



# Public Consultation Report Trinity Village Improvement Scheme

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## 1. Background

Sustainable Transport has an important role to play in responding to the climate emergency and the community in Jersey want to see islandwide improvements.

The Sustainable Transport Policy (STP) aims to improve the quality of life on-island by tackling transport issues, removing barriers to active travel and improving public transport.

From previous island community surveys, it can be deduced that the islanders want to see change, and there is a great potential for active travel as part of the sustainable transport policy.

The Common Strategic Policy 2023-2026 environmental priority states: “By working together with the Parishes, we will provide safe, and where achievable segregated, routes for walkers and cyclists by reallocating road space around the Island and within the Town area to encourage active travel”.

### 1.1 Climate Emergency

In 2019, the States Assembly agreed that a climate emergency exists and that it is likely to have a profound effect in Jersey. Transport is one of the two biggest sources of the on-Island greenhouse gas emissions.

In response, a Carbon Neutral Strategy was unanimously approved by the States Assembly with the aim of becoming carbon neutral in line with international legal obligations by 2050.

The Government of Jersey approved the Carbon Neutral Roadmap in 2022.

### 1.2 Active Travel Improvement Survey

In October 2021, an Active Travel Improvement survey was undertaken in Trinity Parish. The results are discussed in this report.

### 1.3 The Proposals

In response to the survey concerns about the speed of traffic in the historic centre of the parish and the challenges of walking in the village, proposals were developed to explore the potential to create a lower speed village, a walking village or a village with character enhancement to help to reduce the barriers to active travel, allowing those who can, and who wish to, to walk and cycle.

The conceptual options align with the STP and Common Strategic Policy 2023-2026.

## 2. Active Travel Improvement Survey and Village Scope

### 2.1 Trinity Active Travel Improvement Plan Survey Results

The October 2021 Trinity Active Travel Improvement Plan survey results established the areas considered to be of most concern to the community and the image below pinpoints the locations.

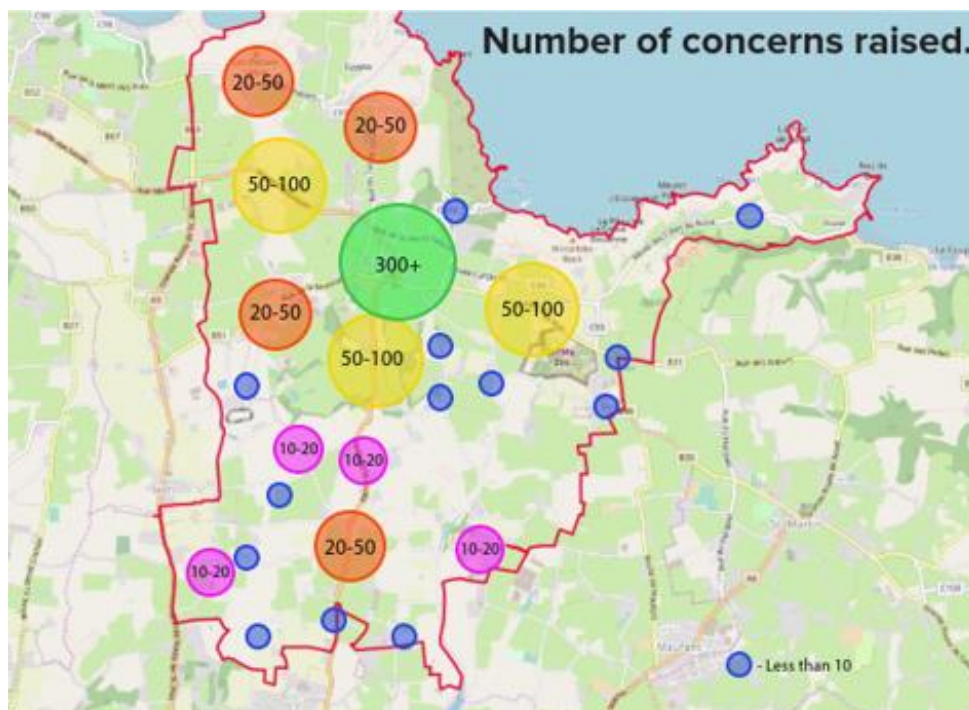


Figure 1: Active Travel Improvement Plan survey results - the areas of most concern in the Parish of Trinity, October 2021

Over 300 respondents raised concerns about the lack of active travel provisions in the heart of the Parish. The issues to address include:

- the lack of safe pedestrian routes
- the speed of motor vehicles through the parish
- the bus service level
- the lack of cycle routes
- the need for improved bus stops and shelters.

When asked to rank the issues in order of importance, the results show the following:

Please rank the following concerns in order of importance to you?

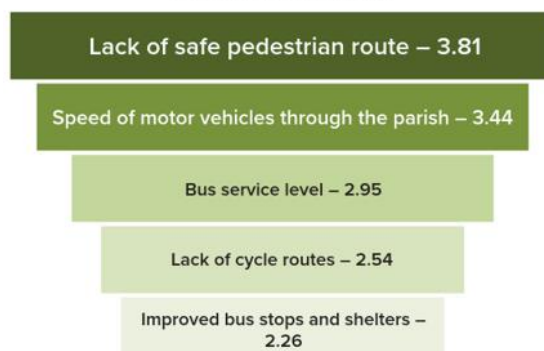


Figure 2: Order of concerns when ranked by the community with the issue of most concern at the top

The extents of the scheme are based on the results from the Trinity Active Travel Improvement Plan survey and on the feedback from the subsequent public consultation. The heart of the Parish of Trinity (“Trinity Village”) was identified by the Board for improvement works.

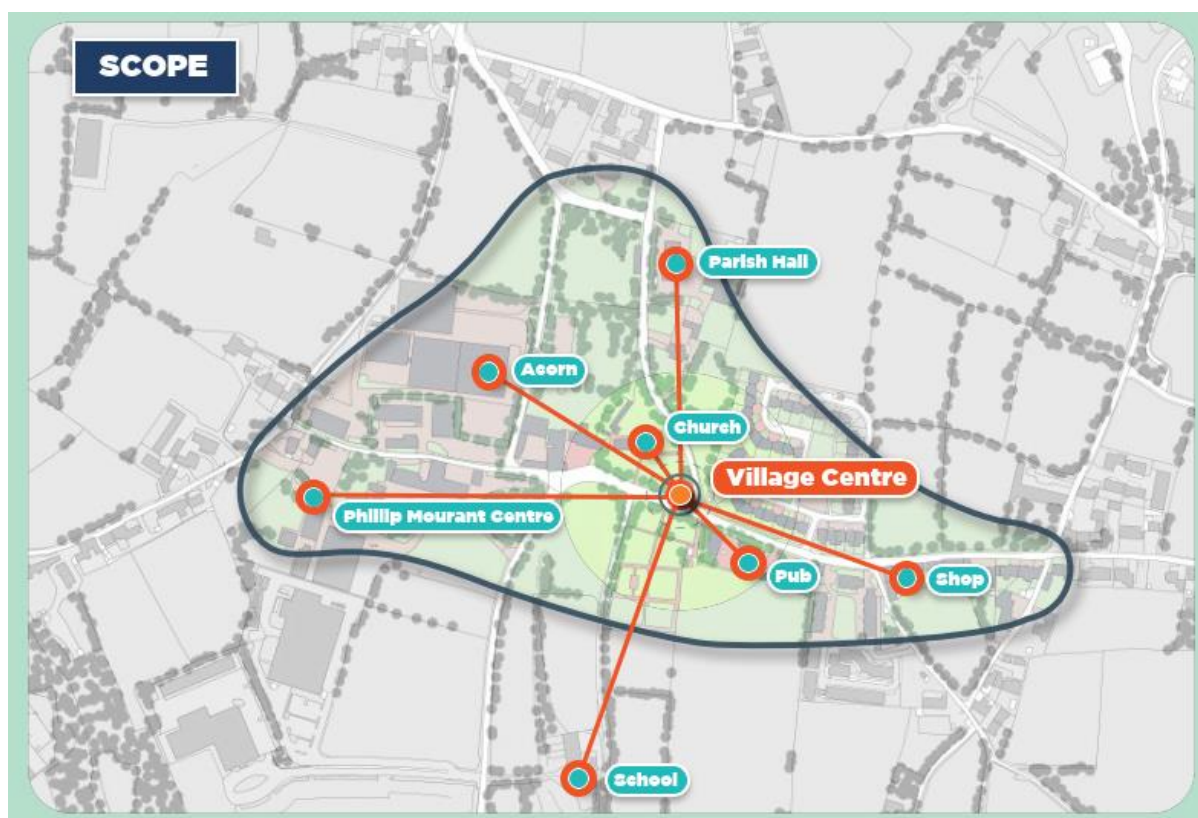


Figure 3: Scope of the Trinity Village Improvement Scheme

The Trinity Active Travel Improvement Plan Consultation report can be found on [gov.je](https://gov.je). The link is provided [here](#) in accordance with the [Public consultations and stakeholder engagement \(gov.je\)](#).

## 2.2 Existing Situation

Trinity village has narrow, single carriageways with two-way traffic which lack pedestrian pavements. Where pavements do exist, they are fragmented and some are too narrow to allow people to pass with comfort and ease. Most pavement widths are substandard by today's new design standards.

Cyclists can have to contend with fast moving vehicles making for an intimidating experience. There are only two bus shelters in the core village area and the bus service is not felt to be meeting the needs of some parishioners.



Figure 4: Photographs showing the existing situation for pedestrians within Trinity Village

## Unconnected Existing Pavements



Figure 5: Map showing the unconnected existing pavements within Trinity Village



*Figure 6: Photographs of Rue d'Asplet, Trinity (facing east towards La Rue Es Picots and the junction with La Route de la Trinite). Lack of pedestrian walkways and narrow roads with vehicles squeezing passed each other*

On Rue d'Asplet, pinch points occur where the carriageway narrows, and vehicles have to give and take, or some try to squeeze passed each other (as shown in the photos above).

Vehicles must move over to pass and do not always leave sufficient space for cyclists to feel comfortable. The recommended minimum safe distance for overtaking cyclists in slow moving traffic is 1.5m.

### 2.3 Conceptual Options

Studies to determine viable conceptual options were undertaken to address concerns raised in the community survey.

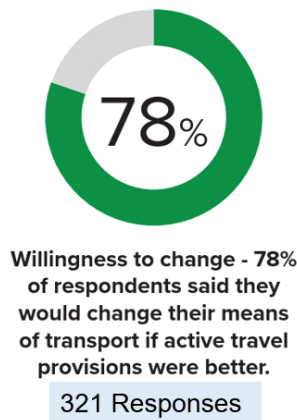


Figure 7: Trinity Active Travel Improvement Plan survey results

With nearly 80% of the respondents stating they would change their means of travel if active travel provisions were better, the following three, feasible, conceptual options were developed under the guidance of the Trinity Village Improvement Board. These were then presented for further engagement and consultation in 2022.

These options were presented to the community for their feedback and preference. The option for no change was also offered.

Each option builds on the previous option to form cumulative interventions.

The three conceptual options for change include lowering the speed limit, introducing one-way roads, providing virtual footpaths to link with the existing pavements, and improving the public realm open spaces to enhance the character, safety and village aesthetic and ambiance. Historical and architectural features can become focal points, and the highlights, of the village.

#### Option 1 – Lower Speed Village

The Lower Speed Village option consists of a 20mph speed limit in the core village area extending along La Rue d'Asplet, from La Rue Guerdain to La Grande Rue, along La Grande Rue and Rue Es Picots to the easterly junction with La Route du Boulay, north along Rue au Sellier and La Rue des Croix and southwards along Rue du Presbytere.

This option addresses the “speed of motor vehicles through the parish” in the area of most concern, the village, where key amenities are located.

Further information is presented in the following images.

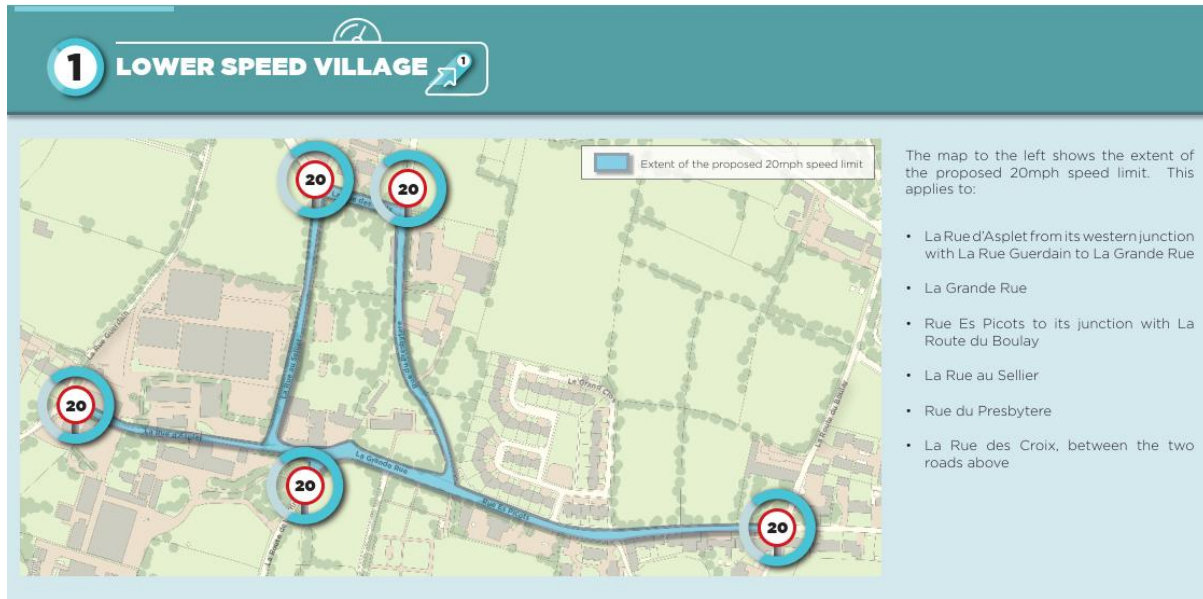


Figure 8: Option 1 Lower Speed Village

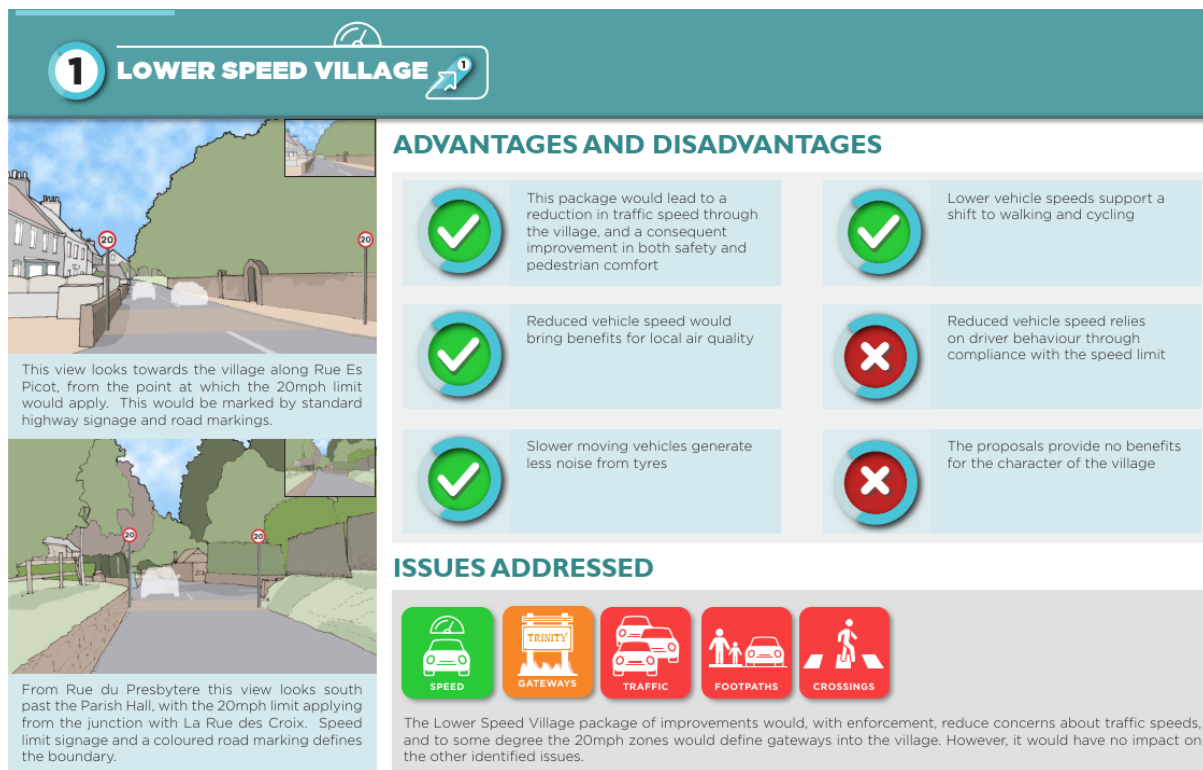


Figure 9: Option 1 Lower Speed Village Advantages and Disadvantages

Traffic data shows the 85<sup>th</sup> percentile motor vehicle speeds on La Rue Es Picots to be over the speed limit in 2015 and 2021 (see Table 1 overleaf).

Date	85% Speed (mph)	Speed Limit (mph)
30/04/2014	26	30
08/04/2015	35	30
04/06/2019	27	30
13/03/2021	31	30

Table 1: La Rue Es Picots 85<sup>th</sup> percentile motor vehicle speeds

Lowering the speed limit aims to reduce speeding through the village and improve pedestrian safety and comfort. Informal ‘gateways’ are created upon entering the village where the 20mph speed limits start. Air and noise pollution would be reduced and so would the vehicle speed.

## Option 2 – Walking Village

The Walking Village option includes the 20mph speed zone as shown in Option 1, but it builds on this by implementing one-way roads to create the space for virtual footways (flush walking routes defined by bollards and coloured surfacing).

This option would address the “lack of footpaths” and the “speed of motor vehicles through the parish” in the area of most concern, the village.

Further information is presented in the following images.

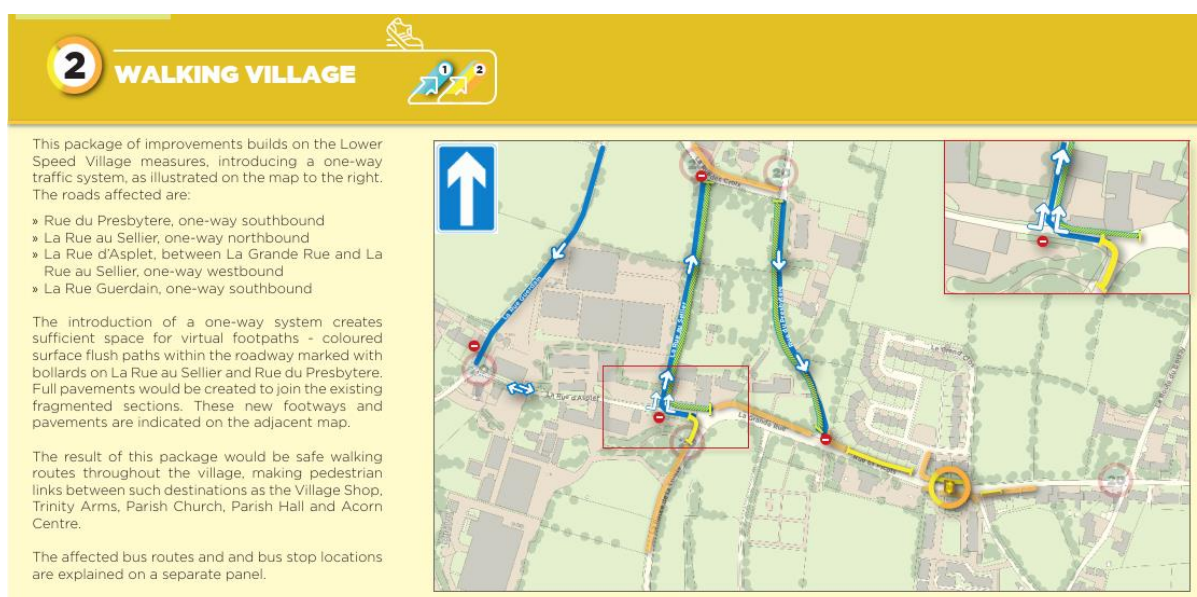


Figure 10: Option 2 Walking Village

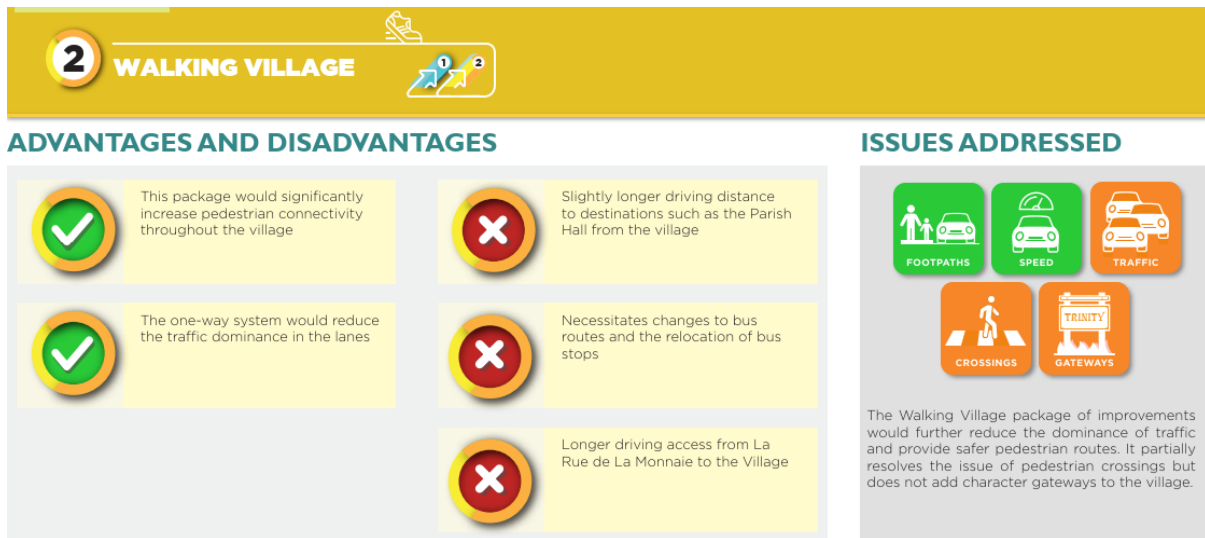


Figure 11: Option 2 Walking Village Advantages and Disadvantages

### Option 3 – Character Enhancement

The Character Enhancement option improves the local public realm and historical architecture as well as building on the previous two options by introducing traffic calming measures and pedestrian crossings. Public realm improvement in key locations will be in keeping with the character of the village.

