract the attention of the bus driver, the bus does not always stop. As the service is currently only every two hours this is a huge problem for bus users.
ANON-2SXS-RSU7-1	Inconvenient and would NEVER use the bus.
ANON-2SXS-RSUD-E	Not able to access safely. No paths to the nearest stop. The bus shelter is an excellent facility but when I have used the service around 9.30 am the shelter and area around is often occupied by cyclists who use this as there meeting place. It is not pleasant waiting outside and the view of the oncoming bus is often obscured.
ANON-2SXS-RSUE-F	The nearest bus stop to my house is fine. But I know the next bus stop along you have to wait in the road. This is dangerous due to speed of cars and provides no protection from spray etc when weather is bad. The only bus service really available is the 4. There is a regular service into town from Durrell but the walk from trinity bus stop to Durrell is too dangerous with no path and speeding cars
ANON-2SXS-RSUX-2	The bus STOPS are not the main issue for us. WALKING to the bus stops from where we live is unacceptably dangerous. [REDACTED] La Profonde Rue , with a blind corner at each end which cars speed up along , clearly with no expectations of meeting pedestrians; not surprising, as you take your life in your hands nowadays setting foot out there .

	<p>Lots of people used to walk [REDACTED] from the bus stop to the zoo - no-one does so now.</p> <p>The speeding & disregard for walkers is no doubt increased by the frequency with which our back roads are turned into ACTUAL race tracks - in our case, cutting off our best semi- safe walking route in the church/parish hall direction - not to mention the appalling extra pollution & stress to wild life caused.</p> <p>Heralding ANY 'greener .safer' travel measures in Trinity whilst allowing these frequent influxes of racing cars & bikes would be a pointless hypocrisy.</p>
ANON-2SXS-RSU4-X	The bus stop that services Acorn is not in a safe location. Passengers have to cross a busy road/junction and then walk down a narrow road with 2 way traffic.
ANON-2SXS-RSUK-N	More frequent buses, especially to fit around work start / finish times as well as
ANON-2SXS-RSU2-V	The Acorn site is getting increasingly busy and access from the current bus stop to this site is poor.
ANON-2SXS-RSUS-W	A bus stop needs to be closer to the Acorn shop. As a person with limited mobility it is impossible for me to is the bus to visit Acorn at present
ANON-2SXS-RSUB-C	<p>The frequency of the bus service to Trinity Church is very poor as is the location of the bus stops in Trinity. This is a huge issue for all employees, staff and customers of Acorn Enterprises.</p> <p>The timings of the service don't coincide with their working hours nor are they convenient for our customers. Both possible bus stops are situated some distance from the premises and everyone, employees, staff and customers must walk along narrow roads which are very often busy with traffic just to reach our premises.</p> <p>Having a more frequent service would allow our employees and staff to work more flexible hours and having a bus stop closer to our premises would ensure that everybody, employees, staff and customers have a more enjoyable, and more importantly, safer journey to Acorn Enterprises.</p>
ANON-2SXS-RSUM-Q	The majority of bus stops are directly on the road with no safe places to wait. There are hardly any pavements in Trinity and therefore walking to a bus stop is not particularly safe especially if you have younger children. .
ANON-2SXS-RS11-Q	Very dangerous for people to walk from Acorn Enterprises to the bus stops by the church and pub. We need a 20mph speed limit and a pedestrian crossing.
ANON-2SXS-RS1G-D	<p>I currently travel by car to Acorn several times a week. I would rather use the bus but the location of the bus stop opposite the church is difficult to access especially in winter when it is dark.</p> <p>The lack of pavement and 2 way traffic on the narrow road makes me feel unsafe. A bus stop nearer Acorn would mean I could use the bus, which is better for the environment and personally I would prefer.</p>
ANON-2SXS-RS1Q-Q	<p>Opposite Trinity Church -</p> <p>There is no shelter,</p> <p>there are no seats</p> <p>there is no pavement,</p>

	its on a main road So its pretty terrible on all counts
ANON-2SXS-RS1P-P	We need more regular service.
ANON-2SXS-RS1N-M	Bus stop closer to Acorn for those with mobility issues who visit or work, get occupational therapy at Acorn.
ANON-2SXS-RS18-X	OK
ANON-2SXS-RS1Y-Y	Bus stops are unsafe most are just markings in the road often against high granite walls. It is particularly bad in inclement weather and at night as there is no street lighting
ANON-2SXS-RS1H-E	Awful
ANON-2SXS-RS1W-W	Bus stops need to be recessed as they are mostly open on the road, especially opposite Trinity Church. For Acorn Enterprises users it can be especially dangerous and could cause a serious accident. There are also very little safe ways to cross the busy road which can make it very unnerving.
ANON-2SXS-RS1T-T	Very dangerous reaching bus stops. Some seem to be placed with no thought to how u actually get off the bus without ending up in a hedge or the way that traffic comes round bends straight into a bus stop
ANON-2SXS-RS1F-C	Fine
ANON-2SXS-RS1E-B	I have to walk in the road. I get really wet when its raining. the traffic scares me
ANON-2SXS-RS14-T	Unsafe on road bus stop
ANON-2SXS-RS1V-V	There is no safe/sheltered bus stop facility at the bus stop closest to Trinity Church for people to wait for the bus. Clients and general public that access Acorn have to walk a fair distance from the bus stop at the church to Acorn on an unpedestrianised area. This can be extremely challenging for those with mobility problems. The times of the buses also impact on clients attendance in the Acorn project sessions & often need to leave sessions earlier to get the bus.
ANON-2SXS-RS12-R	The bus stop that [REDACTED] use to access Acorn is not safe , comfortable or accessible. People who access Acorn do so due to having a disability or long term health condition and it makes it very difficult for them to access confidently.
ANON-2SXS-RS1K-H	Bus shelter near Trinity Arms is an open shelter and therefore does not shelter in bad weather. Bus stop opposite Trinity Church is on the road and therefore dangerous for pedestrians. Clients and public accessing Acorn Enterprises have great difficulty walking from the nearest bus stop to Acorn as they have no choice but to walk on a very busy main road and some people find this more of a challenge if they have poor mobility.
ANON-2SXS-RS1R-R	[REDACTED] and think the bus stops near to Acorn are not fit for purpose- one of the bus stops is actually on the Road and has no shelter or no seat for anyone who struggles to stand for a period of time. [REDACTED] [REDACTED] standing there when waiting on their bus, with complex health issues in the wind and rain and this seems very wrong. [REDACTED] who then have to cross a busy cross roads when they get the bus up to Trinity and there is no pavement or safe crossing area and

	think this is highly dangerous. There is going to be a serious accident around this area, if this situation is not addressed very soon.
ANON-2SXS-RS1B-8	All fine. However, the frequency of the bus service is terrible and the location of the bus stops in Trinity is an issue for employees, staff and customers to Acorn.
ANON-2SXS-RS1M-K	More bus stops to be covered with at least a small awning for winter protection.
ANON-2SXS-RSF3-E	The bus stop outside trinity church is on the road and is dangerous
ANON-2SXS-RSFG-2	I think there should be a more frequent bus to enable [REDACTED] the chance to get to Acorn in timely manners. There are buses into town to suit the needs of work starts, so I think there should be a bus to every parish/employment areas to enable those who can get the bus instead of taking a car.
ANON-2SXS-RSFQ-C	The bus routes are satisfactory. However I would support more pedestrianisation of the area around Trinity village, parish hall and church, Acorn and the Philip Maurant centre
ANON-2SXS-RSFC-X	Currently there is very limited bus timetable to/from Trinity, poor pedestrian safety and the lack of suitable bus shelters for islanders who use Mencap and ACORN. For many of their users they are able to be independent on the bus if there was appropriate bus stops and time which directly allow them to access MENCAP / ACORN. As 2 main charities which work to support islanders with a disability in employment and life opportunities it is key that there are regular (and SAFE) bus services which support them at times which work around their main opening hours
ANON-2SXS-RSFA-V	I think that it could be safer for people getting off at the bus stop near the church to cross over towards Acorn. At the moment some people have to wear high viz jackets for safety.
ANON-2SXS-RSFP-B	There needs to be easier access from the 4 bus to Acorn, bearing in mind any disability and sensory difficulties people may have. Either a bus stop on the hill at the entrance of Acorn or pavements to be considered Also a more frequent service to access work hours there
ANON-2SXS-RSFY-M	I feel there needs to be more around acorn and in a safer location.
ANON-2SXS-RSFH-3	Buses are not regular enough. Need a safely located bus stop outside Acorn for access to multiple services.
ANON-2SXS-RSFU-G	There are no buses that seem to go across the island centre. You have to go into town to get anywhere which is slow. I live between Trinity Road and St Johns Road so am a 10 minute walk from the nearest bus stop.
ANON-2SXS-RSF6-H	The one opposite the church feels very dangerous. Cars come too close and too fast.
ANON-2SXS-RSF5-G	Not great...some of them you are literally stood on the edge of a field which isn't great if it's raining. Besides that, at the top of Trinity Hill, the junction where you can go left to Acorn or right to the Trinity Arms pub, is a complete nightmare to cross that I won't even attempt it as a [REDACTED].

ANON-2SXS-RSFF-1	New bus shelter is great. However, For us we don't use as it's either a dark long muddy lane walk (in winter) or main road to get to the stop. They are also not very frequent.
ANON-2SXS-RSFD-Y	The bus stops are on busy roads which is par for the course but could do with pedestrian crossings to get across the roads near them. Frequency is also an issue for us (and in truth the fact that school busses are like the Wild West of awful behaviour and overcrowding!)
ANON-2SXS-RSFE-Z	Never sure if the bus times are accurate
ANON-2SXS-RSFV-H	Fine-no problem-just bus didn't turn up so haven't used it since
ANON-2SXS-RSFR-D	More needs to be done to make road side stops safe, ie covered shelter and set back from the road to avoid the need to actually have to stand in the road to catch a bus.
ANON-2SXS-RSFZ-N	Some places there are no shelters
ANON-2SXS-RSFB-W	The bus stop is very unsafe by the Trinity Arms pub. This makes it difficult for clients accessing Acorn with mobility issues. The road is unsafe to walk towards Acorn and the road is very narrow.
ANON-2SXS-RSMG-9	The stops are centralised in Trinity, and with the rounded bus route, you can have to walk 20 minutes to get a bus to town, but only a 5 minute walk away from a bus from town, only to have to pay twice. The buses are incredibly infrequent, and do not run at night, which means parishioners have to rely on cars to move around the island, contributing to higher CO2.
ANON-2SXS-RSMQ-K	I don't feel safe at the bus stops on route d'Ebenezer. There are no lights and you have to wait on the road which is dangerous when cars are going 40mph
ANON-2SXS-RSMJ-C	Many are just a sign on the road and no shelter for bus users, e.g. opposite the church. It would be good to have a route that linked Routes 3 and 4 . That walk between Trinity Church and the Zoo is very dangerous.
ANON-2SXS-RSMP-J	Good locations.
ANON-2SXS-RSM8-T	Very happy with our local bus service as it stops outside our house. However I can only get to town or the zoo by bus.
ANON-2SXS-RSMN-G	[REDACTED] use the stop at Augres to go into and out of St Helier - as it is at the driveway/entrance of a private property, you do not need to stand in the road while waiting. There is no shelter as it joins private property. It is safe in terms of being off the road but if the weather is bad it would be very exposed. [REDACTED] use the stop at Hurel Apartments [REDACTED] , which means you exit on to the pavement on the main road. I don't use the really quite dangerous stop at the South end of Rue de la Croiserie, which is right on the road. This is largely because the other stop is closer.
ANON-2SXS-RSMA-3	Most stops on Trinity Hill are on the road with little to no pavement - cars hurtle down the road leaving those at bus stops exposed and vulnerable. It is not safe for children or the elderly

ANON-2SXS-RSMU-Q	Ok - some dangerous ones particularly at top of Trinity Hill
ANON-2SXS-RSM6-R	The only stop I know well is the one at Victoria Village - that's ok.
ANON-2SXS-RSMW-S	n/a
ANON-2SXS-RSMT-P	More could be done to provide weather proofing whilst waiting but available at Trinity Arms, even if not perfect.
ANON-2SXS-RSM9-U	More consideration to having road side bus stops set back from the actual road for safety.
ANON-2SXS-RSM7-S	The bus stop at Rue de la Croiserie is in a place where there have been two serious RTA's in recent years. No pavement, no shelter, & you can't see the bus coming. Very dangerous but particularly at night.
ANON-2SXS-RSMD-6	Some feel a little dangerous
ANON-2SXS-RSM4-P	The route to town is good but finishes too early both in summer and winter. We also need a more direct bus to Gorey and Queens Rd do the young people can travel independently but safely.
ANON-2SXS-RSMV-R	More bus shelters
ANON-2SXS-RSMX-T	The bus stop by the Trinity Arms is great but the others are quite dangerous being directly on the roads
ANON-2SXS-RSM2-M	All fine other than pub side opposite the church which is essentially on the road and, as such, not safe.
ANON-2SXS-RSMK-D	Its fine
ANON-2SXS-RSMR-M	All good
ANON-2SXS-RSMM-F	Good
ANON-2SXS-RSR1-R	I feel they are at a good level, they stop consistently and the stops on the road are marked clearly so that cars are aware.
ANON-2SXS-RSRG-E	They have improved and there are additional shelters but in the very north of the parish Les Platons for example they are still infrequent.
ANON-2SXS-RSRQ-R	Not enough bus routes to Botley bay
ANON-2SXS-RSRC-A	[REDACTED] Piece Mauger bus stop I feel it should be closer to the entrance of La Rue de le Piece Mauger, as that is where the majority of its traffic originate. Passengers often ask the driver (outbound) to overshoot the official stop to reduce the distance to walk.
ANON-2SXS-RSRP-Q	Some business stops are on roads with no pavement and thus makes it dangerous for [REDACTED] Les Amis residents.
ANON-2SXS-RSRN-N	More bus shelters would be helpful. Also more safe pedestrian access to reach them. There is no bus stopping between the shop and the zoo. Many families live within a 5-10 minute walk of this road. Could the service to and from town be extended at least at peak times?
ANON-2SXS-RSRY-Z	Local stop is the main one near the pub and it is suitable.
ANON-2SXS-RSR8-Y	We only use the bus stop by the pub which is easily accessible and covered.
ANON-2SXS-RSR7-X	Ours is open to all elements
ANON-2SXS-RSRE-C	Poor shelter and lighting Often no pavement/ safe place to stand

ANON-2SXS-RSRV-W	<p>Bus stops are adequate in terms of number and location</p> <p>However, walking to the nearest bus stop involves walking along Route D'Ebenezer. This is currently very dangerous, with excessive speeding and aggressive driving a regular occurrence. There is also no pavement, or indeed any traffic calming measures at all. It is no exaggeration to say that a walk to the bus stop would be a risky undertaking</p> <p>Ultimately, for the Bus stops to be of any use they need to be accessible, which is just not the case for residents on Route d'Ebenezer</p>
ANON-2SXS-RSRX-Y	My nearest bus stop is 15 mins walk, it's on the main road with no shelter
ANON-2SXS-RSR4-U	<p>I believe most of the bus stops are in quite dangerous situations. [REDACTED] [REDACTED] [REDACTED] [REDACTED] Exiting my home is very dangerous as there are blind spots both left and right. Sadly I am unable to walk very far, hence I use my car, my lifeblood. Outside my development a new stretch of pavement has been laid and it would make a perfect, safe site for a bus shelter, always assuming the shelter would not block the line of sight of exiting vehicles.</p> <p>I would willingly use the bus service if it were more frequent and I were able to walk to the bus stops.</p>
ANON-2SXS-RSR2-S	<p>The BUS STOPS at Augres while convenient are exposed to passing 40mph traffic. The BUS Stops, heading south, at the junction of Route de la Trinite and Rue de la Garenne is actually on the junction and impedes traffic joining the main road.</p> <p>This part of the road is like the starting point of a drag race with drivers feeling released from the 30mph road out of St Helier. This speed limit could easily be expended as far as Rue de La Godillerie.</p> <p>In recent years there have been two major road accidents at this junction due to the signs on the approach to the main road being modestly marked.</p>
ANON-2SXS-RSRK-J	It is a negative that waiting for the bus means standing on or in the road, in whatever weather, sometimes after a 15 or 20 minute walk to reach a stop.
ANON-2SXS-RSRR-S	The bus stop adjacent to Le Grand Clos is safe and on a pavement but I do worry about the speed that cars come around from the road that leads from the zoo and around Trinity village shop. The smiley face camera doesn't appear to have created any tangible change.
ANON-2SXS-RSRZ-1	The bus stops I use are in satisfactory positions, however, the frequency of the buses (especially in the winter months) is a problem. Buses later in the evening should also be considered.
ANON-2SXS-RSRM-M	I don't use the bus service through Trinity but I am aware when I am driving through that some of the bus stops marked on the main roads are dangerous for the pedestrians and drivers.
ANON-2SXS-RSRB-9	A bus shelter at Les Ifs, Augres would be nice
ANON-2SXS-RSRS-T	I don't use the bus.
ANON-2SXS-RSD1-A	Bus stops are fine
ANON-2SXS-RSDG-Z	Bus stops very good do not change them
ANON-2SXS-RSDQ-A	Fine, difficult to provide more safety and shelter where the roads are so narrow.

