



# St John's Village Improvement Scheme Consultation Feedback Report



# St John’s Village Improvement Scheme – Consultation Feedback Report

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## Executive Summary

There have long been community concerns about the challenges of walking and cycling in St John's Village particularly due to the severance caused by the busy main roads that cut through the village.

The St John's Village Improvement Board, supported by officers from the Government of Jersey Infrastructure and Environment (I & E) department, have guided the development of active travel options and engagement.

This report describes the consultation carried out by the St John's Village Improvement Board in 2023. The consultation was based on three options of change to improve active travel amenity in the village area. The report sets out the responses to the consultation and provides information to inform the Board in the development of a scheme for implementation.

# 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 islanders want to see change, and there is a great potential for active travel as part of that change and through 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

The Parish of St John is committed to responding to climate change and promoting active travel to reduce carbon emissions and improve the health of parishioners.

Informative surveys were carried out by the [Comité Rurale in both 2011 and in 2020](#), in order to assist with the Parish of St John’s community response to the relevant Island Plans and to identify issues of concern within the parish.

Following these surveys, a parish initiative to improve the village centre allowing for safer walking and cycling commenced. The St John's Village Improvement Scheme began with an initial project board being set-up in 2013, a stakeholder meeting in December 2013 and a joint Parish and Government of Jersey consultation was held at St John’s Parish Hall in June 2014. At this event, parishioners expressed their views towards barriers for active travel within St John’s village.

The main obstacles stopping St John’s parishioners from travelling on foot or by bicycle/scooter are the lack of safe pedestrian routes, high traffic speed, difficulty crossing the main roads, no cycle routes, parking issues and few bus stop shelters.

The results showed a desire amongst the residents to create a safer walking environment within the village which provides high-quality, active travel links to amenities and enhances the character and distinctiveness of the centre.

## 1.3 The Proposals

In response to parishioners' concerns about the speed of traffic and the challenges of walking in St John's village, the board, with support from the government technical team, developed concept options titled a 'Connected Village', 'Lower Speed Walking Village and "Character Enhancements'. These options 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 Sustainable Transport Policy and Common Strategic Policy 2023-2026.

## 2. Parishioner Engagement

In 2021, the board was reestablished with the newly elected Connétable and with new members chosen by the Connétable to represent the Parish.

During 2023, further engagement with both stakeholders and the public was sought.

A stakeholder workshop, a community workshop and an online consultation were carried out.

Please see Appendix A for further information.

### 2.1 Stakeholder Workshop

The Parish invited key stakeholders based on their local knowledge.

The stakeholder session was held on 17<sup>th</sup> May 2023 and thirty people attended.

The session ensured key stakeholders were aware of the proposed consultation.

### 2.2 Community Workshop

A four hour community workshop open to all parishioners was held on Saturday 24<sup>th</sup> June 2023 at St John's Parish Hall. Forty people attended and 39 people voted. The workshop was facilitated by The Resolution Centre and the outcomes from the tabletop discussions were recorded by Government of Jersey employees.

The facilitated workshop included three topics to discuss, these were "Village Treasures", "Perceived Barriers to Active Travel in the Village" and "Measures that Work/Do Not Work Well".

Please see Appendix B for further detail.

#### 2.2.1 Village Treasure – Community responses

The attendees were asked to consider the top three things that they felt are precious to the village and need preserving.

The results have been summarised and are presented in a wordcloud graphic in Figure 1.



Based on the community workshop comments, the following measures were suggested:

- **20mph:** The implementation of a 20mph speed limit is seen as beneficial, ensuring safer traffic flow and respecting the village environment.
- **Gateways:** Village gateways and defined entrance points help announce the village and create a sense of arrival, encouraging drivers to be more cautious.
- **Option 3:** This option, with some amendments such as different road surfaces instead of raised tables, is perceived as effective for traffic management and speed reduction.
- **Lollipop man:** Having a lollipop man or crossing guard helps ensure safer crossing for pedestrians, especially children and those who may require assistance.
- **Pelican crossing:** The presence of speed-reactive pelican crossings, which turn red if vehicles are traveling too fast, promotes pedestrian safety.
- **Marked pedestrian areas:** Clearly marked pedestrian areas provide a safe space for walking and enhance visibility for drivers.
- **Whole package:** Considering a comprehensive approach that combines multiple measures, such as gateways, speed limits, raised zebra crossings, and enhancing architectural features, helps create a holistic and effective solution.
- **Connection to the Recreation Centre:** Creating a connection between the village and the Recreation Centre enhances accessibility and encourages active travel.

These factors highlight existing and some desired improvements to safety, traffic management, and the overall experience for pedestrians and drivers in the village.

## 2.2.4 Measures that Do Not Work Well

The attendees were also asked to comment on the measures they feel do not work well or need to be changed. The measures mentioned were:

- 20mph limited to commercial centre
- Pelican not necessary, prefer zebra
- Land needed for footpaths
- Better Parking regulation to support shops
- Disabled parking
- 20mph beginning and end is good
- Gateways need to look good
- Option 3 - more fumes and drainage issues
- Option 3 goes too far
- Option 2 20mph needs extending
- Costs high
- Raised table problem
- Pelican crossing out of character
- HGV are too big for roads
- No traffic lights
- Speed humps
- Raised tables
- Don't narrow the road in front of the church
- Shared space footpath
- Noise impact of traffic slowing

- No lights in village centre
- No signalised crossings
- Drainage
- Pelican Crossing in Opt 1Chicanes
- No lights on crossing
- No steep raised tables
- Like St Martins
- No rumble strips

## 2.2.5 Workshop Voting and Feedback Summary

### Vote Results

As part of the workshop, all the attendees were asked to vote on their preferred option and to rank them in order. Out of the 40 individuals who attended, 39 people took the opportunity to vote. The options were ranked 1-4 (least-most preferred).

The vote results indicate the most preferred option is **Option 3 - Character Enhancement**. Please see Appendix K for the voting form.

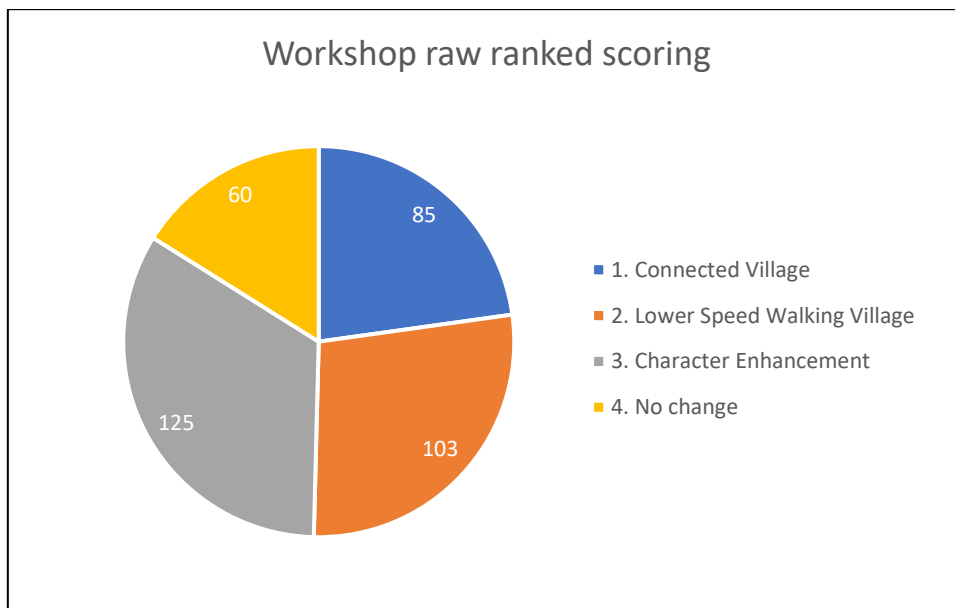


Figure 2: Vote results – raw points scoring

## Voting Sheet – Written Response Thematic Analysis

Figure 3 below shows the themes most frequently addressed in the comments, ‘Pedestrian safety and accessibility’ emerging as the primary concern (70%).

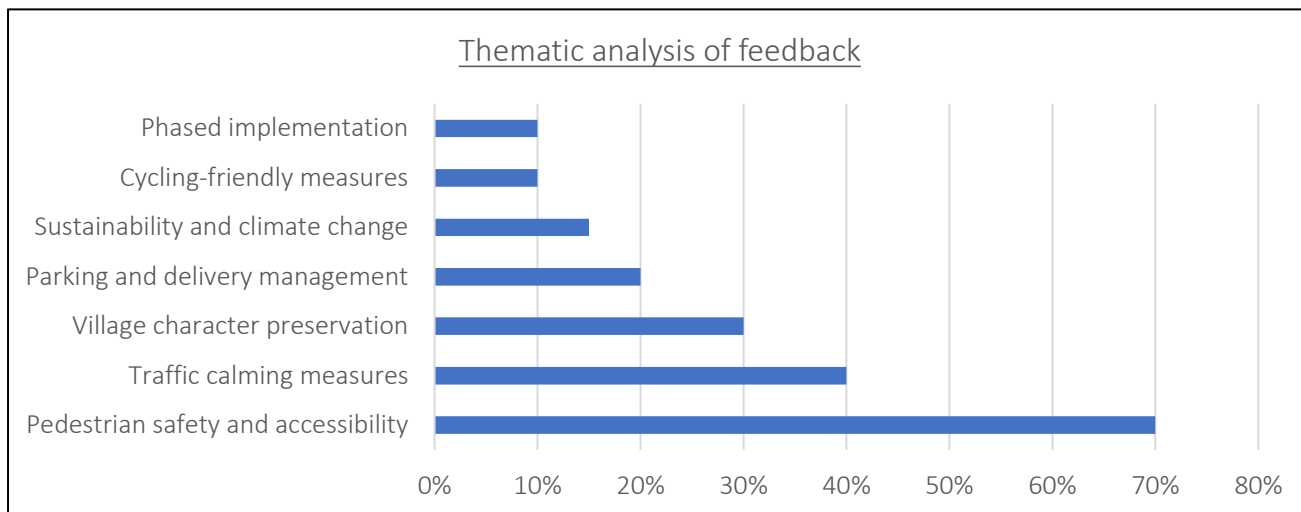


Figure 3: Written feedback main points

Please see Appendix B.

### 3. Online Consultation

In August 2023, the St John’s Village Improvement Scheme public consultation was opened online. The consultation ran for six weeks from 21<sup>st</sup> August to 2<sup>nd</sup> October 2023. This report details the results from the 2023 consultation.

#### 3.1 Overview of the Online Consultation Process

The online consultation was heavily promoted via the Parish magazine, a letter drop to all postal addresses in St John and via government and parish communications (webpages and social media). The consultation was six pages with ten questions being asked. It opened on 21<sup>st</sup> August 2023 and closed on 2<sup>nd</sup> October 2023. All accompanying consultation materials were hyperlinked within the online consultation.

It was stated on the letter drop to ask at the Parish Hall if any further assistance was needed or if a paper copy was required.

Please see Appendices C, D and E.

#### 3.2 St John’s Parish Magazine

The “Star of the North” parish magazine extracts are included in Appendix C.

#### 3.3 St John’s Parish Letter Drop

A St John’s Village Improvement Scheme leaflet containing a QR code link to the online consultation was delivered to all St John’s Parish households during the week commencing 25<sup>th</sup> September 2023. The number of online consultation responses doubled after sending out this leaflet.

The online consultation was hosted on the government website (gov.je) and a link to the survey page was also provided on the parish website ([St John village improvement Scheme](#)).

Please see Appendix C.

## 4. Online Consultation Responses

The results from the online consultation are presented in this section of the report. The question responses are presented, and key statistics are highlighted.

Eight paper copies were received from the Parish during the open consultation window which were manually input and included within the online results.

There were also two late submissions, which have not been included in the results, but the comments are included later on in this report.

### 4.1 Total number of responses

The online consultation questions were answered by a total of 204 people. The responses to each question are detailed in this section of the report.

#### Responses to each question

**Q1)** 100% of respondents confirmed they were responding to the St John’s Village Improvement Scheme material provided and had read the contents. There were 204 responses to this question.