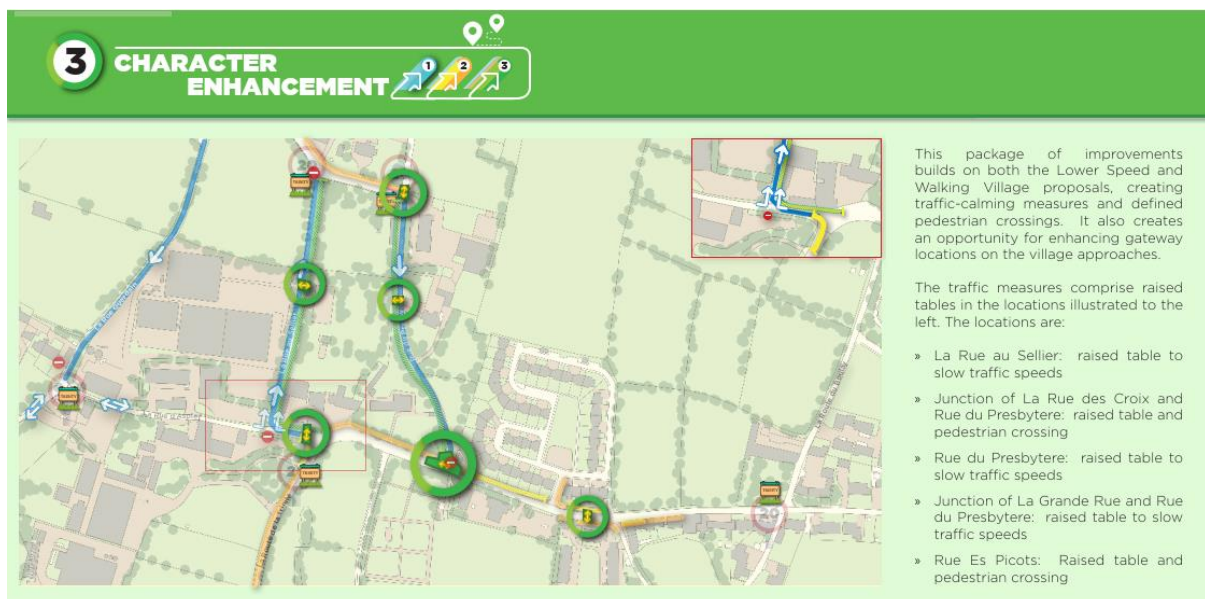


Figure 12: Option 3 Character Enhancement

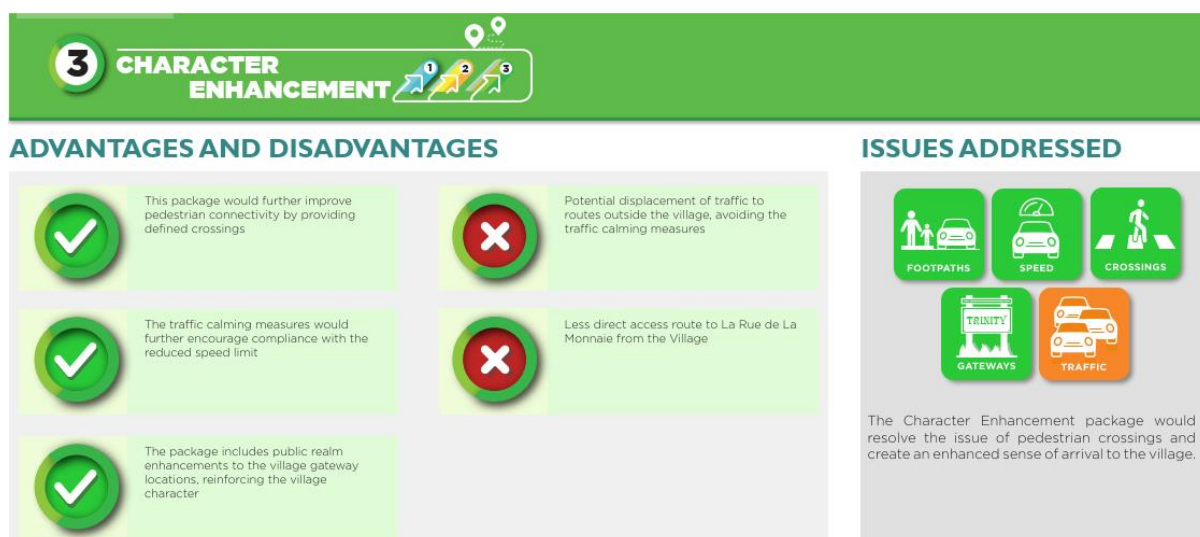


Figure 13: Option 3 Character Enhancement Advantages and Disadvantages

## 2.4 Preferred Option

Trinity parishioners and the islandwide community have been presented with these three conceptual and feasible options for village improvements to reduce barriers to active travel.

## 2.5 Classified Traffic Counts

Classified counts were undertaken at eight different locations in Trinity Village on Wednesday 21<sup>st</sup>, Thursday 22<sup>nd</sup> and Friday 23<sup>rd</sup> September 2022, neutral days that incorporated school traffic as well as commuter and leisure traffic. The counts were conducted for a 12-hour period from 7am to 7pm. All traffic was recorded at the following locations:

- Rue de la Monnaie
- La Rue d'Asplet/La Rue au Sellier junction
- La Route de la Trinite
- Rue du Presbytere/Rue Es Picots junction
- La Route du Boulay/Rue Es Picots
- La Rue d'Asplet/Acorn exit
- La Rue au Sellier/Acorn entrance
- La Rue Guerdain/La Rue des Croix junction

The traffic count results are summarised in the following table. The observed traffic flows are shown in both directions (two-way) for the AM (08:00-09:00), PM (17:00-18:00) and 12-hour period (07:00-19:00). Flows are shown in Passenger Car Units (PCUs). The data shows Rue Es Picot to have the highest volumes of traffic flow over a 12-hour period and during both the morning and afternoon peaks.

The results indicate that:

- Location 4 (Rue du Presbytere/Rue Es Picots) and 5 (La Route du Boulay/Rue Es Picots) are the busiest in terms of traffic demand, with flows on Rue Es Picots around 5,000 between 0700-1900 (12hrs)
- Rue Es Picots is also the busiest in the AM and PM peaks.
- La Rue au Sellier has a demand over 1,600/12hr.
- Rue de la Petite Falaise has a demand close to 120/12hr.
- Rue du Presbytere has a demand of 2,750/12hr.

A traffic model diagram is shown in Appendix A.

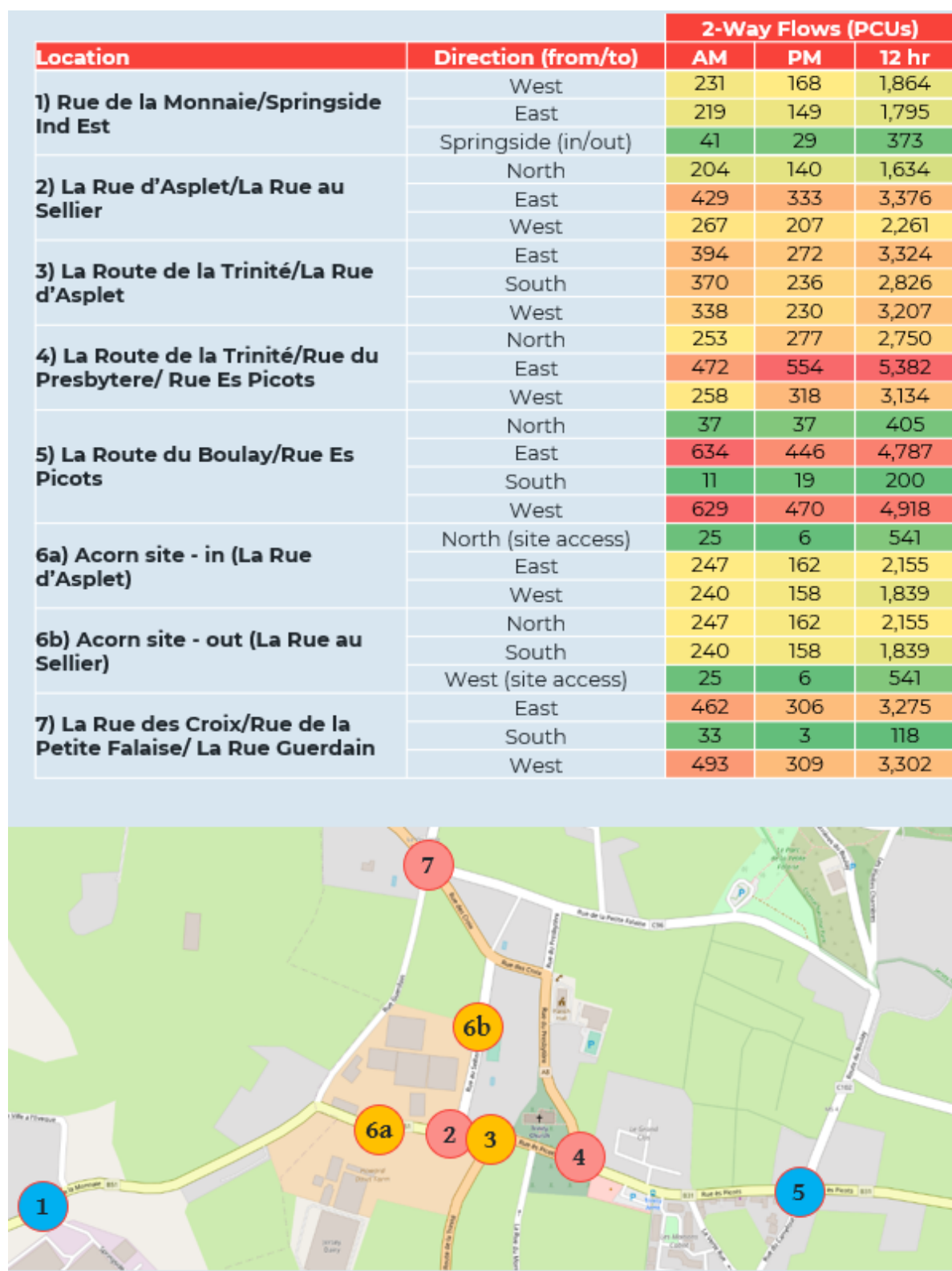


Figure 14: Traffic Count Data (September 2022)

## 2.6 Traffic Flows

High-level traffic modelling was carried out for each conceptual option, assuming wider re-routing of trips, to ascertain whether the junctions would be likely to operate within capacity for the one-way options. More detailed modelling would be required to determine actual flows.

The following two junctions are shown to operate with a high traffic volume:

- Rue du Presbytere with Rue Es Picots
- Rue d'Asplet with La Rue au Sellier/Le Grand Rue

La Rue d'Asplet/ La Rue Au Sellier junction is suggested to be within capacity. With some wider re-routing of trips i.e., via Rue de la Petite Falaise, and routes west and south of Trinity, the Rue du Presbytere/Rue Es Picots junction is expected to be within capacity.

## 2.7 Accident Data

One road traffic collision (RTC) has been recorded within the scope of the Trinity Village Improvement area over the last 5 years for which data is available (2018 - 2022):

Day	Month	Year	Time	Weather	Road	Day/ night	Injury	VRU	Text	Location
13	June	2018	12:00	Fine	Dry	Daylight	Slight	None	Vehicle collision	Rue Es Picots, junction with La Route de la Trinite

Table 2: RTC data from the States of Jersey Police records



Figure 15: RTC location from the States of Jersey Police records

## 2.8 Road Safety Audit

Prior to installation, any scheme would undergo Road Safety Audit stages 1 and 2 to ensure the effect of changes on vulnerable road users is carefully considered. After construction a stage 3 audit will be undertaken.

### 3. Consultation Process

#### 3.1 Key Community Stakeholders

The Trinity Village Improvement Board support active travel as part of the Island's response to the declared climate emergency.

Letters were written and distributed to key businesses in the local area on 8<sup>th</sup> August 2022 explaining the Trinity Village Improvement Scheme's potential road layout changes. A face-to-face meeting at a drop-in session or an online Teams meeting was offered.

Two drop-in sessions were held at Trinity Parish Hall, one on Tuesday 16<sup>th</sup> August 2022 and the other on Thursday 25<sup>th</sup> August 2022. No one attended the first drop-in session but a good turnout attended the second drop-in session.

A copy of both letters can be found in the Appendix B.

#### 3.2 Parishioner Workshop

A community workshop was held at Trinity Parish Hall on Saturday 5<sup>th</sup> November.

Posters promoting the workshop were displayed at the Parish Hall, the church and at the village shop for two weeks prior to the event.

An article was published in the Autumn edition of the Trinity Tattler Autumn 2022 (Issue 28) (see Appendix B). A letter notifying the residents of this event was also delivered to Le Grand Clos properties during the week commencing 24<sup>th</sup> October 2022.

The summary of the ideas and comments gathered at the workshop is provided in Appendix C.

Following the workshop, a wider online consultation was run providing the workshop results and allowing online feedback.

#### 3.3 Islandwide Online Consultation

A press release was issued on 21<sup>st</sup> November 2022 opening a link to a public consultation on the gov.je website. The consultation closed on 16<sup>th</sup> December 2022.

The consultation was featured in Jersey Evening Post on 23<sup>rd</sup> November 2022.

The link to the online consultation was also provided on the Parish of Trinity's website and social media pages.

A copy of these notifications can be found in Appendix B.

#### 3.4 Consultation Material

The online public consultation gave an overview of the scheme and asked respondents to answer six questions, a copy of which is provided in Appendix B.

#### 3.5 Online Public Survey

The survey questions were designed to understand the community's comments and concerns on the conceptual options.

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

## 4. Parishioner Workshop Response

### 4.1 The Workshop Process

By Friday 4<sup>th</sup> April, forty-eight people had reserved places at the parishioner workshop. Interested parties were asked to contact the Parish Hall for reserving a seat.

The parishioner workshop was held on Saturday 5<sup>th</sup> November between 9am -1pm at Trinity Parish Hall. On the day, thirty-one people attended. Five people left prior to the end of the workshop when the voting was held.

Three people who couldn't attend submitted emails to DFI@gov.je.

### 4.2 Voting

Twenty-four people voted using a scoring system of 4 points for the most preferred option decreasing to 1 point for the least preferred option.

A copy of the workshop voting form is attached in Appendix B.

### 4.3 Outcome

The results from the workshop vote are shown in Table 3 below.

Option	Score (points)
No Change	32
Option 1 – Lower Speed Village	60
Option 2 – Walking Village	67
Option 3 – Character Enhancement	81

*Table 3: The Parishioner Workshop Vote Results*

Option 3 – Character Enhancement was scored the highest and is the parishioners' preferred choice.

Freeform comments were also received for the most preferred option, describing suggestions to improve the concept. These are summarised in the following word cloud and bar chart.



Figure 16: Parishioner workshop results - Wordcloud

The key issues raised in the community feedback are shown in the wordcloud above. The larger words are the most frequently mentioned.

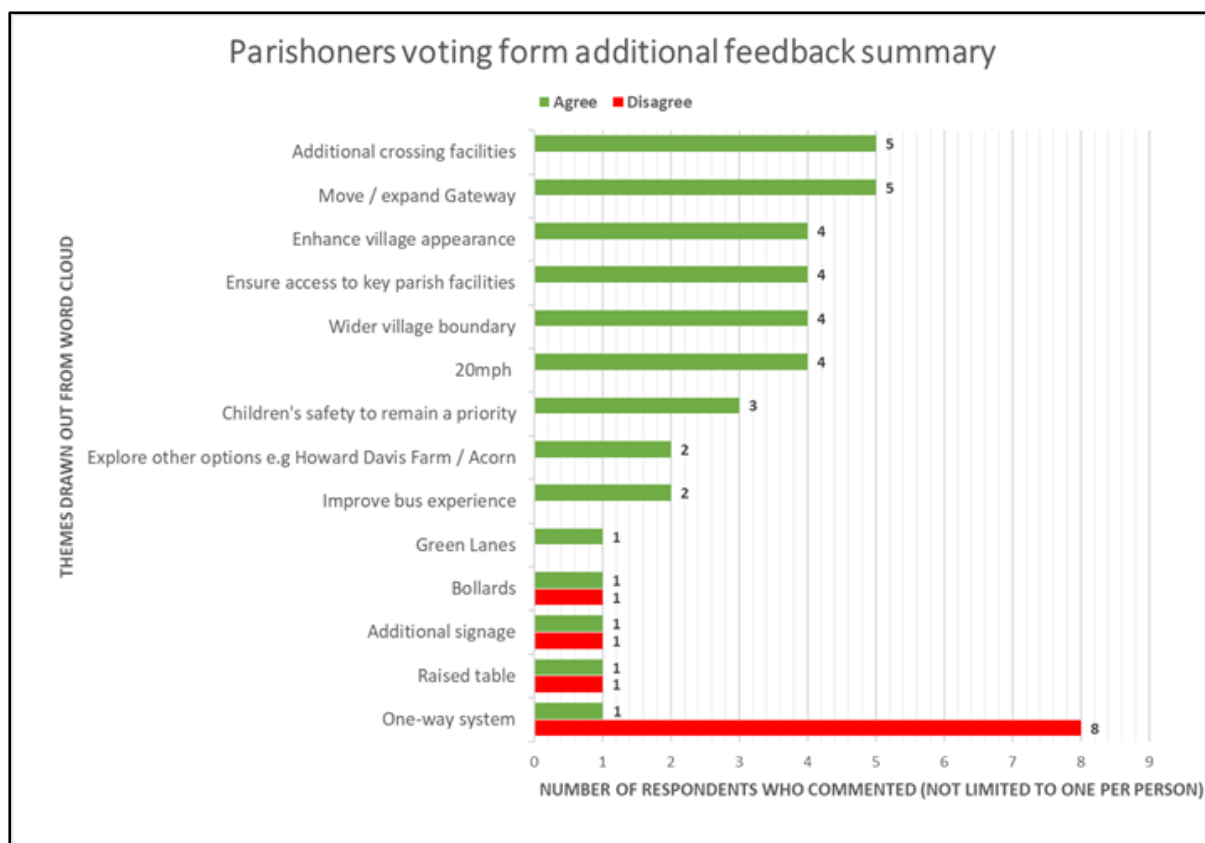


Figure 17: Parishioners Voting Form – additional feedback summary, Saturday 5th November 2022

The summary of comments from the three people who couldn't attend the parishioner workshop on Saturday 5<sup>th</sup> November 2023 is shown in the following word cloud and bar chart.

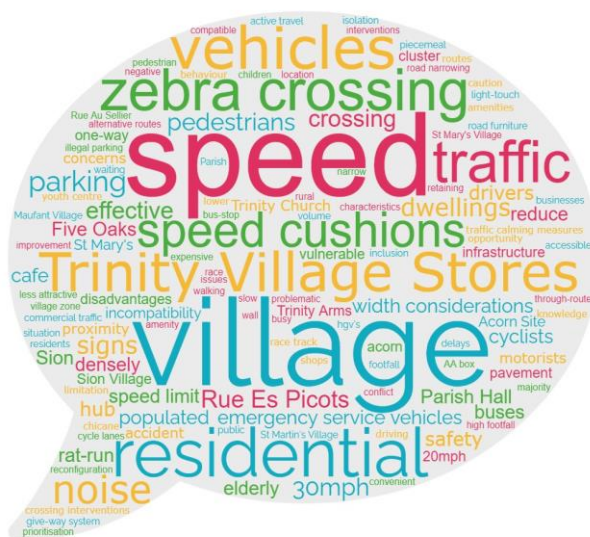


Figure 18: Additional parishioner comments - Wordcloud

The key issues raised in the email correspondence are shown in the wordcloud above. The larger words are the most frequently mentioned.

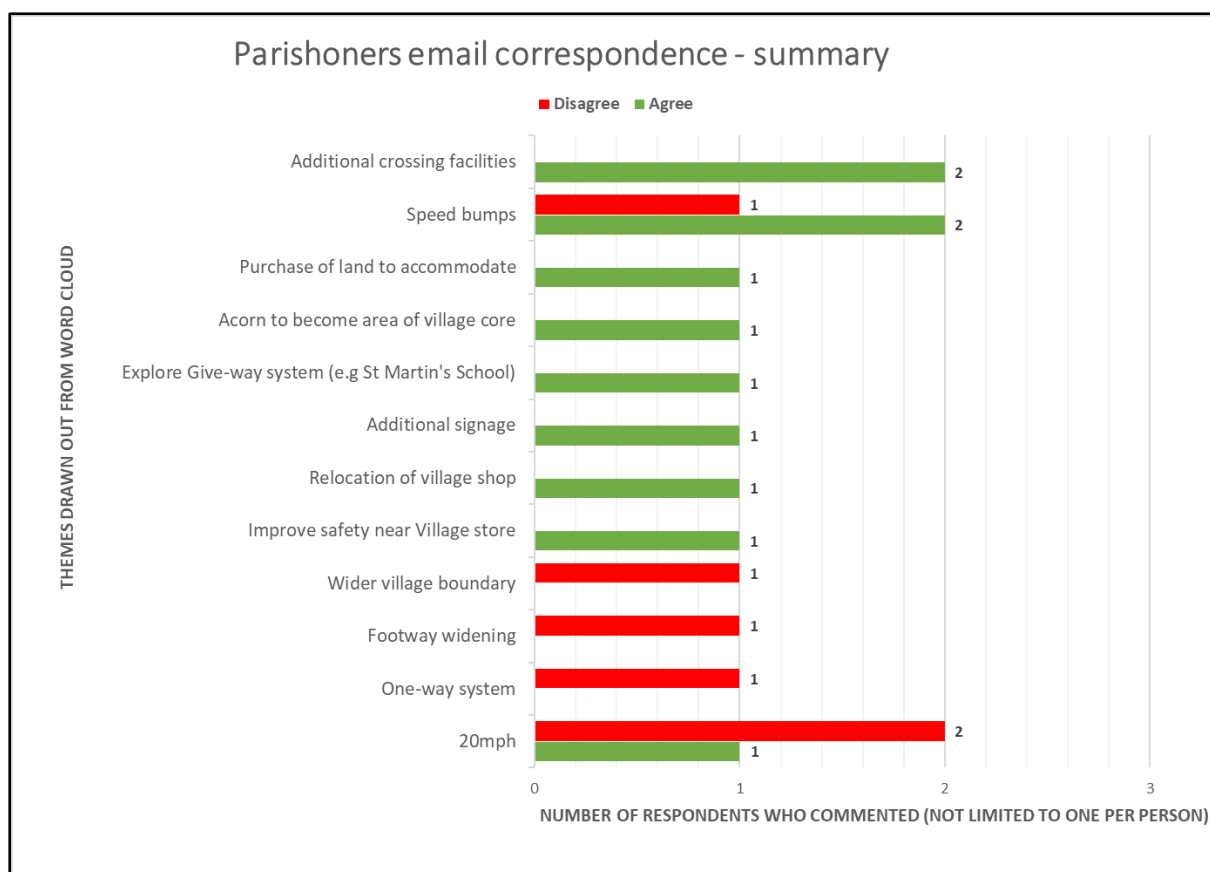


Figure 19: Parishoners unable to attend the workshop - Email Comments' summary

## 5. Online Responses to the Consultation

### 5.1 Online Consultation

A total of 222 respondents completed the questionnaire through the web portal. There were ten responses sent directly to IHE via email and one telephone call. These eleven responses did not follow the format of the consultation questionnaire and are not included within the following data. The comments are in the free-form section.