ANON-2SXS-RSDJ-3	<p>There should be no bus stops where users are forced to stand on the road with no pavement.</p> <p>There should be some lighting or reflective paint at all bus stops.</p> <p>There should be a timetable available at all stops. At major stops it should show the next bus that will be arriving.</p> <p>This applies island wide.</p>
ANON-2SXS-RSDA-T	The bus stop outside Trinity School is not safe for children to stand and wait for the bus at the end of the school day.
ANON-2SXS-RSDY-J	The bus stop at trinity school is not safe
ANON-2SXS-RSD8-H	No rain cover at the bus stops.
ANON-2SXS-RSDN-7	Trinity Arms stop is great but the road is very fast
ANON-2SXS-RSDU-E	<p>The bus stops [REDACTED] on Rue de Maufant are very unsafe especially at night in winter. ([REDACTED])</p> <p>There is no school bus that goes from the colleges JCG/Vic towards the Zoo. The children are supposed to get on the public number 3 bus outside Vic College but it is often full with passengers for Five Oaks and in summer the Zoo. When full they have no choice but to walk through town. This is very poor!!</p> <p>Bus routes generally around trinity are very indirect. Servicing Rozel/Boulay bay etc. Takes a very long time to get to town.</p>
ANON-2SXS-RSDW-G	I do not use the bus because a start work at 7am in St Helier and finish work late. I also carry out site visits throughout the day so require my car for that.
ANON-2SXS-RSDT-D	Generally poor, few shelters. I tend to walk across to the no.5 service as it's more frequent, runs later and good shelters.
ANON-2SXS-RSDF-Y	Bus stops are accessible but the buses are too infrequent
ANON-2SXS-RSD9-J	good
ANON-2SXS-RSDE-X	Bus stops along the main road (trinity Hill) are very hazardous as they are often situated directly on the main road, with nowhere to avoid traffic.
ANON-2SXS-RSDX-H	OK
ANON-2SXS-RSD4-D	[REDACTED][REDACTED]. Stop too far from my house but in any event cannot/would not walk from bus station into town.
ANON-2SXS-RSDR-B	Good
ANON-2SXS-RSDM-6	The service is far too infrequent for it to be used as a means of transport. I'd suggest smaller vehicles on a more frequent service basis.
ANON-2SXS-RSDS-C	<p>Accessibility on my road is fine but the safety of it is awful. It's on an unlit road which doesn't have a pavement and so if you want to catch the bus in the early morning or evening, you're literally stood in the dark on the side of quite a fast road. [REDACTED] gets the bus to school and I really worry about this, together with the lack of a pavement on the road.</p>
ANON-2SXS-RS53-W	<p>Pot du Rocher bus stop to go to Rozel: much too close to the yellow line of Rue du Becquet and hidden by hedge as cars leave the yellow line for Rozel. Could a gap be cut in the hedge or move the stop 20 or 30 m. south on the other side of Rue du Becquet?</p> <p>La Profonde Rue: could the unofficial roadside path from Les Noyers to Trinity Hall be officially recognized and signposted and possibly be extended</p>

	<p>behind the hedge of La Chasse to pass the bend and even to the crossroad by Rue de la Falaise??</p> <p>A sign is needed to tell pedestrians walking west facing the traffic, to cross the road before the dangerous bend before Vale View.</p>
ANON-2SXS-RS5Q-U	We haven't used any
ANON-2SXS-RS5J-M	<p>Trinity is a rural parish but the bus routes only cover the min roads. Elderly people have trouble with getting off the bus and walking through lanes to their homes if they have shopping.</p> <p>Since the launch of this consultation I have watched the bus service as much as I can I it appears there are very few passenger using this service.</p> <p>I think Liberty bus should consider operating smaller buses like Hopper buses in the UK that can travel along the smaller lanes.</p> <p>I believe if you wish to catch one of these buses you need to walk to a official bus stop but on the way home the driver has discretion to stop outside a persons house.</p>
ANON-2SXS-RS5C-D	<p>The bus routes appropriate for me are 4 and 5. The number 5 is a 20 - 25 minute walk to Haute Croix and the 4 is a 10 minute walk to The Old Forge. Neither are great the 4 is not frequent enough and walking 20 to 25 mins late at night from Haute Croix with no lights is not an attractive alternative.</p>
ANON-2SXS-RS5Y-3	No comment. I don't use buses.
ANON-2SXS-RS5U-Y	Where possible bus stops should have shelters such as Victoria Village where there is easily enough room.
ANON-2SXS-RS5W-1	They are fine
ANON-2SXS-RS56-Z	<p>The No. 4 route is infrequent and non conducive to the demands of a modern lifestyle in particular with children thus vehicular use via personal car or taxi's in the vending (at an exorbitant cost) are the only option.</p> <p>Bus stop by the Trinity Arms is ineffective, provides no cover from adverse weather conditions. The bus stop down the road opposite the church is in the road and dangerous.</p>
ANON-2SXS-RS5T-X	<p>Some bus stop need a pavement or shelter as people are left standing on a road where traffic flow is fast</p> <p>There also needs to be more evening bus options to trinity, it is very limited and relies on either lifts or taxis which are very expensive</p> <p>A later service will enable more people to visit the pub, friends and relatives or enjoy longer in town</p>
ANON-2SXS-RS55-Y	<p>Route 21 doesn't really serve people working outside core working hours of 9-5, or in the school holidays/at weekends - a more frequent service would encourage more use. There is no accessible school bus service in Victoria village.</p>
ANON-2SXS-RS5F-G	Bus stops are generally fine
ANON-2SXS-RS59-3	<p>Most of them are fine, but there are some that are quite dangerous as waiting passengers seem to need to climb into the hedge when there is traffic.</p>
ANON-2SXS-RS57-1	<p>The bus stops and accessibility are fine however the safety of the buses is questionable. The bus drivers constantly go over the white line when driving through the village/up Trinity Hill and we don't feel safe following a bus, let</p>

	<p>alone being on one! They travel far too fast for the width of the roads/corners and show no regard whatsoever for oncoming traffic or pedestrians. I have been forced onto the pavement to avoid a bus on average once a month for the past few years. Not to mention, I was hit by a bus when I was out walking to the village shop! It did not slow and it did not stop. If you want to make the roads safer, remove the buses or retrain the drivers!!</p>
ANON-2SXS-RS5D-E	<p>When we moved to Trinity [REDACTED] we chose a house in the centre of the village and near a bus stop [REDACTED][REDACTED] to have the freedom to catch the bus for school, to go into town to meet friends, go to the cinema etc. However we made the mistake of not checking the bus timetable as we assumed because we were near town the service would run regularly. Unfortunately the trinity bus doesn't run regularly and stops really early. [REDACTED] even if they go and watch a movie in town that finishes after 8pm they can't get a bus home.</p> <p>The school bus service is brilliant and we use that a lot.</p> <p>Your question on car use did not ask how many people travel in the car from Trinity to St Helier. we normally carry four passengers in the morning and the children get the bus home.</p>
ANON-2SXS-RSDH-1	<p>Most basic form often unsafe as directly on the road.</p> <p>No shelters for the vast majority of stops</p> <p>sporadic service</p> <p>variable arrival times to those published means you need a large window of waiting to ensure the bus is not missed.</p>
ANON-2SXS-RS5E-F	<p>Frequency from the village is very poor, the walk to the zoo is very unsafe along the road. All buses would benefit from passing through the village. The roadside bus stops need to be improved and made safer for pedestrians. Lighting around any bus stops should be considered.</p>
ANON-2SXS-RS5V-Z	<p>Only use the stop by the Trinity Arms which is more than adequate</p>
ANON-2SXS-RS54-X	<p>I don't use buses, and I don't want to use buses.</p> <p>I have a busy life that demands significant flexibility with travel.</p> <p>The car is the only thing that can consistently provide this.</p>
ANON-2SXS-RS52-V	<p>My nearest bus stops are Trinity Church or Nouville Croix; the former is accessed by a very busy narrow road and I have to cross two or three times to avoid traffic and find a place I can stand in to let traffic pass. I also consider the bus stops themselves need to be lit after dark.</p>
ANON-2SXS-RS5R-V	<p>The bus stop opposite the church is unsheltered and with no opportunity to keep apart from passing traffic without hiding around the corner and thus not being seen by the driver.</p>
ANON-2SXS-RSR6-W	<p>bus stops</p>
ANON-2SXS-RSE3-D	<p>Not safe to stand in the road and poorly lit.</p>
ANON-2SXS-RSEG-1	<p>We need more bus shelters in exposed areas and in general as there are very few</p>

ANON-2SXS-RSEQ-B	No5 route stop going south 100yds south of Morrisons needs replacing with covered shelter/lit/rubbish bin. Busy at commuter times/school etc. Lots of litter, rubbish left there from shop.
ANON-2SXS-RSE1-B	Great it's in 10 minute walking distance .
ANON-2SXS-RSEJ-4	I use the bus approx. once a month using routes 4 & 5 to/from St Helier. The closest stop on each route is about a half mile walk from home. Neither stop has a shelter but I'm wet from the walk anyway if it's raining so a shelter would make no difference to me. I welcome the later options to get home on route 5 - but despite the bus generally departing at 25 mins past the hour, there is no bus at 21:25 which would usually be the time I want. I therefore either have to leave an hour earlier or later than I want, or get a taxi.
ANON-2SXS-RSEC-W	From where I live the bus stop is about a minute walk. Very convenient! However if I use the bus I would only go to town. Recently I used the bus but it turned out that my bus pass expired or so which I tried to fix on Liberty Bus website... no success at all. This actually stops me from using the bus...
ANON-2SXS-RSEP-A	I feel satisfied with the bus stops as they are
ANON-2SXS-RSE8-J	The bus stop at Rue de la Croiserie entrance is not safe and I. Blind spot.
ANON-2SXS-RSEY-K	The roads are unsafe, with tight corners and cars zooming round the corners, blind spots and very little visibility ahead when trying to cross the roads. lack of pavements when walking to and from the bus stops and Acorn. There could be better shelters for people on rainy days.
ANON-2SXS-RSEH-2	Some bus stops are on the road which may cause a safety problem to those waiting for the bus.
ANON-2SXS-RS5B-C	The main road between the zoo and the church is quite dangerous to walk along which makes me think twice about using the bus, particularly if it is dark
ANON-2SXS-RSEU-F	I have no problems with the bus stops located around trinity
ANON-2SXS-RSET-E	They are very good. A bus shelter would be nice at the church as a lot of people get the bus from there.
ANON-2SXS-RSE6-G	Not enough, not sheltered and unlit.
ANON-2SXS-RSEW-H	I am happy with the number of bus stops in the parish as it is easy for me to access Trinity main road
ANON-2SXS-RSE5-F	I only use the 21 which has no bus stop shelters, but they are not necessary in Rue de Boulees, but one might be useful in Victoria Village.
ANON-2SXS-RSEF-Z	Ok but walking to the bus stop on main roads can be dangerous. [REDACTED] route d'Ebenezer [REDACTED] cars drive past very fast. I have had to jump in the hedge on occasion. Drives of the cars do not slow down and they often give dirty looks as if to say we should not be walking on the road. There is no other option,
ANON-2SXS-RSE9-K	The frequency of buses is the main barrier to us using them
ANON-2SXS-RSEE-Y	My bus stop is easily accessible from my house, but unfortunately the pavement is too narrow for a shelter so is open to all the elements.

ANON-2SXS-RSED-X	The bus stops on the Les Platons main road have no refuges so you have to stand on an extremely fast stretch of road at the risk of being run over.
BHLF-2SXS-RSEX-J	N/A
BHLF-2SXS-RSE4-E	Good in centre, out side of this
BHLF-2SXS-RSER-C	N/A
BHLF-2SXS-RSEZ-M	No complaints
BHLF-2SXS-RSEB-V	No.4 trinity arms very good bus stop. But from there to Baktree Gardens they are very dangerous in place. On the way back if you have to get off at the church and walk up on the road as there are no pavements taking your life in your hands
BHLF-2SXS-RSEM-7	[REDACTED][REDACTED] bus stops are not convenient. Bus station is too far away from the centre of town. Due to parking I rarely go into St Helier
BHLF-2SXS-RSTG-G	No route to them
BHLF-2SXS-RSTQ-T	Crossing the Road from the estate to the bus can be a bit hairy, especially when the bus is stopped and people are overtaking it
BHLF-2SXS-RSTJ-K	Very few in Victoria village
BHLF-2SXS-RSTP-S	Safety at the church stops
BHLF-2SXS-RST8-1	Standard and safety seems fine Accessibility seems limited but this is a rural parish with narrow lanes
BHLF-2SXS-RSTY-2	The bus stop to town is very convenient but the stop on the return journey is on Route d'Ebenezer/monument or stay on it for an extra 20mins
BHLF-2SXS-RSTH-H	Not very good, more shelters needed
BHLF-2SXS-RSTU-X	Bus stop on route d'ebenezer is unsafe, to access it you have to walk on the road and then wait on the road which is dangerous! In wet weather you get covered in spray from vehicles passing.
BHLF-2SXS-RST6-Y	Pretty decent overall
BHLF-2SXS-RSTW-Z	very good
BHLF-2SXS-RSTT-W	More shelters needed
BHLF-2SXS-RST5-X	Very good in general. Bus stops without a pavement are unsafe and should have a waiting area of paving at least
BHLF-2SXS-RST7-Z	More shelters required
BHLF-2SXS-RSTE-E	Good, OK
BHLF-2SXS-RSTV-Y	Bus stop i use is in the road so not ideal
BHLF-2SXS-RST4-W	Satisfactory
BHLF-2SXS-RST2-U	OK

Appendix 2

Response ID	Answer
ANON-2SXS-RS71-W	Don't use the bus - not suitable for our needs
ANON-2SXS-RS7P-V	Cheaper fares
ANON-2SXS-RS7C-F	Nothing will encourage us to use the buses. Please stop forcing this on people.
ANON-2SXS-RS7J-P	Re above numbers are wrong way round but could not change them
ANON-2SXS-RS7W-3	Late bus on weekends. Friday and Saturday bus from town to Trinity at 10:30pm or 11pm
ANON-2SXS-RS7T-Z	Bus service to extend to Trinity zoo
ANON-2SXS-RS7X-4	Later bus service would be good
ANON-2SXS-RS7R-X	a pavement along Rue Ebenezer to access bus stop without the risk of being run down by cars especially after dark.
ANON-2SXS-RS7Z-6	More/late services and options to go across parishes rather than only to St Helier
ANON-2SXS-RSSQ-S	It is currently not an option, because of the frequency of the buses.
ANON-2SXS-RSSG-F	Late night bus service
ANON-2SXS-RSSC-B	Unable to use the bus due to medical reasons.
ANON-2SXS-RSS6-X	The number of buses that service Trinity currently is appalling. It causes huge issues when trying to get to other parishes or if you need to be in with prior to 8am. When working late or going for a meal there isn't a late bus to get home so you either have to drive or taxi
ANON-2SXS-RSS5-W	Runs later into evening
ANON-2SXS-RSSK-K	Bus stop in Trinity opposite new Co-op at Sion in on the main road, no pavement, so dangerous.
ANON-2SXS-RSJD-D	Bike racks in the bus for getting back up the hill!
ANON-2SXS-RSJM-M	Better route - travelling East to join the number 3 / 13/ 23 at Zoo, or even a bus from Trinity via St Martin's to town.
ANON-2SXS-RSJ6-N	Buses to more locations e.g. Gorey, St Ouens
ANON-2SXS-RSJT-K	This is 'fixed' As I am not able to mark the selection's as I wish
ANON-2SXS-RSJF-5	Better routes and times to town
ANON-2SXS-RSJ9-R	There is no safe walking route [REDACTED] Route D'Ebenezer to the bus stop. It is neither lit nor does it have a footpath.
ANON-2SXS-RSJK-A	Buses across the island ie to St. John, St. Mary etc
ANON-2SXS-RSJB-1	Not ranked as unable to get the bus [REDACTED] and needing my car for work, as stated in my contract.
ANON-2SXS-RS2J-H	Price
ANON-2SXS-RS2P-Q	I want to change the order of importance to 5 improved frequency of service but unfortunately your website will not allow me to do so !
ANON-2SXS-RS28-Y	A late night bus from town, even one around 10.30/11pm would help
ANON-2SXS-RS22-S	3,4 and 5 are not important to me
ANON-2SXS-RSUG-H	1 would be improved road safety with traffic calming to make pedestrians safer
ANON-2SXS-RSUQ-U	More economical daily passes and more accurate timetables
ANON-2SXS-RSUJ-M	Faster routes to St Helier
ANON-2SXS-RSUF-G	Need uniform departure times eg 8.05, 9.05, 10.05 etc