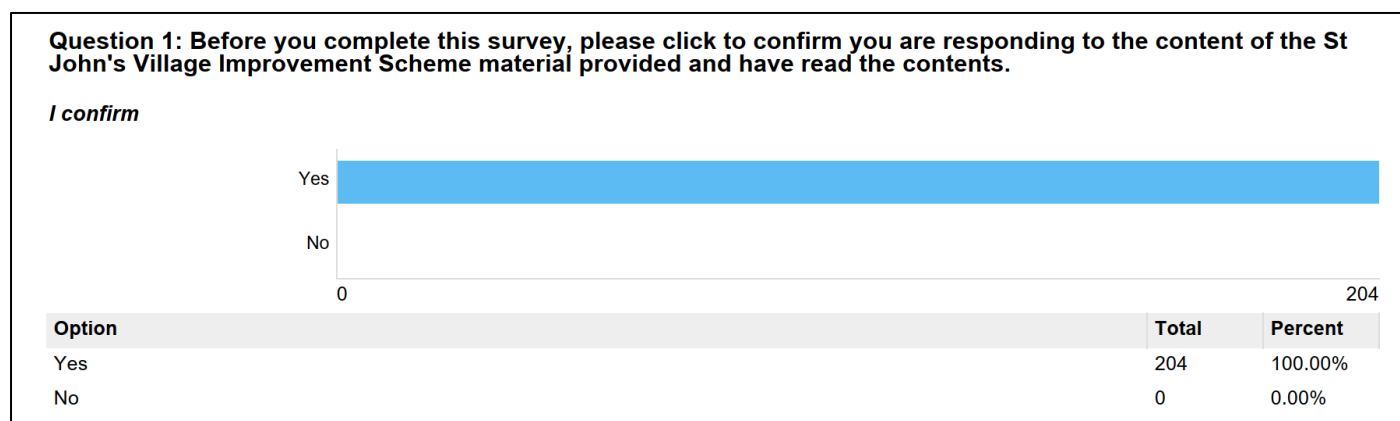


Figure 4: Question 1 responses

**Q2)** When asked “Which Parish do you live in?”, 82% of respondents selected St John (167 responses).

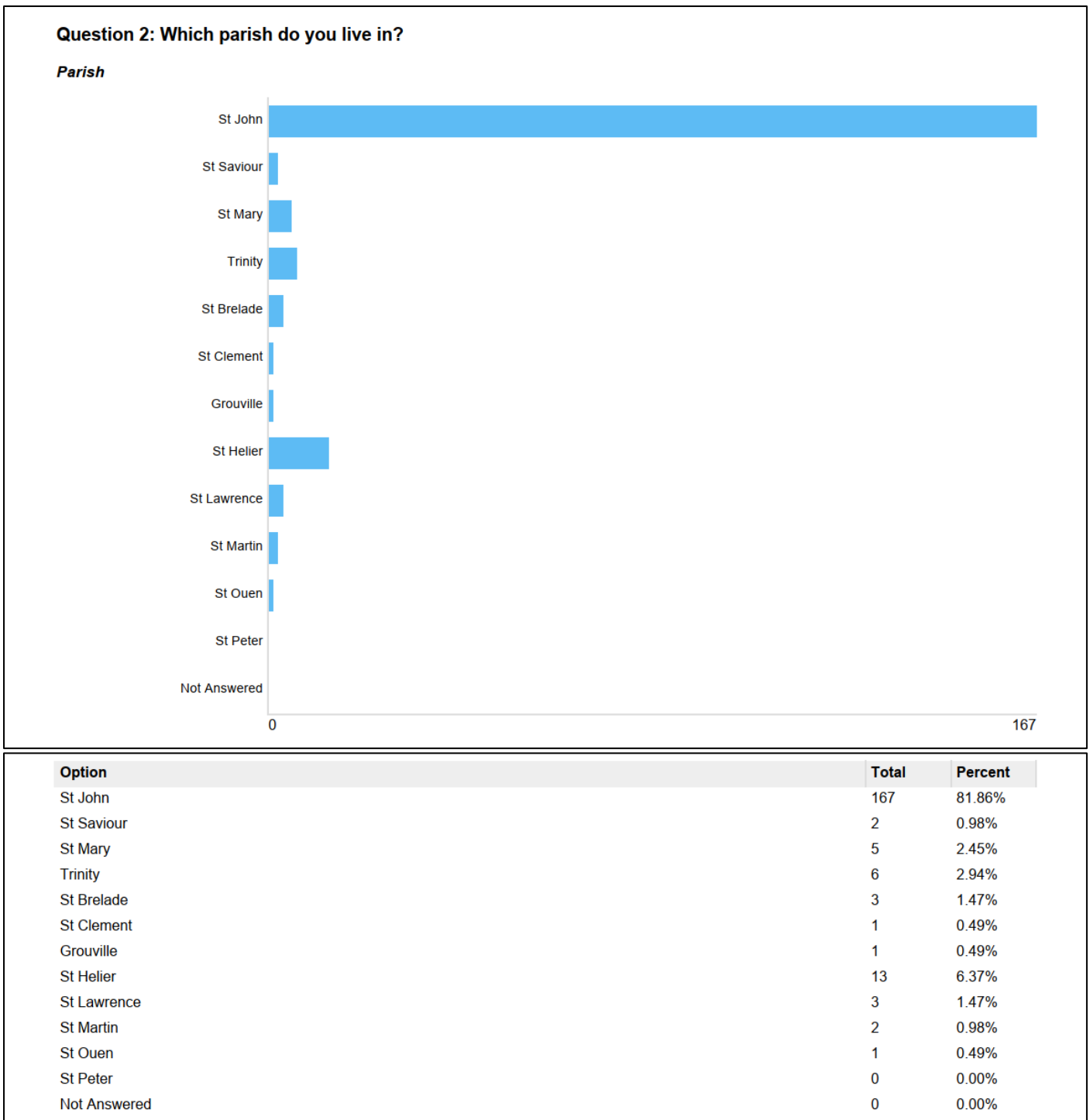


Figure 5: Question 2 responses

**Q3).** The responses show the main mode of transport, when travelling in St John’s Village, is by car (59%) followed by walking (29%), cycling (including e-bikes) (8%), motorbike/moped (2%), by bus (1%) and other (1%). “Other” included a combination of modes (1%).

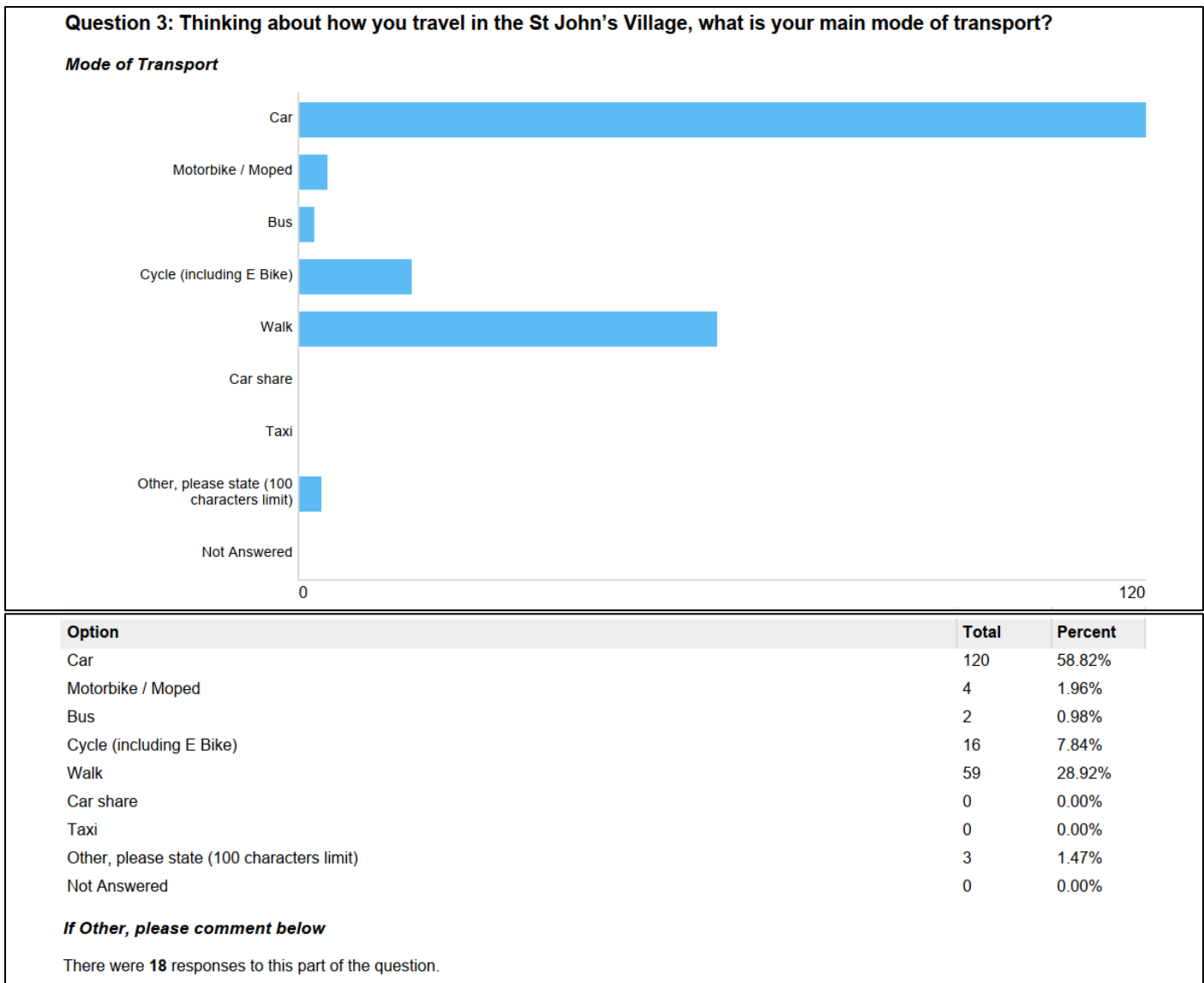


Figure 6: Question 3 responses

**Q4)** When asked “What is your connection to St John’s Village?”, 51% of the respondents state they live in the village, whilst 38% travel through the village and 36% visit for shopping. More than one option could be selected by respondents.

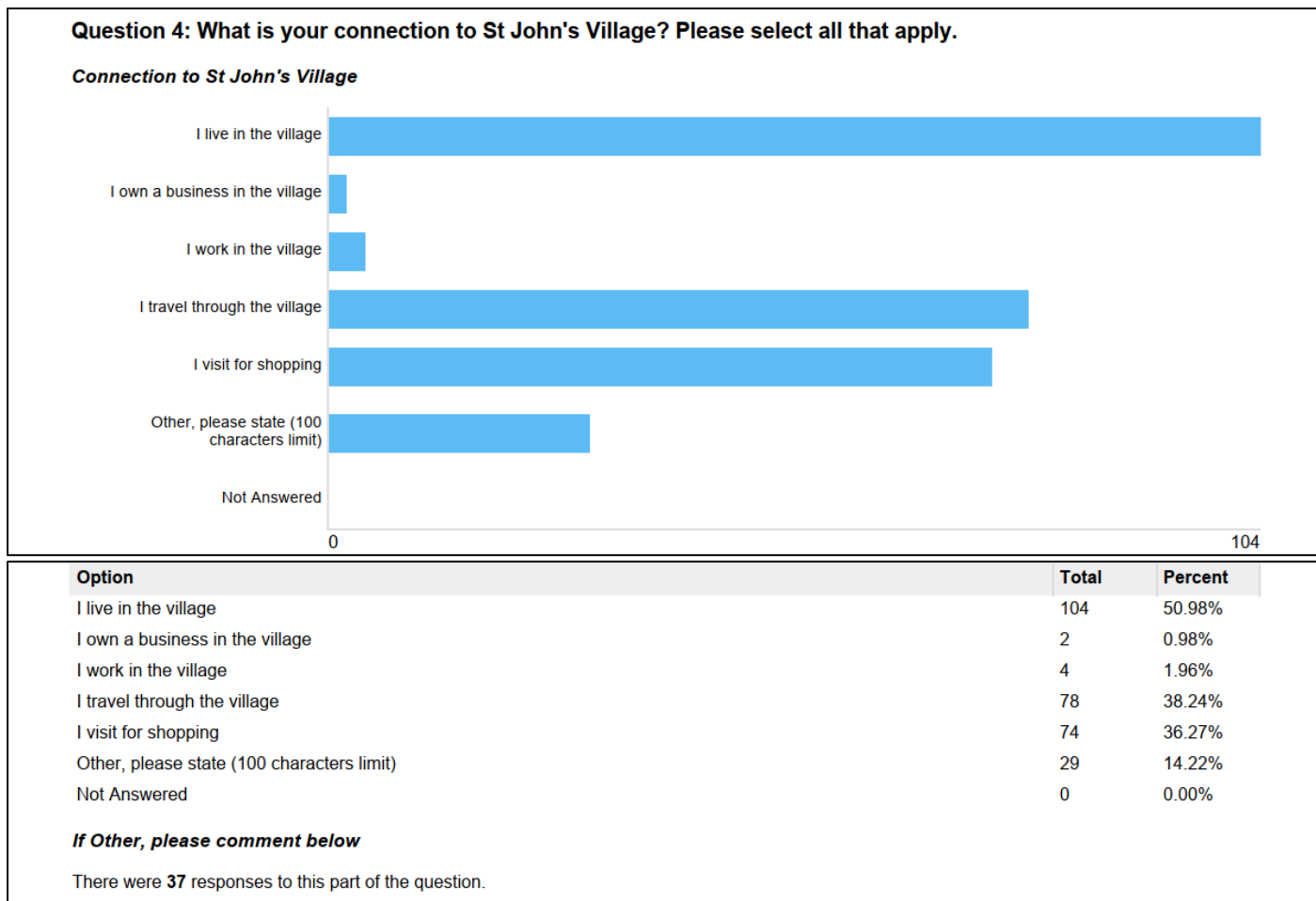


Figure 7: Question 4 responses

**Q5)** The responses show that the majority (73%) of respondents feel that change is needed. Only 27% of respondents opted for “No Change”. Sixty freeform comments were received in answer to this question.