### 5.2 Response to Question 1

Before you complete this survey, please click to confirm you are responding to the content of the Trinity Village Improvement Scheme material provided.

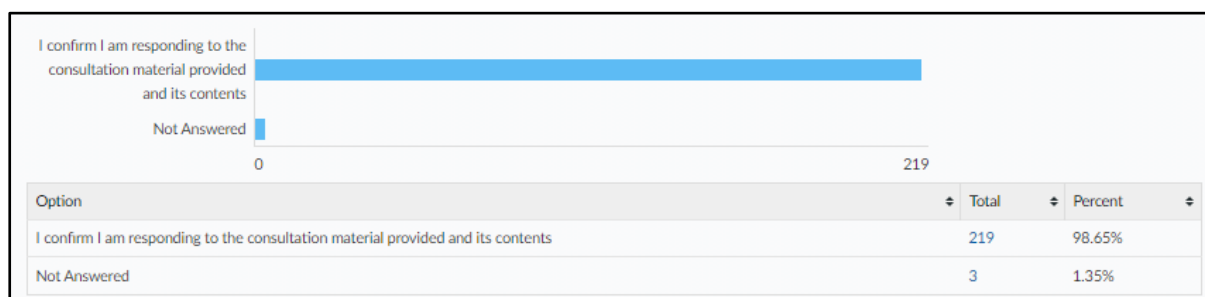


Figure 20: Response to Q1

Out of the total two hundred and twenty-two responses received, two hundred and nineteen people confirmed they were responding to the Trinity Village Improvement Scheme material provided with the survey. Three people did not answer.

### 5.3 Response to Question 2

Where do you live?

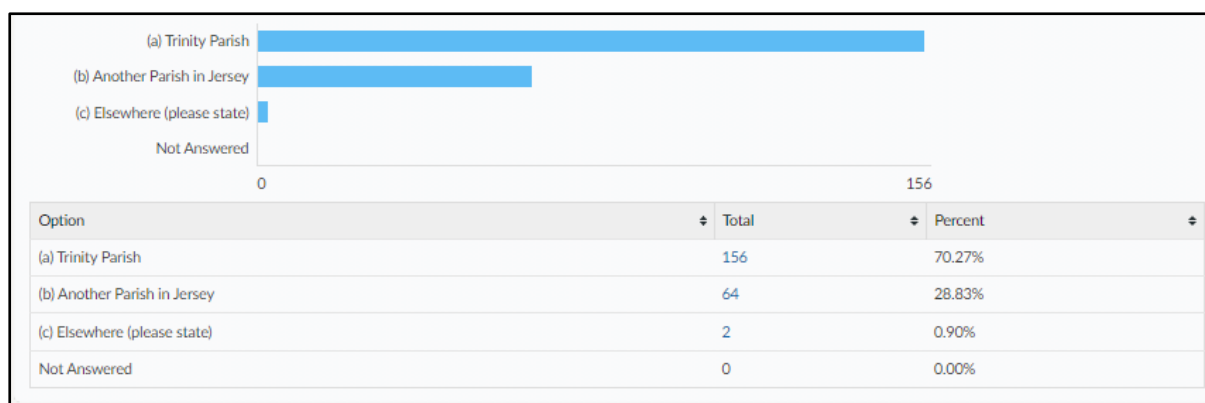


Figure 21: Response to Q2

One hundred and fifty-six responses were from Trinity Parishioners. Fifteen out of the sixty-four responses for “Another Parish in Jersey” stated their locations as:

St Peter
St Helier
St Brelade
St Ouen
St Johns
St Saviour but have lived in Trinity previously.
St Saviour borderline Trinity
St Helier
St Clement
St Martin
Grouville
Grouville
St Lawrence
St Brelade
St Helier / Trinity border

Table 4: Another Parish locations

Two responses were submitted for “Elsewhere” and these were stated as St Saviour and Manchester.

### 5.4 Response to Question 3

Thinking about distance travelled in Trinity Parish, what is your main mode of transport?

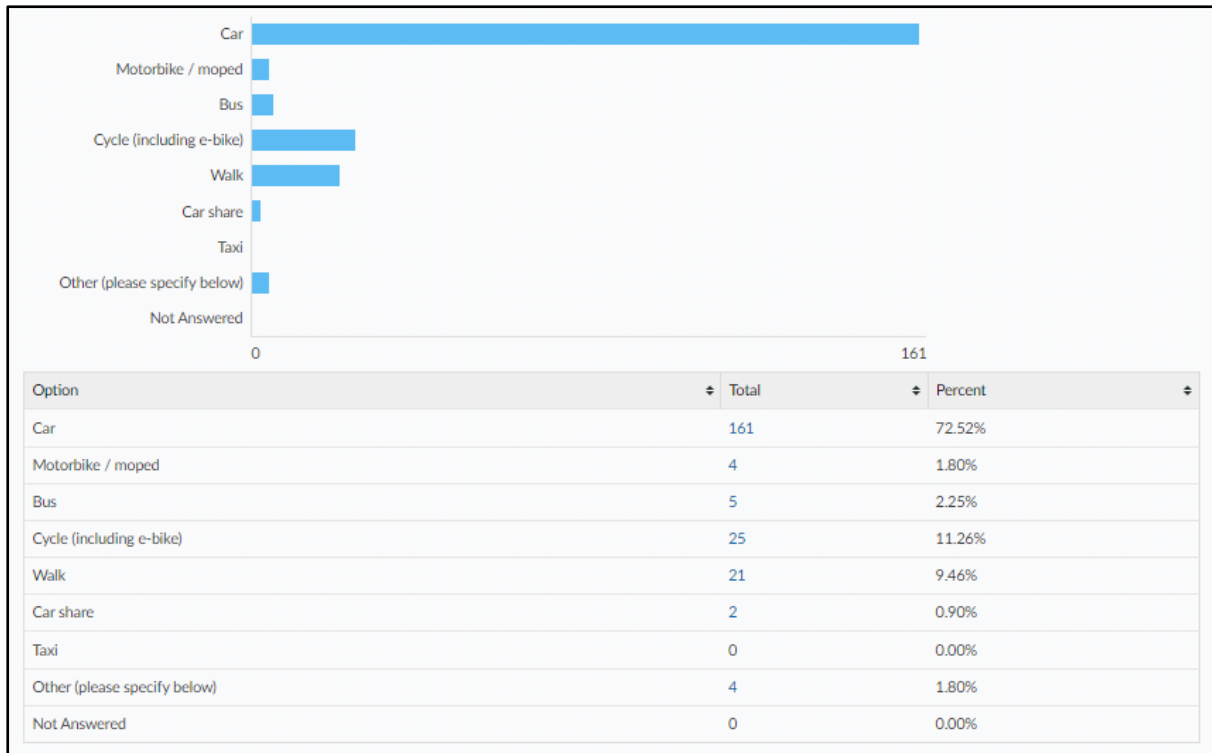


Figure 22: Response to Q3

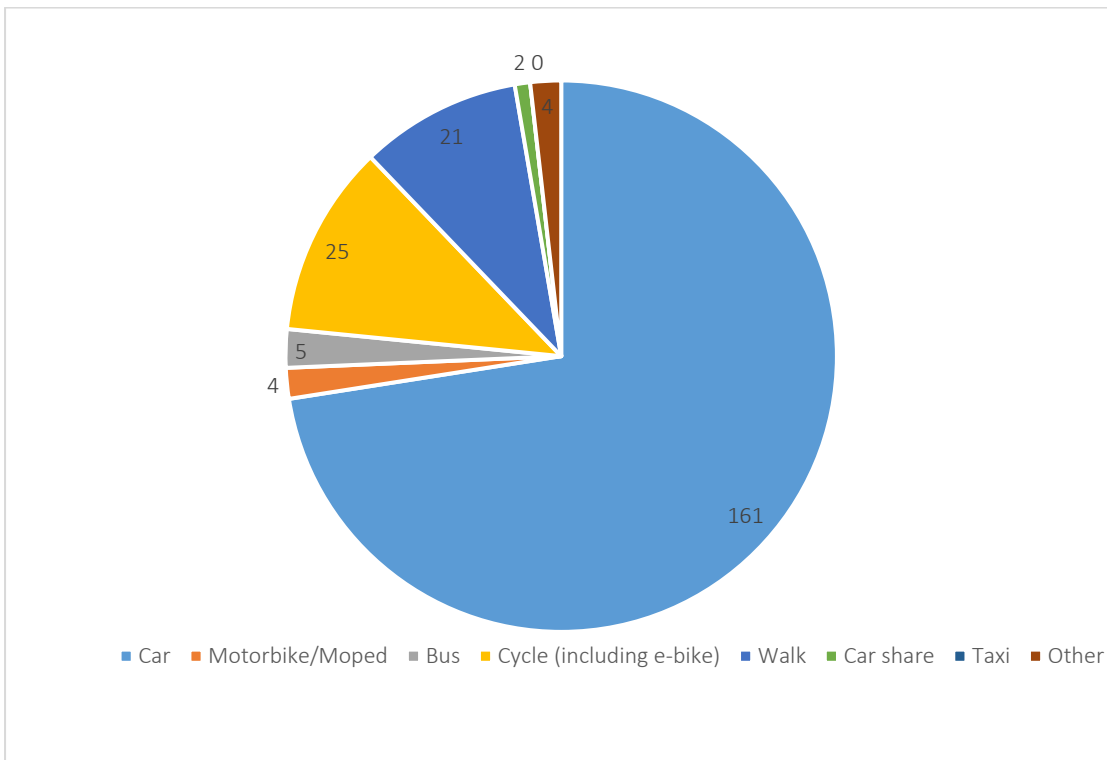


Figure 23: Response to Q4

One hundred and sixty-one respondents stated “Car” as their main mode of transport when traveling in and through Trinity Parish. Twenty-five people chose cycling (including e-bikes), twenty-one people chose walking, five people chose the bus, four people chose motorbike/moped, four

people chose “Other” and two people chose car share as their main mode of transport in and around Trinity.

The “Other” category included the following responses:

Work van
All means
Van
Work Van including trailer

Table 5: “Other” main mode of transport

When considering the main mode of transport for Trinity Parishioners in and around Trinity, the majority (72%) state they use their car. Car use is followed by walking (%), cycling (including e-bike; %), bus (%) and then by motorbike/moped, car share and other in equal amounts (%).

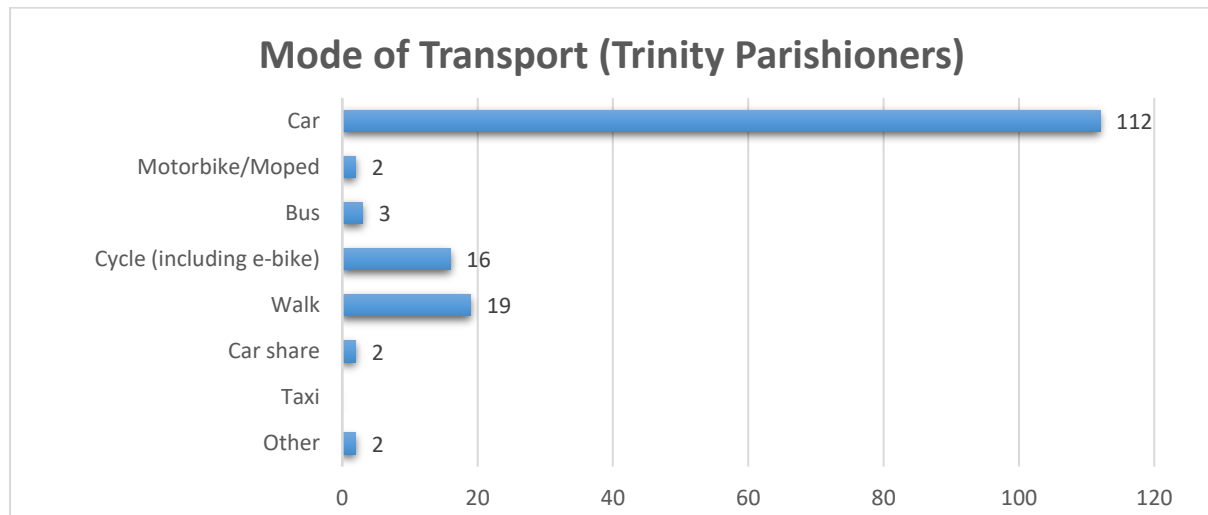


Figure 24: Trinity Parishioner main mode of transport

## 5.5 Response to Question 4

Do you agree with the community workshop’s strongest preference for Option 3 – Character Enhancement?

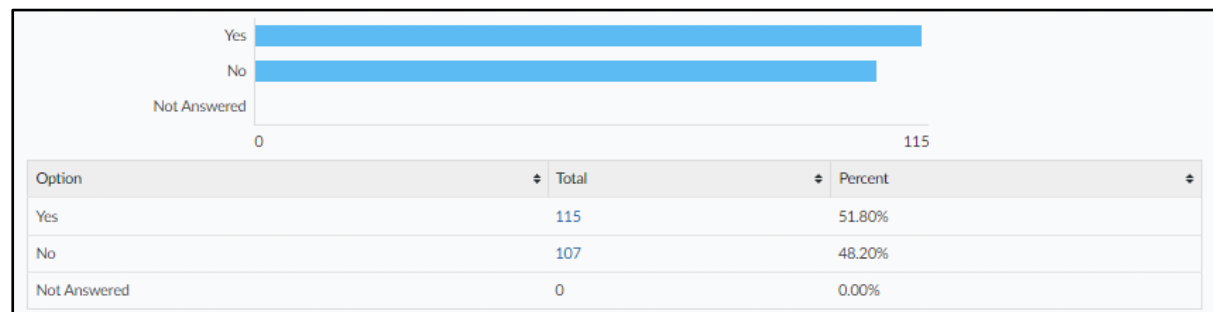


Figure 25: Response to Q4

Fifty-two percent of the respondents stated they agree with the community workshop's strongest preference for Option 3 – Character Enhancement in the Trinity Village Improvement Scheme survey.

## 5.6 Response to Question 5

Which concept option is your preferred choice?

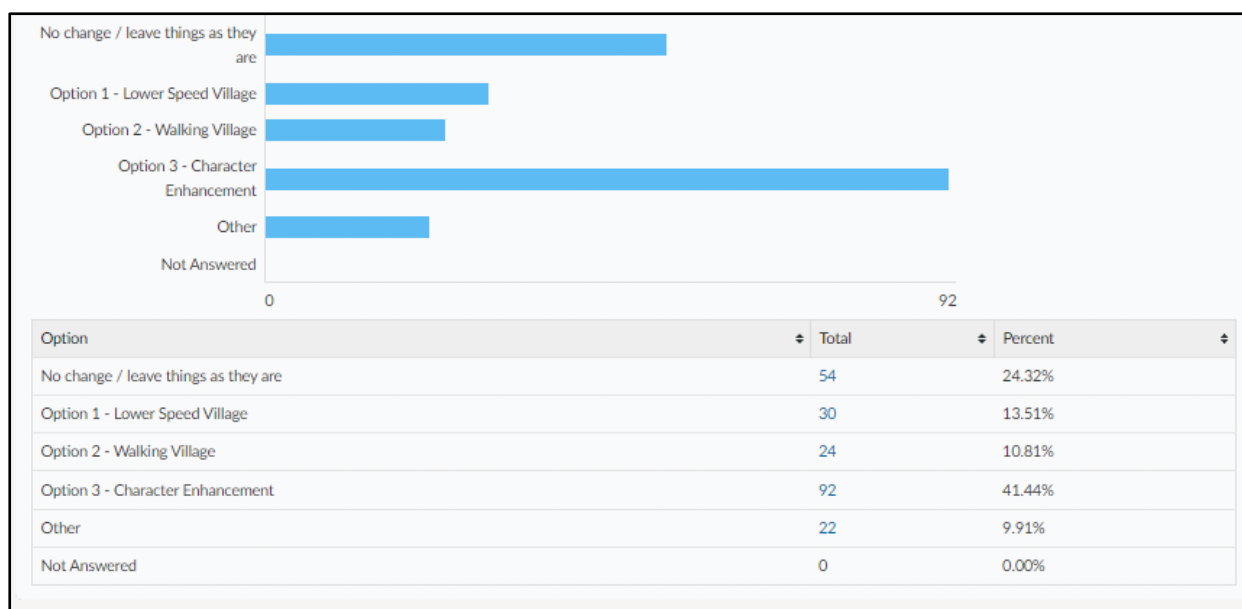


Figure 26: Response to Q5

Forty-one percent of respondents chose Option 3 – Character Enhancement, twenty-four percent chose No Change, fourteen percent chose Option 1 – Lower Speed Village, eleven percent chose Option 2 – Walking Village and ten percent chose Other.

The majority of people selected an option for change (66%), either Option 1 (14%), 2 (11%) or 3 (41%). As each option builds upon the previous concept, it is noted that the desire for change is the highest when enhancing the public realm space. Option 3 – Character Enhancement is the most preferred conceptual option.

Twenty-two people (10% of the respondents) selected Other and wrote a freeform comment. The freeform comments are presented anonymously in Appendix D and the data has been redacted accordingly.

### 5.7 Response to Question 6 (freeform comments)

Please provide any further comments on your preferred choice.

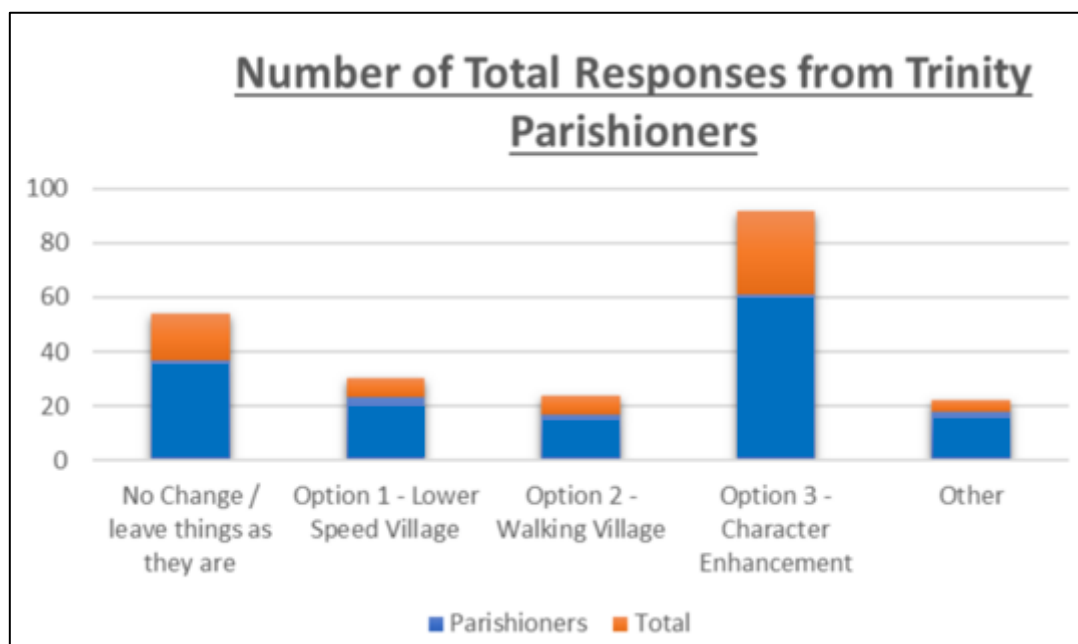


Figure 27: Response to Q6 - Trinity Parishioners

108 freeform comments were received. This equates to 49% of the responses.

Note: One person can express more than one issue to address in their comment e.g., someone who wants bus improvements may also be against implementing one-way roads.

The main comments can be summarised into the following areas:

- Bus improvements
- For one-way roads
- Against one-way roads
- For 20mph speed limit
- Against 20mph speed limit
- Extend the scope north (to Route d'Ebenezer)
- Extend the scope east (along Rue es Picots)
- Extend the scope south (to Trinity School)
- Extend the scope west (along Rue de a Monnaie)

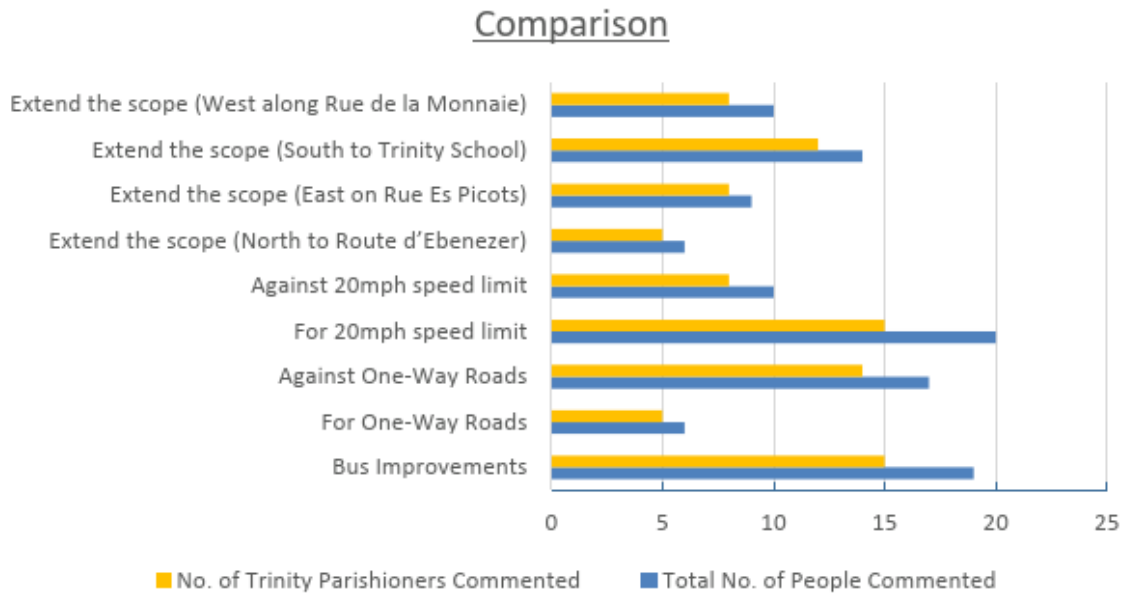


Figure 28: Comparison to show how many Trinity parishioner comments make up the total number of comments

The comments are presented anonymously in Appendix E and the data has been redacted accordingly.