ANON-2SXS-RSU7-1	I would never use the bus.
ANON-2SXS-RSUE-F	new routes
ANON-2SXS-RSUX-2	A safer walk to the bus stop ; slower traffic with awareness they may be sharing the roads with pedestrians
ANON-2SXS-RSU4-X	I read the instruction wrong, order of importance is 1 - improved frequency and 2 better bus stop facilities
ANON-2SXS-RS11-Q	Bus route/stops on La Rue au Sellier, by the entrance to Acorn Enterprises.
ANON-2SXS-RS1C-9	Services that don't require going to town first e.g. from west to east and east west
ANON-2SXS-RS1U-U	Do not use bus
ANON-2SXS-RS1T-T	Better placement of bus stops
ANON-2SXS-RS1E-B	I want to see safe walking from the bus stop
ANON-2SXS-RS1K-H	More convenient bus stops nearer to Acorn Enterprises.
ANON-2SXS-RSFH-3	Near to service buildings
ANON-2SXS-RSF6-H	I was looking to go to St Helier for meal on Friday night. Last return is 19.15pm so not an option. During the day have to use limited service times and impossible to get anywhere except St Helier in a reasonable time.
ANON-2SXS-RSF5-G	Pavements so you can get from the bus stop to where you want to be without risk
ANON-2SXS-RSFV-H	Need more buses at weekend including back from town
ANON-2SXS-RSM1-K	I need my 4x4 when I work so don't take the bus
ANON-2SXS-RSMJ-C	Later buses - we can't get a bus back from town after 7pm if we go out of an evening.
ANON-2SXS-RSMD-6	Bus frequency and extension of times offered is by far the biggest barrier. We would happily use bus more but timings terrible for accessing work.
ANON-2SXS-RSMR-M	Not frequency but times. The last bus is too early so I often have to take a motorbike or car to work.
ANON-2SXS-RSRC-A	I feel an east-west services across the northern parishes should be offered, allowing access to Gorey/Airport/Quennevais without town interchange
ANON-2SXS-RSRK-J	I would happily stand in the road waiting for a bus in the wind and rain if the bus ran when I needed it!
ANON-2SXS-RSRZ-1	Buses later on in the evenings.
ANON-2SXS-RSD4-D	Nothing would encourage me.
ANON-2SXS-RS51-U	the ability to get home from town without taxi at 8pm
ANON-2SXS-RS5Y-3	I don't use buses.
ANON-2SXS-RS59-3	Need to link the buses that go to the zoo with the buses that go up to the church/St John. ie need to link across the parish.
ANON-2SXS-RS57-1	Despite my above rankings, I will not use a bus until the drivers improve their manners, improve their driving and stop being so aggressive on the roads
ANON-2SXS-RS5D-E	Jersey should have smaller and more frequent buses generally on the parish routes. The buses are far to big for the parish lanes.
ANON-2SXS-RSDH-1	More diverse routes
ANON-2SXS-RS54-X	I am not attracted to using the buses. I will lose my ability to do what I want, when I want.
ANON-2SXS-RS52-V	I have been in direct contact in the past with Liberty Bus to ask for a better evening service and they have said not enough people use it. I would like to suggest Trinity could have one of the many services covering St Martin so that both parishes have perhaps a two hour service instead of hourly for St Martin and none for Trinity at 7.30pm

ANON-2SXS-RSE8-J	Evening services are awful for teenagers and if people want to go out in evening
ANON-2SXS-RSEH-2	Improved links...I can't get the bus into work because I would need to go into town first. I also need to collect my children on the way home and take them to activities which I couldn't do on the bus as the bus doesn't run to st Lawrence, St Mary or st John's Rec centre
ANON-2SXS-RSEA-U	Later busses / night busses.
ANON-2SXS-RSED-X	Late night service
BHLF-2SXS-RSTG-G	Safer access
BHLF-2SXS-RSTE-E	Link to St Martins

Appendix 3

Response ID	Answer
ANON-2SXS-RS71-W	Not convenient for me as walking difficult and not always easy to use bike.
ANON-2SXS-RS7P-V	Only if the bus was affordable for ALL islanders and if the times were better. Why is this Island intent on making car users suffer to the benefit of everyone else?
ANON-2SXS-RS7C-F	We enjoy driving and I'm not sure walking or cycling in the rain, [REDACTED], is a reasonable expectation. I don't like the way that this survey has been constructed as some questions are forcing me to make it look like I'm in favour of cycle routes, bus shelters or traffic calming measures. I'm not in favour of any of these measures.
ANON-2SXS-RS7J-P	Biased question as it is not just about parish roads but also the major public roads. The parish roads / lanes already offer a good degree of safety. I use car / motor cycle / cycle / walking depending on what I am doing and therefore already use active travel modes. Recent speed changes within Sion for example, to 20mph, have actually placed me at greater risk cycling and walking as my cycling speed (a very average speed) now mixes me in with cars rather than them being able to overtake easily and I have already noticed more erratic driving (one car mounted pavement this morning) as the slower speed leads to drivers not concentrating as much. In green lanes, cyclists are often faster than cars (Vallee Des Vaux) and I have seen them take risks overtaking cars with oncoming traffic. There needs to be more balanced thought from all sections about what actually improving safety really means. Green lanes are fine in most places but some make no sense. Better to have a green lane at 20mph but meaning cars should slow if necessary and give priority when passing pedestrians or cyclists.
ANON-2SXS-RS78-4	Safety.
ANON-2SXS-RS7N-T	Accessing the primary school with young children without a car is really difficult. There are no pavements on [REDACTED] route to school, cars drive too fast (Route D'Ebenezer). The parking facilities at the school are completely inadequate for the number of cars attending for drop off and pickup, and the overflow parking at RJA is really difficult when you have [REDACTED], as the pavement is so narrow and the main road is so busy during drop off and pickup times.
ANON-2SXS-RS7T-Z	Yes to the bus. [REDACTED] can't walk far so cycling and walking do not help the disabled.
ANON-2SXS-RS72-X	The above answer only applies to buses - I would be happy to walk and cycle in the parish at the moment (and often do).
ANON-2SXS-RS7S-Y	If there was a dedicated safe cycle network I would use my bike more and would be much more likely to cycle [REDACTED]. Careful consideration needs to be given to integrating such a network island wide and ensuring that safe cycle routes connect into other parishes. This would encourage more cycling to the St Saviour based schools.
ANON-2SXS-RSSQ-S	I would more frequently walk home [REDACTED], and walk [REDACTED] to their activities in the parish if the area around the church was safer to walk around.
ANON-2SXS-RSSP-R	I travel by cargo bike for 85% of my journeys but I am a very confident bike rider having ridden to work for more than 20 years and to school before that. I would however not allow my children to cycle to school even chaperoned by me. I would never allow them to cycle alone on the parish roads, even the supposed country lanes. The traffic and speed of vehicles are totally inappropriate for the conditions. How Connétable Le Sueur cannot pursue and join the Green Lane network like 10 other parishes beggars belief.

ANON-2SXS-RSS8-Z	I already think they are pretty safe and quiet and have no qualms walking/cycling on them. However, [REDACTED] to be able to cycle to Trinity school and there's no way they could on the current main road!
ANON-2SXS-RSSU-W	Buses are not a practical solution for families. They can't compete with convenience, cost or practicalities.
ANON-2SXS-RSSF-E	Definitely, I would cycle more if roads felt safer, particularly up trinity main road
ANON-2SXS-RSS5-W	N/a travel mostly by bike
ANON-2SXS-RSS7-Y	Before going to work each morning, I run through the parish roads. I do this because it is the only time it is safe enough to do so (6am). That is a sad reflection of how I feel. The roads has been an issue for a long as I can remember and particularly the village, route Des Monnaie and Route Debenezer. Please act before somebody gets killed..
ANON-2SXS-RSSV-X	Car required for job
ANON-2SXS-RSS2-T	Not at the moment. I do quite a lot of cycling and walking and try to use these modes when ever possible. However, on the main Route D'Ebenezer road there is an issue with high traffic flow and speed and a lack of pavements when going to the parish hall area. The bus route is not good for people living in the Methodist Chapel area. They quite often walk from Le Vesconte monument up to homes in that area rather than taking the bus which requires a detour through Bonne Nuit. A footpath or cycle path may help from Highfield along L'Allee and Route du Nord. A pavement on Rue de Tas de Geon from Rue de Cambrai to le Vesconte would help safe walking from houses in the East of the parish. Cycle parking in the parish hall area may help people wanting to use the bus to town from the TA area as you can walk on the footpath through the new housing estate to the shop, pub and bus stop
ANON-2SXS-RSJC-2	Because I use my vehicle to ferry my children and work.
ANON-2SXS-RSJT-K	I have no problems walking on the parish roads now. I experience more problems and danger from cyclist's.
ANON-2SXS-RSJF-5	[REDACTED] Victoria village there are no little shops near [REDACTED] if there were I'd walk to them and [REDACTED] work in st saviour bit too far to walk and no bus I do walk around the parish lanes and find them mostly quiet only the odd boy racer speeding past at night or the odd non respectful driver in the day So if there were shops near me I'd walk but there are none
ANON-2SXS-RSJB-1	Not appropriate with [REDACTED] or my job. Do not reduce the speed limit, just police the current limits. Please ignore the answers to question 8 it would not let me not answer the question. As I said above, don't change the speed limit police the current limit.
ANON-2SXS-RSJS-J	Because I have [REDACTED] the car is more convenient and I oftwn have small Windows of time between needing to be in places buses or walking wouldn't allow for my time schedules
ANON-2SXS-RS2G-E	If I go to the pub I will walk unless raining then I would cycle or taxi. Generally I use my car because I am travelling a distance that is too far for walking or cycling or I have a trailer on. i.e. I have a purpose and reason. If I am just out for leisure then I walk. I would like to see better bus services, especially at the weekend and generally better bus shelters. I would swap the car for bus to work if the service frequency was better.
ANON-2SXS-RS2A-8	It would not be practicable for my work.
ANON-2SXS-RS25-V	n/a
ANON-2SXS-RS2R-S	N/A as my family and I all travel by bike or bus and use the car as little as possible.
ANON-2SXS-RSUQ-U	I don't usually travel by car but wasn't able to progress the survey without putting in an answer

ANON-2SXS-RSU8-2	I need to travel between two work location between trinity and town so not having access to the car is not an option
ANON-2SXS-RSUT-X	When I use my car/van, it's generally because I need to do something quickly or have something to carry.
ANON-2SXS-RSU7-1	Have you ever tried to get to work at 6pm in the pouring rain with a force 8 gale blowing, plus getting on a bus with all your work tools? This is the most ridiculous thing I have ever heard in my life, it is impractical and unworkable. If you are going to school or retired yes it will work but it will not if you are employed as a tradesman and you have to go to work every day and pay tax. Once again this consultation is biased as it will not allow me to move forward without answering the contrived biased answers in the questions above this box.
ANON-2SXS-RSUV-Z	No shower at work
ANON-2SXS-RS1W-W	Already only use bus service
ANON-2SXS-RS1E-B	i cannot drive due to disability
ANON-2SXS-RS12-R	I need my car for child transport purposes.
ANON-2SXS-RS1B-8	As i need to go pickup [REDACTED][REDACTED], that my job is mainly physical and i can get very tired as it is. So cycling to get [REDACTED] will exhaust me further plus is not safe on the road [REDACTED].
ANON-2SXS-RSFU-G	Trinity is too hilly and I am too old? Unwell to cycle uphill everywhere
ANON-2SXS-RSF6-H	I use e-bike and find there are routes which are quiet enough. Cars in lanes in Trinity are often more considerate than those in green lanes elsewhere on island. I would use bus to go to St Helier if times were suitable.
ANON-2SXS-RSFD-Y	Because sadly it isn't convenient or realistic to get to town schools by any other way than a car. I also work part time at a town school so use my car multiple times a day.
ANON-2SXS-RSFE-Z	I work in St Brelade
ANON-2SXS-RSFV-H	Because planning are so restrictive that things like installing a gate so I can keep a bike in a garden shed become impossible-so planning need to be more flexible in their attitude towards listed buildings in the parish
ANON-2SXS-RSM1-K	I only use the car cos I need it and I have to flexible with the times that I go to places
ANON-2SXS-RSMP-J	I require a vehicle for work
ANON-2SXS-RSMY-U	I find the roads where I walk are quite safe and I see no need to change anything, except the stretch of road immediately outside the shop. There should not be any parking allowed right outside the door of the shop, there is a more suitable parking area 50 yards down the road, where the road is much wider. I drive past the shop twice a day and often see examples of dangerous driving as some people don't slow down and bully their way past the parked cars, whether someone is coming towards them or not. I have had a few scares here!
ANON-2SXS-RSMW-S	The roads are absolutely fine. The speed limits need to increase in order to improve traffic flow and stop emitting harmful micro particulates from idling engines. Consistently lowering speed limits is not the solution. Better bus routes and dedicated cycle lanes are the solution.
ANON-2SXS-RSMT-P	Because bus service is awful, walking to town takes far too long and need to shower etc after cycling in makes it too inconvenient. Would need certainty of a bus within 10-15 minutes and guarantee of safety with a seat. Previously injured having to stand whilst commuting. Buses are far too infrequent and do not continue late enough into evening to allow for late work or activities after work. Additionally having buses that only go to/from town makes travelling to another point in island unmanageable. Cycling often not an option as don't want to turn up to someone's house/event sweaty and dishevelled.

ANON-2SXS-RSRQ-R	As are usually commuting through the parish to the west so would be using a car
ANON-2SXS-RSRP-Q	I travel to work from St Saviour and after a 24 hour shift a bus would not take me directly home even if there were late buses
ANON-2SXS-RSR2-S	Old Age !
ANON-2SXS-RSRS-T	<p>My family love to cycle. The main barrier to cycling is the school run - the roads are far too dangerous to take children on and there is no safe car- free route across the island in the mornings.</p> <p>Cyclists need to be taken off the main roads altogether (even adults) and given designated cycle lanes (perhaps full use of the lane network on the cycle routes with the small blue signs?).</p> <p>Even as a cyclist myself I am aware that other cyclists constantly hold up traffic and create very dangerous situations where frustrated motorists (often vans) try and overtake them - particularly on corners or places where there is poor visibility.</p> <p>Cyclists also cycle two a breast on main roads which is not acceptable for other road users. If they were taken off the road altogether this would ease those frustrations and limit the time it takes to travel across the island.</p>
ANON-2SXS-RSDW-G	Definitely. I also have [REDACTED] which I would like to get into cycling, but I feel it is not safe at present.
ANON-2SXS-RSD9-J	I walk and cycle but use the car as appropriate
ANON-2SXS-RSD7-G	<p>Because unless the general speed limits are lowered on main roads and lanes (where in theory you can drive at 40mph) and , most importantly those speed limits are very strictly enforced, It's becoming more and more unsafe to walk anywhere.</p> <p>Cyclists of the Lycra variety pay no attention to their speed anywhere.</p>
ANON-2SXS-RSDE-X	I need to travel by car daily for self employed work purposes. My equipment is all within my car, and not possible to carry.
ANON-2SXS-RSD4-D	Unable to walk far with balance problems.
ANON-2SXS-RSDV-F	Too dangerous to travel on roads, especially in village near shop and along main road from Le vesconte monument to haute Croix
ANON-2SXS-RSDR-B	Travel to activities [REDACTED] requires a car
ANON-2SXS-RSDM-6	We already walk to the community centre and church if we can. Cycling in Trinity is far too dangerous due to lack of cycle only routes.
ANON-2SXS-RS53-W	For our use, quite adequate.
ANON-2SXS-RS5J-M	My work takes me Island wide.
ANON-2SXS-RS5Y-3	I walk when I want to walk. I cycle when I want to cycle. I use my motorbike or car if most appropriate for my journey.
ANON-2SXS-RS5U-Y	<p>The current road speed limits are fine and present no issues to cyclists or walkers.</p> <p>I would however feel that an off road route for walkers and cyclists from the bottom of Mont de La Roserie to La Planque Farm would assist cycling or walking to and from town avoiding steep hills.</p>
ANON-2SXS-RS56-Z	<p>Yes, but a point is being missed here. The risk to school children currently is high. School signage is poor, the 20 sign at the bottom of Rue de Traverse is poor, all unsafe for children to walk due to negligent drivers. Let's remember the loss of life in the Parish some years ago.</p>
ANON-2SXS-RS5T-X	Greater safety is needed for pedestrians and cyclists
ANON-2SXS-RS57-1	<p>[REDACTED][REDACTED] , I cannot walk more than [REDACTED] [REDACTED] and I cannot ride a bike any longer. As such, a good road network is essential to me. Unless you improve the bus network throughout the entire island, having a bus near my home makes no difference as I also need a bus near to where I am going. I cannot disembark and walk long or even short distances with the current timings and routes available, the bus service is useless, not to mention too expensive!</p>

ANON-2SXS-RS5D-E	<p>I live in the parish however my employment is in town and I can work late. [REDACTED] [REDACTED] [REDACTED] I do not feel safe in Jersey in the bus station late at night and then walking on unlit roads in the dark. The cars in broad day light don't slow down for pedestrians or children. [REDACTED] have been hit by cars [REDACTED] walking behind us on the main road in Trinity on two separate occasions. If [REDACTED] were in front of us the wing mirror would have hit their heads. The car gives me the flexibility I need however now with covid I am working from home more so use the car less.</p>
ANON-2SXS-RS54-X	<p>As already stated, the car provides me with the flexibility that I need to make the journeys that I want to make, at a time that I choose to make them, for the purpose that I choose.</p> <p>I do plenty walking on the cliff paths where there is no traffic.</p> <p>Why would I want to lose my freedom and flexibility?</p>
ANON-2SXS-RSR6-W	<p>[REDACTED] [REDACTED] would be able to use the lanes more to push [REDACTED] very dangerous at the moment</p>
ANON-2SXS-RSEG-1	<p>We already walk a lot and the bus service is totally inappropriate for getting into town swiftly. From Les Platons it takes almost an hour to get into town.</p>
ANON-2SXS-RSEQ-B	<p>Only caveat is the route ebenenez is/perceived too dangerous but also critical to cross, together with the Hautes Croix crossroad, mismatch.</p>
ANON-2SXS-RSEJ-4	<p>N/A - this is not a yes/no answer for me as I don't usually travel by car as one of my most common modes of transport - this question is therefore flawed</p>
ANON-2SXS-RS5H-J	<p>This question is flawed. How should a person who does not usually travel by car answer?</p> <p>Having got to the end of the survey and found no option for commenting generally I would add that the whole premise of this survey is inherently flawed.</p> <p>We cannot adequately address safer travel on a parochial basis. Speeding traffic inevitably passes through many parishes. The East-West route is an absolute nightmare for pedestrians and cyclists. When it is abundantly clear that supporting methods of non-motor traffic is for the overall benefit of our Island and our people (residents and visitors), schemes such as those apparently under consideration here are the modern equivalent of Nero fiddling while Rome burns.</p> <p>Piecemeal implementation of speed limits, as most recently seen in St Helier and St Saviour, results in greater confusion for motorists, an ugly excess of road signs (at goodness knows what cost) and an almost unenforceable system.</p> <p>Until these issues are dealt with Islandwide we shall have an absolute mess with no general benefit and a continued risk of serious damage to life and limb.</p>
BHLF-2SXS-RST3-V	<p>Mobility issues</p>