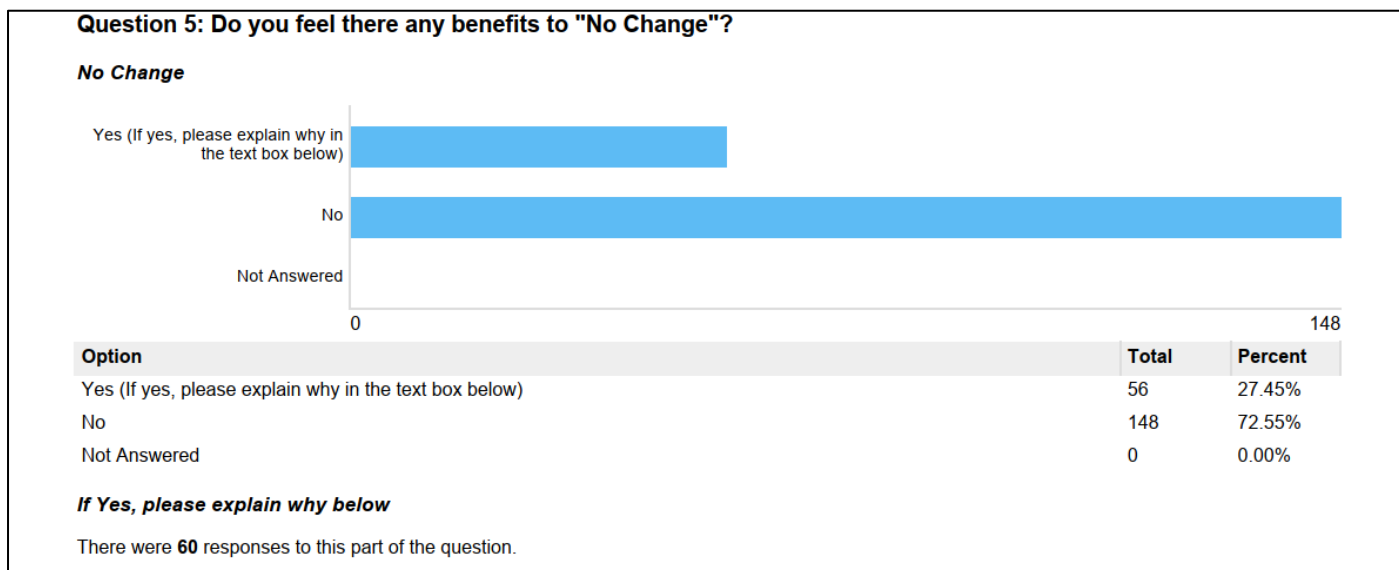


Figure 8: Question 5 responses

**Q6)** When asked, ‘Considering the Connected Village (Option 1), which aspects do you feel are beneficial to St John’s village?’, the responses show that:

- 84% strongly agree or agree that the provision of a safe pedestrian crossing is beneficial to the village.
- 71% felt that giving priority to pedestrians is beneficial to the village.
- 58% felt that slowing traffic is beneficial to the village in this option.
- 54 freeform comments were received.

Q6) Considering the Connected Village (Option 1), which aspects do you feel are beneficial to St John’s village? Please select all that apply.				
	Safe pedestrian crossing (%)	Priority to pedestrians (%)	Slows traffic (%)	Other (%)
Strongly Agree	52.94	37.25	31.86	10.29
Agree	30.88	33.33	25.98	7.84
Neither Agree/Disagree	8.33	17.16	18.63	65.69
Disagree	3.43	8.33	11.27	2.94
Strongly Disagree	4.41	3.92	12.25	13.24
Not Answered	0.00	0.00	0.00	0.00
				54 Responses

Figure 9: Question 6 responses

**Q7)** When asked, ‘Considering the Lower Speed Walking Village (Option 2), which aspects do you feel are beneficial to St John’s village?’, the responses show that:

- 56% strongly agree or agree with a 20mph speed limit and beneficial pedestrian and cyclist safety in this option.
- 68% strongly agree or agree that the provision of two safe pedestrian crossings is beneficial to the village.
- 61% felt that giving priority to pedestrians via this option is beneficial to the village.
- 63% felt that slowing traffic is beneficial to the village in this option.
- 58 freeform comments were received.

Q7) Considering the Lower Speed Walking Village (Option 2), which aspects do you feel are beneficial to St John’s village? Please select all that apply.					
	20mph, pedestrian & cyclist safety	2x safe pedestrian crossings (%)	Priority to pedestrians (%)	Slows traffic (%)	Other (%)
Strongly Agree	36.76	40.69	32.35	31.86	12.25
Agree	19.61	26.96	28.43	31.37	5.39
Neither Agree/Disagree	9.80	13.73	20.10	14.22	64.71
Disagree	15.20	8.33	11.27	11.76	4.9
Strongly Disagree	18.63	10.29	7.84	10.78	12.75
Not Answered	0.00	0.00	0.00	0.00	0.00
					58 Responses

Figure 10: Question 7 responses

**Q8)** When asked, ‘Considering the Character Enhancements (Option 3), which aspects do you feel are beneficial to St John’s village?’, the responses show that:

- 58% strongly agree or agree with a 20mph speed limit and beneficial pedestrian and cyclist safety in this option.
- 70% strongly agree or agree that the provision of two safe pedestrian crossings is beneficial to the village.
- 61% felt that giving priority to pedestrians via this option is beneficial to the village.
- 62% felt that slowing traffic is beneficial to the village in this option.
- 56% strongly agree or agree this option would create a village feel.
- 49% felt that raised tables and traffic calming would be beneficial to the village with this option.
- 67 freeform comments were received.

Q8) Considering the Character Enhancements (Option 3), which aspects do you feel are beneficial to St John’s village? Please select all that apply.							
	20mph, pedestrian & cyclist safety (%)	2x safe pedestrian crossings (%)	Priority to pedestrians (%)	Slows traffic (%)	Village feel (%)	Raised table & traffic calming (%)	Other (%)
Strongly Agree	41.67	44.61	37.75	37.25	37.75	30.88	15.2
Agree	16.67	25.49	23.04	25	18.63	17.65	5.88
Neither Agree/Disagree	9.31	14.22	17.16	14.71	14.22	14.22	61.27
Disagree	14.22	6.86	12.75	11.27	15.2	11.76	4.9
Strongly Disagree	18.14	8.82	9.31	11.76	14.22	25.49	12.75
Not Answered	0	0	0	0	0	0	0
							67 Responses

Figure 11: Question 8 responses

**Q9)** When asked “Do you feel there is a need for change to reduce barriers to active travel in St John?”, 49% of respondents say yes, 34% of respondents say no and 18% of respondents are undecided.

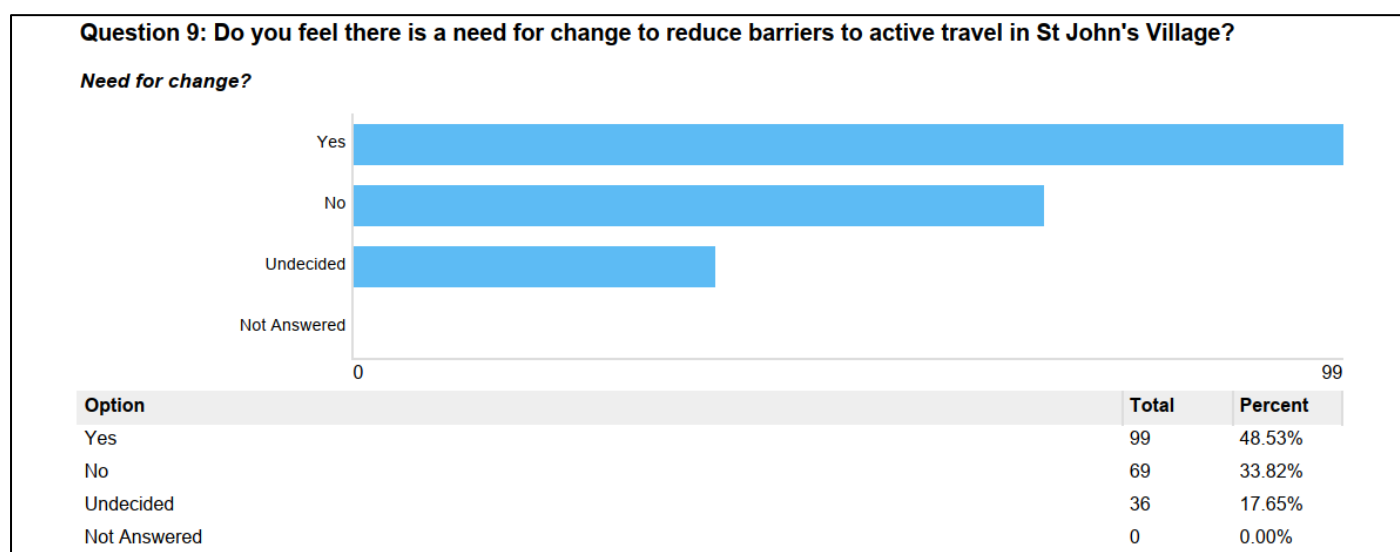


Figure 12: Question 9 responses

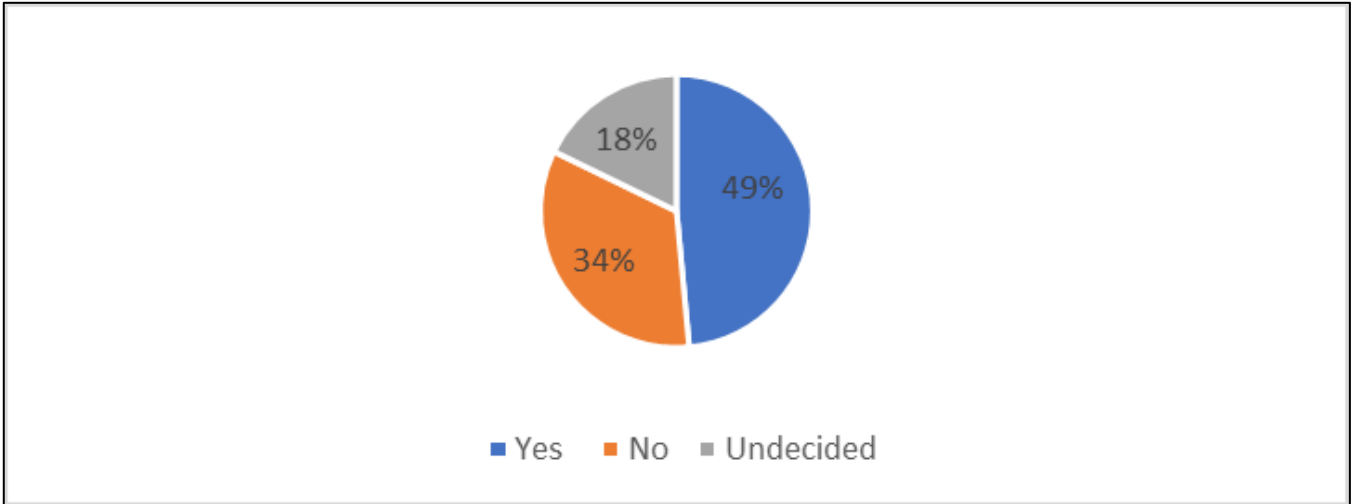


Figure 13: Question 9 responses (pie chart; figures rounded up)

**Q10)** In response to the question “Which option is your preference?”, Option 3 – Character Enhancements is selected by 38% of respondents with the other options ranked in order as shown below.