## 6 Direct responses to Infrastructure, Housing and Environment Department

### 6.1 Via Email

The responses sent in via email do not follow the format of the consultation questionnaire and are not included in this report.

Ten responses were received via email.

The emails commented on the following subjects:

- Bus improvements
- For one-way roads
- Against one-way roads
- For 20mph speed limit
- Against 20mph speed limit
- Extend the scope north (to Route d'Ebenezer)
- Extend the scope east (along Rue es Picots)
- Extend the scope south (to Trinity School)
- Extend the scope west (along Rue de a Monnaie)

### 6.2 Via letter

No letters were received by the department in response to this consultation.

### 6.3 Via telephone

No telephone calls were taken by the department in response to this consultation.

## 7 Summary of Responses

Out of the 222 responses to the online consultation, 130 freeform comments were received. It can be assumed that the respondents who did not write a comment were either satisfied with the conceptual options or were ambivalent to the proposals.

Question 1 confirms people are responding to the Trinity consultation material provided.

In response to question 2, 156 people said that they lived in Trinity Parish, 64 people said they lived in another parish and 2 people selected “Other”. One of the “Other” comments was stating which other parish they live in so could have been included in the “Another Parish” category.

In response to question 3, 161 people selected “car” as the most frequent mode of transport they use when travelling through and within Trinity Parish. 25 people indicated in the comments that they cycled, 21 people walk and 15 people use other modes of transport such as public transport (5 bus), motorbikes/mopeds (4), car share (2), work vans/van/van with trailer (3) and all means (1).

Question 4 asks if people agree with the outcome from the community consultation workshop held on Saturday 5<sup>th</sup> November 2022. Of the 222 responses, 52% agreed with the Option 3 – Character Enhancement strongest preference and 48% disagreed. Out of the 52% in agreement, 89% of those are Trinity Parishioners.

In response to question 5, “Which concept option is your preferred choice?”, two thirds ( $\frac{2}{3}$ ) of people voted for change. Out of the responses, 41% select “Option 3 – Character Enhancement”, 24% select “No Change/leave things as they are”, 14% select “Option 1 – Lower Speed Village”, 11% select “Option 2 – Walking Village” and 10% select “Other”. The comments received by the 10% who selected “Other” fall into the following categories:

- Crossing (not a raised table) outside the pub/Le Grand Clos only
- Extend the footpaths out of the village to allow for walking into Trinity/widen the scope (north to Route d’Ebenezer, east on Rue Es Picots)
- Lower the speed, enforce this, and enhance character
- Option 3 but with no raised tables
- No change to speed limits/against 20mph
- Crossing by Trinity School
- No one way roads
- Extend the 20mph east on Rue Es Picots
- Better bus services
- Eliminate the car/develop systems and laws to make car use very difficult
- Extend the scope of the area south to Trinity School
- No one way on Rue d’Asplet link

## 8 Main Concerns

### 8.1 Traffic Volumes

With the one way system in place, the data from traffic modelling (refer to sections 2.5 and 2.6) show that there will be an increased traffic flow on the critical Rue du Presbytere/Rue Es Picots junction with conceptual options 2 and 3. This would be mitigated with wider rerouting.

### 8.2 Unloading

The parking/unloading by Trinity Village Stores is not affected by this scheme.

### 8.3 Road Safety

The pilot scheme will undergo a road safety audit stage 1 followed by a stage 2 audit after detailed design. This allows safety issues to be engineered out.

## 9 Conclusions

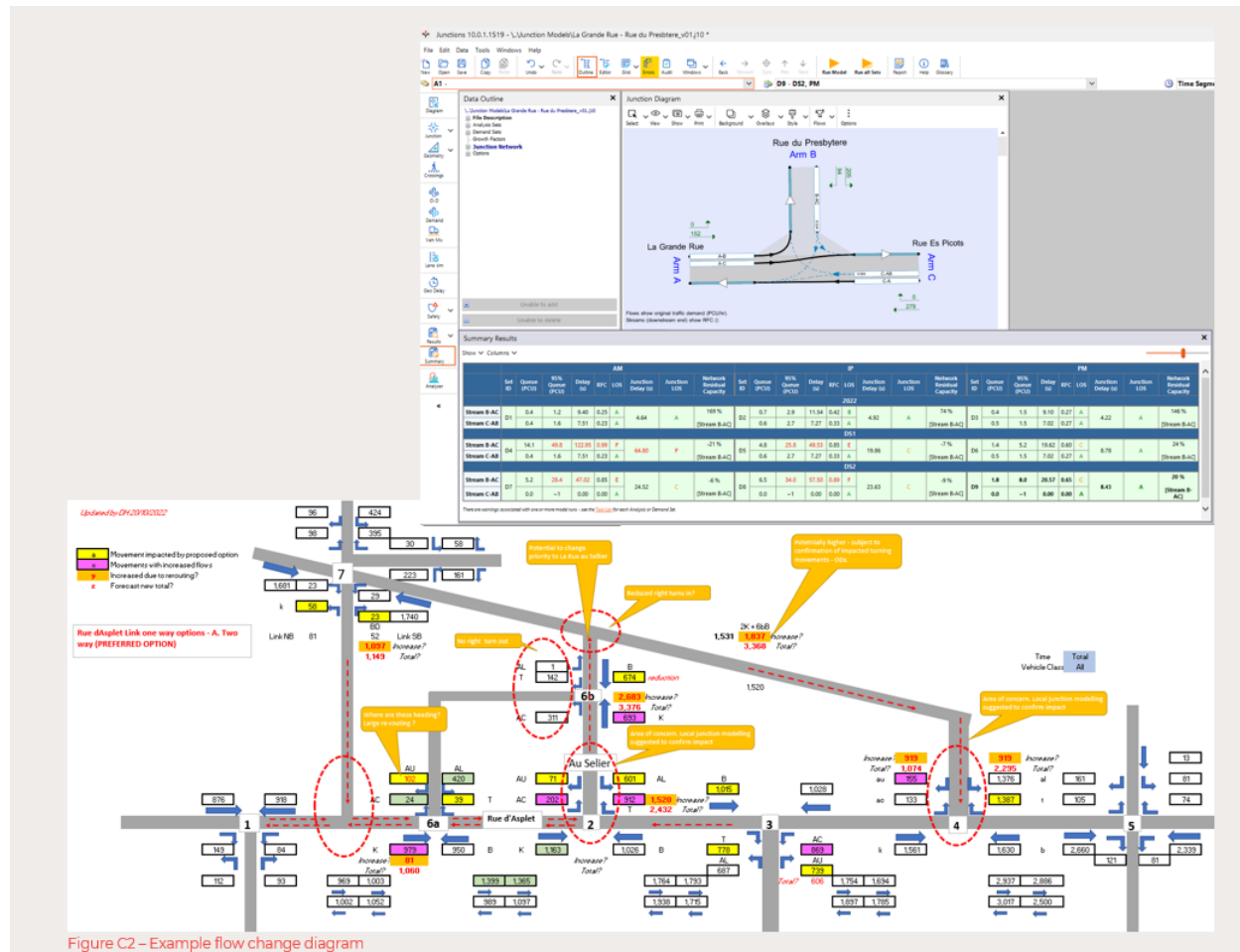
Both at the Parishioner Workshop and with the islandwide online consultation there is strong community support for change in Trinity Village with 66% of all respondents choosing Option 1, 2 or 3.

The workshop attendees voted for Option 3 Character Enhancement. Of the 222 people who responded to the online consultation, 52% agreed with the workshop vote and want to see Option 3 Character Enhancement implemented. 70% of the respondents live in Trinity Parish. Option 3 Character Enhancement was chosen as the preferred choice for 41% of the respondents.


During the pandemic, the level of active travel increased and this must be encouraged in light of the climate emergency and in line with the sustainable transport policy and the common strategic policy 2023-2026.

Option 3 Character Enhancement is being taken forward by the Trinity Village Improvement Board.

## Trinity Village Improvement Scheme – Capacity and Junction Assessment



## Appendix B – Engagement and Consultation Material



**PAROISSE DE LA TRINITE**

8<sup>th</sup> August 2022

To: All Springside Industrial Estate-based businesses

**RE: Trinity Village Improvements – Ensuring Springside Business Access is considered**

In a recent parish-wide survey the local community highlighted barriers to active travel within Trinity village and the wider parish (<https://www.gov.je>). The Connétable of Trinity has formed a Trinity Village Improvement Board to develop concepts to make the village better for walking, cycling and bus use, for the whole community. The Board is considering how to ensure vehicle speeds in the heart of the village are appropriate, and how to create continuous safer walking routes to key amenities and bus stops. Infrastructure, Housing and Environment (IHE) are providing technical support for the Parish in relation to these works.

To achieve space for footpaths in the village, some changes to two-way roads are being investigated. This may include changes to roads that lead to and from the village to Springside Industrial Estate.

We would like to invite you to attend a drop-in session at the Parish Hall. This is an opportunity for you to discuss the options being investigated for routes from the village to Springside so that we can understand how potential changes to certain roads would affect your business operations (no changes to the roads west of Springside are being considered in these studies). It will also ensure that any concerns can be considered before the options are developed for community feedback in the autumn.


**Date:** Tuesday 16<sup>th</sup> August  
**Venue:** Trinity Parish Hall, Upstairs Committee Room  
**Time:** 4pm – 6pm

(Please note: this drop-in is for Springside-based businesses only; another drop-in session for other local businesses will follow soon).


Two members from the Board and some of the technical team from the IHE Transport Department will attend the drop-in session. Information about the traffic management options being considered will be available to view and we welcome constructive discussions and feedback. Please do attend if you are able to.

If you are unable to attend, we can arrange an appointment-only, online Teams meeting during the week commencing Monday 22<sup>nd</sup> August 2022. Please call us on 01534 448375 to book a convenient time. Alternatively, comments about the key road access issues for your business can be emailed to [DFI@gov.je](mailto:DFI@gov.je) or posted to Transport Projects, Beresford House, Bellozanne House, Jersey JE4 8UY.

We hope you can come along on Tuesday 16<sup>th</sup> August.

  
 Yours faithfully  
 Trinity Village Improvement Board/IHE

Trinity Parish Hall, La Rue du Presbytère, Trinity, Jersey, JE3 5JB  
 Telephone 01534 865345 e-mail: [ParishHall@parishoftrinity.je](mailto:ParishHall@parishoftrinity.je)



**PAROISSE DE LA TRINITE**

Springside Industrial Estate  
 La Rue de la Monnaie  
 Trinity, JE3 5DG

18 August 2022

To: All Springside-based businesses

**RE: Trinity Village Improvements – Ensuring Springside Business Access is considered – Follow-up**

Following a recent invitation, a Springside Business drop-in session was held on Tuesday 16<sup>th</sup> August. We enclose the information pack that was available at this event. Please note, contact details are printed at the back of the information pack and we welcome your comments.

We would also like to extend another invitation for you to attend a drop-in session at the Parish Hall on Thursday 25<sup>th</sup> August. This is a further opportunity for you to discuss the options being investigated for routes from the village to Springside so that we can understand how potential changes to certain roads would affect your business operations (no changes to the roads west of Springside are being considered in these studies). It will also ensure that any concerns can be considered before the options are developed for community feedback in the autumn.

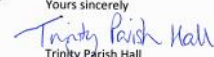
**Date:** Thursday 25<sup>th</sup> August  
**Venue:** Trinity Parish Hall, Upstairs Committee Room  
**Time:** 2pm – 4pm

(Please note: this drop-in is for key stakeholders only; a public consultation will follow soon)

A member from the Trinity Village Improvement Board and some of the technical team from the IHE Transport department will attend the drop-in session. Information about the traffic management options being considered will be available to view and we welcome constructive discussions and feedback. Please do attend if you are able to.

If you are unable to attend, we can arrange an appointment-only, online Teams meeting during the week following this session. Please call us on 01534 448375 to book a convenient time. Alternatively, comments about the key road access issues for your business can be emailed to [DFI@gov.je](mailto:DFI@gov.je) or posted to Transport Projects, Beresford House, Bellozanne House, Jersey JE4 8UY.

We hope you can come along on Thursday 25<sup>th</sup> August, please let the Parish Hall know if you wish to attend.

Yours sincerely  
  
 Trinity Parish Hall

Trinity Parish Hall, La Rue du Presbytère, Trinity, Jersey, JE3 5JB  
 Telephone 01534 865345 e-mail: [ParishHall@parishoftrinity.je](mailto:ParishHall@parishoftrinity.je)

### Letters to the Key Stakeholder Businesses

PHONE 01534 865345 EMAIL [parishhall@parishoftrinity.je](mailto:parishhall@parishoftrinity.je)

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# Trinity Village Scheme – Parish Consultation Workshop


12 September 2022


The workshop is going to take place at the Parish Hall on Saturday 5th November 2022. Please see the Events section of the website for more information about it and how to reserve a space on it.


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### LATEST NEWS

 Lent lunches

 Launch of Trinity Scarecrow Festival 2023

 Advanced notice of closure of Parish Hall

Parish of Trinity website – notification of the Parish Consultation workshop

## Trinity Village Improvement – WE NEED YOUR VIEWS!





**Parish Consultation Workshop: Saturday 5th November 2022**  
**Venue:** Trinity Parish Hall  
**Time:** 9:00am – 1:00pm  
**Attendance:** *Parishioners wishing to attend please contact the Trinity Parish Hall to reserve your space on 865345.*

Parishioners would like safer, accessible walking, cycling and bus routes in the heart of Trinity village. This message is the clear finding from the recent Trinity Parish Active Travel Improvement survey.

Responding to this, the Trinity Village Improvement Board has developed a series of options to meet the ambition for reducing barriers to active travel within the village. The board would like to understand what the community feels is the best option to proceed with, so they can make a recommendation to the Minister for Infrastructure to seek funding for implementing these improvements.

The options for the community to consider will improve the public experience in Trinity village, enhance road safety, and ensure a cohesive and attractive character in the village.

The Government of Jersey's Sustainable Transport Policy and Bridging Island Plan recognise schemes seeking to advance 'active travel', i.e., cycling and walking, and they aim to prioritise funding for these schemes.


*"Our parish wants to respond to the climate emergency at a local level; this is the opportunity for Trinity parishioners to give their view on which option is right for improving the village and enabling people to walk more safely to key village amenities and bus stops. I hope you can join this workshop and contribute to a vision for an attractive, walkable village"*

Philip Le Sueur, Connétable.

*\*Please note: the workshop output will be made available to Parishioners. Watch this space!*

Trinity Tattler Autumn 2022 Issue 28 p14

*Have your say!*




## Trinity Village Improvement

### Workshop Voting Form

Please rank and score each option in order of preference:


- 4 points for your 'most preferred'
- 3 points
- 2 points
- 1 point for your 'least preferred'



<p>Keep things as they are</p> <div style="background-color: #cccccc; padding: 10px; text-align: center; border: 1px solid #000; margin-bottom: 5px;"> <p style="font-size: 1.2em; margin: 0;">NO CHANGE</p> </div> <p>Option 1</p> <div style="background-color: #008080; color: white; padding: 10px; text-align: center; border: 1px solid #000; margin-bottom: 5px;"> <p style="font-size: 1.5em; margin: 0;">1</p> <p style="font-weight: bold; margin: 0;">LOWER SPEED VILLAGE</p> </div> <p>Option 2</p> <div style="background-color: #ffcc00; padding: 10px; text-align: center; border: 1px solid #000; margin-bottom: 5px;"> <p style="font-size: 1.5em; margin: 0;">2</p> <p style="font-weight: bold; margin: 0;">WALKING VILLAGE</p> </div> <p>Option 3</p> <div style="background-color: #008000; color: white; padding: 10px; text-align: center; border: 1px solid #000;"> <p style="font-size: 1.5em; margin: 0;">3</p> <p style="font-weight: bold; margin: 0;">CHARACTER ENHANCEMENT</p> </div>	<p>Score:</p> <div style="border: 1px solid #000; height: 30px; width: 100%; margin-bottom: 10px;"></div> <p>Score:</p> <div style="border: 1px solid #000; height: 30px; width: 100%; margin-bottom: 10px;"></div> <p>Score:</p> <div style="border: 1px solid #000; height: 30px; width: 100%; margin-bottom: 10px;"></div> <p>Score:</p> <div style="border: 1px solid #000; height: 30px; width: 100%;"></div>
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For the 'most preferred' option:

Please describe any suggestions to improve the concept.



Trinity Village Improvement Workshop Voting Form 05/11/2022


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## 20mph limit and one-way roads being considered for village improvement scheme

News | 23 November 2022 | Last Updated: 23 November 2022 | By Newsdesk



A 20MPH speed limit, one-way roads and more walking paths are among the options being considered to improve Trinity Village.

An online consultation has been launched to gauge public opinion on improving active-travel options – such as walking, cycling and using the bus – in the village.

The consultation follows a previous parish-wide active-travel survey conducted last year, which identified a lack of safe pedestrian routes and the speed of vehicles as key concerns for Trinity village.

Among the options discussed were:

- A 20mph village speed limit.
- Some one-way roads to make space for walking paths.
- Additional pavements and pedestrian crossings.
- Traffic-calming measures such as raised tables.
- Public-realm improvements in keeping with the character of the village.
- Changes to bus-stop locations.

The survey is available via [gov.je/consultations](https://gov.je/consultations) and is open until 16 December 2022.

Comments can also be submitted by emailing [dfi@gov.je](mailto:dfi@gov.je) before the same deadline.

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13 March 2023

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UN treaty reignites call for Jersey marine park  
13 March 2023

Jersey Evening Post Article 23/11/2022


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# Trinity Village Improvement Scheme – online consultation

22 November 2022


Following on from the Workshop at the Parish Hall on Saturday 5th November, there is now a further opportunity for you to get involved. There is an online consultation which closes on 16th December 2022.

The purpose of this consultation is to explain the Board's work to date, illustrate the range of potential improvements, and to gather your thoughts and preferences.


It is open to everyone. Any one who is unable to complete the online consultation should contact the Parish Office and we will make a paper copy available.

[Trinity Village Improvement Scheme consultation \(gov.je\)](#)


## LATEST NEWS



Lent lunches







Launch of Trinity Scarecrow Festival 2023




Advanced notice of closure of Parish Hall

Parish of Trinity website – notification of the online Public Consultation

PHONE 01534 865345 EMAIL parishhall@parishoftrinity.je 

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# Trinity Village Improvement Scheme


15 December 2022


With the deadline for the online consultation closing tomorrow, Friday 16th December, banners illustrating the potential Improvement Scheme will be available in the Parish Hall for anyone to view between the hours of 9:00am – 5:00pm tomorrow.


Share this post

 Facebook  Twitter  LinkedIn  WhatsApp  Email

## LATEST NEWS

 Lent lunches

 Launch of Trinity Scarecrow Festival 2023

 Advanced notice of closure of Parish Hall

Parish of Trinity website – notification of the online Public Consultation deadline- and banners to view in person at the Parish Hall

## Trinity Village Improvement Scheme

### Overview

The Trinity Active Travel Improvement Plan survey carried out in October 2021 identified barriers to walking, cycling and bus use in the historic heart of the parish. A total of 321 responses were received. To respond to these concerns, the Trinity Village Improvement Board (parish representatives with technical support from the Government of Jersey's Department of Infrastructure, Housing and Environment) have been working on potential improvement options for the community to consider following the Sustainable Transport Policy guidelines.

### The Sustainable Transport Policy



Jersey's Sustainable Transport Policy (STP) establishes a number of objectives and principles. These reflect the Jersey Mobility Hierarchy (above) which sets priorities for decision making, with greatest weight given to improving accessibility, walking and cycling, and least to private cars.

As part of the overall process, we are at the stage of carrying out community consultation as shown on the programme below.



### Community Consultation

#### Workshop

A successful consultation and workshop was held in Trinity Village on Saturday 5th November 2022 and this was attended by over 30 parishioners. The parishioners were passionate about what is valued and should be preserved in the village and shared their experience of barriers to active travel when walking, cycling and catching buses around the village. They considered in great detail the village improvement options, indicating their preferred choice and commented on what could be improved for their preferred option.

The consultation materials can be found below:

- [Survey results 2021](#) <user>: [jerseytrinity-2021.pdf](#)
- [Consultation options 2022](#) <user>: [jerseytrinity-consultation-material-2022-jersey.pdf](#)
- [Workshop results 2022](#) <user>: [jerseytrinity-consultation-results-05-11-2022.pdf](#)
- [Comments summary 2022](#) <user>: [jerseytrinity-parishioners-feedback-comments-on-voting-06-02-11-2022.pdf](#)

#### Online

This online consultation is for everyone to comment on the conceptual options provided and to indicate their preferred choice, from keeping things the same to significant changes for improving walking, cycling, bus access and the quality of the village public realm.



### Why your views matter

The purpose of this survey is to gain your views on the preferred option for reducing barriers to active travel in the historical heart of Trinity.

Please complete the online questionnaire and indicate your preferred option.

The information we collect is gathered, stored and used in accordance with our privacy policy.

[Infrastructure, Housing and Environment privacy policy](#)

[Online Jersey gov. Jersey Government Department of Infrastructure, Housing and Environment Privacy Policy and Data Protection Statement](#)

Public Consultation Online Survey 21/11/2022 – 16/12/2022

## Introduction

"As a unique community looking to the future, we want to play our part in reducing carbon emissions by walking, cycling, and using the bus rather than the car. Our community project board needs to understand what our community feels is the best way forward to reduce barriers to active travel in the historic centre of the parish." - Philip Le Sueur, Connétable

Results from "Trinity Active Travel Improvement Plans" engagement (2021) are shown below.



## What would help with greener, safer, travel in Trinity? – Results!

"Our community project board recently asked Parishioners their views on the barriers to active travel both in the historic centre of the parish and across the parish. We have been very impressed with the excellent level of engagement with 321 responses. The responses show that the parish already has on average bus and cycling usage when compared to other rural passages. We hope that with making some further interventions to make it safer to walk, cycle and travel by bus, these figures will get even better and help towards both the Parishes and the Islands carbon reductions ambitions. The board have asked the technical team to develop a range of options that respond to the concerns raised with an aim to consult on these in 2022."

- Philip Le Sueur, Connétable



Please rank the following concerns in order of importance to you?

Lack of safe pedestrian route – 3.81

Speed of motor vehicles through the parish – 3.44

Bus service level – 2.95

Lack of cycle routes – 2.54

Improved bus stops and shelters – 2.26

Following the 2021 survey, conceptual options have been developed and can be found below:

[Consultation options 2022 <user: uploads/web-consultation-material/2022\\_options.pdf>](#)

1 Before you complete this survey, please click to confirm you are responding to the content of the Trinity Village Improvement Scheme material provided above.