Appendix 4

Response ID	Answer
ANON-2SXS-RS71-W	The parking outside the shop needs to be removed
ANON-2SXS-RS7Q-W	<p>The speeding traffic at night along Les Platons and down Tas de Geon is a concern. It is not a little over 40mph but is substantially faster! At times it feels like we are in the middle of the Jersey Rally.</p> <p>It has been quieter of late but it's not uncommon for it to go on over several hours, usually from 10:45, and often loud enough to wake you up.</p> <p>I would not for this reason walk to say the pub or towards the village in the dark.</p>
ANON-2SXS-RS7P-V	<p>There are no areas of concern, the roads in Trinity are fine, stop wasting tax payers money on 'green' initiatives which are just an excuse for government to pat itself on the back. You do not listen to the views expressed by Islanders and plough on regardless of what the Jersey public need or deserve.</p> <p>The speed limits are fine, the road networks are fine, use this money on fixing the housing crises, the mental health crises, and the poverty over her.</p>
ANON-2SXS-RS7C-F	<p>There are parking issues on PIN1- parents from the school continuously block the road at school pick up time.</p> <p>There is not enough car parking at the Trinity Stores shop.</p> <p>I have issues with the survey pushing me to be in favour of wanting more cycling, more buses and traffic calming measures. I don't want any of these but the survey is far from neutral and seems intent on gathering evidence to push for these measures.</p> <p>However, the centre of the parish would benefit from more pavements and being more friendly to people who want to walk.</p>
ANON-2SXS-RS7J-P	Not Applicable as no concerns
ANON-2SXS-RS78-4	School pick up and drop off is an accident waiting to happen.
ANON-2SXS-RS7N-T	<p>[REDACTED], and the speed of cars / motorbikes is of huge concern. They frequently wake us up in the middle of the night driving loops around Les Platons, and often go past far too fast during the day, making it really difficult walking with a dog / small children.</p> <p>Route D'Ebenezer would be [REDACTED] walking route to school, but we will never be able to do this without pavement access. Cars drive too fast, and at several points the road is too narrow for two cars, let alone pedestrians as well.</p> <p>Concerns regarding the main road to school and parking access have already been noted previously.</p>
ANON-2SXS-RS7Y-5	Route d'ebenezer needs to be made safe to walk on, at least down to a shared 1 way like at Mary's village along the whole length. The centre around the pub and church should be pedestrianised or made one way.
ANON-2SXS-RS76-2	<p>Pin 2 - Parking at Bouley Bay has been excessive for the last two years. Leading to congestion in busy times. This makes it difficult to walk down.</p> <p>Pin 1: Junction at the top of Trinity Hill - poor visibility and speeding cars make it dangerous to pull out to turn right.</p>
ANON-2SXS-RS7W-3	I couldn't really use the pin drop option very well on my mobile phone, but would simply say that the pedestrian options are terrible in Trinity. Not enough safe crossings or pavements near the church, pub and shop.
ANON-2SXS-RS7T-Z	I would like more buses. I would like a circular bus route that goes up Trinity hill and carries on to connect to the zoo and through St Martin down Five Oaks to town and same other way. Also I don't see the point in all the number 4 buses going down to Bouley Bay when it will probably just be a private house down there and probably 4 years of building works.
ANON-2SXS-RS7F-J	Boy racers

ANON-2SXS-RS7E-H	at the junction at the Church coming up from Trinity main road, the cars can speed coming from St John direction plus from the trinity arms direction too
ANON-2SXS-RS7V-2	Route D'Ebenezer is a busy road with fast vehicles- it has no pavements and [REDACTED] have to walk it to catch the bus- the danger of cars going too fast, with closed in road with a bend is high- especially when dark it needs speed reducing- 20miles per hour as residential- children walking to school bus- instead its 40mph There is no pavement so [REDACTED] [REDACTED] have to walk in road
ANON-2SXS-RS7X-4	Considering all of the village amenities like, Shop, Pub, Church, Hall and residential areas, traffic calming and a safe crossing is essential.
ANON-2SXS-RS7R-X	Walking along Rue Ebenezer (or cycling), both of which we would like to do to access the church, parish shop, and Haut Croix shop, with fast traffic and no pavement feels highly dangerous and is the reason usually for using a car. We would prefer to walk but alternative routes through back lanes would be too far to walk especially with shopping. Safe walking along this road should be a priority consideration given the increased number of people living on or closely off this route.
ANON-2SXS-RS7Z-6	No pavements for pedestrians in highlighted areas. Cars can travel quickly along this busy road.
ANON-2SXS-RS7S-Y	There is no safe walking space on a majority of the main roads in trinity. There are no safe cycle routes Speed of drivers is generally too high in built up areas and high speed driving at night is a problem
ANON-2SXS-RSSQ-S	The pins relate to the same suggestion - this area is very difficult to navigate as a pedestrian, but are very busy and fast roads. As these particular roads form a circle, I have previously suggested they be made into a large one way roundabout type system to provide space at the side of these roads for dedicated pedestrian and/or cycle lanes. This would improve the connection between various quieter parts of the parish which are already suitable for walking with the amenities of the parish.
ANON-2SXS-RSS1-S	Road outside zoo - we often cycle to the zoo [REDACTED] but I dread that section of the route as it's so busy and fast and cars pulling out if the exit to the zoo have little visibility. La Verte Rue bend outside Victoria village estate - cars take this corner very fast as it's a 40 mph road but it's a blind corner and lots of children often play outside the estate so it's extremely dangerous for pedestrians. Cars often beep rather than slow down for the corner which is dangerous for cyclists who can't beep back to warn cars they are there. It should be a 30 mph if not 20 for Victoria village- there are lots of dog walkers in the road as there are no pavements and there is a cycle route so 40 is too fast. The road is used as a rat run at commuting times so there can be a lot of cars for such a small road.

ANON-2SXS-RSSG-F	<p>Pin 1: School</p> <p>There are no designated road pedestrian crossing facilities on la Route de la Trinite to the school. This is a fast road and most other schools on the island seem to have road calming measures and designated crossing facilities (even on roads where the speed limit is 20, and la Route de la Trinite is 40). When leaving the school and crossing la Route de la Trinite to get to the Riley field side, there is a blind corner, you cannot easily see the traffic coming down la Route de la Trinite southbound. As there is no designated crossing point these vehicles may not be aware that this is a crossing area and children could be approaching. The school provide a great lollipop person but outside these times it is a 40mph road with no pedestrian crossing. It would be great to have some traffic calming measures, such as St Martins school, which slows traffic down and also gives a designated place to cross safely. It is great that the speed limit of the lanes around the school have been reduced to 20.</p> <p>There is also no lighting in this area, if there was an event in the evening at the school it may not be safe crossing in the dark.</p> <p>Pin 2: There are no pedestrian crossing places on Rue Es Picots from the Trinity arms and I feel it could benefit from having one.</p> <p>Pin 3: I believe that rue de la Croiserie should be 1 way only, if you turn onto it from the Trinity main road and then meet a car, it is dangerous to then reverse back out onto Trinity main road or the car on the lane has to then reverse a long way back to let a car past.</p> <p>Pin 4: It would be lovely to be able to walk to the Zoo from 'Trinity village' safely with a designated pedestrian walkway.</p> <p>Pin 5: When it rains heavily a lot of water is directed down la Route de la Trinite rather than directed to a drain, this causes a large stream, and when crossing la Route de la Trinite during these weather conditions it can become quite treacherous.</p>
ANON-2SXS-RSSC-B	<p>Traffic is very fast along the road, there are lots of blind exits/entrances which make it difficult to use with vehicles going past at 40mph, including tractors, large work vehicles etc. The traffic at night time is of course reduced, however the speed increases and we regularly hear and witness vehicles driving at excessive speeds, often in convoys. Never seen any speed checks along Route d'Ebenezer [REDACTED][REDACTED] which is disappointing as I know other parishioners have shared the same concerns and requests.</p>
ANON-2SXS-RSSJ-J	<p>Traffic comes up very fast on La Verte Rue. This is really dangerous when children are walking up from school on Rue due Travers.</p> <p>There's no where safe for pedestrians on Rue es picot. You Can't walk to the shop, post box, youth centre, acorn etc. [REDACTED] in walking distance from the youth centre but drive [REDACTED] there because you have to walk on the road and it's dark at night. It's far too stressful and dangerous with [REDACTED]. [REDACTED], it was impossible to go for walks with a push chair. The zoo is walkable from Trinity village but the road is terrifying! I do walk my children to school but the speed limit has only recently been changed and I'm too anxious to let them walk alone as I don't see drivers respecting the speed limits. The signage positioning is exceptionally poor.</p> <p>Although I don't cycle, it would be wonderful for children to have cycle paths and be able to cycle in the parish. We have so much green space and yet we can't let children use it due to traffic speed and lack of appropriate paths.</p> <p>The area in front of the shop has to be changed before there is another fatal accident. You cannot turn right safely from La Verte Rue.</p>

ANON-2SXS-RSSP-R	<p>Throughout the parish motorists use excessive speed. Just look at the roadkill witnessed on the parish roads nearly every single day. Hedgehogs, squirrels, toads, birds of prey and others are found daily on the road as people rush around the Parish.</p> <p>The school route that channels cars up past the school and into the lanes behind the school is an utter farce! How can we encourage parents to walk, scoot or cycle their children to school when cars are encouraged to drive up the back lane to rue es picots? Who was the brain behind that? Bonkers! Then we have parish officials suggesting the safest and best way to get children to school is in a car. They should be dragged into this century and ask why we need to encourage kids out of cars. Better alertness for lessons, better well being, less pollution the list goes on.</p> <p>The parish needs to introduce green lanes, introduce speed cameras and support a legal system which bans drivers from dangerous and careless driving and speeding with penalties in excess of 3yrs ban as a minimum and heavy fines and vehicle confiscation.</p>
ANON-2SXS-RSSN-P	<p>[REDACTED] worry about the speed of people driving past. I feel like it is an accident waiting to happen as children cross this road for school and it is not safe to exit the estate with frequent speeding cars. Safety measures need to be put into place before an accident happens.</p>
ANON-2SXS-RS7M-S	Speeding is a MAJOR concern in this parish with little to no enforcement or deterrent
ANON-2SXS-RSSH-G	The speed limit and pedestrian crossing at the school could be improved especially outside the hours of the school crossing patrol.
ANON-2SXS-RSS8-Z	<p>Just a few tricky areas where cars seem to speed or roads narrow.</p> <p>Trinity school hard to cycle/walk to</p>
ANON-2SXS-RSSU-W	<p>Traffic between houses closed to the church end on La Route debenezer get speeded squeezing through small spaces with many wing mirrors lost.</p> <p>Bus access abs stop location near the monument is poor.</p> <p>Car traffic at the shop is difficult to navigate and regularly builds up.</p>
ANON-2SXS-RSSW-Y	Speed of cars and lack of visibility and safe crossing outside of le grand Clos. No safe and separated cycle routes to take children on.
ANON-2SXS-RSST-V	It is not just speed but volume of traffic, especially at school drop off when traffic is concentrated off the main road onto secondary lanes where children to walk/cycle.
ANON-2SXS-RSS6-X	<p>My concerns are around the speed of traffic in the lanes which children from school use to walk or cycle to and from school. These should be green lanes. Lots of horses also use these lanes.</p> <p>When you get off the bus at the church there isn't a safe walking route, especially if you have mobility issues, you either have to cross to the path in front of the estate but that junction is awful to cross over and there are stairs on the other side. Alternatively you have to cross over towards Trinity Arms and walk up the main road or go up the stairs into the pub garden and through the carpark. [REDACTED] and unable to drive for a few months and so understand the difficulties of getting from the bus stop.</p> <p>There needs to be a safe place to cross between the pub/ shop and Grad Clos, not just for residents in the estate but also for people wanting to access the youth club or parish hall.</p> <p>The traffic through the village is slowed down during the day when vehicles are parked outside the shop, once the shop is shut there isn't anything to slow the speed.</p> <p>School children also wait for the bus outside Trinity school at the end of the day and are standing on the main road - this isn't acceptable.</p>
ANON-2SXS-RSSF-E	Pin 1, speed and pedestrian facilities for the area, needs a pedestrian island, loads of kids round there crossing.

ANON-2SXS-RSS5-W	<p>Small lanes like rue de la Croiserie are 40, [REDACTED][REDACTED] and am deeply concerned about the speed limit on the lanes around trinity. As a family we walk round the lanes on a weekly basis and have experience cars driving within the 40mph limit but driving far to fast, upsetting my children and scaring ourselves. On one occasion we had only just come out of our house and [REDACTED] was so scared by some Loud car flying passes that she was visibly shaken and we had to leave her bike behind as she has lost her confidence. As a cyclist I have had near misses on rue de la Croiserie on bend due to speed of cars and as both a car driver and cyclist at the end of toad at cross roads.</p>
ANON-2SXS-RSS9-1	<p>The speed of the drivers in the morning, especially past the school, at breakfast drop off 740 ish is too dangerous. The cars then speed down the back lanes. The road running through Victoria village has no speed limit and used as a short cut. So very often when out walking or on bikes with the kids it's very dangerous, this road should be classed as a green lane or 20 mph max</p>
ANON-2SXS-RSSD-C	<p>Lack of pedestrian facilities and high speed of cars travelling along rue es picots means it's unsafe for adults and children to get to the bus stop, shop and pub. It is also very difficult for cars to exit from Le grand clos.</p>
ANON-2SXS-RSS7-Y	<p>Sadly the options don't allow but I would have chosen a few points for each pin but predominately speeding concerns and lack of pedestrian facilities. To road though the village and into route de la Monnaie is a disaster waiting to happen. Somebody will get hurt, it is just a matter of when sadly as there are so many near misses. Sadly I have had the misfortune of dealing with a significant amount of road collisions including fatalities. Road traffic calming is the way forward to prevent harm and not necessarily to the extent that for example St Mary has gone to, but St Martin is a good example. French villages make traffic calming tranquil and that is the model which I would thing would help enhance our lovely parish (although the roads are beckoning lethal). Sadly enforcement isn't the only answer...</p>
ANON-2SXS-RSSE-D	<p>Roads are busy and no adequate safe walking routes</p>
ANON-2SXS-RSSV-X	<p>Access to village and zoo on foot along main road.</p>
ANON-2SXS-RSS2-T	<p>Actually it is a combination of all 4 of these issues and they are all inter-related</p>
ANON-2SXS-RSSK-K	<p>Pin 1 is now 20mph and in Trinity, the map is out of date. Needs physical traffic calming, either raised platform or reduced width give way. Pins 2 to 5 are just a few of the roads that should be green lanes, which would connect to existing ones in St.Helier. remember when new hospital is built, La Grande Route de Mont a L'abbe will be a cycle and walking walk too and from the Overdale site, and Trinity's green lands should network towards this.</p>
ANON-2SXS-RSJC-2	<p>The speed limit in all these areas is too high and there are also no pedestrian facilities for the linear housing. 20mph is safe 30 is not safe!</p>
ANON-2SXS-RSJD-D	<p>I run along the route I've pinned daily and cycle it weekly. I am constantly shocked by how inconsiderate drivers are. They seem to think that the limit is the target and many make no attempt to slow or swerve even though there's no pavement. They need to be educated that the roads are for Everyone and they must prioritise safety if pedestrians and cyclists. The limit is the limit not the target - common sense must also be used! And the limit is too high!</p>
ANON-2SXS-RSJM-M	<p>It is very concerning as a parent to know that if they are catching the school bus,for visiting the shop there is no safe crossing area.</p>
ANON-2SXS-RSJW-P	<p>Houguettes/Les Haies used as a race track at all times of day. School run/commute and night time racers</p>

ANON-2SXS-RSJ6-N	<p>Pin 1 - speed of vehicles late at night</p> <p>Pin 2 - lack of footpath along to the zoo. Due to the lack of buses in Trinity it is often necessary to walk to the zoo to catch a bus e.g. to Gorey or later in the evening. The road is so dangerous to walk along. We can walk on the backroads but there is no cut through from the back of the zoo to the bus stop so we still end up on the main road. Ideally the bus service would be improved significantly.</p> <p>Pin 3 - lack of convenient timed number of no 4 buses</p>
ANON-2SXS-RSJF-5	None
ANON-2SXS-RSJ9-R	<p>[REDACTED]. To walk to the village or bus stop, [REDACTED] and I must walk along Route D'Ebenezer which has no street lighting or footpath. We must then cross the junction with Rue De Tas de Geon which has no pedestrian crossing. Once safely on the footpath we have to cross the A8, which has no street lighting or pedestrian crossing and the. Either walk through the parish hall car park or along the A8 which have no street lighting or pedestrian crossings. We can cut through the church yard but there is no obvious path. To get to the shop, pub or main bus stop (with shelter) we the. Have to cross the main road which has no pedestrian crossing or street lighting. I welcome the new path that has been created from the parish hall through the housing estate but there is still no pedestrian crossing to the shop or street lighting. As a consequence of what I perceive to be unsafe pedestrian access I tend to drive to the shop rather than walk the short distance. I also do not feel comfortable expecting the children to walk to the nearest bus stop due to the lack of pedestrian crossings and street lighting. I hope this feedback helps as I would like Trinity to become a much more user friendly pedestrian area.</p>
ANON-2SXS-RSJD-3	<p>Pin 1 - The road has become very busy with motor, cycle, and pedestrian traffic owing to the popularity of the Hungry Man. There is no pavement/field path anywhere on the road and it can feel very unsafe for pedestrians.</p> <p>Pin 2 - Cars parked too close to the junction on the road to Boulay means that you can turn off the main road to find a car coming towards you on the wrong side of the road through no fault of their own.</p> <p>Pin 3 - It would be a lot safer for pedestrians if there were a pavement between the church and the pub. Going up the steps to the path by the new houses isn't an option for everyone. And a pelican crossing from the new houses to the shop side.</p>
ANON-2SXS-RSJ4-K	<p>It will be no surprise to you that there is great concern amongst residents up and down La Route de la Trinite about the speed of vehicles travelling in both directions along this road, which disturbs the peace and is dangerous. Pin 2 is where a speeding car crashed into a wall on a bend.</p> <p>Pin 1 is at Augres garage, which has become a late night 'destination' for cars during the course of this year, either filling up, or just meeting. This encourages traffic along the road in both directions after 10pm and before 7am. The garage was previously closed from 8pm (6pm on Sundays) till 8am, but since ATF Fuels has taken the lease, it has been automated, enabling 24 hour filling up, 7 days a week. Not surprisingly this gives drivers license to use the facility, disturbing residents the length of the road.</p>
ANON-2SXS-RSJ2-H	Lack of pedestrian facilities on main road from the shop towards Durrell. I appreciate the main road is narrow so signs might help to direct people to cycle or walk on parallel quieter roads.
ANON-2SXS-RSJK-A	<p>These roads are dangerous to walk along because of both the speed and the size of the vehicles that use them.</p> <p>In the case of Rue de la Monnaie; This road is too narrow to warrant the size (and sometimes speed) of the large vehicles that travel in both directions, resulting in frequent jamming of traffic and occasional accidents.</p> <p>Route d'Ebenezer and Rue es Profonde Rue are very dangerous to walk along because of the speed of the vehicles.</p>
ANON-2SXS-RSJB-1	This road is a race track from Friday night through to Sunday. Please police the limit. Do not reduce the speed just ensure that 40 is the max.