- Option 3 – Character Enhancements 38.24%
- Option 1 – Connected Village 22.55%
- Option 4 – No Change 20.59%
- Option 2 – Lower Speed Walking Village 18.63%

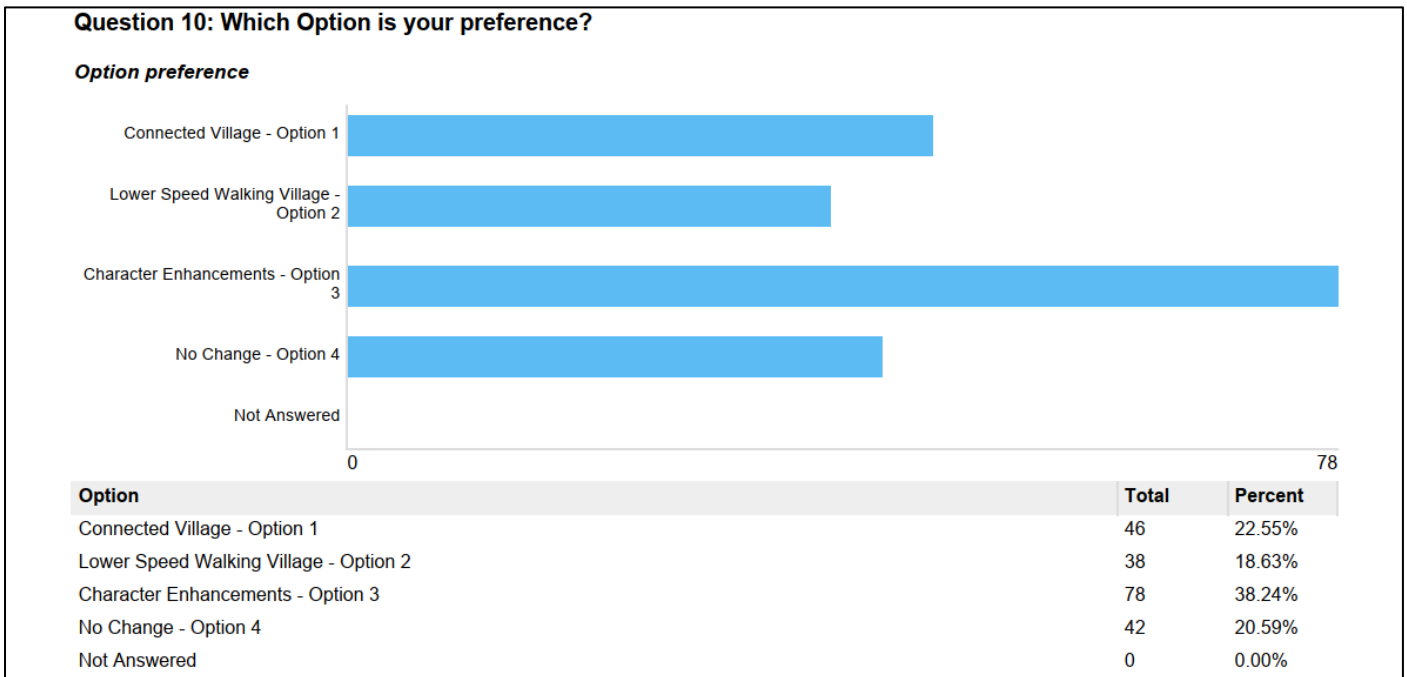


Figure 14: Question 10 responses

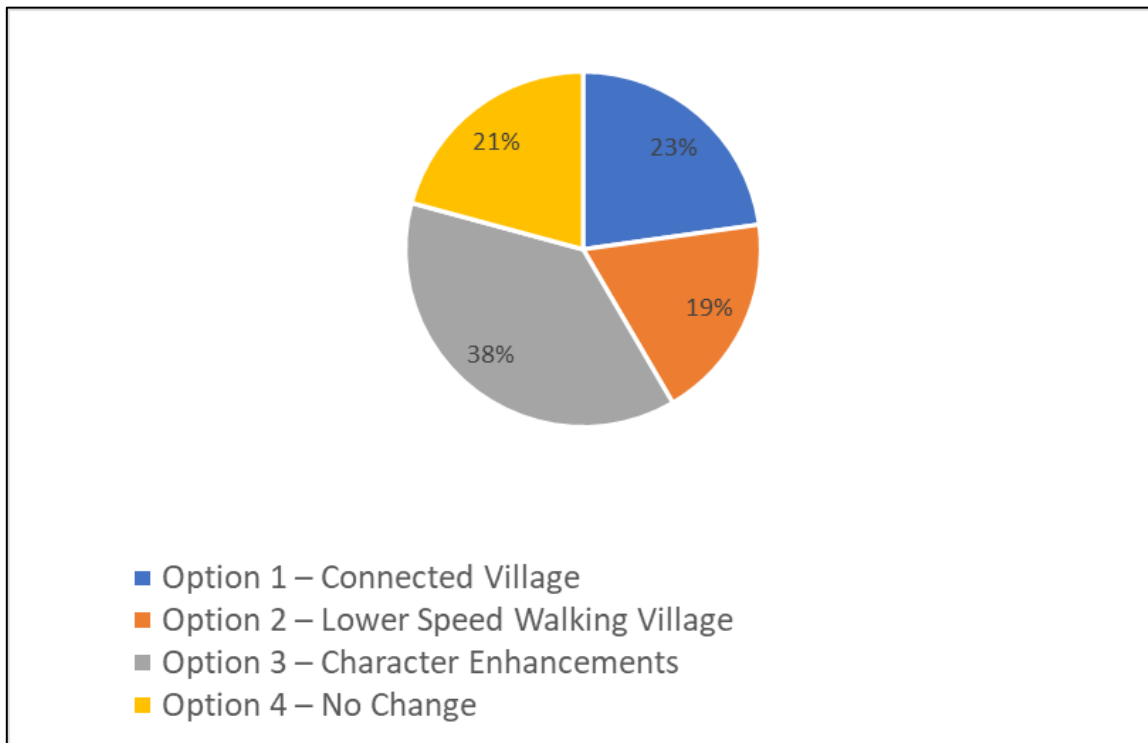


Figure 15: Question 10 responses (pie chart; figures rounded up)

## 4.2 Responses from Parish of St John Residents Only

**Q1)** All St John’s parishioners confirmed they were responding to the St John’s Village Improvement Scheme material provided and had read the contents.

**Q2)** From the 204 responses, 167 respondents state they live in the Parish of St John (82%).

**Q3)** Of the 167 respondents who reside in St John’s Parish, 56% state that their main mode of transport when travelling in St John’s Village is by car, followed by 34% who selected walk. Fifteen comments from parishioners were received stating a combination of transport modes are used, they have a desire to walk (with better pavements) and they would like to see improvements to bus facilities.

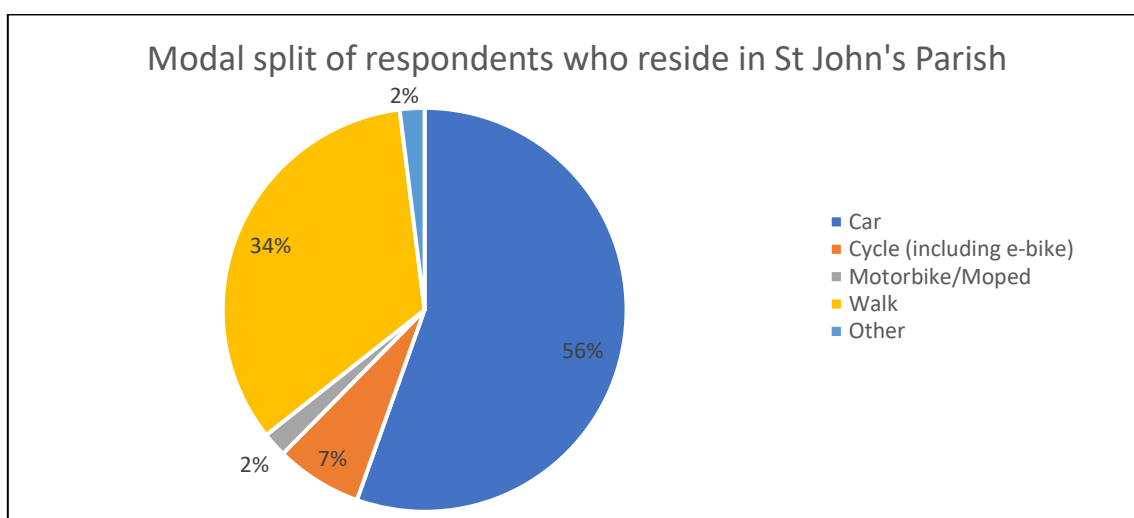


Figure 16: St John Parishioner Question 3 responses (piechart)

The fifteen comments from Parishioners are shown in Appendix F.

#### Q4) Parish Connection

Of the 167 respondents who reside in St John's Parish, 62% live within the boundary of St John's village, whilst 29% travel through the village and 34% visit for shopping. More than one option could be selected by respondents.

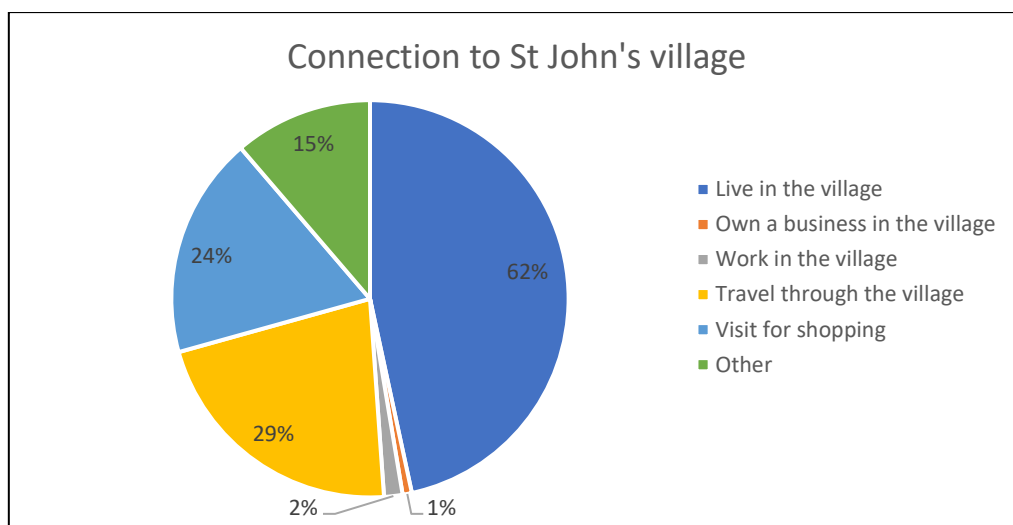


Figure 17: St John Parishioner Question 4 responses (piechart)

Respondents were asked about their connection to St John's village. The majority of respondents who reside in the Parish of St John (62%) live within the village. This was followed by 29% of respondents travelling through the village and 24% visiting for shopping.

Of the respondents, 15% selected "Other" and some provided comments. These related to living nearby, the purpose of the visits to St John's village, travelling through the village and using the amenities. These comments are shown in Appendix F.

**Q5)** The majority of respondents (75%) said there would not be any benefit to "No Change". This question received forty-five comments from St John Parishioners explaining why they felt no change would be beneficial. Please see Appendix F.

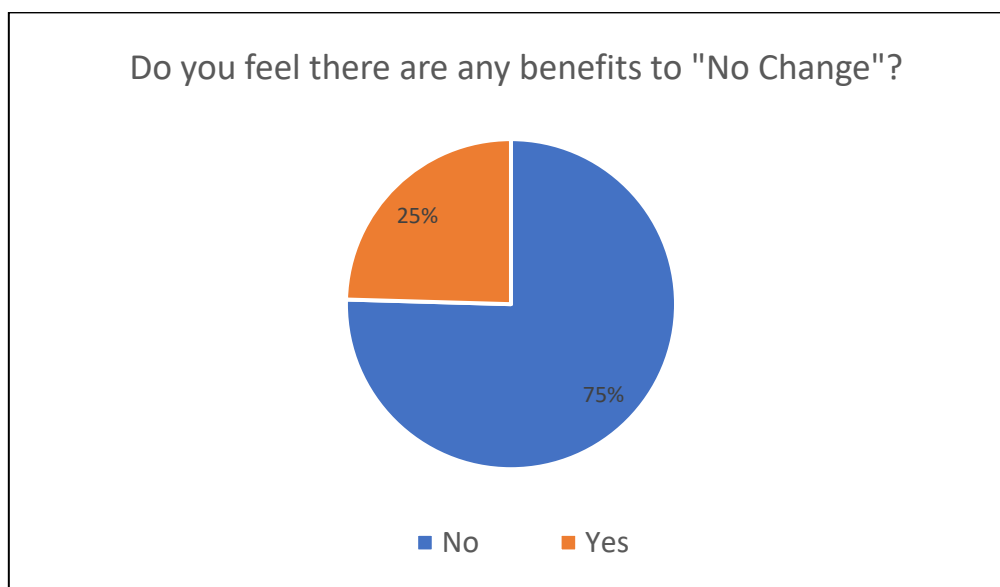


Figure 18: St John Parishioner Question 5 responses (pie chart; figures rounded up)

## 5. Option Benefits - St John's Parishioner Responses

Those who live in St John's Parish are likely to be affected by barriers to active travel.

In order to understand the local community views, an analysis of St John Parishioners is set out in the section.