(Required)

Please select only one item

☐ I confirm I am responding to the consultation material provided and its contents

## 2 Where do you live?

(Required)

Please select only one item

- ☐ (a) Trinity Parish  
☐ (b) Another Parish in Jersey  
☐ (c) Elsewhere (please state)

Please state

## 3 Thinking about distance travelled in Trinity Parish, what is your main mode of transport?

(Required)

Please select only one item

- ☐ Car  
☐ Motorbike / moped  
☐ Bus  
☐ Cycle (including e-bike)  
☐ Walk  
☐ Car share  
☐ Taxi  
☐ Other (please specify below)

Interactive Community Workshop Feedback

All parishioners were invited to attend a four-hour interactive workshop to consider and debate the active travel issues and options in-depth, in small groups. Three Trinity Village Improvement options are shown below.



For full detail please see [Option 1 - Lower Speed Village - user\\_upload/active-travel-option-1.pdf](#).

**2 WALKING VILLAGE**

This package of improvements builds on the Lower Speed Village measures, introducing a one-way traffic system, as illustrated on the map to the right. The roads affected are:

- \* Rue du Presbytère, one-way southbound
- \* La Rue au Sellier, one-way northbound
- \* La Rue d'Asplet, between La Grande Rue and La Rue au Sellier, one-way westbound
- \* La Rue Guerdan, one-way southbound

The introduction of a one-way system creates sufficient space for virtual footpaths - coloured surface flush paths within the roadway marked with bollards on La Rue au Sellier and Rue du Presbytère. Full pavements would be created to join the existing fragmented sections. These new footways and pavements are indicated on the adjacent map.

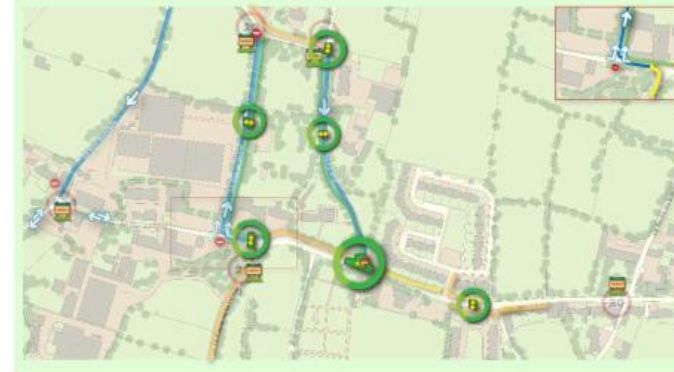
The result of this package would be safe walking routes throughout the village, making pedestrian links between such destinations as the Village Shop, Trinity Arms, Parish Church, Parish Hall and Acorn Centre.

The affected bus routes and bus stop locations are explained on a separate panel.



For full detail please see [Option 2 - Walking Village - user\\_upload/active-travel-option-2.pdf](#).

**3 CHARACTER ENHANCEMENT**



The conclusion of those who attended the whole of the workshop and who ranked what they felt was the best option (including the option to keep things as they are) was

The key issues raised in the community feedback are shown below in the wordclouds. The larger words are the most frequently mentioned.

### Email Correspondence



☐ Yes  
☐ No

In response to community concerns and the recognised issues, a series of concepts have been developed and presented as Options 1, 2 and 3.

These are general approaches to reducing barriers to active travel, not detailed schemes.

- 1 LOWER SPEED VILLAGE**



**Option 1** introduces a 20mph speed limit through Trinity Village to align with other Island Villages and the island wide speed limit framework. The locations on its boundary where this limit is applied would effectively create village gateways.
- 2 WALKING VILLAGE**



**Option 2** includes the 20mph limit as above, but also creates safer walking routes around 1 village. These walking routes include formal pavements and virtual footways. A virtual footway is a coloured surface flush path on the roadway, demarcated with bollards where appropriate. In order to create the space for footways, this package would also include the introduction of a one-way traffic system on certain roads and may require the relocation of some of the 6 routes.
- 3 CHARACTER ENHANCEMENT**



In addition to the speed limit, one-way system and footways, **Option 3** would introduce raised level pedestrian crossings and traffic-calming measures. This would also provide an opportunity to develop more village gateways and other landscape features, helping to create a sense of place. All together they will help to create a much safer and full of character village.

[Consultation options 2022](https://www.arb.ca.gov/health-consultation-material/2022-cy3.htm) [www.arb.ca.gov/health-consultation-material/2022-cy3.htm](https://www.arb.ca.gov/health-consultation-material/2022-cy3.htm)

Please select only one item

- If Other, please comment below:

\_\_\_\_\_

6. Please provide any further comments on your preferred option.

Feedback:



Next Steps



Please file any feedback comments "Trinity Village Improvement Scheme".

Parish and Islandwide comments can be

 **Emailed to**  
DFI@gov.je

 **Or posted to**  
Government of Jersey,  
Infrastructure,  
Housing and Environment,  
Operations and Transport,  
Beresford House, Bellozanne Road,  
St Helier,  
Jersey,  
JE3 3JW

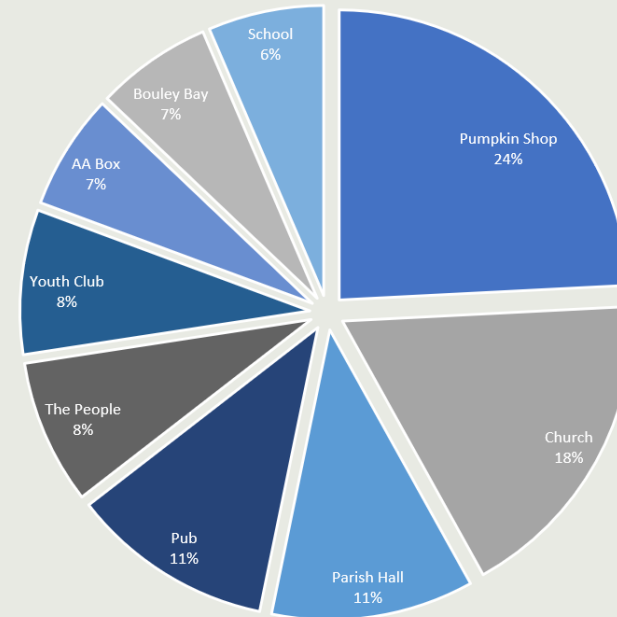
Appendix C – Parishioner Workshop Results



Parishioner Workshop Results 1/7

# Words with multiple mentions

- Pumpkin-shop the most popular
  - Sometimes referred to as just 'Shop'
  - Blended into one
- Parish Hall
  - Sometimes referred to as Village or community Hall
  - Blended into one
- The People
  - Sometimes referred to as 'Community feel' or 'spirit'
  - Blended into one



15	pumpkin-shop
11	church
7	parish-hall
7	pub
5	the-people
5	youth-club
4	aa-box
4	bouley-bay
4	school
3	jardin-d'oliviet
3	Lanes and-paths
2	acorn
2	egypt
2	grand-clos
2	parish-school
2	rjh
2	village
2	zoo

Parishioner Workshop Results 2/7

## General Comments

“Gateway”

Cobble “effect” e.g., St Aubin

Language on the options is biased and assumes it will create a ‘nicer’ environment – subjective language

St Mary’s – excellent; ‘hump’

Sion – speed limit

Improve transparent engagement

Principle of one-way at all - if there are flaws in the principle, then there should be other options altogether

Pavement at church surface needs repair

Farm workers walking route to shop along Rue D'Ebenezer

Creation of path along western side of Rue au Sellier to avoid need for one-way

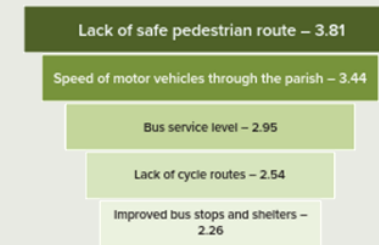
One-way system prioritises drivers

Parishioner Workshop Results 3/7

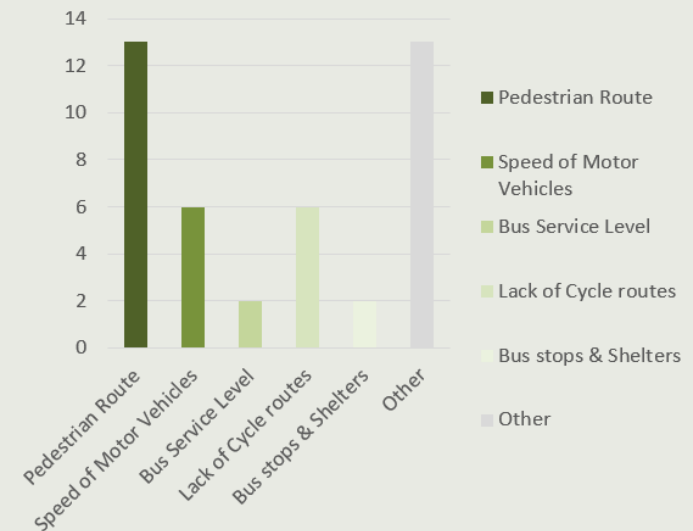
# Travel Barriers

- |  |  |
|--|--|
| 1. Lack of pavements   | 18. Cycle Buddy Scheme   |
| 2. Lack of Lighting esp. if no pavement  | 1. Provide route info  |
| 3. Small narrow lanes  | 2. Facilities (showers/time ??)  |
| 4. Lack of footways/Rue de Presbytere (no footpath) through churchyard or Grand Clos       | 19. Bus times don't match school day/frequency of buses too low, times need reviewing/no evening buses/buses start too late in morning |
| 5. Existing one-way ?? benefit for walking   | 20. School   |
| 6. More designated pedestrian/zebra crossings  | 21. Bus shelter opp existing by Le Grand Clos  |
| 7. Bus frequency/routing   | 22. Virtual footway (promote existing) (St Mary)   |
| 8. Speed/volume/size of vehicles   | 23. Chicanes   |
| 9. Size of vehicles  | 24. T-junctions (hard for pedestrians)   |
| 10. No passing places  | 25. Wooden bollards (not the right solution?) (virtual footpath)   |
| 11. Improved access to green lane network  | 26. Slightly raised crossing points/gentle hump  |
| 12. Identify cycle routes  | 27. Reduced limits too long? (Sion)\   |
| 13. Gateways (French style)  | 28. Agricultural traffic   |
| 14. Alternating priority sections  | 29. Grand Clos to shop is difficult journey  |
| 15. Promote local attractions  | 30. Main road barrier to movement  |
| 16. Growing rural economy:   | 31. Can't walk or cycle to zoo   |
| 1. generating freight traffic  | 32. Unprotected bus stops on road  |
| 2. in conflict with this project   | 33. Can't cycle with children  |
| 3. e.g., crane company   | 34. Cycle to school, need to go wrong way down a one-way   |
| 4. Island Plan should promote industrial estate near St Helier, not local sites in Trinity | 35. No safe routes to school   |
| 5. 'Plasters on a sick patient'  | 36. Route d'Ebenezer scary   |
| 6. Jersey Business (paid by Gov) in conflict with Planning Dept                            | 37. Drainage at school & church  |
| 17. Lack of green lane – implement   |  |

Travel Barriers – types from consultation to date

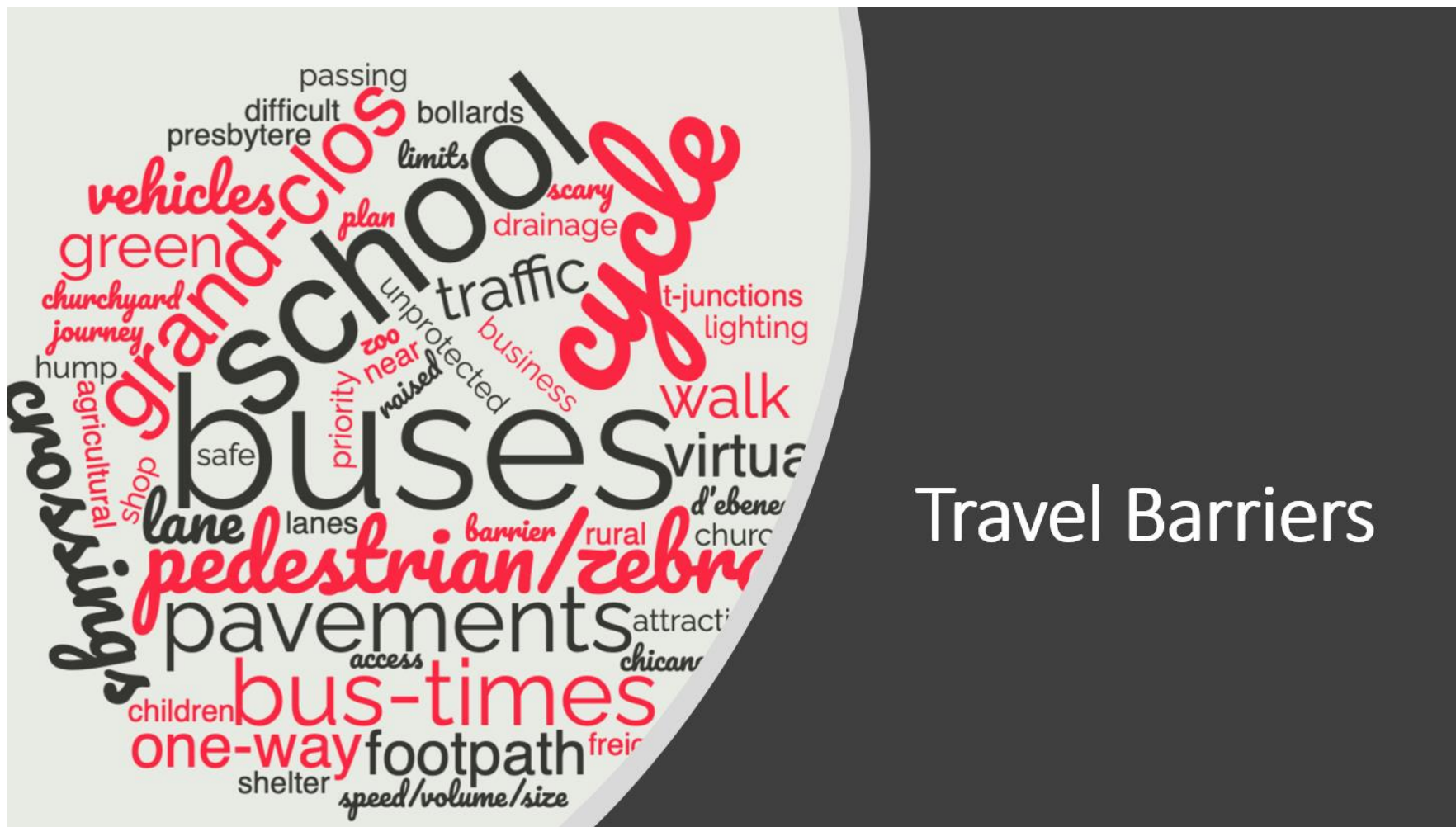


Travel Barrier – types from workshop



\*Other includes Principles of design, Rural Feel, Size of Vehicles, Passing places

## Parishioner Workshop Results 4/7



## Parishioner Workshop Results 5/7

## Works Well

- Gateways (southern at old farm (sketch), (op 3)
- Crossings/raised tables will reduce speed
- One-way system/one-way in central area/gyratory one-way op3 gateway/Op 1 (20mph)
- Bus stop & routes
- Pedestrian table at pub gives access to track (cemetery etc)
- West side of Rue de Pres correct side for virtual footpath
- Parking in road outside church on Sunday
- Bollards create protected area
- St Mary's School crossing – good template
- Walking in village
- Public realm
- Ped crossing for housing to shop
- Raised table with no impact on noise for residents
- Maintain parking at church
- Preserve the church vista
- Grand Clos – Zebra best

Parishioner Workshop Results 6/7

## Develop Further

- Character road surfacing in heart of village
- Safer routes to school
- Close village to traffic for special Parish events
- Consult with Children
- Pedestrian facilities need to be extended east from gateway to other homes
- E gateway & 20mph – move East to where residential properties begin/30mph move further East/Logical point for gateway (where the houses end)
- Location of southern gateway
- Houses outside gateways don't feel part of the village
- Bollards too frequent (are they even required?)
- Action to mitigate 'racetrack'/use environment to influence the motorists (street furniture/chicane)
- Funeral access crossing point to Parish Hall/Lych gate access/drop off for disabled at Lych Gate
- Bus stop opposite Church
- One-way Rue D'Asplet (child safety)
- No change to one-way (enforcement issues)
- Raised tables (noise)
- What are the implications to La rue Guerdain (opt 2.3)
- Land ownership
- Issue of surface ?? off on La route de la Trinite
- Bring school into the plan/scheme
- Raised table impact on carbon & people slowing down
- Island crossing should be raised table
- Priority crossing needed
- No pavement opposite church
- 20 mph should be East of Rue de Boulay
- Acorn: in and out on La Rue al Sellier
- School traffic plan

Parishioner Workshop Results 7/7

# Appendix D – Online survey Q5 Freeform Comments (22)

Response ID	Which concept option is your preferred choice (select one)? - If Other, please comment below Q5	Please provide any further comments on your preferred option. - Any further comments? Q6
ANON-TKNF-FS8N-V	I agree with the idea of improving safety for pedestrians, but the one way system (not allowing access to/from Rue de la Monnaie/Springside is ridiculous. The longer journeys required will increase emissions, not reduce them.  Also, the whole one way scheme and speed limit is going to divert traffic on to roads that are less able to cope with it eg Rue de la Petite Falaise, Chemin d'Olivet, Rue des Bouillons etc	
ANON-TKNF-FS8A-F	leave it alone. All you need is a pedestrian crossing outside the pub to the estate. STOP all this NIMBY and focus on what jersey really needs and STOP wasting money. Our youngsters need houses, not speed controls. Jersey is fast becoming a retirement Island!	The roads are perfectly ok and hardly ever seeing anyone. All that is required is a pedestrian crossing from the housing estate across to pub/bus stop. Simple and effective. No speed limits, no raised tables.
ANON-TKNF-FSM6-F	The features of options 1 and 3, and the fixed pavements of option 2 but not the one way system or virtual pathways of option 2. Why can't we have fixed pavements everywhere and just buy the land to do so.	
ANON-TKNF-FSM8-H	It would be beneficial to add a flat (non-raised) crossing from the main estate over to the other side of the road to provide access to the bus stop and to add further pavement along the sections of main road that do not currently have any. This would provide increased safety for pedestrians without the overkill of turning it in to an unnecessarily, confusing and ugly obstacle course.	So called 'character enhancement' will create an over urbanisation of the area providing absolutely no enhancement at all. Just look at the complete mess in St Mary. In addition adding all these obstacles for drivers takes their awareness off other things that are going on around them such as pedestrians and cyclists. The introduction of a one way road system will encourage those drivers to speed more as they will consider the road as 'safe' with no oncoming cars. the current narrow two way roads create their own system of traffic calming when the area is busy, drivers need to slow or stop to pass other vehicles. Adding many raised table speed humps will likely increase emission in the area do to the fact that vehicle will have to slow and then accelerate when passing over them, this will likely be the case even with lowered speed limits. There is no need for crossings to be raised and particularly on main roads as it can cause obstruction and delay to emergency vehicles that need to travel through the area. A reduction in speed limit is also unnecessary particularly on the main road through the village, there is a very limited history of accident in the area. The 'problem' speeders and racer type drivers are not going to care what the limit is, they will speed anyway, and reducing the limit will just caused added frustration for the majority of careful drivers, that frustration can the result in people making careless and dangerous decisions. I do not support any of the proposals, they are unnecessary and will have a detriment aesthetic effect on the rural character of the area, creating yet again over urbanisation or another beautiful rural Parrish.
ANON-TKNF-FSMU-E	A pedestrian crossing or speed bumps by Trinity School is a MUST and I am shocked that there is not already one there. The road is dangerous, and many drivers are not aware there is a school there. What will it take to get this sorted, a child getting hit by a car or motorbike??	
ANON-TKNF-FSN9-K	Make it safer to walk but speed limit to say at 40 or 30mph	None of the options, just safer walking areas
ANON-TKNF-FSNG-1	I think that with the character enhancement and segregated walking area the speed does not need to be lowered as far as 20mph, 30mph would be perfectly safe, especially with enhanced crossing options.  At 20mph this looks too much like the scheme in St Mary where I've had bikes overtaking me whilst I was doing 20mph!  I would also not want severe road calming measures, eg raised crossings, as when introduced near my old house they increased the noise and impact of traffic and didn't have any material impact on non vehicular use of the road. A zebra crossing does not need to be raised to be effective.	