ANON-2SXS-RS23-T	<p>The speed limit needs to be slower on route D'ebenezer and traffic calming measures would make a big difference between ebenezer chapel and the parish hall.</p> <p>Rue es picots is also extremely dangerous.</p> <p>As there is no pavement it is even more important the traffic slows down. We as pensioners and our young family hardly dare to walk outside, which is extremely frustrating when we live in a country parish and want to be able to walk and live actively.</p> <p>At times one feels trapped in our own home as walking out onto route d'ebenezer is so dangerous and the cars are driving so fast.</p> <p>[REDACTED] is too intimidated to walk to the post box.</p>
ANON-2SXS-RS21-R	<p>Lack of paths or very narrow paths for pedestrians, particularly on the road to the zoo and Route d'Ebenezer</p> <p>Traffic speed is generally OK except for very late at night (02:00-03:00) when there is racing up and down the main road</p>
ANON-2SXS-RS2G-E	<p>The vans travelling to / from the business park at Rue du Bechet are generally travelling at a minimum of 40 and these lanes are used by walkers and cyclists. Given the narrow nature of the lanes their speed could be considered inappropriate to the conditions.</p>
ANON-2SXS-RSJE-4	<p>I am a new resident in the Parish. I have moved here [REDACTED] and we have purchased a house [REDACTED], off Route D'Ebenezer. I use the road for both accessing St. Helier, for accessing cycle routes, and also to drop off and pick up [REDACTED] from the bus stops near Les Croix N.</p> <p>I feel that this is a rather dangerous road for pedestrians due to :</p> <ol style="list-style-type: none"> 1. Our specific part of the road is a residential area with several school-going children and pets, and due to the undulating width of the road, not all of the road has suitable pedestrian pavements. 2. Cars and vans often speed through the road, well in excess of 30mph, and with a few sharp bends, it is also hard to gauge if there is a vehicle around the corner 3. At dusk or nighttime, in low visibility, these issues are further compounded. <p>A couple of solutions could be 1. reduce the speed limit to 20mph in the residential area 2. consider solar powered street lights (I personally would gladly contribute to the cost of one).</p>
ANON-2SXS-RS2C-A	<p>La Vielle Charriere is used as a rat run to Bouley Bay and these users seem to act as they are in a rally! An attempt to slow the traffic was made some time ago but it has not worked. The lane is narrow and there are a number of concealed entrances. People take their life in their hands every time they try to exit their property. I believe this lane should be made a green lane or one way with a sensible speed limit. Remove no entry at bottom of the lane and make it one way up. This would remove the downhill rally runners and mAKE the lane safer for walkers.</p>
ANON-2SXS-RS2A-8	<p>The 30mph zones are ineffective and prevent homeowners, some of retirement age, from accessing the village facilities on foot. We feel that walking to the shop, pub, church, lanes and Parish hall are too dangerous so have to use our cars.</p>
ANON-2SXS-RS2P-Q	<p>Route ebenezer leading to Hsute Croix is very dangerous for pedestrians.</p> <p>PLEASE consider a safe pathway inside the fields before someone is seriously injured or worse</p> <p>PLEASE would you consider a second Eviebike depot ...?</p> <p>Acorn Enterprises would be the ideal location !</p>
ANON-2SXS-RS28-Y	<p>This small country road has a 40 mile speed limit and encourages cars/trucks to come down as a short cut. It has new housing and a very active green space used by dog walkers and cyclists so it really should have a speed limit reduction 20 mph.</p> <p>The other threat Boulay Bay is fraught with danger for walkers and cyclists as cars often do not stop at the yellow line.</p>

ANON-2SXS-RS2H-F	<p>Speeding on Trinity main road in the night time</p> <p>Country lanes in Trinity should be made into green lanes to improve cycle routes and also to make the safer for children.</p> <p>Innovative new safe cycling routes should be considered. For example, rue de croiserie and rue de la roulerie could form a cycle network linking up to Grand Vaux to form a safe cycle route into town, providing a quieter and safer alternative to cycling up/down Trinity hill (which is very busy and quite narrow in places).</p> <p>Speed limits should be reduced through the centre of Trinity to make it safer to access the shop.</p>
ANON-2SXS-RS2W-X	<p>Rue de Mont Pellier now has a speed limit but to get back to the main road cars then speed up either Rue des Brulees which is a rat race with school traffic (one cat has already been killed) or the other roads Rue du Hurel and Rue de Moulin de Bas is also a rat race to get to Victoria Village and again when joining La Verte Rue.</p> <p>There should be a speed limit on all Trinity lanes . There should be more consideration for walkers, cyclists and horses.</p>
ANON-2SXS-RS2U-V	<p>[REDACTED] Rue de la Garenne [REDACTED] , what was once a quiet pleasant country lane has now become and rat run between St. John's and Trinity main roads particularly at school run and commuter times. Nowadays I don't allow [REDACTED] [REDACTED] out of the house or anywhere around the road. I also hear (like so many others) the occasional boy racer vehicles in the early hours. I am very keen to lower my omissions and always do my very best to protect the environment. So, it is very disappointing that the Parish choose to host the Motor Rally thereby destroying all our good work over the course of 48 hours. I would like to know how Trinity and indeed the Motor Rally organisers are carbon offsetting this environment devastating sporting event.</p>
ANON-2SXS-RS2T-U	Point of traffic issues and danger junctions that need to be addressed
ANON-2SXS-RS25-V	All are pinch points where some motorists can be a little impatient/speedy
ANON-2SXS-RS29-Z	<p>1: Traffic speeds past this junction, sometimes appearing unaware of it, and continues along Rue d'Asplet as a direct cut to St John's Main Road. Rue d'Asplet is too narrow for that volume of two-way traffic. Is there a possibility for a one-way system here, using Rue au Sellier and La Rue Guerdain?</p> <p>I have also pinned the junction from Rue au Sellier onto Rue d'Asplet. It's blind, and traffic speeds along towards the Church from the exit of Acorn and Philip Mourant Centre. There is no warning of any kind. I am surprised that there appear to be so few accidents here.</p> <p>2: I walk La Verte Rue frequently to and from the centre, and for leisure walking. It is used by too many vehicles, most of which drive at too fast a speed and should be using the main road.</p> <p>So Green Lanes are a great idea, but how could they be policed?</p> <p>This is also a night-time race track, and I am often woken by the noise of motorbike and souped-up car engines. It stopped while the Police profile was high, but picked up again as soon as that ceased.</p> <p>There are often cyclists using the lanes, which is to be applauded, but they never seem to use signals of their approach. It can be frightening and dangerous. In a year I've probably only had a verbal or bell warning three times.</p> <p>3: Poor pedestrians here along the entire Route d'Ebenezer!!!! I often see people walking to Hautes Croix, many obviously farm workers. [REDACTED] cycle and go to the shop there, and have to run in the fields to stay safe. It's crying out for a pavement, although land would need to be purchased.</p> <p>4: Answered with Pin 1.</p> <p>5: Crying out for a pedestrian crossing somewhere to link both sides of the road for residents. Also a 20mph limit?</p> <p>Trinity is ripe for the sort of treatment enjoyed by St Martin and St Mary, to make it a more cohesive-feeling, pedestrian and cycle-friendly "village".</p>
ANON-2SXS-RS2D-B	More cycle route needed where vehicle can not access eg bollards installed at start and end of green lanes

ANON-2SXS-RS2X-Y	<p>Bus Service: Catching a bus from la rue des platons to st helier is very poor, the service takes a very long time and is limited. Lack of school bus service - when we moved to trinity there was no available service for [REDACTED] to get to [REDACTED] school [REDACTED]. The only available options in the morning were for [REDACTED] get a bus into st helier and then catch another bus to [REDACTED]. Unfortunately completing this journey meant [REDACTED] would be late for school and there were no options [REDACTED]. We looked at options for [REDACTED] to catch a bus up to hautes croix but for her to walk from this bus stop to [REDACTED] la rue des platons meant walking in a busy main road with no pavement and where there is a 40 mph speed limit of which drivers do not keep to this limit.</p>
ANON-2SXS-RS22-S	<p>the garage has become a strategic point for night time boy racers. This wakes us up at night, as well as fearing for neighbours and domestic pets who may be using the road/ pavement at this time. It feels very invasive.</p>
ANON-2SXS-RSU1-U	<p>The current bus stop and walking routes to and from are dangerous around church, pub, shop, Acorn. Acorn attracts more footfall and bus users. We need to improve safety of this. They bus needs to be more frequent. If it was safer to walk around this area then more people would use it. Car speed seems fast for this area.</p>
ANON-2SXS-RSUG-H	<p>All points are of equal concern, speed of traffic, no safe pedestrian routes, lack of bus shelters and a infrequent bus service.</p>
ANON-2SXS-RSU8-2	<p>speed of cars and lack of pedestrian access on this road is of concern Rue d'asplet. cars travel to fast with no where for pedestrians to walk safely, especially when it is dark and going to bus stop at church</p>
ANON-2SXS-RSUU-Y	<p>[REDACTED][REDACTED]. We've tried cycling and regularly get overtaken on the blind double bend by speeding motorists The entire section of Trinity main road should be reduced speed right up to the RJA during school travelling times. The pavement is not sufficiently wide in parts for a buggy. We would willingly cycle and walk everyday, we do it often, but do not feel we are all safe as we do so.</p>
ANON-2SXS-RSUW-1	<p>Pin 1 - this road is well used by pedestrians from Rue Coutanche to Haute Croix, but is very unsafe due to their being no pavement and a lot of large vehicles using the road Pin 2 - there is a large amount of tractors and big lorries using this junction, which isn't large enough when you meet them on the junction between Route d'Ebenezer and Rue Coutanche, often have to reverse onto the main road to let a tractor or lorry pass Pin 3 - there is very limited visibility at the top on Rue de Mont Pellier, perhaps a mirror could be installed to assist Pin 4 - there is quite often a hose pipe laying across this road from the house to a field with chickens or geese in</p>
ANON-2SXS-RSUT-X	<p>There are a lot of farm workers that walk from La Rue Coutanche to haute croix stores often in the evening. This is a busy road with lots of large vehicles with no refuge points for walkers to get out the way of the traffic. The exit of La Rue Coutanche onto the main road is blind and hard to exit. There is nowhere on this consultation for me to give an opinion other than check boxes: I think as a parish we need to be careful to not follow some of the other parishes with tedious and long speed restrictions. The 20mph limit in st. Mary is far to long and I would imagine has increased traffic past the school which is a road far less suited to heavy traffic (which we must not forget that the road past the school was made 20 when a child was killed) I also feel that virtual pavements and traffic calming have become overused in other parishes. It was pleasing to see the stats on adhearncce to speed limits in the parish, I think perhaps this is due to the sensible limits placed in sensible places rather than washing the parish with silly low speed limits (which inevitably get broken). The increase in speed in the evening will not be fixed by lower speed limits. It would be good for trinity to maintain its current speed limits and perhaps be the parish that takes the sensible approach.</p>

ANON-2SXS-RSUF-G	<p>Very difficult for pedestrians to cross</p> <p>Junction with Verte Rue has limited vision. Suggest all of Verte Rue be 20 mph speed limited</p> <p>No pedestrian route from Zoo to shop to Trinity Arms</p>
ANON-2SXS-RSU9-3	<p>[REDACTED] accesses Mourant Lodge at the Philip Mourant Centre and also attends art classes with Mencap at the same Centre. [REDACTED] also works two shifts on two different days at Acorn. The area around here has no paths, as it is rather narrow and the traffic can only access one way at a time because it is narrow. Any pathways that could be added from the Centre or Acorn along the main road could only be advantageous. Also the classes and [REDACTED] shifts at Acorn are limited in time due to the limited two hour bus service from Trinity into St Helier. An hourly bus service would improve access [REDACTED] [REDACTED][REDACTED][REDACTED] and many others who access the Centre and Acorn.</p>
ANON-2SXS-RSU7-1	<p>Cars are always parked outside the shop and cause tailbacks with motorists speeding past. Heavy trucks and speeding tractors are also an issue on this stretch of road.</p>
ANON-2SXS-RSUD-E	<p>Lack of pedestrian facilities throughout the centre of the parish is the most serious problem. Walking to the church, parish hall or local shop are all dangerous activities. I am unable to leave the road where I live and walk anywhere in safety. Living relatively close to the zoo I would like to be able to walk there but am unable to do so. Increased heavy traffic from the large lorries of contractors whose base is now on Rue de la Falaise means I can no longer walk safely in either direction so I can not even adopt the longer walk to the zoo using the lanes.</p> <p>Verte Rue is unsuitable for two way traffic and is very heavily used. Although most drive cautiously along this road at very low speeds the 40 mph is totally inappropriate. For most of the road one vehicle is unable to pass a pedestrian safely and it is impossible to push a pram or wheelchair to the side of the road to allow a vehicle (even a small car) to pass as the banks on either side are high. Passing places are infrequent.</p>
ANON-2SXS-RSUE-F	<p>road is relatively narrow and winding. Vehicles speed along and you simply feel unsafe walking from Trinity village to Durrell. As a result we drive. I would be great if there was a bus service from Trinity village to Durrell and back. This would provide greater access to additional bus services to town. As I believe buses to the zoo are far more frequent than the No 4 Personally, I rarely use the bus to go to work in town simply because I can't get to work on time (I start at 8.30) and if I work late I am restricted to 1 bus to get home. If we have visitors, 1 bus every 2 hours during the day simply does not give flexibility</p>
ANON-2SXS-RSUV-Z	<p>Speed of motor vehicles past the school. Especially late evenings. Extremely dangerous for pedestrians on narrow pavement in the dark.</p>
ANON-2SXS-RSUX-2	<p>Traffic along all these routes acts as if it DOES NOT EXPECT to encounter pedestrians. which is a self-fulfilling prophecy, as pedestrians then avoid the roads, rightly fearing for their safety. In theory, [REDACTED] could have been walking to visit his friends houses for years now [REDACTED], but only now [REDACTED] do I feel it is feasible for him to walk from our house ;</p> <p>I have twice had a near miss with a car speeding round a blind corner when walking home from the zoo bus stop & will not do it now,</p> <p>If [REDACTED] uses our nearest bus stops, we are in the ludicrous position of having to DRIVE to the bus stop to pick him up & bring him home.</p>
ANON-2SXS-RSU2-V	<p>All of the areas accessing Acorn site have issues around pedestrian facilities, speeding cars on run aslet and the lack of bus shelter on rue au seller.</p>
ANON-2SXS-RSUM-Q	<p>With this being a main road there is a lack of pavements along the whole stretch, and there are no safe crossing areas. When the new estate was built, there should have been</p>

	pavements included and crossings so that people could walk along the road safely, and cross from the estate to the shop, back lanes to the school etc.
ANON-2SXS-RS11-Q	It's not just the lack of pedestrian facilities, but also the speed of vehicles. I can't understand why Trinity Village hasn't got a 20mph already.
ANON-2SXS-RS1G-D	The bus times and frequency means I cannot travel by bus to my work at Acorn. In addition the location of the nearest bus stop, lack of pavement, means especially in winter I do not feel totally safe. There are also many people who work with me with mobility issues who currently get the bus and have raised concerns.
ANON-2SXS-RS1P-P	Frequency of buses
ANON-2SXS-RS1T-T	It is extremely difficult to get safely on and off buses at these points
ANON-2SXS-RS1F-C	Idiot boy racers flying around at night. No pavements for children to walk on. No safe crossing points. We have a family first time buyers estate with no safe way for kids to cross to the shop or school. No safe way for the elderly to cross. And absolutely rubbish bus service, especially for our teenagers.
ANON-2SXS-RS19-Y	Traffic flow through the narrow Trinity country lanes is too heavy and often the lanes are used as a short cut as there are no speed restrictions. As I walk my dog daily through the lanes the speed of cars and farm vehicles is too dangerous for walkers, cyclists and horses. The heavy traffic and the speed of traffic through the village of Trinity is a major concern- there are no safe crossings or traffic calming measures-the current 30 mile limit is inadequate and too often ignored. The roads is unsafe for pedestrians and cyclists, particularly for the elderly Trinity residents and families with children trying to access the shop, Church, Parish Hall, bus stops etc.
ANON-2SXS-RS1E-B	walking to and from the bus stops I feel unsafe, there is no pavement and it is hard to cross the road. the cars are going fast and there is cars coming for different ways
ANON-2SXS-RS1X-X	The bus frequency and the location of bus stops is an issue for employees, customers and staff for people who are up at Acorn.
ANON-2SXS-RS1K-H	Very unsafe and difficult for pedestrians walking from the bus stop near Trinity Arms or near Trinity church and walking to Acorn Enterprises. Lack of pavements and Zebra crossings.
ANON-2SXS-RS1B-8	Pin one on rue asplet. No padestrain side walks Pine two ideal bus stop or near to there. Pine three. Although most vehicles do go slow there or around there, coming out from the exit of Acorn, some vehicles on occasion can drive fast, also it is a bit of a blind spot. So some mirrors opposite the exit to Acorn would be ideal and make safer for pedestrians leaving Acorn and vehicles as i have seen a near miss in the past.
ANON-2SXS-RSF3-E	Only 1 bus every 2 hours no bus shelter lack of bus routes for people who at acorn
ANON-2SXS-RSFC-X	Would like to choose 3 for each - lack of pedestrian facilities / cycle routes / bus shelter
ANON-2SXS-RSFY-M	needs more bus stops and services to acorn. buses are too infrequent for an area used soo much.
ANON-2SXS-RSFH-3	I live in st saviours
ANON-2SXS-RSFU-G	No real areas of concern other than dangers like the parked cars by Trinity village shop forcing cars to pull out and then facing oncoming traffic often coming too fast