### 5.1 Option 1 – Benefits

**Q6)** Considering the Connected Village (Option 1), which aspects do you feel are beneficial to St John's village?

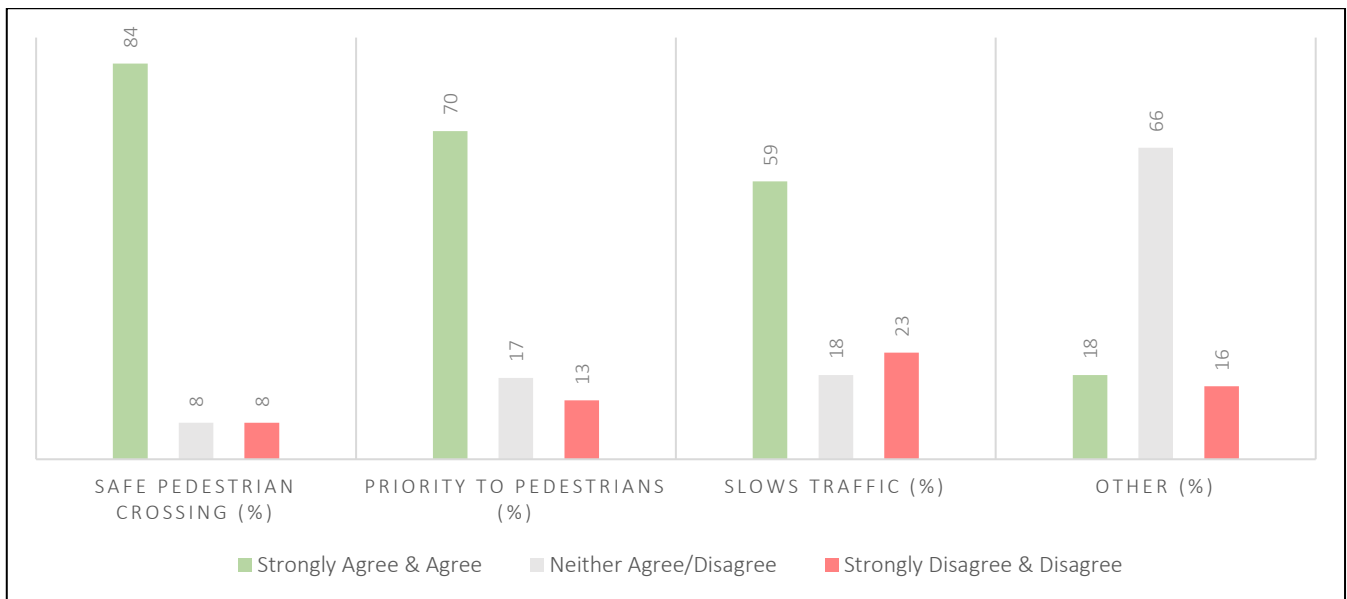


Figure 19: St John Parishioner Question 6 Option 1 Benefits

\*Response percentages (%) are shown above\*

- 84% of respondents Strongly Agree or Agree that the Connected Village (Option 1) benefits from the safe pedestrian crossing.
- 70% of respondents felt that this option gives priority to pedestrians in St John's Village
- 59% of respondents felt that this option would slow traffic in St John's Village
- 42 Parishioner comments received.

Please note the "Other" check box had to be ticked to proceed to the next question.

Forty-two freeform comments were received, and the subjects mentioned are summarised below.

Category	"Other" points mentioned:
Road infrastructure	No traffic lights required
	Zebra crossing to be introduced
	Animal-safe crossing
	Pelican crossing preferred in comparison to zebra crossing
	No raised table
	Speed camera and red-light camera at crossing

	Increasing congestion on the main road
Active travel and wayfinding	Safer route required along Rue des Issues (near M&S)
	High-quality signage required
	More footways
	Safer for school children
	Cycle lanes
Cost	Financial implications of each option

## 5.2 Option 2 – Benefits

**Q7)** Considering the Lower Speed Walking Village (Option 2), which aspects do you feel are beneficial to St John's village?



Figure 20: St John Parishioner Question 7 Option 2 Benefits

\*Response percentages (%) are shown above\*

- 55% of respondents Strongly Agree or Agree with a 20mph and improving the pedestrian and cyclist safety.
- 69% of respondents Strongly Agree or Agree that the Lower Speed Walking Village (Option 2) benefits from the safe pedestrian crossings.
- 60% of respondents felt that this option gives priority to pedestrians in St John's Village.
- 64% of respondents felt that this option would help to slow traffic in St John's Village.
- 45 Parishioner comments received.

Please note the "Other" check box had to be ticked to proceed to the next question.

Forty-five freeform comments were received, and the subjects mentioned have been grouped and summarised in the following table.

Category	"Other" comments mentioned:
Vehicle speed	Support for 20mph due to its impacts on active travel safety
	20mph not supported, reasons include unnecessary, impact on environment, impact on driver concentration and displacement of vehicles, leading to rat-running
	20mph zone should extend further west
	Enforcement of 20mph through traffic calming measures e.g. chicanes, speed humps
	Enforce speed limits e.g. cameras
	Current speed limit to remain with the introduction of zebra crossings
	Crossing to support a reduction in vehicle speed
Impact of wildlife	Safety for animals and wildlife
Traffic flow	Traffic should be allowed to flow freely along this major road
	Restrict scheme to high traffic areas
	Traffic light crossing preferred
	Consider a mini roundabout or filter
Road safety	Road safety campaign
	No raised table due to noise, risk of damage to vehicles and cyclists safety
Additional scheme elements	Zebra crossing over La Route du Nord is needed
	Footway to extend to M&S
Active travel and wayfinding	Encourages people to let their children walk and cycle
	Introduce safe crossings for walking and cycling
	Village covered in signage and lines
	Introduce a safe cycle route
	Safer routes to school required
	Supportive due to impact on health, wellbeing and environment
Local residents	The measures in general appear to unfairly penalise residents who have no choice but to commute outside the parish everyday
Scheme not required	Scheme unnecessary

### 5.3 Option 3 – Benefits

**Q8** Considering the Character Enhancements (Option 3), which aspects do you feel are beneficial to St John's village?

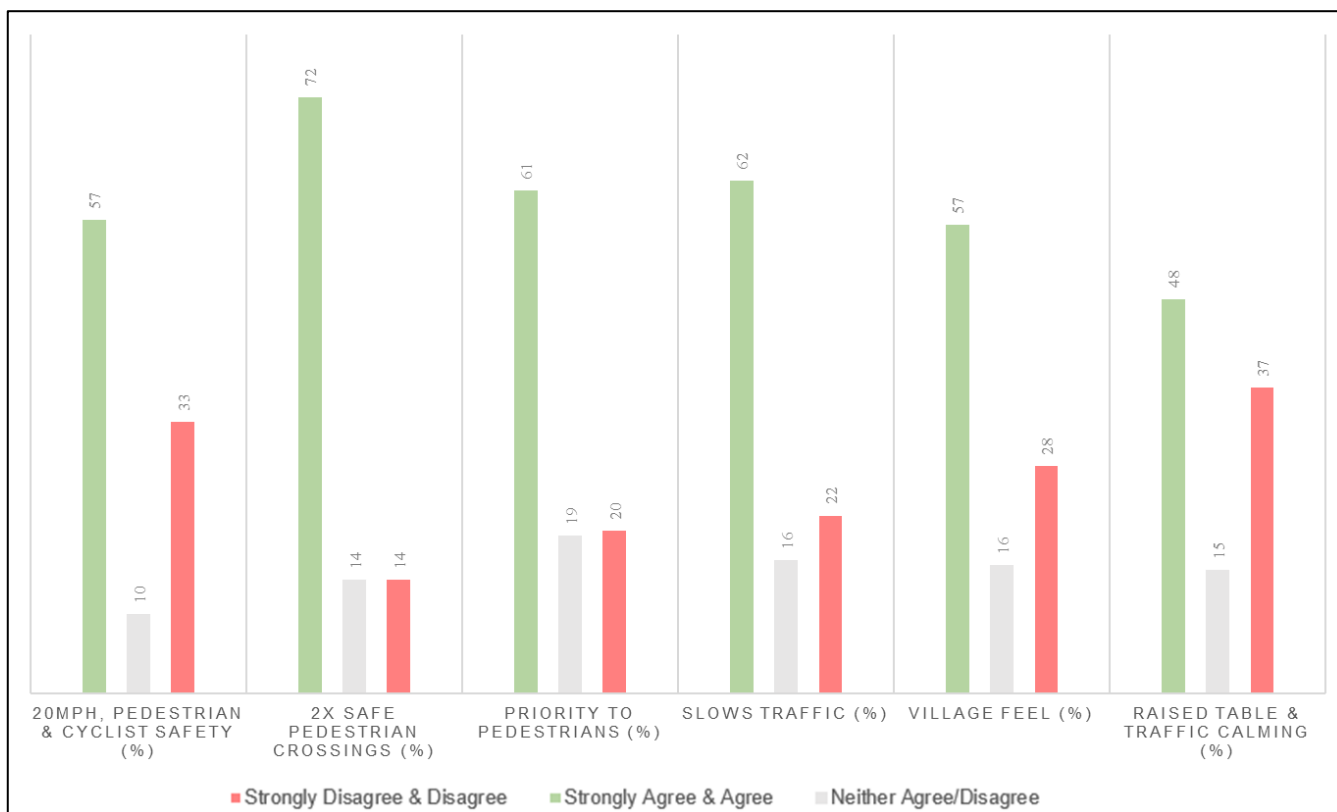


Figure 21: St John Parishioner Question 8 Option 3 Benefits

\*Response % are shown in the table above\*

- 58% Strongly Agree or Agree with a 20mph and improving the pedestrian and cyclist safety.
- 72% Strongly Agree or Agree that the Character Enhancements (Option 3) 2x safe pedestrian crossings are beneficial.
- 62% felt that this option gives priority to pedestrians in St John's Village.
- 62% felt that this option would slow traffic in St John's Village.
- 57% felt that this option creates a village feel.
- 48% Strongly Agree or Agree that the raised table and traffic calming provided by this option is beneficial to the village.
- 55 Parishioner comments received.

Please note the "Other" check box had to be ticked to proceed to the next question.

The "Other" comments received expand upon people's likes or dislikes for certain elements of Option 3 (with additional comments on other islandwide traffic changes)