# TRINITY VILLAGE IMPROVEMENT SCHEME

ANON-TKNF-FSCR-1	Character enhancement minus the raised platforms as these have been proven, in world wide research to increase carbon levels.	
ANON-TKNF-FSC7-6	Make Trinity school area safer for the children who are crossing. There is no pedestrian crossing and although there is a 20mph limit cars very rarely stick to it and use this road as a race course. There is absolutely no safety for the children of the school. My two children attend Trinity school and the amount of times I've had to pull my kids back because cars are racing is one too many. Not to mention that the roads are so poorly done when there is a bit of rain it collects by the pavements which means kids have to either walk through massive puddles to cross to the school, or, because the cars drive by so quickly with no consideration, they soak the kids waiting to cross, which I witness during our recent downpour which caused massive flooding and disruption to our school drop offs in the morning. The car park is also in need of redoing, multiple times a year which is very frustrating. Cars are getting damaged whilst driving through huge unavoidable pot holes. Why must we keep spending money on redoing a gravel car park that will need resurfacing in months to come? Tarmac the lot and draw out parking spaces so that people can park adequately so that there is enough space for all cars when doing school pick up, another issue we are facing on a daily basis. We have in the past also requested that the parish erect a railing on the bank of grass opposite the school, kids tend to play on that bank after school and there is no safety measures between the road. This idea for the railing was turned down due to it not being aesthetically pleasing? Astounding how there is absolutely no care and consideration for our wonderful country school which is an absolute credit to the parish, yet our leaders of the parish are not willing to help keep our children safe. The village shop should have designated parking elsewhere as parking outside the shop causes mass traffic build up around school times.	As stated above
ANON-TKNF-FSHP-4	Option 3 but to include the area where Trinity School is situated as this would seem logical to include this as part of Village.	
ANON-TKNF-FSHM-1	I thoroughly applaud this initiative. It is of course, not the first of its kind and we can learn a great deal of what works and what does not from observing the successes and mistakes of similar initiatives around the world. The overriding number one criteria of the success stories are to largely eliminate the car. That means both developing infrastructure to support walking, cycling and public transport AND developing systems and laws that making car use very difficult.  Lowering the speed limit is almost irrelevant and is hard to police. You only need to look at sion village to see that it has largely failed to encourage other usage.	Priorities are Walking, Cycling and public transport. Developing uninterrupted cycling networks and foot paths with regular crossings will necessarily mean that some roads cease to exist and some will need to be narrowed and become one way. One we get this right, character will come.
ANON-TKNF-FSVX-T	Option 3 plus better bus service which this survey doesn't allow for. I'm unsure as to why there is no questions on the bus service. The addition to the no 23 service to include Acorn was great. The no 4 could be improved and the no 21 could also be improved with evening additions and a Sunday service.	
ANON-TKNF-FSVB-4	No change except for the creation of a pedestrian crossing from Grand Clos to Trinity Arms.	Raised table and the "Character Enhancement" measures are unnecessary, ineffective, unsightly and will detract from the charm of the village.
ANON-TKNF-FSE8-9	While village enhancement and walking in immediate village are good suggestions, access to the village from surrounding trinity area is very poor and 40 mph roads make any walk to village very problematic.	As above

## TRINITY VILLAGE IMPROVEMENT SCHEME

ANON-TKNF-FSEK-V	<p>The 'village zone' identified in the proposals is very small and restricted. If you already live in the centre of the village the issue of speed and walking access to village amenities is less of an issue. The bigger issue is for people like us who live [REDACTED], on the outskirts [REDACTED] and have to walk in to the village along a 40mph road with no pavement in order to get access to amenities. This is a very fast road with few spaces to stand in as cars race past. A simple, cheap and effective step towards reducing this issue would be to reduce the speed limit for a wider area, for example starting from Ebenezer Methodist Church. This would almost certainly then encourage families to walk to the church / parish hall etc without feeling like they're at risk of getting hit by a car when crossing the road or walking along it. As things currently stand I wouldn't walk with my [REDACTED] children along that road as it's too dangerous.</p>	
ANON-TKNF-FSES-4	<p>A combination of Lower speed and character enhancement and Lower speed</p>	<p>The village lower speed plan should be extended to cover the area all the way past Springside Trading Estate as high volume of traffic and size and speed of the vehicles makes it unsafe to walk as far as the village. In the Island plan this is continually referred to as a Built-up area and should therefore be considered as an extension to Trinity Village itself. Residents of all ages live on this road and are afraid to walk along it due to its unsafe nature with speeding vehicles which means we have to use a vehicle instead of enjoying a 10 minute walk up to the village.</p>
ANON-TKNF-FSCF-N	<p>Option 3 but with an extension to the proposed 20mph zone to where the existing 30mph zone along Rue es Picots starts. See comments below.</p>	<p>There is no indication as to what the intentions are for the existing 30mph limit on the eastern end where the 30mph sign posts are at present.</p> <p>We live [REDACTED] and would like to see proposed 20mph zone extended to further along Rue es Picots, so that the traffic is slower for the properties along this stretch of the road, as at present it can be difficult emerging onto the road due to the speed of the traffic, also maybe some concealed entrance signs would be good.</p>

## TRINITY VILLAGE IMPROVEMENT SCHEME

ANON-TKNF-FS1S-G	<p>Concept including the following features (limited to the area outlined in #1, and so disregarding the remaining area posed within Options 1,2 and 3 (hereinafter the "Options") of the Consultation Options 2022 within the consultation materials:</p> <p>1. Reduce speed limit to 20mph (subject to the following considerations) within the following area, namely the Village for the purposes of this option. The point on Rue Es Picots (travelling eastbound) shortly prior to/following the AA box (on the left-hand side) to the point several hundred yards past Trinity Village Stores at the end of the cluster of detached residential dwellings on Rue Es Picots where the current national speed limit signage is located. Likewise, regarding the areas on La Route De Boulay, La Rue Du Carrefour and La Verte Rue each approaching the 30mph gateway onto Rue Es Picots. Save for the point prior to the current 30mph signs on La Route De Boulay, the entire area would become 20mph and so creating consistency and cohesion of traffic speed as well as contributing to the intended character of the Village in that regard.</p> <p>Considerations as follows:</p> <ul style="list-style-type: none"> <li>• Notwithstanding the above, caution needs to be exercised concerning any changes to the current 30mph speed limit in the Village. While the Government Framework for Speed Limits recommends a 20mph limit for village centres, this is for guidance purposes and not a hard requirement. The Consultation Options 2022 outlining the Options is also misleading in this regard, claiming that a 20mph speed limit would "...align with other Island Villages..." Indeed, while the likes of St Mary's Village and Sion Village have reduced to 20mph at different points in time, there are just as many comparable areas (villages or otherwise) in terms of a high pedestrian presence (some being vulnerable groups) and densely populated residential areas with amenities which have higher (than 20mph) speed limits, as follows.</li> <li>• Maufant Village - 30mph throughout (densely populated with residential dwellings and related high footfall with three shops (including the ATF Forecourt) and youth centre amenity. High volume of through traffic.)</li> <li>• The point on La Grande Route de St Martin from Five Oaks roundabout to several hundred yards past Co-op Five Oaks - 30mph throughout (densely populated with residential dwellings and businesses, inclusive of Co-Op Five Oaks and nearby zebra crossing (including warning signage regarding the zebra crossing to southbound motorists))</li> <li>• The point on St Saviours Hill of the zebra crossing at Grainville Playing Fields to Five Oaks roundabout - 30mph throughout (zebra crossing used by Grainville school children followed by another vulnerable pedestrian group using the pavement on the opposite side of the road, being the elderly residents of Victoria Cottage Homes. The remaining area densely populated mainly by residential dwellings with related high footfall)</li> <li>• St Martin's Village - 30mph throughout (comprising chicanes and elevated treatments for the purposes of traffic calming and pedestrian prioritisation, densely populated with residential dwellings, businesses, a church, pub, and school)</li> </ul> <p>In summary, it is arguably disproportionate and inconsistent to lower the speed limit in the Village. It seems that we have an opportunity to not make the same mistake as the likes of the aforesaid St Mary's and Sion Villages in this regard. While those speed limit reductions adhered to the guidance of Government Framework for Speed Limits (and in the case of Sion Village, calls from a select public group), they have remained hugely controversial and unpopular (particularly Sion Village). It would also be highly likely that, as a through route (and so not naturally compatible with active travel or indeed a village type setting) the Village would be less attractive to a percentage of private car and commercial traffic which may take</p>	<p>My preferred option was reached having considered the following.</p> <p>Village Zone</p> <p>The Village zone proposed within Options 1,2 and 3 of the Consultation Options 2022 within the consultation materials (hereinafter the "Options") is far too expansive, (and inconsistent with the hypothetical village zone posed within the Government Framework for Speed Limits (as later follows)). Although there are no hard requirements of what must characterise a Village in any Government framework, save for Jersey villages commonly comprising of a church, shop/s or a pub, Trinity Village should only be considered within the zone outlined within the response to question #5. The Parish Hall (and Youth Centre) is not in close enough proximity to be considered as part of the Village or be within convenient walking distance, or to such an extent that inclusion would increase pedestrian visitors. While it could be argued that Trinity Church falls inside the Village zone (which, in isolation, would be reasonable) and so should the Parish Hall, this would then blur the distinction of what comprises a village, in context, given the relatively rural, detached setting of the Parish Hall and its physical distance from the cluster of elements that comprise the Village (i.e. Trinity Village Stores, Trinity Arms, Trinity Church (arguably, as above), the first-time buyer (Le Grand Clos) and sheltered housing (Les Maisons Cabots) developments and aforesaid dense cluster of detached residential dwellings several hundred yards past Trinity Village Stores). Similarly, Acorn and Philip Mourant Centre are obvious outliers to any perception of a village setting, and should not be considered in scope. Moreover, there at least needs to be similarity between all Jersey villages even in the absence of hard requirements. Current Jersey villages do vary in terms of character and proximity between elements (church, shop/s etc.), but we surely cannot move to a position where they become incomparable as a result of arbitrary design. For example, the said proposed zone would be a very poor comparison to say St Johns Village where a church, parish hall, arcade of shops and pub are located virtually next to one another, superbly conveying the notion of a village owing to appropriate zone selection. As above, we can do the same (less perhaps Trinity Church and certainly less The Parish Hall).</p> <p>Public Demand</p> <p>It is questionable as to how much demand for change there really is, such that any of the Options would truly be justifiable and reflective of public opinion. There is an obvious selection bias present, in that the Parish approached parishioners, as it is now with the wider population, who then responded/will respond (but crucially, not in the same volume as if parishioners would have approached the Parish). Most of those respondents have/will back one of the Options (as opposed to a smaller number opting for "No change/leave things as they are") and while this signals a strong appetite for change, it is often the case that such a respondent group is the most motivated. Moreover, this tells us nothing about the opinion of non-respondents who may a) be indifferent to the options b) not in favour of the options but who believe that responding in such a manner will make no difference to the outcome or c) those not aware of some/all the Trinity Village Improvement Scheme public engagements, namely the October 2021 survey ("Survey Results 2021" within the consultation materials), November 2022 workshop ("Workshop Results 2022" and "Comments Summary 2022" within the consultation materials) or (this) November/December 2022 island-wide consultation.</p> <p>The statistics of the first and second of these three in accordance with the respective consultation materials are questionable, as follows.</p> <p>October 2021 survey: While 78% of respondents confirmed a willingness to change their means of transport if active travel were better and 76% supported the development of a green lane network in Trinity, these have little specific relevance to the village zone (whether the zone outlined within the response to question #5 or that within the Options) and do not reliably predict the future in terms of active travel take-up if improved, or the level of pedestrian/cyclist usage of green lanes. While the highest number of concerns (such as lack of safe pedestrian routes etc.) related to the village zone/s, the above selection bias applies again. The 321 respondents are also a sheer minority when considering the total Trinity population of 3,355 (2021 Census).</p>
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<p>alternative routes on nearby roads with higher speed limits, increasing traffic volumes and creating associated problems on those routes.</p> <p>2. Installation of some/all of the following traffic schemes (listed in order of favourability with advantages/disadvantages):</p> <p>a) Speed table/s (low number of disadvantages in terms of the Village's infrastructure and would probably be the most effective speed limitation traffic scheme, although buses and cyclists would need to reduce their speed. Additionally, there is no apparent priority for pedestrians, unlike a zebra crossing)</p> <p>b) Zebra crossing (Priority for pedestrians with a very short waiting time to cross. Nonetheless, there would be a collision risk in the event of a driver not stopping and a pedestrian not waiting. Although most pedestrians would be of La Grand Clos (and so a mixture of adult and child populations) crossing to access Trinity Village Stores and Trinity Arms, the elderly population of Les Maisons Cabot may use the crossing to a lesser extent. This presents an elevated safety risk, as above, due to this population being more vulnerable pedestrians and who would find a zebra crossing harder to use than traffic lights (which are seemingly not an option in this case))</p> <p>c) Pedestrian refuge island, creating a link between Trinity Village Stores and primarily the residents of Le Grand Clos (although on its own, there would be no priority for pedestrians who may have to wait longer for a gap in vehicle traffic to cross safely, as compared to a zebra crossing. Pedestrians would also need to have a good judgement of traffic speeds and gaps in that traffic, again presenting an elevated safety risk for children and the elderly)</p> <p>3. Installation of signage as follows: Triangular Elderly People (Les Maisons Cabot) and Children (Le Grand Clos) signage (whether illustration only or with wording) which would alert drivers to these vulnerable groups. Consideration of bespoke gateway signage (such as that posed within Option 3) at each above point on Rue Es Picots.</p>	<p>November 2022 workshop (and aforesaid related comments summary): Firstly, the gov.je website page introducing the November/December 2022 consultation states that "...over 30 parishioners" attended the workshop while the Consultation Options 2022 within the consultation materials states that this was "...over 40 parishioners" which immediately raises the question of accuracy. Even if 40 was the correct number, this again is a sheer minority of parishioners (assuming all were provably parishioners, and not of another parish) and assuming all 40 of these were of the 321 respondents to the October 2021 survey, an even smaller minority and low turnout, suggesting a limited appetite. It must also be recognised that while the Options were favoured by most parishioners who voted, a not insignificant number favoured "keep things as they are/no change".</p> <p>Speed Limit</p> <p>The proposed speed limit reduction on each of the roads in scope (hereinafter the "Roads") within the Options (save for the potential 20mph zone posed within the response to question #5) from 40mph and 30mph to 20mph is draconian and inconsistent, even if within a village zone (see the comparable areas posed within the response to question #5). Reasons as follows.</p> <ul style="list-style-type: none"> <li>• The Comments Summary 2022 confirms a significant level of disagreement (via e-mail correspondence) by Parishioners with any proposal for a 20mph speed limit. While the same proposal was more agreeable with the freeform comments stated upon the voting forms by those who attended the workshop in person, the level of agreement nonetheless appears modest. This inconsistency would strongly suggest the same selection bias explored above, in that those who attended the workshop in person were the group most motivated for change (but this only being one part of a larger and varied opinion).</li> <li>• Most of the Roads were lowered from 40mph to 30mph following public consultation in 2013. There have been no significant subsequent changes (such as a substantially higher localised population posing a pedestrian safety risk due to pedestrian numbers, or significant changes to the character of the Roads) save for the traffic schemes proposed within Options 2 and 3, that would imply or justify further reduction. (<a href="https://www.gov.je/government/consultations/pages/speedlimits.aspx">https://www.gov.je/government/consultations/pages/speedlimits.aspx</a>)</li> <li>• Following the above reductions, La Verte Rue and La Rue Du Carrefour were subsequently reduced to 20mph, demonstrating an existing awareness and capability on behalf of the Parish to maintain appropriate speed limits on its roads.</li> <li>• Accordingly, each of the Roads (save perhaps for La Rue d'Asplet where a reduction from 30mph to 20mph would be reasonable but due to the character of the road, speeding would be unlikely and so such a reduction unnecessary and functionally redundant) across the Options are currently consistent within the Government Framework for Speed Limits. (<a href="https://www.gov.je/travel/roads/pages/frameworkspeedlimit.aspx">https://www.gov.je/travel/roads/pages/frameworkspeedlimit.aspx</a>)</li> <li>• The Framework for Speed Limits recommends a 20mph zone for village centres (as the response to question #5 provides for) but not wider village roads. The Consultation Options 2022 clearly distinguishes (upon maps therein) these two areas, and so proposing 20mph on the Roads is inconsistent with that framework.</li> <li>• As with many roads, particularly in rural areas, speed limits (considering road safety, perception of safety etc.) are most relevant during daytime hours with significantly higher volumes of vehicle traffic and pedestrians. While it would be impractical and problematic for these limits to be part-time, the said difference in volume would be particularly apparent throughout the Roads, mainly due to the amenities (save for Trinity Village Stores and Trinity Arms, each captured within the proposed 20mph Village zone within the response to question #5) mostly only being open during daytime hours (Church, Parish Hall, Acorn, Philip Maurant Centre) and these only being sparsely populated with residential dwellings. It would therefore, on balance, seem disproportionate for each of the Roads to have the same speed limit (again, a consideration addressed within the response to question #5).</li> <li>• Maintaining 20mph for long distances and periods of time across multiple connected roads, as the Options propose, is burdensome and potentially unsafe for drivers. Even with traffic schemes (Options 2 and 3) the speed limit on the Roads (a higher number of roads than most, if not all, current Jersey villages) would need to be enforced by the Honorary Police, potentially placing a strain on resources. It also seems the case that not all the Roads could be policed at the same time, thereby presenting the scenario of catching offenders on some roads but missing them on others within the very same 20mph zone. This would potentially create the perception by drivers that the roads not</li> </ul>
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		<p>being policed at any given time were safer than those that were, encouraging speeding on the unpoliced roads and generally not taking the 20mph zone seriously due to its size and variance in road character. In short, lowering speed limits do not necessarily lower speed.</p> <ul style="list-style-type: none"> <li>• It is arguable that 20mph zones are as effective as intended. As is the case with several existing 20mph zones (such as the Sion Village portion of La Grande Route de St Jean), some drivers may speed as the road still looks and feels like a 30mph road. Similarly, drivers can be distracted by checking their speedometers to ensure compliance and so pay less attention to the road, potentially causing collisions.</li> <li>• Traffic congestion and pollution increase at lower speeds, the latter in conflict with the environment concerns within the Options. This conflict would potentially be experienced more by cyclists travelling at the same speed as vehicles, instead of passing by them, potentially leading to tailgating accidents between the two groups.</li> </ul> <p>Background/Value of Evidence</p> <p>As explored, the modest level of public engagement with the Trinity Village Improvement Scheme is inconsistent with the size of the proposals outlined within the Options. Its ambitions were responded to by a limited number of parishioners and the statistics of those responses somewhat clouded. It could therefore be interpreted, considering how the Options are shaped around active travel and so largely adhere to Government masterplans such as the Sustainable Transport Policy and Bridging Island Plan, that the Scheme mainly exists less in the interests of the Parish but more to satisfy a Government political imperative.</p> <p>Another concerning feature informing the Options, even if not expressly stated, is the 2019 climate emergency declared by the previous Assembly. Climate change is a highly emotive and controversial subject, and so arguably one unfit to substantially alter the way citizens live in the manner proposed and its ideological overtones. This is not the same as climate change denial, but cautioning against the prospect of the subject influencing the permanent reconfiguration of a large area within a rural parish.</p> <p>There is also an apparent lack of data regarding the current road users on the Roads, being vehicles, cyclists, and pedestrians. That is to say that if vehicles were by far the highest number, this would indicate that they were taking necessary journeys that would not be substantially reduced by an increase in active travel options.</p> <p>In summary, the Options are either a highly exaggerated response to the demand of the parishioners discussed or are shaped around a larger Government plan where the hitherto low level of public demand is secondary to prescribed Island-wide infrastructure changes. Indeed, it could be argued that all such changes, to varying extents, seek to covertly mitigate the strain of uncontrolled population growth on the Islands' roads.</p> <p>Conclusion</p> <p>Nonetheless, it is acknowledged by the option posed in response to question #5 that the Village could improve in terms of safety (particularly with vehicles parking/passing outside Trinity Village Stores and the safety of the vulnerable pedestrian groups identified) and character. The features outlined do not shy away from the prospect of significant change either, but such change is proposed to take place in the appropriate area and act in the interests of the correct groups. One would hope that this is what the outcome will look like.</p>
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# TRINITY VILLAGE IMPROVEMENT SCHEME

ANON-TKNF-FS1N-B	<p>My main concern is the speed at which vehicles enter the 30mph limit from St Martins on Rue Es Picots.</p> <p>Residents are scared to walk along the road, which has no pavement or marked area for pedestrians.</p> <p>A [REDACTED] told me he thought he would be killed by a vehicle in the near future.</p> <p>The 20 mph needs to commence before the first house on the right after the 30mph to avoid a nasty accident. Bollards and different colour tarmac needs to be used to allow pedestrians to navigate the route to the shop safely.</p>	
ANON-TKNF-FS1E-2	<p>Combination of option 1 of the reduced speed limit and the introduction of a crossing outside the village to the bus stop. Do NOT one-way system the area it is making other junctions more dangerous than they are currently.</p>	<p>None of the options are right for the village and surrounding area. Novel idea..... police the speed limit as it stands as reducing it will not make an impact.</p> <p>Parking outside the shop makes it dangerous.</p> <p>This is an all or nothing approach, which is not right. The reduction of the speed limit would work, but needs to be policed.</p> <p>The one-way system negatively impacts other areas and make le vesconte monument junction extremely dangerous.</p>
ANON-TKNF-FS1M-A	<p>Lower speed limits to 20mph as proposed (&amp; police them)</p> <p>Introduce traffic calming on Rue Es Picots, Le Grande Rue &amp; La Rue d'Asphlet</p> <p>Add raised table and pedestrian crossing from Le Grand Clos to Trinity Arms Bus Stop</p> <p>Add village gateway signage</p> <p>Create walking route to school using existing one-way system on Le Rue du Mont Pellier, with coloured surface and separated from road traffic by low bollards. This will provide link from village centre.</p> <p>Do something with the parking outside the village shop as this is just dangerous due to speed of traffic on the main road &amp; shop being located on corner.</p> <p>Add traffic calming on La Rue du tas de Geon as vehicles regularly speed.</p>	<p>Please police the existing speed limits.</p>
ANON-TKNF-FS1A-X	<p>Crossing at the village to bus stop.</p> <p>Lower speed limit.</p> <p>Don't remove the junction off la route de la trinite.</p> <p>Pedestrian access can be reinstate for acorn where it was originally .</p> <p>Police the current speed limit, especially la rue du tas de geon.</p> <p>Walking to school - use the road opposite the church, it is already one way.</p> <p>Don't one way system the village, it is no good for the reduced carbon footprint.</p> <p>Have shop parking designated at the pub and not outside as it forces drivers onto the path of oncoming traffic with the bend of the road reducing visibility.</p> <p>Enforce field owners to maintain their hedges to allow for safe walking.</p> <p>Re surface the current pavements for safety.</p> <p>Clean the pavements from leaves to reduce accidents from falls.</p> <p>Remind farmers to clean up after a branchage for safer walking for people and animals.</p>	<p>As above.</p>

\*\* Please note the 22 "Other" freeform comments from Q5 are shown alongside the corresponding Q6 freeform comments. More than one subject/issue to address may be commented upon. \*\*

## Appendix E - Online survey Q6 Freeform Comments (108)

ANON-TKNF-FS47-Q	I would welcome option three wholeheartedly to provide Trinity with the village atmosphere it deserves, the fewer cars the better
ANON-TKNF-FS4S-K	In addition, Rue de la Monnaie should be made 20 mph (or come into scope for traffic calming measures). This road is extremely dangerous for pedestrians as it has no pavement and lorries / trucks travel at speed down and up there to Springside industrial estate.
ANON-TKNF-FS4G-7	The bus service to Trinity also needs serious review. To lower our road usage, we really need a better more frequent service. The wider village roads, rue de la Falaise in particular has become a very busy rat run for cars and lorries.
ANON-TKNF-FS4E-5	The bus service is exceptionally poor, perhaps we wouldn't need as many changes if we had a decent bus service! Whilst I can walk to a degree, I tend to drive more often than I use my bike, even more so in the winter.
ANON-TKNF-FS8F-M	<p>Option 3 is the best option for the village, but I'm concerned that traffic may be displaced onto the 'village bypass' formed of Route du Boulay. This could be good for the village centre, but this road can be quite narrow and there is no pavement or speed limit to slow traffic down. I think this should be encouraged with signage directing people towards St John to use this route instead of the new one-way system. The Board should consider a virtual pavement along these roads as well, and a 30mph limit, extended west on the road towards Hautes Croix/Les Platons to the real edge of the village. Furthermore, if more traffic is to use it (inevitable if 20mph/traffic calming is installed on the 'alternative'), then safety improvements should be considered at the junction of La Route du Boulay and La Rue es Picots, such as a filter in turn junction, to encourage everyone to slow down, rather than speeding up to 30mph as they approach a future busy junction.</p> <p>Furthermore, the centre-line should be removed through the 20mph zone and the crossing outside Le Grand Clos should be a zebra crossing to give real priority to pedestrians. I support the proposal on these grounds, otherwise a traffic island would be better to allow pedestrians to cross the road in two stages. A crossing should be installed across from the church for the lane towards Trinity, and that lane made two-way for cyclists with motor traffic banned.</p>
ANON-TKNF-FS84-2	Could the traffic calming be extended to Rue de la Monnaie with the addition of a pavement, speed bumps and a one-way system
ANON-TKNF-FS8R-Z	There is no doubt that walking around the parish is dangerous and pedestrian access should be improved.
ANON-TKNF-FS83-1	Lower speed limits and character enhancement.
ANON-TKNF-FS8B-G	<p>Option 3 would give Trinity its village feel back again.</p> <p>Frequency of buses needs to increase to improve uptake of the buses.</p> <p>I really like the one-way system, the current road closures due to road works have made the road feel safer to use and I see more people walking along Rue es Picots.</p> <p>The lanes around school should be green lanes rather than 20mph.</p>
ANON-TKNF-FS8V-4	most direct route being Rue d'Asplet having to drive round the church to get home is ridiculous. Mean me driving further producing more emissions. Since the area has been dropped to 30mph what were often near misses are non-existent.
ANON-TKNF-FS8H-P	cannot walk on a path on La Route Du Boulay or safely walk over the road at rue es picot or to trinity store. Option 3 is great but doesn't reach us which is hugely disappointing
ANON-TKNF-FS8G-N	Please extend the 20 mile an hour zone