ANON-2SXS-RSF6-H	<p>Speed at night is very disturbing. Woken up and wait to hear a crash as they accelerate violently down Trinity Hill towards the school.</p> <p>Pedestrians do not face oncoming traffic so are not visible especially near Haute Croix in Ebenezer. That area is very dangerous for pedestrians and farm workers use it, often in the dark and even worse when it is wet. There should be a pedestrian warning and the farmer should be required to equip them with yellow vests. It is ok for the driver who has had a near miss [REDACTED] but something needs to be done to prevent an accident. There should be a wider programme to educate pedestrians on the Highway Code requirement to face oncoming traffic where there are no pedestrian facilities.</p> <p>Entry to La Maison Maret on Rue es Picots has become increasingly hazardous. 1. It has always been an issue that turning in from west because cars come fast up on the inside despite going slowly and indicating left. Also can't pull out safely because cars from west speed close to wall / pavement. (Some paintwork on the road to steer cars out a little might be all this needs.). 2. Approach from South has become tricky because hashed area must be used to get across in time to avoid cars from east approaching at great speed. (Some slowing of traffic approaching from east appears to be required as this also creates difficulties for the many vehicles which turn right. There has been more horn hooting in recent years - each hoot appearing to indicate that speed on someone's part is excessive.)</p> <p>The route through to St John's (Asplet, Monnaie and Chesnaie) works well for people who know the passing points. Now so many use that road (eg Acorn, industrial estate etc) it has become much more difficult and would appear to benefit from some formal give way points where they used to happen naturally.</p> <p>Rare to have speed checks. Rare to have noise checks on vehicles. At 6:30 am someone drives past the church and down to town every morning. It's like an alarm clock. There seems to a wider issue with cars and motorbikes being allowed at all when they make so much noise. Save those vehicles for rallies and other racing.</p>
ANON-2SXS-RSF5-G	<p>All of the pins have all of the concerns but i checked the most relevant to me.</p> <p>Pin 1, 2 & 3 just have no pavement whatsoever, so you are not safe at all from cars.</p> <p>Pin 4 i think thats where the bus stop is and its right on the road, again no pavement.</p> <p>Pin 5 I think is where the bus stop is outside RJAHS that i mentioned earlier about being on the edge of a field which is not great in the rain</p>
ANON-2SXS-RSFF-1	<p>Re rue de las falaise heading south [REDACTED] increase in size of now ..Inappropriate sized vehicles/businesses in a narrow country Lane. Difficult for passing vehicles if in a car, lack of space to tuck into, often need to reverse back onto main road after entering rue de la falaise as lorries appear after taking decision to cross the corner junction. Extreme noise level in lane. . Difficult for family walking and cyclists and horses with large vehicles constantly exiting and returning to the businesses 7 days a week.</p> <p>Feel more traffic calming needed around the shop. Feel unsafe to walk to zoo on main road if using the bus.</p>
ANON-2SXS-RSF7-J	<p>Trinity should be investing in cycling and walking lanes and putting in place green lanes. The parish should be doing everything possible to reduce CO2 emissions from transport. Inaction is not an option. A key part of this is also enabling parishioners to properly insulate their houses, whatever listing status they may have, and ensuring single pane windows can be replaced with double glazing. There is no point trying to save a few bits of history when the whole planet is at risk.</p>
ANON-2SXS-RSFD-Y	<p>Roads used as rat runs</p> <p>Lack of safe pedestrian sccess to walk on in busier roads</p>
ANON-2SXS-RSFE-Z	<p>It is such a challenge and gamble to cross rue de la Falaise- heading towards the green at D'oliviet. Both in a car or walking is really dangerous.</p> <p>Crossing across rue des Picots from rue de la Falaise is horrendous - extremely difficult to make the decision to cross especially if windy or rainy day - cannot see cars coming at all and also cars are going really fast</p>

ANON-2SXS-RSFV-H	La verte rue is a rat run at school time-constantly having to keep in by the bank to let vehicles pass
ANON-2SXS-RSFZ-N	Road is too fast. Our dog was killed by driver. It's 40 mph on main road near residential area after being 30 elsewhere !
ANON-2SXS-RSM1-K	My biggest concern is speeding at night
ANON-2SXS-RSMQ-K	Cars speeding every night
ANON-2SXS-RSMJ-C	Speed and amount of traffic on Rue es Picots - there is a slope from the east and cars seem to speed up as they approach the shop and then often have to queue to pass parked cars. We [REDACTED][REDACTED] are fed up of speeding cars and can see from your statistics this is one of the busiest spots in Trinity. Very difficult to exit the driveway at times, or get into it when the drive is blocked by cars queuing to get past parked cars at the shop. Would welcome speed restrictions and enforcement of these. Plus trying to walk across to / from Le Grand Clos is quite dangerous (even for adults) as cars come fast around the blind bend from the west. Walking to the zoo from the shop is dangerous as there are several blind bends , but I cannot think how this can be improved as the high walls along the road are private properties.
ANON-2SXS-RSMP-J	La Rue Guerdain is a rat run with a perfectly serviceable parallel road which can take passing cars. Suggest it becomes a green lane The area around the pub and the church is fraught with danger for pedestrians The priority for the junction of the main road outside the parish hall where it meets La Rue Du Presbytere should change so that traffic turning the corner has priority. Unnecessary junction for the main road.
ANON-2SXS-RSM8-T	Traffic too fast down Route des Cotes du Nord. Parking outside village stores is dangerous.
ANON-2SXS-RSMN-G	Speed of traffic on Rue de la Croiserie Unsafe bus stop at south end of Rue de la Croiserie Speed of traffic and narrow area at village shop
ANON-2SXS-RSMU-Q	La profonde rue is so dangerous for pedestrians and bikes Parking outside the shop is also a huge concern, I've seen a number of near misses and it backs up the traffic at peak times.
ANON-2SXS-RSMW-S	The roads are absolutely fine. I would have selected the speed of motor vehicles, but I suspect the speed issue you highlight is that the speed is too high. In my opinion, the speed is too low. The speed limits need to increase in order to improve traffic flow and stop emitting harmful micro particulates from idling engines. Consistently lowering speed limits is not the solution. Better bus routes and dedicated cycle lanes are the solution.
ANON-2SXS-RSMT-P	Options given are very limited and none fit with concerns. On Rue Du Tas de Geon and rue de la petite falaise there is an issue with residents parking their cars on road which have caused number of issues. A parked car has been crashed into on Rue de la petite falaise and a cyclist came off their bike on rue du Tas de Geon having to brake suddenly when wanting to go round parked car and car coming in other direction. At junction by parish hall cars turning pay no attention to possibility to cars coming down south from rue de la petite falaise and have had several near misses as a result. A one way system in area may be worthy of consideration to give space for bikes and pedestrians alongside cars too. At grande clos and trinity village stores speed of cars is not really an issue it is the ability to cross the road due to the volume of traffic. A better idea than reducing speeds, which would probably make it more difficult to cross as vehicles would take longer to pass by, would be to introduce some kind of pedestrian crossing and perhaps making traffic travelling east travel along rue de la petite falaise and traffic travelling west travel past the church in a one way system.

ANON-2SXS-RSM7-S	Two serious accidents have occurred at the junction of rue de la Garenne/rue de la Croiserie/Trinity Hill. Both times cars crossed the yellow line from Rue de la Garenne without stopping.
ANON-2SXS-RSMD-6	La Rue Guerdain is a small country lane but has a speed limit of 40mph and could be closed to through traffic as other roads are available. This would allow a safe route for dog walkers and children cycling. Limited safe walking areas around the pins alongside more traffic due to popularity of Acorn. Would not let my children walk or cycle as unsafe around these lanes and have to drive out of Parish/ edge of Parish to access safe routes. Would love it to be safer.
ANON-2SXS-RSMX-T	There are no pedestrian facilities either for Acorn, the Philip Maurant Centre or the shop. It is a very dangerous road for walking on in an area that's very used by the community. I am also very concerned by the speed people drive along this road particularly lorry and van drivers. I think more people would walk or cycle if the traffic was calmed.
ANON-2SXS-RSM2-M	Rue de Guerdain (and other 'cut through' narrow lanes) should, as a minimum, be made green lanes. Being more ambitious they should be trialled as 'no through' roads for vehicles. From Morrison's the road to the Woodside farm junction should have a pedestrian route for the farm workers and bus users. Perhaps a path along the edge of the field with steps up/down to road level.
ANON-2SXS-RSMM-F	The approach to the church is more a rat run than attractive. Locals and visitors should experience a pleasant and peaceful village centre.
ANON-2SXS-RSRG-E	Many walkers, horse riders etc use Rue du Douet. It has a b,ins bend and speed limit is 40mph. When cars are parked outside shop by Grand Clos there is very limited visibility to overtake and cars drive too fast.
ANON-2SXS-RSRC-A	There is no cycle/footway for traffic traveling the short stretch of B31 between the zoo entrance and the crossroads Rue de Pot Rocher or Rue de la Piece Mauger from where this traffic might emerge (The segment forms part of cycle network). The junction of B31 and Rue de La Falaise is blind, and a particular hazard for foot traffic travelling south across this junction.
ANON-2SXS-RSRN-N	Village centre needs much safer routes for pedestrians to encourage walking and bus use. In an ideal world a separate or parallel cycle network, would improve safety encourage residents to cycle more around the parish. North-South bike friendly routes would ease road congestion and encourage more commuters to cycle to town. Providing a bus service between the shop abs the zoo would increase bus use. Rue de la Falaise is a single track road, it used by significant number of extremely large commercial vehicles daily. Changing it to a Green Lane would provide continuous safe access from St Helier and Victoria Village to the cliff paths for walkers, cyclists and horse riders.
ANON-2SXS-RSRY-Z	Lack of pedestrian facilities is an issue around the village in general. Walking / running from the parish hall to the pub requires you to walk on the road as the pavement ends and there is a bend which is dangerous. Walking any distance along rue es picots is difficult as the road is narrow for two lanes of cars with no walkway. Cars outside the shop also cause traffic issues
ANON-2SXS-RSR8-Y	Night time 'racers' and the apparent lack of ability for the police to do anything about them is a real concern. We are lucky to have lots of lovely lanes to walk around in Trinity but some of the busier, more main roads can be unpleasant to walk/cycle along as there are no pedestrian/cycle paths
ANON-2SXS-RSRW-X	All 5 are points with bad sight lines. I regularly drive through the 4 junctions and feel unsafe from certain directions. The S-bend is my walking route to my local shop, and also feels unsafe.

ANON-2SXS-RSRE-C	Speeding on Route de la Trinite in direction of town; especially in the evening Rue du Montpelier; traffic coming down from the school, many parents treat this as a one way; speeding south and leaving no room for cars going uphill. Also failing to notice the yellow stop line at the bottom and going straight through.
ANON-2SXS-RSRV-W	Speed of vehicles on Route D'Ebenezer (Pin 1) is the primary concern. This road is currently very dangerous, with excessive speeding and aggressive driving a regular occurrence. There is no pavement or pedestrian crossing, no traffic calming measures at all, no lighting, however the area is built up and must be used for walking by necessity. A serious accident involving pedestrians seems inevitable. The speed limit should be substantially reduced for at least the eastward section of Route d'Ebenezer, which is built up, with houses on the roadside, many of which house small children. This section of road is genuinely extremely dangerous for pedestrians, particularly in the winter months when darkness introduces lack of lighting as an additional hazard. It is interesting to note that several other parishes have over recent years introduced a series of safety measures including traffic calming measures, footpaths, reduced speed limits, in areas that are built up. For instance St Mary near the village and school. I would advocate in the strongest terms for a similar scheme in Trinity, and in particular to Route D'Ebenezer. Pins 2 - 5 are indicate other areas where speed of traffic makes walking or cycling very dangerous. A lack of further pins prevents other areas being highlighted, but there are many. As a general point, the area around Trinity village contains far too many main or 40mph roads, which ultimately makes the area unsafe for pedestrians and cyclists, hampering the quality of life (and endangering) residents.
ANON-2SXS-RSRX-Y	Trinity from queens road through the parish, whether it's past the church, rue du Brabant or rue du Becquet Vincent is used as a cut through especially for the school runs. Some of these roads needs speed bumps or 15 mph to slow the traffic in rush hours. I'm also a daily horse rider in the parish and over the past 30 years found the level and speed has increased to a dangerous level. I now don't ride during rush hours (had parents hoot at me to get out their way!) or on a Saturday. We have beautiful lanes but their used as rat runs, which is ok as long as the speed is cut.
ANON-2SXS-RSR2-S	PIN 1 & 2 refers to speed of vehicles entering the parish from St Helier PIN 3 is the parking and over taking traffic outside the shop rather than the lack of pedestrian facilities

ANON-2SXS-RSRR-S	<p>The main factor that plagues Route d'Ebenezer is the speed at which cars travel down/up it. It baffles me that a States road would be set at 40mph when there are:-</p> <ul style="list-style-type: none"> (a) houses adjacent to each other on both sides of the entire road (b) school children that regularly walk down the road to access the bus stop (c) [REDACTED] quite a lot of joggers and runners (d) cyclists (again, including children) (e) dog walkers <p>It beggars belief that this road could have the same speed limit as the 5 mile road in St Ouen. We currently have a scenario where it's safer to take your car to go for a walk on the lanes in Trinity as taking [REDACTED] down the 100 feet of Ebenezer Road to reach a quieter lane is frankly, life threatening.</p> <p>The speed indicator you have placed at Le Grand Clos has made no difference at all as we all know that due to the nature of a lot of local drivers, more forceful methods need to be undertaken.</p> <p>I, along with many people in my parish would love to know how the most sparsely populate parish in the island also became one of the most hazardous for walkers, joggers, cyclists and children. It would also interest many of us why St Mary, St Peter and St Martin were deemed important enough to gain speed barriers, sleeping policemen and enforced one-way traffic calmers, yet some areas of Trinity are just left to chance.</p> <p>[REDACTED][REDACTED], I find it scandalous that the road [REDACTED] has become too dangerous to walk down. It has been raised numerous times at the Parish Hall but the same answer is always, "it's a States road". I hasten to add that this is our States of Jersey who like to purport that they "put children first".</p> <p>Please give a little concern and time and attention to this beautiful, green parish - it deserves so much more!</p>
ANON-2SXS-RSRZ-1	<p>Cars drive too quick down this road, considering the village shop, new clos with many young children crossing the road and various openings generally. There was a serious accident here years ago and it is likely there will be one again unless cars slow down.</p>
ANON-2SXS-RSRB-9	<p>It would be impossible to have pavements on many of the smaller lanes/roads so if the traffic could slow down at least it would be a bit safer to walk and cycle. 30mph speed limit might help? Big green tractors can be very scary at times! especially at the speed some of them drive. I wouldn't walk on the road from the Church to the Zoo - far too dangerous.</p>
ANON-2SXS-RSRS-T	<p>I couldnt put the pins in the right place but every pin relates to the main roads in Trinity and lack off payments and cycle routes.</p>
ANON-2SXS-RSD1-A	<p>A crossing would make getting out of the close much safer. I wouldn't let my children cross on their own.</p> <p>At the very least a mirror would be very welcome as when trying to cross to the bus stop from the close, you can not see cars coming round the corner from the shop.</p>
ANON-2SXS-RSDG-Z	<p>No speed checks happening at all, constant boy racers at night up and down the main road and on small country roads - rue Des ifs is a cut through for racers.</p>
ANON-2SXS-RSDQ-A	<p>Traffic too fast past new builds. Needs some kind of improvement and traffic calming to allow pedestrians to cross more safely and move safely and freely around the church, shop and community centre area.</p>
ANON-2SXS-RSDJ-3	<p>Racers at Les Platon</p> <p>Cars parked outside the village shop and lack of space for people/cars/bikes to get past. Rue de Brabant is a rat run used with excessive speed.</p>