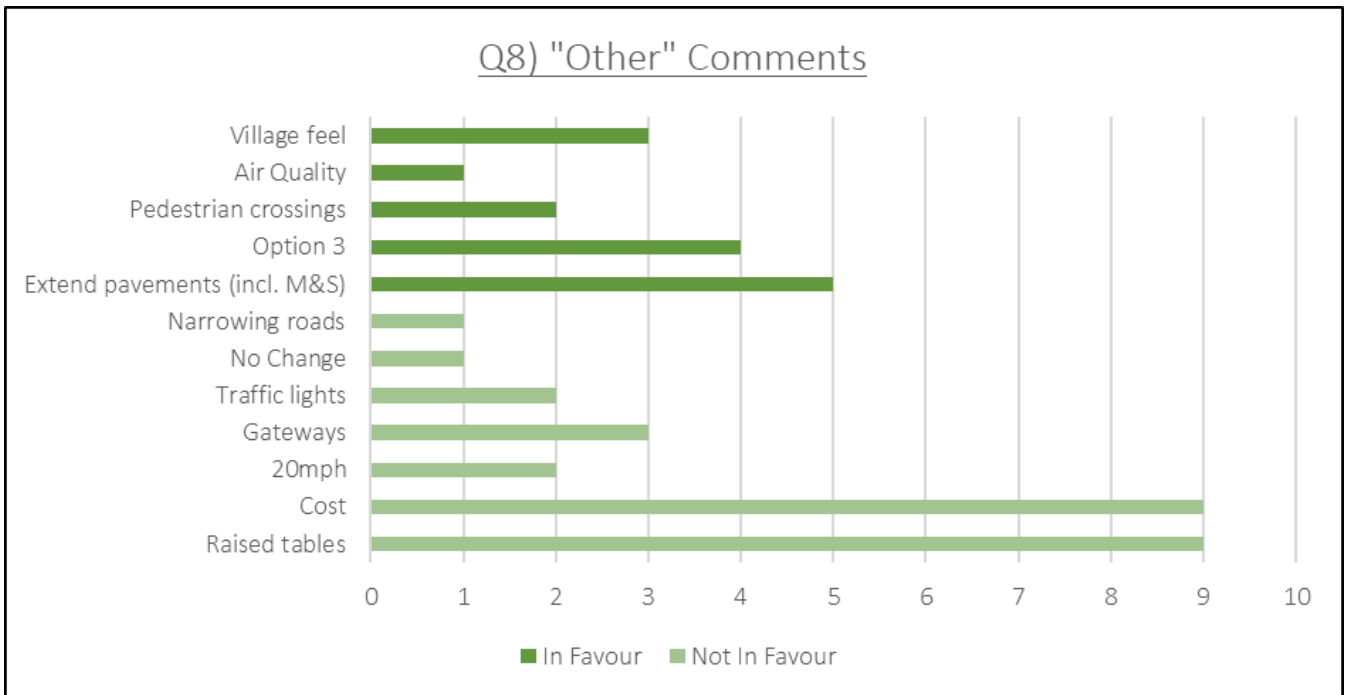


Figure 22: St John Parishioner Question 8 Option 3 Benefits – "Other" Comments

## 5.4 Comparison of the Options' Perceived Benefits

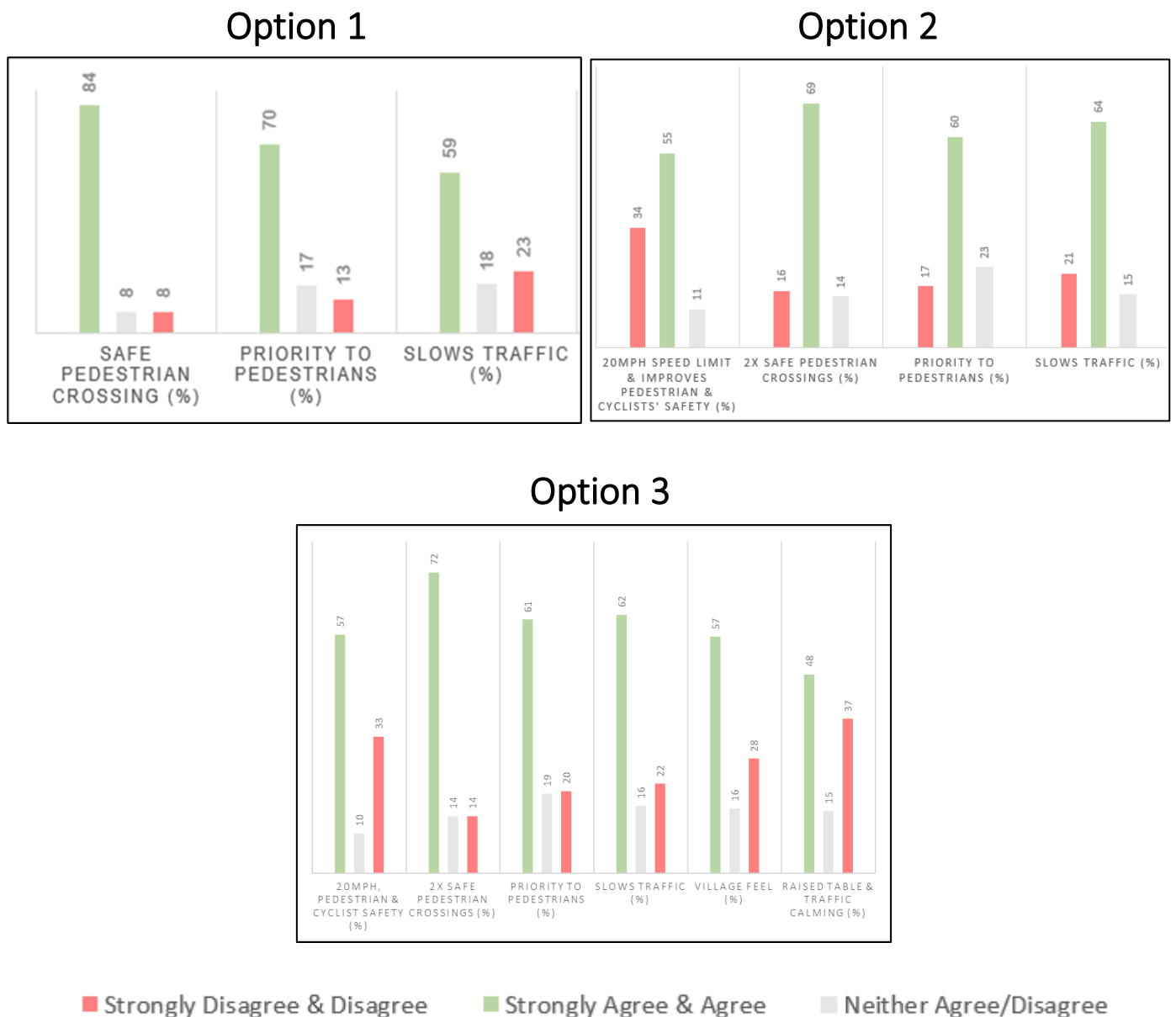


Figure 23: St John Parishioner Option Benefits Comparison

**Q9)** St John’s parishioners responded to the question “Do you feel there is a need for change to reduce barriers to active travel in St John?” as follows:

- Yes 47%
- No 35%
- Undecided 18%

**Q10)** St John’s parishioners were asked to rank their option preferences, and the findings are listed below:

- Option 3 – Character enhancements 38%
- Option 1 – Connected Village 25%
- Option 4 – No Change 19%
- Option 2 – Lower Speed Walking Village 18%

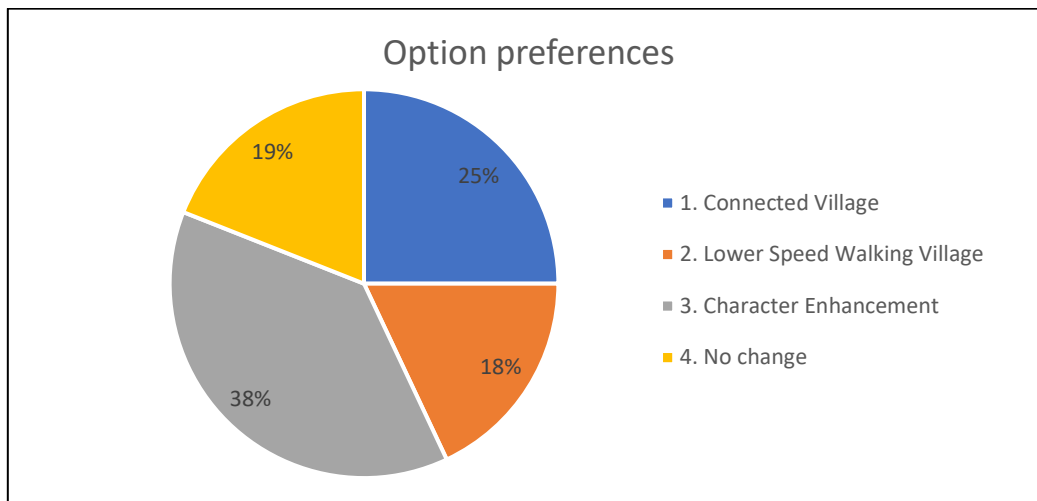


Figure 24: St John Parishoner Option Preference

## 6. Speed Limit Review – Overview

Some options considered by the community include a 20mph village speed zone.

In 2016, the Minister for Infrastructure along with the Comité des Connétable, the Parish and States Police agreed a framework for speed limits across Jersey, which is lodged with the States Assembly (R.132/2016). The Framework can be viewed [here](#).

In 2023, a consultation on speed limits was running in parallel to the St John’s Village Improvement Scheme consultation. For further information on this please see the link below.

[Speed Limits Review \(gov.je\)](#)

The Speed Limits Consultation Summary Report can be viewed using the link below.

[Speed Limits Consultation Summary Report](#)

A summary of St John parishioner responses to the 2023 consultation for a 20mph St Johns Village zone is shown on page 13 of the Speed Limits Consultation Summary Report.

## 7. Other Responses

Five emails were received by I&E during the consultation.

The points raised were:

- No pavements on ‘Les Chenolles’ and ‘Rue De La Mare Ballam’ – Nearly hit by a Car (8am – 9am)
- Extended answer to Q5 “No Change”. Concludes with preferred option being no change or Option 1
- Praise for the consultation layout and beautiful presentation
- Use persuasive psychological strategies to gain a safe traffic environment.
- Encourage beloved village feel.

Three emails were received by I&E after the consultation closed.

All email comments are included in this report; however, the late submissions of the consultation form are not included.

Please see Appendix G.

## 8. Conclusion

In order to understand the views of parishioners and the wider island community on a set of village improvement options, an engagement process was carried out in the form of an in-depth interactive workshop of parishioners and via an online consultation survey. The online survey received 204 responses, of which 167 stated they lived in St John. Forty parishioners attended the workshop and thirty-nine voted.

The results show a majority of respondents expressing preferences to improve active travel amenities in the village. There were a wide range of responses to the different levels of interventions and these views provide the St Johns Village Improvement Board a basis to determine a final scheme for implementation.

## Appendices

### Appendix A - Board Meetings and Engagement History

The St John's Village Improvement Scheme began prior to 2021 with the initial project board being set-up in 2013 and a stakeholder meeting taking place in December 2013.

In April 2021, the board was reorganised with the newly elected Connétable and with new members chosen by the Connétable to represent the Parish.

Engagement for the St John's Village Improvement Scheme:

Pre-2021 Meetings	Dates
Project Stakeholders	09/12/2013
Board Meeting	17/09/2014
Board Meeting	06/05/2015
First Board Meeting with new Connétable	27/04/2021

St John's Village Improvement Scheme – Engagement (Stakeholder and Public)		Dates
1.	St John's Village Board – reorganised	27/04/2021
2.	Board meeting	28/06/2022
<b>Interim</b>	Parking meeting with all the board members	07/09/2022
3.	Board meeting	25/01/2023
4.	Board meeting	17/04/2023
	Stakeholder meeting	17/05/2023
	St John's Village Workshop	24/06/2023
	Online Consultation preparation	
	Online Consultation	21/08/2023
		02/10/2023
	Consultation Analysis & Reporting	
5.	Meeting with the Connétable	22/11/2023
6.	Board meeting	05/02/2024

## Appendix B - St John's Parish – Workshop

### *Parishioner Workshop - Timeline*

#### **Public Consultation Workshop**

##### Registration & Refreshments

9:00am Welcome and Introduction by the Connétable.

9:05am Rules of Engagement by the lead facilitator.

9:15am Workshop 1 – 'Village treasures'.

9:45am Presentation. Q&A Session.

10:15am Workshop 2 – Reducing active travel barriers

10:45am Comfort Break (10 minutes) Set out banners.

10:55am Presentation (three conceptual options). Q&A Session.

11:20am Break (25 minutes) Posters & Banners

11:45am Workshop 3 – Village improvement options.

12:15pm Community vote (rank the options 1,2,3,4) & Vote Count.

12:40pm Present the vote outcome.



12:55pm Connétable closing remarks.

1:00pm Event Close.

Traffic is a barrier to cycling	Bigger vehicles
Volume of traffic	Perception of risk / actual risk
Traffic Dominance	Speed & Visibility
No footways where traffic is	Narrow Footways
Lack of space for non-car travel	Light / poor bus stops
Sheltered Community space	Priority to active travel
Road speed and signage	Lack of pavement to M&S
Buses only go to town	Big main road
Increased traffic	Wider vehicles
Commercial Vehicles	Only main road through north
Long wait for crossing	Lack of signage warning cars of pedestrians
La Route du Nord is a racetrack	Accelerating vehicles
Traffic	Bad Drivers
Prioritisation of cars Bad Drivers	No Cycle track
Lack of paths	Accident concern
Junction crossing at Parish Hall	Speed on main road
Bus shelter out of use	Sheltered housing access
Bus Services Frequency	Bus Routes
No path to M&S	More paths needed
Children on bikes	Difficult junctions for cycling
Some junctions	Speed Limit
Green Lanes in order to control rat runs	School and Parish hall divide community
Cross road raises safety issues	Junction Geometry dangerous
Crossing / pedestrians	Road Safety hot spots
Lack of pavement to M&S	Bus Frequency
Traffic 20mph	Cycle tracks
Cyclists behaving badly	Large vehicles
Speed	Volume
Timing of large traffic	Few pavements
Walking to M&S	Park and ride using village facilities
Land – Cash	Narrow Granite Sections
M&S to village path	Blind corners on edge of village
Bus timetable	East-west bus link
Traffic calming	Main Road through village
Speeding	Route into village from sheltered housing
Heavy traffic from industrial (quarry)	Note enough cycle parking
Direct cycle route to town	Late night speeding
Lack of footpaths	Lack of cycle paths
Speed into village	Footpaths + extend to outskirts
Remove parking at shops	HGVs and tractors
Speed	Construction vehicles / Ronez
School - close to drop off	Congestion pushing traffic onto lanes
Peak traffic times	M&S speed and no footpath
Safe places to wait for bus	Bus timetable
Frequency of buses	Pedestrian Crossing from Parish hall

*Have your say!*

## St John's Village Improvement



### 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'


↓

Keep things as they are

<div style="background-color: #cccccc; padding: 10px; border: 1px solid #ccc; margin-bottom: 5px;"><b>NO CHANGE</b></div> <p>Option 1</p> <div style="background-color: #00838f; color: white; padding: 10px; border: 1px solid #ccc; margin-bottom: 5px;"><span style="font-size: 24px; font-weight: bold; border: 1px solid white; border-radius: 50%; padding: 2px 8px; display: inline-block;">1</span> <b>CONNECTED VILLAGE</b></div> <p>Option 2</p> <div style="background-color: #f1c40f; color: white; padding: 10px; border: 1px solid #ccc; margin-bottom: 5px;"><span style="font-size: 24px; font-weight: bold; border: 1px solid white; border-radius: 50%; padding: 2px 8px; display: inline-block;">2</span> <b>LOWER SPEED WALKING VILLAGE</b></div> <p>Option 3</p> <div style="background-color: #27ae60; color: white; padding: 10px; border: 1px solid #ccc;"><span style="font-size: 24px; font-weight: bold; border: 1px solid white; border-radius: 50%; padding: 2px 8px; display: inline-block;">3</span> <b>CHARACTER ENHANCEMENT</b></div>	<p>Score: <input style="width: 100%; height: 30px;" type="text"/></p> <p>Score: <input style="width: 100%; height: 30px;" type="text"/></p> <p>Score: <input style="width: 100%; height: 30px;" type="text"/></p> <p>Score: <input style="width: 100%; height: 30px;" type="text"/></p>
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**For the 'most preferred' option:**

Please describe any suggestions to improve the concept.