ANON-TKNF-FSBA-F	The roads are perfectly ok, and I travel these 6 times a day without hardly ever seeing anyone. All that is required is a pedestrian crossing from the housing estate across to pub/bus stop. Simple and effective. No speed limits, no raised tables.
ANON-TKNF-FSBU-3	Option 1 or 2 are acceptable but option 3 is not required and the additional expense to the taxpayer is pure folly in these financially challenging times.
ANON-TKNF-FSMQ-A	No change is needed. [REDACTED] walk the dog with no problems.
ANON-TKNF-FSMW-G	Walk pathway from centre of Trinity to main attraction of the parish Zoo could be of great consideration
ANON-TKNF-FSM4-D	Need better bus service
ANON-TKNF-FSMR-B	Still need a safe walking to school from the village. The proposals do not appear to resolve any issues with school traffic on Rue du Mont Pellier etc, e.g., at school drop off in the morning.
ANON-TKNF-FSMX-H	A construction suggestion of 2024/25 is too far away, this needs to be prioritised and work started by mid-summer 2023 at the latest.
ANON-TKNF-FSM8-H	<p>So called 'character enhancement' will create an over urbanisation of the area providing absolutely no enhancement at all. Just look at the complete mess in St Mary. In addition, adding all these obstacles for drivers takes their awareness off other things that are going on around them such as pedestrians and cyclists.</p> <p>The introduction of a one-way road system will encourage those drivers to speed more as the they will consider the road as 'safe' with no oncoming cars. the current narrow two-way roads create their own system of traffic calming when the area is busy, drives need to slow or stop to pass other vehicles.</p> <p>Adding many raised tables speed humps will likely increase emission in the area do to the fact that vehicle will have to slow and then accelerate when passing over them, this will likely be the case even with lowered speed limits. There is no need for crossings to be raised and particularly on main roads as it can cause obstruction and delay to emergency vehicles that need to travel through the area.</p> <p>A reduction in speed limit is also unnecessary particularly on the main road through the village, there is a very limited history of accident in the area. [REDACTED] not going to care what the limit is, they will speed anyway, and reducing the limit will just cause added frustration for the majority of careful drivers, that frustration can the result in people making careless and dangerous decisions.</p> <p>I do not support any of the proposals, they are unnecessary and will have a detriment aesthetic effect on the rural character of the area, creating yet again over urbanisation or another beautiful rural Parish.</p>
ANON-TKNF-FSM7-G	This scheme should be extended along Rue de La Monnaie where cars drive very fast
ANON-TKNF-FSMV-F	Option 3 is the only option which helps enforce the speed reduction of traffic through the road design. It's fantastic.
ANON-TKNF-FSMT-D	Representing people with disabilities who come to Trinity to access Jersey Mencap, Acorn, and Philip Mourant Centre regularly and who very much need Trinity to be a safer and accessible centre.
ANON-TKNF-FSMD-W	Bus routes need improvement
ANON-TKNF-FSMG-Z	Lower speed should start further south before the school.
ANON-TKNF-FSMN-7	It is essential to provide safe walking pathways and crossings for the many people with disabilities and limited mobility using the services in Trinity village e.g., Acorn, MENCAP

ANON-TKNF-FSMA-T	Along with these changes we need to have a better bus service for route 4, this would encourage people to leave cars at home and therefore ease the amount of traffic on this very busy (& dangerous at times) road.
ANON-TKNF-FSM2-B	<p>I think that some of the changes would be beneficial, however I have the following comments -</p> <p>Why is the 20mph limit not extended along Rue du Presbytere until its junction with Rue de la Petite Falaise? This is a narrow road which might benefit from this reduced speed limit and encourage pedestrians and other road users along this road.</p> <p>The proposed re-routing of the Number 4 bus route would mean the bus negotiating the junction of Rue de la Petite Falaise and Route d'Ebenezer in a westerly direction, this is a dangerous junction at the best of times due to reduced visibility. What is proposed to reduce any possible risks?</p> <p>The changes proposed to the junction at the top of La Route de la Trinite mean that vehicles would still have to negotiate a dangerous corner in order to drive onto La Rue d'Asplet, notwithstanding the reduced speed limit proposed (not all drivers will necessarily adhere to this) this could still become an accident black spot due to the reduced visibility.</p>
ANON-TKNF-FSN9-K	None of the options, just safer walking areas
ANON-TKNF-FSNW-H	<p>I am not stupid... I don't need to be kept 'safe'. Where does this end?! I have never had an issue walking on the road, and I take personal responsibility for my safety when walking on the roads.</p> <p>I have more of an issue at being forced to drive 20 mph and needing to brake every few meters for the 'traffic calming measures.</p>
ANON-TKNF-FSNF-Z	<p>Trinity does not need to have speed limits reduced to 20, they are already reduced around the school. It certainly does not need to have one way roads - when will Ministers stop waging war on cars and understand that Islanders unfortunately need them to be able to work etc.</p> <p>This is a terrible idea and a waste of public money that could be better used providing some of the services that Gov Jersey is severely lacking such as up-to-standard mental health facilities and help for Islanders in need, tackling the housing crisis or even to plug some of the millions wasted on the hospital that has yet to be built.</p> <p>You are already causing 33 weeks disruption for a cycle track! Provide a decent bus route with reasonable pricing and then see what is required.</p> <p>This is a waste of public money! Look at sorting out the drains on the Trinity roads that overflow at the slightest sign of rain or the potholes that need sorting rather than wasting taxpayers' money on yet another vanity project when there our Islanders struggling to survive!</p>
ANON-TKNF-FSNZ-M	As it is fine...look at Sion 20 mph ...no one walks down the pavements ...it's crazy...this new woke is a disease.

ANON-TKNF-FSNK-5	<p>The main concerns to be addressed is speed and safe pedestrian access along Rue Es Picots. The walkway from Le Grand Clos will be a great improvement on its own.</p> <p>Reducing the traffic with one-way systems and diversions will have a catastrophic impact on the Village Stores (as is happening now with the roadworks). It relies a lot on passing trade.</p> <p>Reducing the traffic from the Church to the Stores by one-way systems will increase traffic at the Rue De Carrefour / Rue Es Picots junction. This is a blind corner and large vehicles turning have to cross the centre of the road. This is noticeable with the current diversion routing.</p>
ANON-TKNF-FSN7-H	<p>I think some of the tables need adding on Trinity Hill North and south of the school to calm traffic by the school as well as a zebra crossing in front of the school by the road leading down the playground so people can cross as a priority rather than cars</p>
ANON-TKNF-FSNV-G	<p>I think the surrounding roads should also be slowed down. La rue du Boulay is 40mph at the junction with Chenin d'Olivet which is a difficult junction.</p> <p>I also think it would be ideal to have sort of link from the east into the village; the 20pmh speed limit will help, but there is still no pavement to get from the houses to the east of the village to the shop. The area being recommended for entranceway into the village, would benefit from having further traffic calming to make space for a pavement - like in St Mary's? That would be better than nothing... as currently, it is very challenging to walk to the shop from La rue du Boulay; which is a great shame.</p> <p>Trying to link the village into the network of walking paths would be ideal. To have a link, maybe through a field? From the community centre to the common, so as to access the cliff paths safely would be wonderful.</p> <p>An additional thing to consider, could be to allow people to park at the parish hall to then get a bus into town; a 'park and ride' set up... especially on known busy days; to encourage people out of their cars and keeping their cars out of town?</p> <p>Thank you for all the work that has gone into this; it looks really promising!</p> <p>My only parish request would perhaps be for a larger area for a playground; the current one is minuscule! But this has nothing to do with traffic calming; but if people did have a place to take their kids to play; it might reduce a few car journeys to the likes of Millbrook!!</p>
ANON-TKNF-FSND-X	<p>The existing approvals to increase the amount of pavements should be sufficient.</p>
ANON-TKNF-FSN1-B	<p>My concern is restrictive traffic calming measure will simply push traffic onto other roads and create rat runs.</p> <p>With the current roadworks in the village this highlights exactly this problem as drivers are routed down rue de la Petite Falaise and are utilising the 40mph speed limit to the full thus creating very difficult pedestrian and cycling conditions. This road is used frequently by dog walkers and cyclists with Petite Falaise Parc used by both.</p> <p>It is therefore ESSENTIAL that the speed limit on rue de la Petite Falaise is reduced at least to 30mph, which would bring it in to line with other smaller roads of this nature in the parish.</p>
ANON-TKNF-FSN5-F	<p>Think more needs to be done to make bus stops safer places to get on and off buses in parish generally</p>

ANON-TKNF-FSNT-E	<p>If only 30 people turned out to the workshop (which wasn't advertised, by the way!), this hardly represents the parochial population of around 3,500.</p> <p>However, as no doubt something is going to happen whether we like it or not, I vote for just the reduction in speed limit.</p> <p>My reasoning... It would not be right, as the other two options include, to stop traffic driving past the church in an easterly direction.... Like it or not, this is the main drag from west to east, so it would not be a good idea to force HGVs etc coming up from Trinity Hill around a one-way system of smaller roads with more corners when they would be better and safer just to turn right along the main road to st Martin.</p> <p>We all have to be sensible and realistic with any decision made!</p>
ANON-TKNF-FSNH-2	<p>The central area around the Parish Hall, church, shop, and pub are very difficult to walk to/from. Walking from the shop/pub area to the junction with Route D'Ebenezer is especially challenging. Any improvement to this issue is good in my view.</p> <p>I don't believe that sleeping policemen should be used on Rue au Sellier, as once made one-way, the road will be wide enough to have both carriageway and pavement. Reducing the speed limit there should be enough.</p> <p>Any raised area of road should be done in a way that reduces the noise of vehicles going over them, to consider those living in the area. Even at 20mph the noise created can be substantial.</p>
ANON-TKNF-FSNJ-4	<p>Virtual footways can be dangerous and ambiguous between motorists and pedestrians. The bollards are annoying, as are raised traffic calming measures. A one-way system will only prolong journeys. Reducing the speed limit to 20mph is not going to stop drivers who speed and as seen in St Mary's village, the speed limit is rarely adhered to in my experience. Don't try to fix what's not broken.</p>
ANON-TKNF-FSN2-C	<p>The 20-mph range where cars drive from 40 to slow down to 20 mph needs to be thought through. Speed bumps should not be implemented, and high raised tables should not be implemented. The noise of cars going over these obstacles are not the preferred option, at all. Signage is fine or road paint markings only or a speed indicator electronic. But no speed bumps or speed tables. The noise from cars over these obstacles to local residents will be very difficult to tolerate.</p>
ANON-TKNF-FSNU-F	<p>Not entirely sure when we became a village - I have lived in the same place for 46 years and it was just Trinity - church shop pub parish hall now we live in the housing estate we are a village - please don't create any more road closures, one way systems - the one we are living with for 33 weeks is bad enough - virtually everyone drives and will continue to do so - there is access to parish hall through the estate and to the church from the parish hall - the entrances are almost opposite. I see people asking for a better bus service, but we have parents driving children to secondary school despite having a bus stop and buses that are empty because we all have cars!</p>
ANON-TKNF-FSCW-6	<p>Option 2 would give the most return for the funding required. Option 3 would presumably require a much higher budget, time to implement and so on. Option 2 could provide a steppingstone to 2 in the future, but not introduce further delays accessing funding or design work.</p>
ANON-TKNF-FSC9-8	<p>Making eastbound traffic from La Rue d'Asplet turn left into La Rue Au Sellier and directing northbound traffic from La Route de la Trinite into La Rue Au Sellier will make a circular racetrack for those heading east. And traffic jams will occur when meeting La Rue des Croix.</p> <p>Also eastbound traffic along La Route de la Trinite will turn off the main road and utilise the country lanes to head east and thus vastly increase traffic along those country lanes. That is totally unsuitable.</p>

	Suggest using the existing land on the east side of Rue du Presbytere to create a pedestrian pathway. There is no need for another pedestrian pathway along La Rue Au Sellier.
ANON-TKNF-FSCB-H	<p>If it ain't broke don't fix it. The island is very small, and trinity is traversed by many non-Trinity parishioners.</p> <p>Selfish aims of lowering speed, rerouting etc might be great for the minority of the Board or even the parish but I suspect a great many more people pass through and would be disrupted by these proposals.</p> <p>Never mind keeping rates and expenditure down.</p>
ANON-TKNF-FSCX-T	<p>Things are ok as they are, as for putting 20 mph everywhere, are the Honouraries going to get out of their cosy beds and stand out there in the pouring rain. I doubt it</p> <p>The cost of this, met by who, the parish? I'm not seeing my parish rates increase to keep a few greenies happy.</p>
ANON-TKNF-FSC7-6	As stated above.
ANON-TKNF-FSCZ-9	As a resident of [REDACTED] options 1, 2, and 3 hinder vehicle access in every possible way. I don't support Option 1 as these speed calming measures are rarely policed or observed by motorists. I find the area currently safe for walking and cycling without introducing unnecessary changes and capital expenditure.
ANON-TKNF-FSCG-P	Definitely no one way systems this would cause havoc! Especially around Acorn Enterprises.
ANON-TKNF-FSCH-Q	<p>My view is if you have raised tables to reduce speed, you will have people slamming on brakes before them, or bad drivers using them at speed for a laugh. (My home town [REDACTED] tried this and experienced the latter).</p> <p>The one-way at the moment for the road works is causing people to use side roads more, e.g. Le Chemin d'Olivet and Rue des Bouillons, and establishing permanent one-ways will just lead to more traffic on roads not suited for it as people try to avoid them.</p> <p>Reduce the speeds, and have the Honouraries and States Police do speed checks to enforce adherence. And a few of those unhappy / smiley face speed detection signs would be good. (But please do not do what they have in St Peter - don't have a detection sign before the speed limit starts - that seems overly punishing to drivers who are already slowing down).</p> <p>Thanks for listening.</p>
ANON-TKNF-FSCA-G	<p>More could be done around Trinity school to help keep adults and children safe.</p> <p>There could be a pedestrian crossing for people to cross over to the school. This would be very beneficial when the lollipop man is not on duty.</p>
ANON-TKNF-FSCY-8	I would like to see 20mph extended along Route D'Ebenezer, the road is winding, and it is currently almost impossible to walk there safely
ANON-TKNF-FSHX-C	<p>You should be looking to make the Parish safer for drivers and pedestrians. If you spent some money on mirrors for all the junctions around the Parish which there are 2 on the main route to Trinity where I have seen several near misses. [REDACTED]</p> <p>[REDACTED] Also, the flooding on the main road before Rue Jacques is dangerous, especially at night.</p>

	The only thing i would change would be the Village shop. Making that 1 way would be the only thing i would change as it is a dangerous overtaking area
ANON-TKNF-FSHZ-E	Lowering speed limits is fine and would make pedestrians feel safer, even if there is no foot path. If implementing option 2 with this would create confusion to drivers as roads will be one way, where it is possible an accident could likely happen especially in the beginning if implemented. Option 3 same applies to option 2 but is worse as there will be speed ramps which causes damage to vehicles and is not necessary as drives should be sticking to the 20mph.
ANON-TKNF-FSH7-B	There are plenty of bus users to Acorn, RJA&HS, Trinity Church/pub and Highlands College centre - I believe walking routes between these would be far better than traffic calming measures. There are enough speed bumps across the island that affect cars, buses, ambulances and cyclists and I don't feel these are always the safest option. Walking routes in St Mary seem to work well.
ANON-TKNF-FSHV-A	Travel in the North of the island is already very restrictive. This route is the nearest equivalent to the A1-3 routes in the south for traveling East-West and vice versa. Travelling between northern parishes takes a long time, particularly when manoeuvring between different roads and navigating obstacles like the proposals here. Jerseys transport network needs to consider the full requirement for easy travel rather than restricting movement in the North and expecting everyone to travel via the southern routes.
ANON-TKNF-FSHG-U	<p>There is no reason to put anything in place as it is not a dangerous area unless you past on church service days and if you add anything where will they park?</p> <p>raised areas prove nothing, in the UK they are spending millions removing them, you just make noise going over , not including slowing then accelerating again which is no good for noise or the environment</p> <p>There is also a cycle / footpath being extended up from town so that makes safer places to walk</p> <p>What happens when you get to the end of the paths by Acorn? you end on another main road, do you then expect to be safe from there? you can't make go everywhere it must not happen in the first place, also who's paying for this? you can't even maintain the paths near me!</p> <p>There is no need for footpaths as you can get from the pub/ estate/shop to the church via a path through the estate</p>
ANON-TKNF-FSHH-V	It's time drivers respect speed limits and the Highway Code
ANON-TKNF-FSHE-S	Greater bus frequency and bus stops
ANON-TKNF-FSHM-1	Priorities are Walking, Cycling and public transport. Developing uninterrupted cycling networks and foot paths with regular crossings will necessarily mean that some roads cease to exist, and some will need to be narrowed and become one way. Once we get this right, character will come.
ANON-TKNF-FSH2-6	Bus routes need to be protected and extended as part of the plan
ANON-TKNF-FSHU-9	I can't believe that the school is not considered part of the 'village'. Drop-off and pick-ups at the school are horrendously busy and, as such, potentially dangerous. This scheme provides no incentive for residents of Grand Clos to walk to school. The main road to the school should be made 20mph and a proper crossing provided.
ANON-TKNF-FSVZ-V	I think our recent experiences of the one-way system while works are ongoing, shows that multiple one-way routes are not popular - they may have a place but have the effect of increasing the distance of some car journeys. Better bus routes would be a great help with traffic calming to aid cyclists and pedestrians.

ANON-TKNF-FSVB-4	Raised table and the "Character Enhancement" measures are unnecessary, ineffective, unsightly and will detract from the charm of the village.
ANON-TKNF-FSVK-D	I see this as the most reasonable and cost-effective way to make the 'Village' safer. I don't see the need to invest millions in a small area of the island that has functioned without major incidents for a long time. It will just create longer journeys times increasing emissions around the village. Reducing the speed limit will do enough to make it safer for Pedestrians as not large amounts of road without a pavement now the new walkway is being done opposite the pub.
ANON-TKNF-FSV4-P	<p>I agree that option 3 is the preferred choice, out of the options provided, as it has the most traffic calming measures and pedestrian improvements, but it is disappointing that the school is not included in this option. As shown on the Sustainable Transport Policy Graph (shown on haveyoursay.gov.je website on the Trinity Village Improvement Scheme Overview document) the highest priority for decision making is 'Children, elderly people or people with sensory or mobility impairments'. Using this decision-making process, what would be the basis to not extend the 20mph speed limit down La Route de la Trinite to the Riley field and school? There is 'safer routes to schools' which the Parish and Government are currently considering potential measures and enhancements to create a safer and more comfortable walking route to the school from the village, but shouldn't this be included in the village improvement plan? Children are seen as the highest priority but the busiest crossing, based on the volume of pedestrians and children using it, is not included. How would it look if the village became greatly enhanced with option 3 but the school is left on a 40mph road with no suitable crossing? Other parishes seem to include schools in their speed restrictions and in their village walkway/traffic calming measures. In the recent survey the lack of safe pedestrian routes scored the highest in the parishioners' views of barriers to active travel in Trinity. If safety measures were extended down La Route de la Trinite Children in the parish would be able to safely walk/cycle down to the Riley field and play games/sports and walk around the nature reserve, but currently the safest way to travel there is by car. There are also some bus stops along this stretch of road that would benefit from safety improvements.</p> <p>As per the Trinity parishes documentation on this topic, one of the benefits of reducing speed limits is improving air quality; Trinity school would benefit from this as the nursery and reception classes playgrounds back directly onto the 40mph La Route de La Trinite Road as well as the school main hall. Nursery and reception classes combined could have approximately 60 children in (based on 30 in each year group) and they would benefit with having better air quality and reduced traffic noise. In the Trinity Village Improvement scheme, the improvement plan refers to an area called the 'historic centre of the parish' and that area will benefit from this scheme but Trinity school, established in 1854, is also an historical stakeholder in the village community.</p>
ANON-TKNF-FSVV-R	Yon don't need speed bumps / sleeping policemen if you're making everything one way. Also, the whole village / residential area should be made 30mph. Don't just Chuck a 20mph speed around here when there doesn't need to be one. Sion is an absolute mess with theirs and it makes no sense at all. No one understands why it is there and it makes zero difference. If anything, people are speeding more out of frustration.
ANON-TKNF-FSVH-A	<p>I think that this works is well overdue and commend the detailed considerations of the options and factors involved. I have an E bike and [REDACTED] has recently learned to cycle. We would consider cycling to school and through the village if there were safe facilities to lock up bikes.</p> <p>I think that the 20mph speed limit should been taken down to the school and a formal crossing introduced on the main road as this is has the greatest impact on active travel due to the volume of journeys to and from the school each week.</p>