ANON-2SXS-RSDA-T	<p>The speed of the cars on La Route de la Trinite is not safe, even when the 20 mph is flashing the cars still travel too fast down this road whilst children are crossing with their parents. The children also need a proper bus shelter to wait safely for the bus at the end of the school day. The dream would be a pedestrian crossing and better lighting during the winter months to keep everyone safe whilst in this area.</p> <p>There is no safe crossing from the estate to the village shop - it would be lovely to see this whole area (including around the Parish Hall) with proper pavements/walkways as when you are walking from the Parish Hall to the shop there is no pavement and you're walking directly on the main road with children and dogs.</p> <p>The bus stop opposite the church is not safe, a proper shelter would be more beneficial.</p>
ANON-2SXS-RSDP-9	<p>Route D'Ebenezer was constructed originally as a small country lane but now deals with heavy traffic. It is built up on both sides for some part and has no pavement but the speed limit is 40 mph all along. This is very unsafe for residents of this road. As you will be aware, there is then a history of extreme speeding at night. During the day though people do speed out of Trinity centre along this road as if it is not built up and as if it is a 60 mph limit. This makes it very dangerous for children walking who are catching the school bus or walking to the parish school and also for other residents attempting to walk or use public transport. In the built up areas there is no room for a bus shelter and I do not think this is the answer anyway. I would welcome some kind of one way system to half the traffic along this road along with a green lane limit or at the most a 30 mph limit. The speed of traffic along with people walking alongside the road who are working in the fields is an accident waiting to happen at the Haute Croix end of the road.</p>
ANON-2SXS-RSDN-7	<p>It's a very busy thoroughfare area but would benefit greatly by having safe pedestrian areas so the young can get around the village and to school safely</p>
ANON-2SXS-RSDU-E	<p>There are lots of tourists that come to the zoo and then want to travel on by foot to Trinity pub, Boulay bay and St Martin. There are no safe pedestrian or cycling routes marked out. For Pedestrians around the Zoo entrance it is particularly bad. Fast road and no footpath for one of Jersey's top attractions.</p>
ANON-2SXS-RSD6-F	<p>The workers from Woodside farm walking from the farm and along route de Ebenezer to the shop at Haute Croix and school children walking from Haute Croix back to the farm.</p>
ANON-2SXS-RSDW-G	<p>When I pick up [REDACTED] from Trinity School I have to park at the the Royal Jersey Showground as there is never space in the Riley Field car park. Even if I arrive 30 or ever 45 minutes before pick up the Riley Field car park is already full. Whilst walking to and from the school at pick up time, [REDACTED] often have to walk on the road with a buggy and hold the hand of [REDACTED] whilst there is moving traffic. If staggered pick and drop off times were established and permits were given to parents as to when they can use the Riley Fiels carpark maybe this could ease parking difficulties thus avoiding using the RJS. Leadership, coordination, consultation, education of parents and policing would be require for this to work effectively and efficiently but I feel this is achievable with minimal cost to the public budget [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p>
ANON-2SXS-RSDT-D	<p>Lack of ped facilities generally around the Parish Hall, church and shop. Rue de la Garenne (western end) is a rat run, far too narrow for the traffic it takes = dangerous.</p>
ANON-2SXS-RSDF-Y	<p>The lanes are dangerous with cars driving much too fast around rue de la croiserie through to Victoria village. It is a rat run, cars regularly beep on our blind corner rather than slowing down (top of rue de la croiserie). Generally the speed limit on trinity hill up to the village is right, but we are disturbed most evenings by boy racers.</p>

ANON-2SXS-RSD9-J	Cars drive way too fast on Rue des Haies which is used as cut through for school drop off and work commutes Brabant is like a race track esp from Rue des ifs to Rue des canons corner (very bad at night with boy/girl racers lots of people walk these cross lanes with dogs/push chairs and horse riders use them too . there are high verges so nowhere to safely move to when fast cars come
ANON-2SXS-RSD7-G	As already stated
ANON-2SXS-RSDD-W	Why are narrow, winding lanes with no pavements 40mph? I'm not sure if Trinity has any green lanes, but what is the point of introducing 15mph green lanes, if they are rarely policed? I often cycle using the green lanes and I am constantly overtaken by motorists doing at least 25-30mph. I have been knocked off my bike by motorists twice in the last 2 years and both times I was using a green lane, so they are not safe for cyclists at all! I know it's not in Trinity, but I was cycling through Sion recently to go to the new Co-op, which is now a 20mph zone, and I was easily doing 20mph but was overtaken by several motorists who were closer to doing 30mph.
ANON-2SXS-RSDX-H	Junction of Rue d'Asplet and La Rue au Sellier requires LARGE SLOW DOWN sign for traffic in La Rue d'Asplet and maybe a traffic calming measure also.
ANON-2SXS-RSDV-F	Accident waiting to happen near shop Speed bumps and crossings needed from grand clos and old peoples homes
ANON-2SXS-RSDR-B	[REDACTED] have to walk on the road on Route D'Ebenezer to get to and from the school bus. Speed limit of 40mph is dangerous and should be reduced. It is a residential area.
ANON-2SXS-RSDM-6	The North road is used as a race track late at night and despite frequent policing this has continued. The areas around the church and the shop need better protection for pedestrians and cyclists alike.
ANON-2SXS-RS53-W	Danger to pedestrians on the zoo road - mostly visitors. Pot du Rocher bus stop - no safe place to wait on the bus route to Rozel.
ANON-2SXS-RS51-U	i believe a network of green lanes and safe crossing areas connecting our parishes and schools, particularly secondary is key to changing behaviours. you must know where all the kids at school live. Survey them, if they will cycle, link up respondents home location to school via green lanes. surely that is easy?
ANON-2SXS-RS5Q-U	Although a new reduced speed limit has been added drivers are continually speeding throughout the day especially at drop off and pick up times for the school. This does not appear to be policed at all and similarly people are also parking in areas that they should not and are blocking roads at times. In the late evening at the weekends especially between 9 and 11 there appear to be boy racers speeding as fast as they can on the main road leading back to town. This is a regular occurrence. If people slowed down it would solve a lot of issues. We also have concerns when walking through the lanes and it is unsafe to walk around due to the speed and lack of pedestrian facilities.
ANON-2SXS-RS5J-M	Since St Peter and St Ouen have openly stated their wish to catch the racers it appears they have moved to the north coast. Friday evenings, Saturday afternoon and all day Sunday you can see and hear cars racing along Rue Tas Geon, Les Platons and D'Ebenezer. These are both cars and motor cycles. From watching it appears these people do not just race they have cars (spotters) ahead of them to ensure the roads are clear and free from the police. We have seen a couple of accidents on the roads in Trinity and if we do not act I fear a fatality might occur.

ANON-2SXS-RS5C-D	<p>Whilst it is too late to reduce the levels of traffic we now see in the Island, the speed of traffic through certain roads in Trinity is alarming. I have had to pick my dog up on several occasions due to cars driving too fast. [REDACTED]</p> <p>There is also an increase of cars parked in lanes and one of the worst is La Rue du Pont. Cars parked at both ends and also in the middle ! Also cars parked on bends on La Rue des Platons.</p> <p>I do not use the village shop as the traffic on that road is also too fast and parking is not easy or safe.</p>
ANON-2SXS-RS5U-Y	<p>None of the above. The exit from Rue to Tas de Geon to Rue Ebenizer needs a mirror located there to improve visibility.</p> <p>This same issue is prevalent to many notorious road exits throughout the island. The usual bad answer is to lower the speed limit but this is almost pointless as it does not address visibility. (Note recent change at St Savoirs Hospital). Just put up a mirror and ensure the law describes and legislates that the mirror is an assistance to be used at the users discretion.</p>
ANON-2SXS-RS5W-1	<p>Parking outside the shop is dangerous</p> <p>Please avoid littering the lanes with speed signs. They are ugly and unnecessary</p> <p>Please do not reduce speed limits. It creates criminality. Trust and education is far better</p>
ANON-2SXS-RS56-Z	<p>La Verte Rue is a rat run , past the junction with Rue de Traverse & Rue de Carrefour up to the main road is dangerous with vehicles travelling at speed as they pass through the narrow lane placing horse riders , children and all pedestrians at risk, honking their horns day and night.</p> <p>La Verte Rue as it meets the main road, turning right to head to Durrell you do so on a wing and a prayer. You can't see on coming traffic , particularly if vehicles are parked for the shop (no criticism of the shop as we need it) only pure chance that further fatal accidents haven't occurred here. Vehicles also park on the corner on the left before the bus stop so have to pull out wide into the next lane on to oncoming traffic.</p> <p>Top of Trinity Hill coming up from town, facing the Church, turning right, can't see on coming traffic as view blocked by granite wall.</p> <p>Route de Mont Pelier and the main road on Trinity Hill by the school is again a rat run with vehicles travelling at speed , zero enforcement and negligible signage with complete disregard for children and accompanying adults. Parents use their cars as it's unsafe to walk.</p> <p>Walking to the Parish Hall / Community centre, no pavements for safe walking, so again drop children off to Cubs and other activities via car.</p>
ANON-2SXS-RS5T-X	<p>The cars particularly by the shop and pub go too fast</p> <p>There are very limited pathways and in the dark very dangerous</p> <p>There are no cycle routes so with the speed of traffic feel it is unsafe to cycle</p> <p>Little promotion of green initiative or incentives, more paths and cycle routes, along with increased/late bus service will assist</p>
ANON-2SXS-RS55-Y	<p>Now St Saviour have introduced a 30mph limit which ends at the trinity border, we have a 40mph speed sign on a bend as the road moves north into a residential area. This lack of joined up thinking is really disappointing and is like to make the main road in Victoria Village more dangerous for pedestrians.</p>
ANON-2SXS-RS59-3	<p>La Route des Cotes du Nord - Motorbikes speeding up and down the hill, particularly at weekends (cars generally not a problem)</p> <p>La Rue des Bouillons (and Rue d'Olivet) - has many more cars since people discovered the road during lockdown (and coaches going to Sous Les Bois). Can be a bit hazardous as a pedestrian now.</p> <p>Rue de la Monnaie - no pavements and some cars (and bigger vehicles going to Springside) aren't always considerate towards pedestrians.</p>

ANON-2SXS-RS57-1	This is an occasional 20mph zone however the school seem to be unable or unwilling to control the lights accurately. Sometimes when the kids ARE entering or leaving the school, the lights are NOT on and sometimes the lights can be flashing at 2am!! This makes the lights pointless and means they are ignored by some road users. Also, the parents IGNORE the traffic laws, specifically when it comes to not blocking a main road and the school/crossing guard take zero notice of this or don't care. This causes either significant delays, backlog in traffic movement or causes drivers to undertake risky manoeuvres where they go onto the wrong side of the road to pass the sometimes 10-20 vehicles which are idling waiting to turn into the school/field car park. It is dangerous and needs to be dealt with.
ANON-2SXS-RS5D-E	With the building of the parish homes, the parish made a lovely walkway off the road and it is very sympathetic to its surrounding. However when the children get off the school bus at the church they have to cross a busy junction and there is no crossing to get to the pedestrian walkway. when they get to the end of the pathway they get to a busy road and cars or cyclists do not slow down. The housing estate has many young children and elderly. Now that the petanque area has been put in by the parish hall the oaps on the pub side of the road don't have a crossing either on the road to get to the lovely designed pathway through the housing estate to the parish hall. the road where the shop is, isn't safe for pedestrians and that is why I drive and I also do not like my children walking to the shop as it is too dangerous and motorists and cyclists do not slow down for children or pets. The rest of trinity is very safe.
ANON-2SXS-RSDH-1	All of the pins represent the surrounding roads to the school. All of these roads should be re-classified as green lanes with pedestrian/ cycling priority. this would facilitate a network of lanes that would provide parents with more confidence to let their children walk or cycle to school. Suitable traffic calming measures should be put in place to ensure that the 15 mph limit is adhered to. Encouraging parents and especially children to change their habits will embed this behaviour and go some way to changing how society sees transport on the Island in the future.
ANON-2SXS-RS5E-F	Speed in green lanes needs to be limited particularly for agricultural and HGV's in green lanes. Poor pedestrian routes along main routes. Poor bus stops/shelters. Poor lighting.
ANON-2SXS-RS5V-Z	Pin 1 it is a no entry which is ignored often Pin 2 speed and the amount of vehicles using this lane Pin 3 speed of vehicles and amount of traffic
ANON-2SXS-RS54-X	This road is NOT safe for pedestrians. They should be encouraged to use the back road near Jardin D'Olivet. A pavement is not practical without widening the road. A better approach for safer pedestrian and cyclist travel would be to work with landowners to make a network of cycle and walking routes within fields. Landowners could be encouraged to take part in such a scheme by tying them into the subsidy process. Jersey could have a wonderful network of paths across the Island, which would then encourage walking and cycling for both residents and holiday makers alike. In my humble opinion, this survey is missing the point and trying to botch a solution that will NOT get people out of their cars.

ANON-2SXS-RS5K-N	<p>the speed between these two points has increased ever since the parish of St Saviour erected a end of speed limit sign where Mont de la Roseiere meets Rue de la Boucterie. I did raise this by email to the parish of St Saviour, Kevin Lewis and the parish of Trinity, and the only response I had was from St Saviour, who said they will raise this in the next roads Committee meeting.</p> <p>email below</p> <p>Good Morning ,</p> <p>I thought I would share some feedback on the new speed limit restrictions recently imposed:</p> <p>I walk my dog twice a day around Victoria Village, [REDACTED], I have noticed a stark increase in vehicle speed through Victoria Village on Rue de la Boucterie and I believe this is down to a new end of speed limit sign that has been erected where Mont de la Roseiere meets Rue de la Boucterie.</p> <p>The position of this sign is also meters before a bend and a road junction, I am aware the speed limit has always been 40 Mph through the Village but I believe what this sign has done has made drivers aware of that fact they can now increase their speed to 40mph and therefore the speed has increased on this road, I would ask, would you erect a 40 Mph sign is this position?</p> <p>Was there any consultation/collaboration between the two parishes prior to this sign being erected as I think a better position would have been after a built up area and thus reducing the speed down to 30mph through the Village,</p> <p>[REDACTED]</p>
ANON-2SXS-RS5R-V	<p>Rue de la Monnaie is heavily used by private & commercial vehicles heading for St John's main road. It has no pavements and in several places there are blind spots where drivers cannot see oncoming pedestrians.</p> <p>A safer way of getting to the parish hall or the pub and shop on foot or by cycle would be a huge improvement.</p>
ANON-2SXS-RSR6-W	<p>speed of traffic</p>
ANON-2SXS-RSEG-1	<p>There needs to be a safer crossing outside the new development and the retirement homes as it is possible to access the parish hall without using the roads once across from the pub side</p>
ANON-2SXS-RSEQ-B	<p>HautesCroix cross road..2 parishes, mismatch xroad, plus shop turnin, speeding cars (40mph limit?) approaching north and south, no pedestrian getaway on shopside/ebenezer.</p> <p>Rue Ebenezer dangerous for pedestrians, cyclists.</p> <p>Switching ped/cyclists to route de monnaie however appears increasingly being used as cut thru by commercial vehicles.</p>
ANON-2SXS-RSE1-B	<p>The main road Rue Ed picot has no pavement and is difficult for pedestrians and cyclists. All other roads suffer from speeding traffic and many of the small lanes are used as rat runs especially by school traffic. often speeds are too fast. This has an impact on the rural feel of the parish, makes it feel unsafe for walking in the week. I am concerned that traffic calming implementation in the sion village and other amends made may make this worse by pushing traffic onto the lanes. If we are to reduce carbon omissions we need to make it harder for car drivers. Green lanes and traffic calming in the lanes or adopting the recently agreed ability to limit car use in some lanes would have a positive impact on the environment and make pedestrian use a priority over cars.</p>
ANON-2SXS-RSEJ-4	<p>Route D'Ebenezer is a death trap to walk or run on - no pavements, blind corners and heavy, high speed traffic. Not pleasant to cycle on, despite being an experienced and confident cyclist</p> <p>Rue de la Monnaie - significant amount of commercial traffic, typically slower traffic than above but traffic movements too high for a road of its size. The speed limit (30) is not a problem, enforcement is</p>