*Parishioner Workshop - Voting Sheet Written Response Thematic Analysis*

- Pedestrian safety and accessibility: Approximately 70% of the feedback items mention concerns related to pedestrian safety, zebra crossings, pavements, and walking paths.
- Traffic calming measures: Roughly 40% of the feedback items express concerns regarding traffic calming measures, such as gateways, chicanes, and addressing accident blackspots.
- Village character preservation: Around 30% of the feedback items emphasize the importance of maintaining the rural village character, avoiding traffic lights, and considering aesthetics in the proposed changes.
- Parking and delivery management: Approximately 20% of the feedback items highlight the need for more parking spaces and designated delivery van areas to support local businesses.
- Sustainability and climate change: Roughly 15% of the feedback items mention concerns related to sustainability, including sustainable planting options, green lanes, and addressing climate change.
- Cycling-friendly measures: Approximately 10% of the feedback items express the desire for cycling-friendly measures, such as accommodating cyclists through chicanes and raised pavements.
- Phased implementation: Around 10% of the feedback items suggest phasing the implementation of changes for practicality and effective management.

## Appendix C – Parish of St John – Magazine Article and Online Consultation Link

- Summer 2022 – article mentions there will be events to engage with Parishioners (2-page article; p18-19).
- A community workshop was held on 24<sup>th</sup> June 2023 at St John’s Parish Hall
- Spring 2023 – article mentions the joint meeting held at the Parish Hall (4-page article; p21-24)
- Autumn 2023 – article details the Village Consultation and contains a QR code link to the online consultation.
  - Parish magazine delivered week commencing 18<sup>th</sup> Sept 2023 (some households will have received it week commencing 25<sup>th</sup> Sept 2023)
  - Full 2-page article

P18 SUMMER 2022 L'ÉTALE DU NORD



# St John's village

## towards a more walkable village

L'ÉTALE DU NORD SUMMER 2022 P19

Whilst looking at ways to make it easier to cross both these busy roads we will also look at ways to slow the traffic down and make it safer to access the Supermarket.

The Board's ambition is to seek appropriate joint funding from the Parish (through the POAs) and Government. Government

Funding bids for village improvement would need to conform with the Government of Jersey's broader Sustainable Transport Policy, comply with the new Bridging Island Plan and support Carbon Neutral objectives. This recognises that schemes that seek to advance 'active travel', i.e., cycling and walking, should be given priority when it comes to funding. This is both in response to the climate emergency, by encouraging environmentally friendly modes of travel, and as a recognition of the benefit to mental and physical health that an active travel culture supports.

After the coming elections, the board will develop options and engagement materials and formats both in person and online. There will be events to engage with parishioners, to give and receive feedback on what their thoughts are there have any ideas for improvements. This will be to ensure that any scheme put forward reflects the desires and concerns of the community, which will be fundamental to moving forward proposals to formal approvals and funding.

Feedback from the community is that our historic village has, over the years, become dominated by cars, roads, and signage. There is a desire that it should be easy to get around on foot for those who live in, or come to, the village; and those who are part of the school community. The Climate Change Emergency means that reducing carbon emission by walking, cycling, and using the bus rather than using the car, has become even more of a priority for our community.

The board will draw on the understanding developed through previous community engagement such as the Committee Rurale surveys. They will come forward with a consultation to explain the challenges in how we could tackle the severance caused by the busier roads in St John's Village and support the continued development of the community. The main village amenities (such as the church, parish hall, pub, school) should be well connected to support village life for those of all ages and abilities. The board will work with the community to explore options and enhance the public spaces for active travel, reconnecting village amenities for pedestrians and cyclists.

The proposal will be aimed to satisfy three key criteria: function, safety and character. These three principles will ensure that any changes proposed will improve the community experience in St John's Village, enhance safety, and ensure the changes make St John's Village cohesive and attractive.

**"Parochial Ambitions"**  
With our aim to create a Community space opposite the Parish hall, it is key that we make it easier for people to move from one side of the road to the other. We also need to make it easier for people to cross La Route du Nord. There will be Planning Obligation Agreements (POAs) in place for the new garden and the proposed extension to Maison Le Vesconte.



The board includes:

- **Andy Jehan** (the Connétable of St John)
- **Nick Lane** (former Roads Inspector and new member of St John's Roads Committee)
- **Anton Cornilason** (former States of Jersey Police Officer)
- **Clive Russell** (former Fire Service and member of the Sion Group)
- **Tristen Dodd** (IHE, supporting technical team advising the board)



# St John's Village

## Towards a more walkable village?

We continue to work with colleagues from Infrastructure to find ways of enhancing the village area in St John.

We recently held a joint meeting at the Parish Hall as this gave us an opportunity to share with the Minister and his officers the challenges faced daily by residents and visitors alike. Whilst the village is well used and community groups are making good use of existing facilities, we still have barriers to easy movement caused by the main roads and busy traffic.

The Connétable has formed an advisory board of dedicated parishioners who are working with Government transport specialists to develop proposals for a more connected village, accessible for all parishioners, to support healthy and sustainable travel habits and in line with the Parish ambitions for reducing its carbon footprint.



Looking north



Looking east



Looking south

### The Connétable and the Board have set themselves a remit:

*St John is committed to responding to climate change and promoting active travel to reduce carbon emissions and improve the health of Parishioners.*

*The Board recognise the community's desire for St John's Village key amenities to be as accessible as possible by walking routes for all members of the community and all abilities. The Board also recognise that improvements for cycling and bus accessibility, also in line with the Governments Sustainable Transport Policy, should be included in options for the community to consider.*

*The Board also have an ambition to enhance the vibrancy and appeal of the village centre shopping area and sustain key community facilities offered, by enabling the best availability of parking by well organised and enhanced parking arrangements, in keeping with the village's unique character and within the constraints of the Island Plan Policies. The Board will ensure that community supported concepts will be promoted to the parish authority and put forward for Government funding.*

### The members of the St John's Board are:

**ANDY JEHAN**, Connétable of St John – Chairperson

**NICK LANE** St Johns Roads Committee

**ANTON CORNILASON** former States of Jersey Police Officer

**CLIVE RUSSELL** former Fire Service and member of the Sion Group

**TRISTEN DODD** Head Highways, Transport & Infrastructure, IHE



Looking west

Under the Board's direction, options are being developed to address the barriers to movement in St Johns Village, such as improving pedestrian and cycling access to and from the main village amenities (church, parish hall, pub, school) and exploring community focused traffic calming.

The proposals will concentrate on improving accessibility and safety, while taking the opportunity to build upon the unique character of our village, to enhance the public realm and avoid unnecessarily obtrusive highway engineering.

Parishioners will also be asked for their views on speed limits and the potential for the introduction of virtual pavements in some areas.



Heart of the village



Parish School



Precinct at 10am on a weekday

## Memorial Garden

In addition to the road safety initiatives, we hope to be able to share detailed plans for the long awaited memorial garden opposite the Church and Parish Hall.

Following feedback from the previous scheme, that was rejected, we hope to incorporate a lot of the feedback into the revised design including:

- ▶ Retain the Cenotaph in its current location
- ▶ Reduce the amount of parking in the new area by more than half from 57 to around 25
- ▶ Introduce wild flowers in various areas
- ▶ Incorporate a labyrinth into the scheme
- ▶ Provision of some shelter for the proposed petanque pitch
- ▶ Screen any parking provision

The scheme will seek to improve the existing views of the Church and the Parish is in discussions with Property Holdings to take over the ownership of the four small parcels of land to the West and North of the Church. This would be subject to approval at a Parish Assembly with the proposal that the Parish maintain this area, returning the view of the Church from the West with the potential for some cycle parking near the bus shelter and much needed additional car parking for the precinct.



Every space full

## Milestones along the way

### MARCH

Project Board to review and sign-off traffic management and calming proposals

### APRIL

Technical layout work and preparation of engagement materials

### MAY

Project Board to review and approve engagement materials

### JUNE

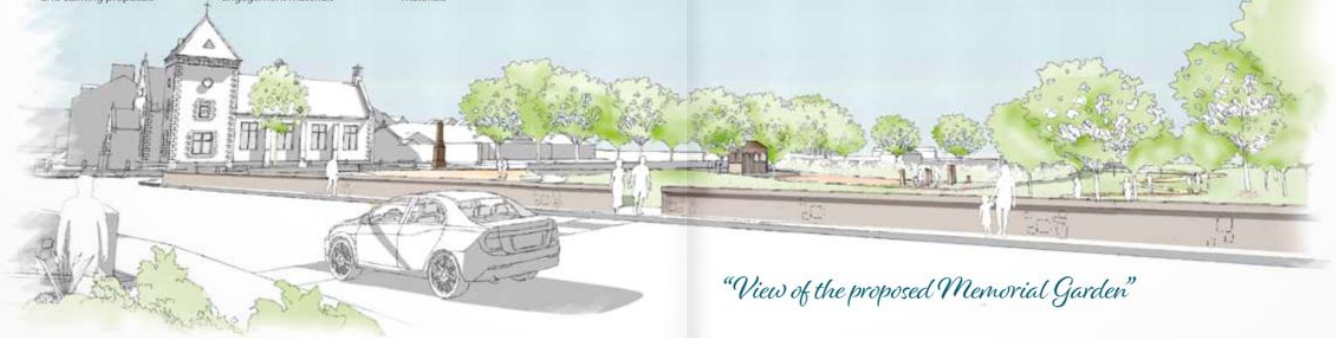
Publicity and Parish engagement event

### JUNE TO SEPTEMBER

Wider online engagement and results analysis

### AUTUMN

Board to make recommendations to Minister



"View of the proposed Memorial Garden"

Clearly it is important that the community have an opportunity to influence and help shape these proposals, to ensure any scheme meets their needs and desires for the village. To support this, a consultation will be held this summer to provide all parishioners with an opportunity to consider the proposals, how we plan to support walking and cycling and enhancements to the village's public spaces.

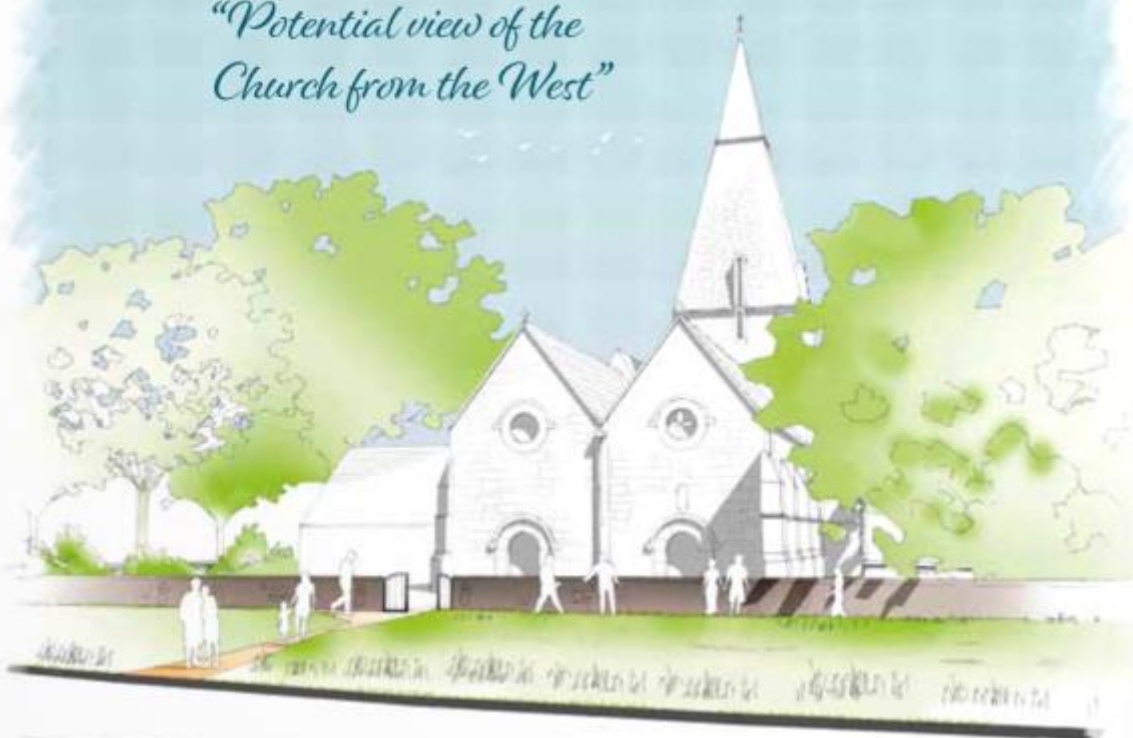
The feedback from this will be used to inform the Board's design proposals, ensuring that the concerns, needs and desires of the village community are properly reflected.