ANON-TKNF-FSV5-Q	La rue de La Monnaie needs to be included in a 20mph zone leading into the lower speed village . This is a very busy road and in places very narrow making it extremely dangerous for walkers, cyclists, horse riders, especially with the large lorries going into Springside Industrial estate. This really needs to be looked into.
ANON-TKNF-FSVN-G	Great idea!
ANON-TKNF-FSVE-7	They've done similar works in the village I live in, and it works very well. More people now walk round the village instead of drive between amenities and there is more a sense of community
ANON-TKNF-FSVM-F	Completely agree with everything proposed in option 3.
ANON-TKNF-FSV2-M	Whilst I don't live in the parish, I have friends who do and can see how these changes would benefit them and improve their parish life experience
ANON-TKNF-FSVY-U	Would need more details on how much noise would be produced by the raised tables - but the concept is right for the village
ANON-TKNF-FSEP-1	Whilst I mainly agree with Option 3, I do think the speed bump/ sleeping policeman and 20 mph signs should be on the zoo side of the Route de Boulay/ Rue de Carrefour crossroads.
ANON-TKNF-FSE8-9	As above
ANON-TKNF-FSEB-K	The proposed 20mph through Trinity Village should also continue down La Rue de la Monnaie. It is currently used as a rat run and is very busy due to Springside industrial estate. There is commonly speeding and large vehicles who use this road with negligence. Making these sensible changes would create safer access to and from the village and promote a more attractive option for walkers and cyclists to access these routes without worry.
ANON-TKNF-FSES-4	The village lower speed plan should be extended to cover the area all the way past Springside Trading Estate as high volume of traffic and size and speed of the vehicles makes it unsafe to walk as far as the village. In the Island plan this is continually referred to as a Built-up area and should therefore be considered as an extension to Trinity Village itself. Residents of all ages live on this road and are afraid to walk along it due to its unsafe nature with speeding vehicles which means we have to use a vehicle instead of enjoying a 10-minute walk up to the village.
ANON-TKNF-FSEC-M	as each year goes by it becomes more and more dangerous walking along Rue de la Monnaie due to the increasing volume and size of vehicles going into Springside. The speed along here MUST be reduced before there is a serious accident. Sadly, over the years numerous animals have been injured or killed along this stretch of road and that is bad enough, but it is a worry that it will be a resident next.
ANON-TKNF-FSE1-2	try very hard to get out and walk around the parish. learnt to cycle but we feel it is too dangerous to even attempt to let them go out on their bikes as the roads are just too dangerous. Trying to get to the village means travelling east along Rue de la Monnaie and this means taking your life in your hands as the traffic travelling in both directions is always fast moving which feels like it is mainly due to the cars vans and trucks going to Springside. Why is the proposal for the village speed limit stopped at Rue de Guerdain when the rest of Rue de la Monnaie is well inhabited with a variety of different generations who would all like to enjoy the roads and lanes and walk up to the church on a Sunday or nip to the shop for that small forgotten item or just wander along to the pub to have some company. Reducing this road to 20 MPH along with the rest of the Village makes perfect sense.
ANON-TKNF-FSEV-7	Very few of the Trinity Parish residents live in or around the Parish Hall. Footpaths in that area could be made better through the churchyard and north of Grand Clos, thereby leaving Rue du Presbytere to be two-way. An overall traffic (including bikes) speed limit of 20mph to replace the existing 30mph zone and a Zebra crossing across Rue es Picots at the Grand Clos Junction would eliminate most of the perceived existing problems. Rue d'Ebenezer does have substantial pedestrian usage and a very active church and foot path facilities are needed on this road

ANON-TKNF-FSED-N	I do not wish for Trinity to become an urbanised area with unnecessary road furniture, lighting, and signposts
ANON-TKNF-FSE5-6	I do not wish Trinity to become urbanised with unnecessary road furniture, lighting, and signposts
ANON-TKNF-FSEM-X	As above
ANON-TKNF-FSEA-J	<p>By creating one way systems, drivers/riders use alternative routes which increase traffic on minor roads covered in slippery leaves for the majority of the year making them more dangerous for road users, especially around the school lanes.</p> <p>Riding bikes/motorcycles on roads covered in leaf mulch increases the danger of riding.</p> <p>Applying a one way system to prevent traffic from the church to Vile a la V'eqe area will increase travel time for people thus increasing the likelihood of speed and increased emissions. Which is a highly used route to commute to and from town out west.</p>
ANON-TKNF-FS1Q-E	It would be much safer for the public if there were a pathway from the Trinity Arms bus stop to the back entrance of Acorn
ANON-TKNF-FS1W-M	The one-way system would be hugely inconvenient for residents of le grand clos and would likely lead to increased green lane traffic on la rue du Mont Pelier, la rue du Travers and la Verte rue, all roads where children walk to school.
ANON-TKNF-FS1F-3	We really need to get the speed down on our lanes [REDACTED] it greatly concerns me of the risk to us as a family when walking to small lanes where the limit in theory is 40 when in other parishes it's 15.
ANON-TKNF-FS1R-F	A combination of options 1 and 2 I feel would be needed. The number of raised crossings in Option 3 I think may be excessive.
ANON-TKNF-FS18-N	<p>I like bringing back the village feel. It's important that everyone that lives in or uses the amenities such as the shop, the parish hall, the church, and the pub can all move around safely, especially children's elderly and those with disabilities. We need to stop being a thoroughfare and start being a village again. Somewhere people want to come and enjoy the community.</p> <p>But the school needs to be included somehow into this master plan. It should go down the main road where an island is created or safe crossing. Also, the back lane Mont du Pelier could become an access road for properties and then make it for pedestrians and people on bikes with priority.</p> <p>Green lanes should also be included like the last consultation that had 3/4 saying yes to green lanes</p>
ANON-TKNF-FS1P-D	Walk round Trinity through lane with [REDACTED] in pram and concerned about speed of cars e.g., 40 down small lanes. It's an accident waiting to happen.
ANON-TKNF-FS1K-8	Option 3 is my preferred option because it is important reduce speed, improve the pavements for walking and linking the village amenities together whilst highlighting the architectural features.
ANON-TKNF-FS1B-Y	<p>20mph should be introduced asap, other improvements can come later e.g., road widening on corner of Howard Davis Farm to Rue au Sellier would avoid traffic diversion round the church and allow for pavement into Rue au Sellier.</p> <p>The scope of the scheme should extend to Rue de la Monnaie as recent development has extended the "village"/built-up area to Rue de la Fontaine. This would also give the "village" as a rural settlement a better and more distinct identity with La Vieille Chapelle on one side and the meadow with Ville-à-l'Evêque Cottage on the other as the gateway to the "village".</p>

	Also Rue de la Monnaie is more potentially dangerous/intimidating for pedestrians as it has no pavements and a number of blind exits including from Ruelle de la Ville-à-l'Evêque, and the road is too narrow to provide pedestrian routes.
ANON-TKNF-FS17-M	I do not agree with speed bumps
ANON-TKNF-FSCF-N	<p>There is no indication as to what the intentions are for the existing 30mph limit on the eastern end where the 30mph signposts are at present.</p> <p>██████████ where the current 30mph limit ends on Rue es Picots going towards the zoo and would like to see proposed 20mph zone extended to further along Rue es Picots, so that the traffic is slower for the properties along this stretch of the road, as at present it can be difficult emerging onto the road due to the speed of the traffic, also maybe some concealed entrance signs would be good.</p>
ANON-TKNF-FS1V-K	Speed bumps work well to slow traffic (like St Martins etc)
ANON-TKNF-FS1S-G	<p>My preferred option was reached having considered the following.</p> <p><i>Village Zone</i></p> <p>The Village zone proposed within Options 1,2 and 3 of the Consultation Options 2022 within the consultation materials (hereinafter the "Options") is far too expansive, (and inconsistent with the hypothetical village zone posed within the Government Framework for Speed Limits (as later follows). Although there are no hard requirements of what must characterise a Village in any Government framework, save for Jersey villages commonly comprising of a church, shop/s or a pub, Trinity Village should only be considered within the zone outlined within the response to question #5. The Parish Hall (and Youth Centre) is not in close enough proximity to be considered as part of the Village or be within convenient walking distance, or to such an extent that inclusion would increase pedestrian visitors. While it could be argued that Trinity Church falls inside the Village zone (which, in isolation, would be reasonable) and so should the Parish Hall, this would then blur the distinction of what comprises a village, in context, given the relatively rural, detached setting of the Parish Hall and its physical distance from the cluster of elements that comprise the Village (i.e. Trinity Village Stores, Trinity Arms, Trinity Church (arguably, as above), the first-time buyer (Le Grand Clos) and sheltered housing (Les Maison Cabot) developments and aforesaid dense cluster of detached residential dwellings several hundred yards past Trinity Village Stores). Similarly, Acorn and Philip Maurant Centre are obvious outliers to any perception of a village setting and should not be considered in scope. Moreover, there at least needs to be similarity between all Jersey villages even in the absence of hard requirements. Current Jersey villages do vary in terms of character and proximity between elements (church, shop/s etc.), but we surely cannot move to a position where they become incomparable as a result of arbitrary design. For example, the said proposed zone would be a very poor comparison to say St Johns Village where a church, parish hall, arcade of shops and pub are located virtually next to one another, superbly conveying the notion of a village owing to appropriate zone selection. As above, we can do the same (less perhaps Trinity Church and certainly less The Parish Hall).</p> <p><i>Public Demand</i></p> <p>It is questionable as to how much demand for change there really is, such that any of the Options would truly be justifiable and reflective of public opinion. There is an obvious selection bias present, in that the Parish approached parishioners, as it is now with the wider population, who then responded/will respond (but crucially, not in the same volume as if parishioners would have approached the Parish). Most of those respondents have/will back one of the Options (as opposed to a smaller number opting for "No change/leave things as they are") and while</p>

this signals a strong appetite for change, it is often the case that such a respondent group is the most motivated. Moreover, this tells us nothing about the opinion of non-respondents who may a) be indifferent to the options b) not in favour of the options but who believe that responding in such a manner will make no difference to the outcome or c) those not aware of some/all the Trinity Village Improvement Scheme public engagements, namely the October 2021 survey ("Survey Results 2021" within the consultation materials), November 2022 workshop ("Workshop Results 2022" and "Comments Summary 2022" within the consultation materials) or (this) November/December 2022 island-wide consultation.

The statistics of the first and second of these three in accordance with the respective consultation materials are questionable, as follows.

October 2021 survey: While 78% of respondents confirmed a willingness to change their means of transport if active travel were better and 76% supported the development of a green lane network in Trinity, these have little specific relevance to the village zone (whether the zone outlined within the response to question #5 or that within the Options) and do not reliably predict the future in terms of active travel take-up if improved, or the level of pedestrian/cyclist usage of green lanes. While the highest number of concerns (such as lack of safe pedestrian routes etc.) related to the village zone/s, the above selection bias applies again. The 321 respondents are also a sheer minority when considering the total Trinity population of 3,355 (2021 Census).

November 2022 workshop (and aforesaid related comments summary): Firstly, the gov.je website page introducing the November/December 2022 consultation states that "...over 30 parishioners" attended the workshop while the Consultation Options 2022 within the consultation materials states that this was "...over 40 parishioners" which immediately raises the question of accuracy. Even if 40 was the correct number, this again is a sheer minority of parishioners (assuming all were provably parishioners, and not of another parish) and assuming all 40 of these were of the 321 respondents to the October 2021 survey, an even smaller minority and low turnout, suggesting a limited appetite. It must also be recognised that while the Options were favoured by most parishioners who voted, a not insignificant number favoured "keep things as they are/no change".

#### *Speed Limit*

The proposed speed limit reduction on each of the roads in scope (hereinafter the "Roads") within the Options (save for the potential 20mph zone posed within the response to question #5) from 40mph and 30mph to 20mph is draconian and inconsistent, even if within a village zone (see the comparable areas posed within the response to question #5). Reasons as follows.

- The Comments Summary 2022 confirms a significant level of disagreement (via e-mail correspondence) by Parishioners with any proposal for a 20mph speed limit. While the same proposal was more agreeable with the freeform comments stated upon the voting forms by those who attended the workshop in person, the level of agreement nonetheless appears modest. This inconsistency would strongly suggest the same selection bias explored above, in that those who attended the workshop in person were the group most motivated for change (but this only being one part of a larger and varied opinion).
- Most of the Roads were lowered from 40mph to 30mph following public consultation in 2013. There have been no significant subsequent changes (such as a substantially higher localised population posing a pedestrian safety risk due to pedestrian numbers, or significant changes

to the character of the Roads) save for the traffic schemes proposed within Options 2 and 3, that would imply or justify further reduction. (<https://www.gov.je/government/consultations/pages/speedlimits.aspx>)

- Following the above reductions, La Verte Rue and La Rue Du Carrefour were subsequently reduced to 20mph, demonstrating an existing awareness and capability on behalf of the Parish to maintain appropriate speed limits on its roads.

- Accordingly, each of the Roads (save perhaps for La Rue d'Asplet where a reduction from 30mph to 20mph would be reasonable but due to the character of the road, speeding would be unlikely and so such a reduction unnecessary and functionally redundant) across the Options are currently consistent within the Government Framework for Speed Limits.

(<https://www.gov.je/travel/roads/pages/frameworkspeedlimit.aspx>)

- The Framework for Speed Limits recommends a 20mph zone for village centres (as the response to question #5 provides for) but not wider village roads. The Consultation Options 2022 clearly distinguishes (upon maps therein) these two areas, and so proposing 20mph on the Roads is inconsistent with that framework.

- As with many roads, particularly in rural areas, speed limits (considering road safety, perception of safety etc.) are most relevant during daytime hours with significantly higher volumes of vehicle traffic and pedestrians. While it would be impractical and problematic for these limits to be part-time, the said difference in volume would be particularly apparent throughout the Roads, mainly due to the amenities (save for Trinity Village Stores and Trinity Arms, each captured within the proposed 20mph Village zone within the response to question #5) mostly only being open during daytime hours (Church, Parish Hall, Acorn, Philip Mourant Centre) and these only being sparsely populated with residential dwellings. It would therefore, on balance, seem disproportionate for each of the Roads to have the same speed limit (again, a consideration addressed within the response to question #5).

- Maintaining 20mph for long distances and periods of time across multiple connected roads, as the Options propose, is burdensome and potentially unsafe for drivers. Even with traffic schemes (Options 2 and 3) the speed limit on the Roads (a higher number of roads than most, if not all, current Jersey villages) would need to be enforced by the Honorary Police, potentially placing a strain on resources. It also seems the case that not all the Roads could be policed at the same time, thereby presenting the scenario of catching offenders on some roads but missing them on others within the very same 20mph zone. This would potentially create the perception by drivers that the roads not being policed at any given time were safer than those that were, encouraging speeding on the unpoliced roads and generally not taking the 20mph zone seriously due to its size and variance in road character. In short, lowering speed limits do not necessarily lower speed.

- It is arguable that 20mph zones are as effective as intended. As is the case with several existing 20mph zones (such as the Sion Village portion of La Grande Route de St Jean), some drivers may speed as the road still looks and feels like a 30mph road. Similarly, drivers can be distracted by checking their speedometers to ensure compliance and so pay less attention to the road, potentially causing collisions.

- Traffic congestion and pollution increase at lower speeds, the latter in conflict with the environment concerns within the Options. This conflict would potentially be experienced more by cyclists travelling at the same speed as vehicles, instead of passing by them, potentially leading to tailgating accidents between the two groups.

	<p><i>Background/Value of Evidence</i></p> <p>As explored, the modest level of public engagement with the Trinity Village Improvement Scheme is inconsistent with the size of the proposals outlined within the Options. Its ambitions were responded to by a limited number of parishioners and the statistics of those responses somewhat clouded. It could therefore be interpreted, considering how the Options are shaped around active travel and so largely adhere to Government masterplans such as the Sustainable Transport Policy and Bridging Island Plan, that the Scheme mainly exists less in the interests of the Parish but more to satisfy a government political imperative.</p> <p>Another concerning feature informing the Options, even if not expressly stated, is the 2019 climate emergency declared by the previous Assembly. Climate change is a highly emotive and controversial subject, and so arguably one unfit to substantially alter the way citizens live in the manner proposed and its ideological overtones. This is not the same as climate change denial but cautioning against the prospect of the subject influencing the permanent reconfiguration of a large area within a rural parish.</p> <p>There is also an apparent lack of data regarding the current road users on the Roads, being vehicles, cyclists, and pedestrians. That is to say that if vehicles were by far the highest number, this would indicate that they were taking necessary journeys that would not be substantially reduced by an increase in active travel options.</p> <p>In summary, the Options are either a highly exaggerated response to the demand of the parishioners discussed or are shaped around a larger Government plan where the hitherto low level of public demand is secondary to prescribed Island-wide infrastructure changes. Indeed, it could be argued that all such changes, to varying extents, seek to covertly mitigate the strain of uncontrolled population growth on the Islands' roads.</p> <p><i>Conclusion</i></p> <p>Nonetheless, it is acknowledged by the option posed in response to question #5 that the Village could improve in terms of safety (particularly with vehicles parking/passing outside Trinity Village Stores and the safety of the vulnerable pedestrian groups identified) and character. The features outlined do not shy away from the prospect of significant change either, but such change is proposed to take place in the appropriate area and act in the interests of the correct groups. One would hope that this is what the outcome will look like.</p>
ANON-TKNF-FS1D-1	<p>Why call it a village. It is not, just being part of Trinity. Rozel is not called a village or Bouley Bay</p> <p>This appears to be the only place to give general comments</p> <p>Coming from the east will have to go around the block to get to the PH.</p> <p>If coming from the west to get to Acorn again round the block. This will add so much pressure to the junction by the side and front of the church. Will you still be able to park in front of the Church or will that have a yellow line. Thinking of those going to Church, but more</p>

	<p>importantly those crossing the road to go to the cemetery</p> <p>Has thought been taken into consideration to having going round the block with the traffic going to the RJAHS and the dairy As you are aware the RJA is well used by large events I take it that the milk lorries and the bus are able to turn Rt at the PH to go south?</p> <p>Too many raised areas. Traffic will use the other road, Rue de La Falaise and the consequent being a rat run This has proved to be so since the road works have started</p> <p>No mention of bus shelters. Money was given, as a result of a development nearby, for a shelter at Le Vesconte monument. What has happened to that?</p> <p>Still not clear about crossing the road at Le Grand Clos, or safer walk to the school.</p> <p>No mention either, of improvement to Rue D Asplet. That needs some care too., especially as the parish road, to the west, on way south. This will be well used as a short cut to not go round the block to get to Trinity main road.</p>
ANON-TKNF-FS1T-H	<p>██████████, I am disappointed that none of these options attempt to address the dangerous situation that a number of parents/grandparents face on a daily basis - walking young children from the school to the RJAHS on a narrow pavement, with cars not adhering to the part time speed limit. This is even worse on a rainy day due to the surface water on the road.</p> <p>We would ideally like to walk to school, however none of the village improvements will make our route any safer. So, I will continue to drive to school twice a day, but with the suggested one-way route I will now be diverted up past Acorn and back down past the Parish Hall, adding almost half a mile onto each journey. This causes my journey to have a higher environmental impact, and no doubt that of many other parents/grandparents travelling the same route. Add to that all the traffic from Springside having to do the same diversion to head South or East!</p> <p>At least the 20mph zone is fairly contained (compared to Sion for example).</p> <p>I would have liked to attend the workshop however it wasn't ideal for ██████████ with weekend commitments, I would like to know the demographic of who attended and suggested option 4 as their preferred option.</p> <p>Finally, the issue of parking outside the shop remains unresolved. This would have been an ideal opportunity to address this dangerous issue as the road simply isn't wide enough to have parking right outside. This was an issue many raised in the initial survey, along with the dangerous situation for pedestrians walking on Route d'Ebenezer from Haute Croix towards La Rue Coutanche. You state that children's safety is a priority, yet this has been ignored!</p>
ANON-TKNF-FS1J-7	<p>The lower "nanny state" speed limit is inevitable to keep up with the Jones's in the other parishes, however I do applaud the team in their efforts to keep this to the core of the village and not allow these speed limits to sprawl on for miles (although the cynic in me thinks that the 20mph zones will slowly creep larger and larger over the next 5 years).</p>

	<p>I think my support for option one is driven by the longer driving distances in option 2 and 3 for vehicles (many heavy goods) which will be required for traffic on Rue du Monnaie heading both south and east. They will now be required to do an extra 0.4 of a mile around a one-way system... more emissions and more wear and tear on vehicles, leading to shorter vehicle life, not great for the environment. Has an analysis been conducted by the environment department on the additional CO which will be introduced into the environment surrounding the village?</p> <p>There were 2 key issues raised in the original survey:</p> <ul style="list-style-type: none"> <li>1) people walking between Haute Croix and Rue Coutanche</li> <li>2) the dangerous parking outside the shop.</li> </ul> <p>Neither of these appear to have been addressed at all - the public's opinion was asked for, please listen.</p> <p>There is also no real fix for the poor school children walking up the narrow pavement towards the dairy after school. Option 1 is therefore the only option which makes sense.</p> <p>Option 2 and 3 creates something which hinders so many who transit through the parish, but neither option has enough benefits to warrant the cost and disruption.</p> <p>My honest opinion is that those who want the pretty little village feel will be the most vocal in this consultation and the rest of the road users won't really realise what's happening until it's too late. Sad, but a fact of life.</p> <p>I genuinely hope that you find my feedback useful and take it onboard for this and future changes.</p>
ANON-TKNF-FS1E-2	<p>None of the options are right for the village and surrounding area. Novel idea..... police the speed limit as it stands as reducing it will not make an impact.</p> <p>Parking outside the shop makes it dangerous.</p> <p>This is an all or nothing approach, which is not right. The reduction of the speed limit would work but needs to be policed. The one-way system negatively impacts other areas and make Le Vesconte monument junction extremely dangerous.</p>
ANON-TKNF-FS1M-A	Please police the existing speed limits.
ANON-TKNF-FS1A-X	As above.
ANON-TKNF-FS1Y-P	None of these options include any provision for safer cycling which is very disappointing. If there is space for a virtual pavement (would prefer a real pavement please), space should also be provided for safe cycling.

ANON-TKNF-FSQQ-E	I went to the meeting but have reconsidered and want no one way it's chaos and pushed traffic onto quieter roads one way encourages speeding thoughtless drivers.
ANON-TKNF-FS1U-J	<p>I am extremely disappointed that no provision has been made to the junction of la route du Boulay &amp; Rue es picot or the speed limit on Route du Boulay.</p> <p>Trying to walk [REDACTED] along La route Du Boulay to the school is impossible due to speeding traffic and no paths on R D B. No ability to see the 2-way traffic at the junction. No crossing or lights at this junction. And no paths from this junction do walk to the store or pub. It feels like the children's safety has been forgotten for us. The other side of the parish is great.</p> <p>RDB should also be 20mph as you approach the junction. There should be a mirror for pulling out of the road onto Rue es picot and a crossing.</p> <p>There are no lights to walk safely from the junction. We have to drive to go to the parish hall! Please bring these improvements into our road. Otherwise, our young children will see absolutely no benefit from the proposals.</p>
ANON-TKNF-FSQW-M	I specified option 1 as one-way system seems very onerous on drivers and those who live on the one-way system.

\*\* Please note more than one subject/issue to address may be commented upon. \*\*