ANON-2SXS-RS5S-W	<p>Pin 1 - this is a narrow lane and gets exceptionally busy at certain times of day, with people using it as a rat-run between the main roads, often at excessive speed. As a dog walker in this area, I often find myself pinned against banks whilst vans and lorries are passing. Late at night, this area has often been used by cars travelling at great speed and whilst I'm aware this had been reported to the authorities, it seems difficult to stop it. Pin 2 and 3 - as above, although I'm not personally aware that there is a late night speeding issue here. These are all narrow lanes with few passing places for traffic - if they were green lanes, it might deter people using them as a short cut. Its a beautiful area and used a lot by walkers.</p>
ANON-2SXS-RSEP-A	<p>Pin 1 is the amount of vehicles which use area as a rat run and the speed in which they go, it makes walking with crams children and dogs absolutely terrifying at times. Also the size of the vans lorries and artic vehicles accessing Springside is not right, there should be a one way system for the huge artics as when they meet and have to pass the damage they cause to walls and hedgerows is not right and easily rectified if there was any thought or care for the community.</p> <p>Pin 2 is purely to do with the speed which, particularly huge tractors, race up and down this road - there will be a major accident as the drivers my hold a driving license but they are not competent nor skilled</p>
ANON-2SXS-RSE8-J	<p>We are advocating that we put children first on the island and there is more and more advocacy for mental health and well-being getting outside walking biking and yet for many of the lanes the speed limit and the cars make it dangerous for our children to really relax when they're out on the roads. we have had as a family and number of incidents where [REDACTED] has got off [REDACTED] bike because [REDACTED] been scared by boy races coming down the lanes [REDACTED], you can't relax whilst they are on scooters or even wanting to run ahead</p>
ANON-2SXS-RSEH-2	<p>[REDACTED] and regularly walk to the village shop. [REDACTED] are desperate to be able to walk that route on their own but we consider the road to be too dangerous [REDACTED] to navigate independently due to the volume and speed of the traffic and the lack of pedestrian facilities.</p> <p>We often try to navigate the lanes with a family bike ride but this is quite a nerve wracking experience with children with the narrow lanes and the volume and speed of the traffic. We would greatly appreciate some pedestrian facilities towards the centre of the village and some safer cycling routes so we don't always have to transport our bikes to a safer location (such as them cycle path on the avenue or the track at les quennevais or the path that runs alongside the airport) in order to go for a bike ride.</p>
ANON-2SXS-RSEW-H	<p>The speed at which the traffic moves up trinity Hill and between the Church and Zoo is a concern. It is a real shame as it segregates the parish and prevents children being able to cycle freely around the parish on the quieter lanes. If the traffic cannot be slowed, it would be nice to have some crossing points.</p>
ANON-2SXS-RSE5-F	<p>Rues es Picot, La Profonde Rue and Route d'Ebenzezer all are narrow for a main artery across the north of the island. They are dangerous for pedestrians and no one in the right mind would want to walk along them in the daytime let alone at night! They are not wide enough to allow easy passing of pedestrians and or cyclists. Leading to people going too fast in cars to get past them. No easy solution but all prevents people from walking anywhere. Cyclists would we worried along these stretch of roads too as many cars do not allow enough room when passing them.</p> <p>There should be a pathway from the Parish Hall to the Church and onto the Parish shop etc in the heart of the village.</p> <p>Traffic is still too fast by the shop AND the thought that parked cars act as a traffic calming measure is false, it just forces you onto the wrong side of the road travelling East West just as your line of sight is shortened by a bend approaching. Parking should be banned there.</p>

ANON-2SXS-RSEF-Z	It's not just speed it's also as there is no pavement it's dangerous and cars don't seem to care. [REDACTED] so I have no option but to walk on the road, it's an accident waiting to happen. I have contacted the parish to express my concerns. The road (route d'ebenezer) is used as a rat run, can it be made one way to discourage people. Although they will probably move to the costal road.
ANON-2SXS-RSEA-U	No pedestrian path on road between church junction and pub. Boy racers up and down trinity hill at night. No pedestrian path from trinity to the zoo. I see tourists struggling down here occasionally, I assume going for a pint after a trip to the zoo.
ANON-2SXS-RSE9-K	Rue du Tas de Geon, speed of vehicles needs to be addressed somehow ie lower speed limit or other traffic calming methods. Rue de Presbytere would be made safer for pedestians by installing a pathway opposite the the church yard entrance to the steps by the AA box. Rue D'Ebenezer should have a 20 mph speed restriction from rue de Presbytere to The Old Forge.
ANON-2SXS-RSEE-Y	[REDACTED][REDACTED], as so many people are speeding along these roads (La Rue du Moulin de Ponterrin, and La Rue de la Boucterie). There are young children in my road and I fear for them. I am amazed no-one has been hurt yet. Even though La Rue du Moulin de ponterrin is a narrow road, some people seem to think it is okay to speed down there. I don't know what can be done about this, but maybe one or 2 speed humps?
ANON-2SXS-RSED-X	It is well known in the Parish about the out of control speeders driving along the north coast road. I know the parish and the states police have tried to control the speed of these night-time and weekend speeders however it is very difficult as they use spotters to check the road beforehand so catching them is very difficult. The Les Platons road is used by walkers, cyclists, horse riders and I think these groups should be given priority over the traffic. Leaving priority with the motorist means that the 'pleasure' use of this beautiful road is almost completely diminished, I have witnessed people literally having the jump into the hedge to get of of the way of speeding cars. During lockdown when traffic levels were very low we saw a great increase in people using the road for exercise and recreation rather than as a speedway. The road links the parish hall with the cliff paths and Bonne Nuit which could be turned into a lovely pathway with fantastic views over the north coast. This would also help the parish with its carbon neutrality as it would be actively encouraging people out of their cars. How about a trial; drop the speed limit and give priority to non-motorists. Lets see if Trinity Parish can lead the way and start to wrestle the control of our environment from car back to man. What a tremendous legacy that would be!
BHLF-2SXS-RSEX-J	Speeding on Route d'Ebenezer at night Speed limit on the connecting road onto the new water works footpath
BHLF-2SXS-RSE4-E	Speed and size of vehicles on the road
BHLF-2SXS-RSER-C	Crossing and flashing lights outside Acorn Nursery School
BHLF-2SXS-RSEZ-M	Speed of traffic when children are crossing the road
BHLF-2SXS-RSEM-7	To fast and crossings required
BHLF-2SXS-RSES-D	Route d'Ebenezer is dangerous and has no pedestrian facilities. No access to the lanes because route d'Ebenezer is too dangerous
BHLF-2SXS-RST3-V	Increase in vehicles using the les maison cabot as a short cut onto Rue es Picots. Vehicles often turn wrong way down La Verte Rue. Dont put in cycle lanes or pedestrian facilities as lanes are too narrow.
BHLF-2SXS-RST1-T	Route d'Ebenezer is very dangerous, especially coming out of Highfield Apartments. It is an accident waiting to happen. [REDACTED] need speed humps, a mirror to see around the bend and a speed limit

BHLF-2SXS-RSTG-G	Concerned about the speed of the traffic as enters the 30mph zone coming from the Zoo. It is often very difficult to exit our drive onto the road especially if we are walking and have nearly run over on a number of occasions. We cannot see why other parishes have traffic calming measures and/or speed restrictions and Trinity does not. We would catch the bus more often if it was safer to walk along Rue es Picots to the bus stop and also if the frequency was improved. Crossing the road towards Bouley Bay is frequently challenging.
BHLF-2SXS-RSTQ-T	Put a crossing in from the estate to the bus stop Put traffic calming measures in (like St Martins) past the pub. The parking at the shop acts as this and its great for slowing down cars Do something about the speed racers at night around trinity Walking Children into Acorn Nursery can be dangerous crossing the road from the Jersey Water site with Cars going 40mph is an accident waiting to happen! Could we have flashing lights to make it 20mph like at the school or even a lolli pop person as an interim measure
BHLF-2SXS-RSTJ-K	lanes used as rat runs. these need to be policed effectively
BHLF-2SXS-RSTC-C	We need to be aware that there are many elderly in the parish together with farmers who need to be able to use the roads with their vehicles Route d'Ebenezer is dangerous for pedestrians especially from woodside to Haute Croix The idea of banning car use on a Sunday is NOT acceptable! By all means encourage active travel but please do not ban cars on a Sunday Can the entrance and exit of Acorn be reversed
BHLF-2SXS-RSTP-S	Pedestrian facilities between zoo and parish shop Pedestrian facilities between church and Acorn Visibility exiting La Rue du Close Fallu
BHLF-2SXS-RST8-1	Speed of vehicles through centre of village No pedestrian routes from the zoo Visibility coming out of La Rue du Close Fallu
BHLF-2SXS-RSTY-2	Route d'Ebenezer is busy and dangerous, especially for cars and bikes exiting Highfield Aprt. an accident waiting to happen, with no speed restrictions Its dangerous to walk in either direction to the parish hall or woodside
BHLF-2SXS-RSTH-H	Route d'ebenezer is a road for a tragedy waiting to happen!!! Totally unsafe for pedestrians to walk Huge volume of traffic High speed of motor vehicles on the road Huge tractors and farm machinery at speed
BHLF-2SXS-RSTU-X	Better bus facilities on Rue des Platons Reduce speed limits on all main roads particularly la rue d'ebenezer and la rue de monnaie Introduce a green lane system La rue du pont is a rat run with some cars doing 40mph More footpaths especially one following the line route d'ebenezer between haute croix and parish hall
BHLF-2SXS-RST6-Y	the one way pick up/drop off system the school employs makes sense but its odd that cars are sent up La Rue du Hurel instead of rue des Brulees. I assume that this is due to a safer yellow line back on to trinity main road? Given that rue du hurel has almost 20 houses on it I find it strange that there is no speed control, especially since mont pellier has just recently gone down to 20mph and only have 5 houses on it. If school traffic is to ne continued up rue du hurel then speed control would be greatly appreciated as some parents drive too fast and its inevitable an accident will in time occur More frequent sweeping of leaves in the lanes would make for far safer roads. This would

	benefit cyclists and drivers alike, and given the surprising area increase following cleaning, possibly avoid construction of cycling lanes/ pedestrian areas
BHLF-2SXS-RSTT-W	Too many different speed restrictions may lead to accidents as drivers have to take concentration off the road to monitor the speed All main roads should revert to 40mph, lanes should be 30max and part-time 20mps around schools and NO 15mph green lanes We are dog walkers and have been all through the 30+ years we have lived in the parish and have never had any problems with safety
BHLF-2SXS-RSTF-F	Zebra crossing needed outside Grand Clos
BHLF-2SXS-RST9-2	A lot of lanes are 40mph Signage needed on access roads
BHLF-2SXS-RSTD-D	Parking outside shop causes traffic hold ups, but more importantly is DANGEROUS. (Serious accident here some years ago.) Traffic from the east is forced the wrong side of the road to get round parked cars. Traffic coming from the WEST meets vehicles on the wrong side of the road on a bend with poor visibility. Move shop parking 50yards to the west to wider part of the road (already designated as short term 20min disc parking area.
BHLF-2SXS-RSTE-E	Rue es Picots should have traffic calming measures to enable pedestrians to cross eg. residents of Maison Cabot and children families to cross is very difficult most times of day. Also from Rue Carrefour to Rue du Bouley cross roads. 20mph sign on Rue Carrefour should also have a 20 sign painted on the road as it would be more effective
BHLF-2SXS-RSTX-1	[REDACTED] and feel i take my life into my hands when walking from my house, Cars must be made to slow down. I favour illuminated signs registering a cars speed. I know as a driver, I respond instantly to the cross or smiley face, whereas 20mph painted on the road is easily ignored.
BHLF-2SXS-RST2-U	Please improve road surface near Victoria Village for walking and cycling
BHLF-2SXS-RSTR-U	Dear Connetable and Board Members, Greener, safer travel in Trinity Thank you for the general invitation to comment on the above. In relation to the threats flowing from climate change it is positive and constructive for the Parish to seek to invite comments directly from parishioners. In doing so the municipality thereby needs to accept that comments and suggestions as those may be made may be considered controversial by some. Whilst through Island wide consultations with pre-set questions, as well as through existing Island Plan policies and the Draft Bridging Island Plan the general line of thinking of the public may be influenced, it is important that Islanders remain free to have views and opinions which do not follow the pre-existing policies and strategies. These are rapidly changing times. a. 'the barriers to active travel both in the historic centre of the parish and across the parish'; Green Lanes Earlier municipalities of Trinity did elect not to participate in the Green Lane concept and Trinity remains one of two parishes which does not have a Green Lane network. In the light of ever greater realisation of the importance of walking and cycling the Green Lane network has become an ever more important facility. It may be argued that the introduction of 20 mph speed limits on some of the parish roads is testimony to the willingness of the Parish to change with the times. The introduction of 20 mph limits on the roads to the primary school is a step forward. However, the principle of the Green Lanes goes much further, in that on those the pedestrians, cyclists and horse riders have priority over motorised traffic. Motorised traffic is not encouraged, but permitted only for access. Whilst some may want to resist the introduction of Green Lanes in Trinity, this parishioner considers that Trinity should introduce the Green Lane system on all minor roads and lanes, without exception. This will encourage the 'green' use of those and discourage

motorised traffic.

It is also proposed to seek the opinion of all parishioners by way of a postal referendum on the subject, which, for instance, could accompany the documentation sent to all households in relation to parish rates.

b. dedicated provision for pedestrians

Primary roads under the control of the Department for Infrastructure 'Dfi' traverse the centre area of the parish. Whilst some may wish for the creation of physical raised footpaths along those, there can be no doubt that the Dfi would raise the point that such roads serve motorised traffic as a priority. The creation of new footpaths in adjacent lands to the carriageway may be an option advanced by others. However that would involve land acquisition, and where it concerns agricultural land, the Environment Department would undoubtedly rely on the existing laws and rules which protect agricultural land. It is therefore proposed to seek for the Dfi controlled roads within 'Zone 1' to become 'shared' roads.

The following roads could become shared roads by the creation of footways as part of the road marked by a painted line, say one metre distant from the road edge,

- 'La Route D'Ebenezer', from the junction with 'La Rue du Tas de Geon' to, say, 'Highfield Country Apartments',

- 'La Rue du Tas de Geon', along its full length,

- 'La Rue es Picots', from the Trinity Stores shop eastwards.

On the footways a pedestrian should have priority over any vehicle. When no pedestrian is using the footway, traffic can use it. This type of arrangement is already successfully in use in St. Mary, where there are bollards in addition.

Since there are two parallel interconnections between the east - west primary roads, in fact 'La Rue du Presbytere' and 'La Rue au Sellier', neither of which have a dedicated footpath, consideration should be given to install a physical raised footpath along one of these. This would create a permanent safe north - south pedestrian route.

c. Growing industrialisation and its impact on active travel

Through policies embodied in successive Island Plans and the present Draft Bridging Island Plan the effects of growing industrialisation of Trinity are becoming evident.

In the view of this parishioner this growing industrialisation is patently due to the lack of a dedicated industrial policy in all of the Island Plans, and also in the Draft Bridging Island Plan. In the view of this parishioner there is however a clear conflict of policies. On the one hand the policies seek to encourage the reduction of car use, but on the other hand do stimulate economic growth anywhere in the Island.

Undoubtedly this stimulation will lead to further reliance on the car and to more traffic on the roads.

In the Island Plans the overall strategy for development in the Island has become for that to be located in St. Helier. It follows that increasingly the requirement for goods and services arises in St. Helier and the built-up area adjacent to St. Helier.

Notwithstanding that general principle, there appears to be a parallel drive to encourage the setting up of businesses in the parishes.

Artificially created terminology is being used to justify this conflicting aim, e.g. 'rural economy', 'rural employment', 'use of redundant farm buildings'.

Examples of the growing industrialisation of Trinity and its impact on active travel may be, 1. Zone 2: a mushroom grower on the North Coast changed the business into fruit and vegetable wholesaling. This involves the importation of UK sourced produce which is then delivered in large commercial vehicles from the harbour to Les Platons. The business uses a large fleet of signwritten vans which deliver the goods to the developed areas and to hotels.

These vans can be seen driving up and down 'La Rue du Bechet es Cats I La Grande Route de St. Jean' and up and down 'La Rue du Tas de Geon / La Route de la Trinite'

Why does this matter?

La Rue du Tas de Geon is on the highest part of the Island, where uniquely one can look across the Island to the sea in the south, as well as extensive views to the east towards the sea and to France. There is also a children's nursery at its northern end. Because of

the magnificent views walkers frequently do a round walk along the east coast which includes walking along La Rue du Tas de Geon. There is no footpath anywhere along that road.

2. Zone 2: a specialist haulage and lifting business was moved in recent years to premises on 'La Rue de la Falaise', a narrow single track road. The business was previously based on 'primary roads' and by its own written statement operates almost exclusively in the developed areas. A further separate truck based lifting business was thereafter based on the same site.

The commercial vehicles in use by the business are some of the largest and heaviest commercial vehicles in use in the Island.

Why does this matter?

The Draft Bridging Island Plan includes a proposal for a new path near Grand Vaux reservoir:

"Grand Vaux reservoir... presents a significant opportunity to create access to the countryside from town, and to provide a link into the northern parishes, whilst also providing new recreational amenity space."

Jersey Water, as the owner of the land, is the proposer.

In the view of this parishioner, the establishing of a haulage and truck based lifting business on a narrow country road which road clearly does form part of a pedestrian and cyclist friendly north - south route across the Island does fly in the face of the notion of active travel.

3. Zone 2: a grower in Trinity recently acquired the vehicle fleet and assets of a defunct haulage and shipping company which was entirely based in the Port of Jersey. The business was developed as a 'logistics' company and was thereafter sold, but its operational base remains in Trinity. The commercial vehicles rely on 'La Route D'Ebenezer' for access and for egress.

Why does this matter?

There is no footpath anywhere along 'La Route D'Ebenezer'.

It is further submitted that the absence of any provision for pedestrians along busy primary roads are a deterrent from walking, and in fact does cause persons to use the car since it is safer.

It is fully realised and accepted that some persons and parties may find these proposals totally unacceptable and by some, possibly even a threat to business.

Nevertheless, there is a clear choice. We either accept that walking and cycling in the parish is of importance, or we carry on allowing the roads to become a preserve for vehicular traffic only.

The Parish colour is Green. Your initiative thereby matches.