There will be parish communications and media publicity ahead of the event to give interested parishioners time to plan their attendance.



## Working towards a safer, greener, community village.

*“Potential view of the Church from the West”*



# VILLAGE Consultation

Islanders are invited to participate in an online consultation aimed at improving walking, cycling, and bus use in St. John's Village.

In June, residents in St. John were invited to attend a community workshop event at their Parish Hall to discuss the proposed plans to improve active travel. Constraints to active travel that were discussed includes perceived poor safety, lack of footpaths, and lack of pedestrian crossings.

The St. John's Village Improvement Board, consisting of Parish representatives and Infrastructure and Environment Department members, is collaborating on potential improvements. The Board comprises the following members:

- ANDY JEHAN**  
Connetable of St. John
- NICK LANE**  
Former Roads Inspector, St. Johns Roads Committee member
- ANTON CORNILASON**  
Former States of Jersey Police Officer
- CLIVE RUSSELL**  
Former Fire Service, Stion Group member
- TRISTEN DODD**  
IHE, Technical Team supporting the board

The Board supports active travel as part of the island's response to the climate emergency and roadmap to become Net Zero by 2050. Active travel can reduce car journeys, and associated carbon emissions and community traffic impacts, and provides health benefits from greater activity.

Three distinct options have been developed to enhance active travel within the village.

## OPTION 1

A proposed traffic light controlled pedestrian crossing outside the Parish Hall, addressing safety concerns and promoting secure crossing points.



## OPTION 2

Option 2 includes the introduction of a 20mph speed limit throughout the village, on roads that currently have a 30mph or 40mph limit. As well as the Option 1 pelican crossing, on Rue de la Mare Ballam, a new zebra crossing would be installed on Route du Nord, further reducing severance. Potential opportunity for a virtual footway identified on Parish Road (La Rue de l'Étoquet), subject to a further review and outcome of the speed limit consultation.



St John's Speed limits subject to separate consultation



## OPTION 3

In addition to the two pedestrian crossings and 20mph speed limit included in Options 1 and 2, this option aims to enhance the character of the village. This includes:

- Attractive gateway features on the northern, western, eastern and southern approaches to the village
- An enhanced pelican crossing on Rue de la Mare Ballam, with widened pavements, a raised table and quality paving finishes. Potential opportunity for a virtual footway identified on Parish Road (La Rue de l'Étoquet), subject to a further review and outcome of the speed limit consultation.

## OPTION 4

There will also be an option for residents to vote for no change.

You have until October 2nd to participate in the online consultation and contribute your perspective.



The consultation runs alongside, but separately to, an ongoing review of speed limits within the Parish of St. John.

Feedback from the community workshop event and the online consultation will be evaluated by the Board.

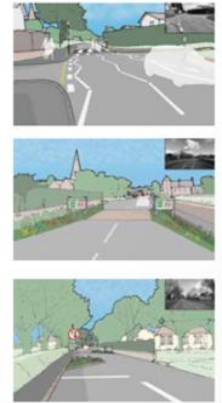
The Board will use this feedback to create a recommendation for the Minister for Infrastructure.


Your input is crucial in shaping the future of St. John's Village.


You can find more information, with proposed plans, and participate in the online consultation by using the QR code below, or visiting <https://haveyoursay.gov.je/infrastructure-housing-and-environment/st-johns-village-improvement-scheme/>



PARISH OF ST JOHN







## St John's Village Improvement Scheme

### INTRODUCTION

In surveys carried out in 2014 and 2020 St John's parishioners identified issues of concern and indicated support for improvement measures. In response to these concerns, the St John's Village Improvement Board (Parish representatives with technical support from the Government of Jersey Department of Infrastructure, Housing and Environment) have been working on potential improvement options for the community to consider.

#### CHALLENGES AND CONSTRAINTS

St John's Village benefits from a number of assets and attractions but with challenges to safe and comfortable pedestrian movement. The constraints are as shown below.

**SEVERANCE**

**Severance**  
The speed and dominance of vehicle traffic passing through the village creates a barrier to pedestrian movement, on Rue des Issues and Route du Nord for example.

**FOOTPATHS**

**Lack of footpaths**  
Some important desire lines are not fully provided for with safe pavements, such as the link between the village and Marks and Spencer.

**SAFETY**

**Safety**  
Traffic speeds on a number of village roads are relatively high, given the residential context and pedestrian/cyclist activity.

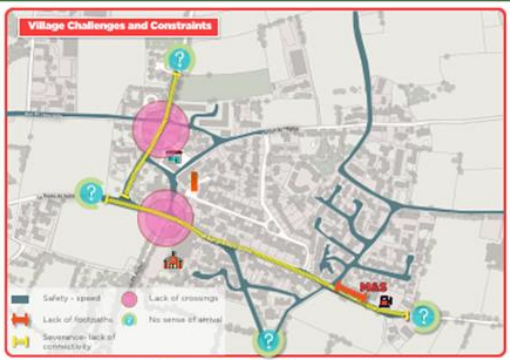
**CHARACTER**

**Character**  
The approaches into the village vary in character, but with little defined sense of arrival. There is no indication of where the village starts and an awareness of pedestrians should prevail.

**CROSSINGS**

**Crossings**  
In several key locations, safe pedestrian crossings of busy roads are not facilitated, such as between the village centre and the school.

#### Village Challenges and Constraints



Village Board Ambition

'St John's is committed to responding to climate change and promoting active travel to reduce carbon emissions and improve the health of Parishioners.

The Board recognise the community's desire for St John's Village key amenities to be as accessible as possible by walking routes for all members of the community and all abilities. The Board also recognise that improvements for cycling and bus accessibility, also in line with the Government's Sustainable Transport Policy, should be included in options for the community to consider.





## St John's Village Improvement Scheme

### POTENTIAL INTERVENTIONS

1 **CONNECTED VILLAGE**

Option 1 provides a traffic-light controlled pedestrian crossing on La Rue de la Mare Ballam, outside the Parish Hall.

2 **LOWER SPEED WALKING VILLAGE**

Option 2 includes the crossing above, and another on Route du Nord as a zebra crossing. It also includes the introduction of a 20mph speed limit on most of the village roads and streets to align with other Island Villages and the Island wide speed limit framework. The locations on its boundary where this limit will apply would effectively create village gateways.

3 **CHARACTER ENHANCEMENTS**

In addition to the pedestrian crossings and speed limit, Option 3 would introduce a series of attractive gateway features on the village approaches, coinciding with the new speed limit zone and traffic calming measures. The pedestrian crossing at the Parish Hall would be enhanced with a raised table, widened pavements and quality materials.

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

These fall into three cumulative packages, with **Option 2** being **Option 1** with additions and the same with **Option 3** building on **Option 2**. The three options are summarised below, with more detail on the following panels.

These are general approaches to reducing barriers to active travel, not detailed schemes. Once there is a community preference, the Board will work with the Minister for Infrastructure on scheme development and funding.



This view shows the proposed pelican crossing on Rue de la Mare Ballam, between the Parish Hall and St John's Inn. In addition to the new traffic-lights the crossing would be on a raised table, giving level access for pedestrians and providing a traffic-calming effect. The pavements either side would be widened, creating a safer and more comfortable pedestrian environment. Quality paving materials would be used on both the pavements and raised crossing to create an attractive public realm, reflecting the village character.





CONSULTATION – OPEN NOW!

21<sup>st</sup> August – 2<sup>nd</sup> October 2023

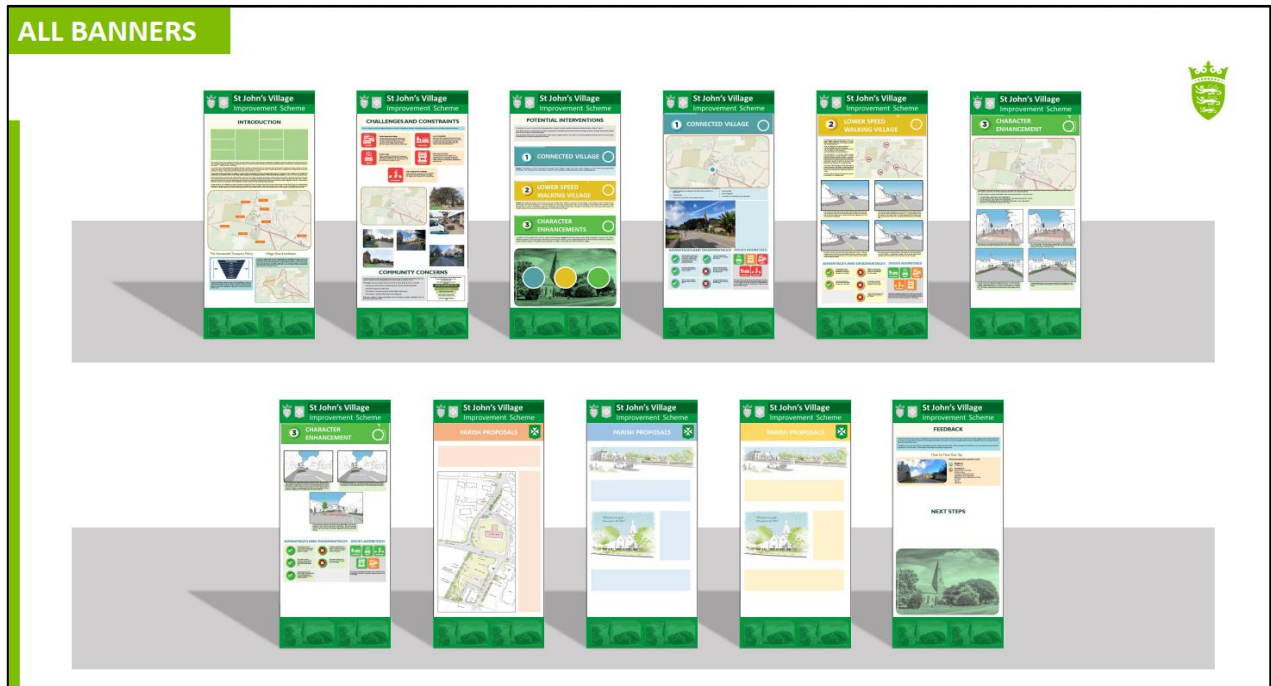
Please take part in the online consultation regarding these Village Improvements.

The consultation can be found online at:  
<https://haveyoursay.gov.je/infrastructure-housing-and-environment/st-johns-village-improvement-scheme/>



Please ask at the Parish Hall for any further assistance or if a paper copy is required.


## Appendix D – Consultation Material



The consultation material was presented on banners at the Parish Hall during the workshop and was available to view throughout the consultation period. A web version of this material can be viewed online using this [link](#).

## Appendix E - Island Wide Online Consultation

The consultation was run by the Government of Jersey and held online at gov.je “Have Your Say” for six weeks between 21<sup>st</sup> August to 2<sup>nd</sup> October 2023. The link is [St John village improvement Scheme](#).



# St John's Village Improvement Scheme

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### St John's Village Improvement Scheme


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#### Overview

In surveys carried out in 2014 and 2020 St John's parishioners identified issues of concern and indicted support for improvement measures.

To respond to these concerns, the St John's Village Improvement Board (Parish representatives with technical support from the Government of Jersey Department of Infrastructure and Environment) have been working on potential improvement options for the community to consider.

The purpose of this consultation is to explain our work to date, and illustrate the range of potential improvement concepts, in order to gather your thoughts and preferences. As the historic centre of the Parish, St John's Village is characterised by a number of features, buildings and vistas (as shown in the photographs below).



**Closes 2 Oct 2023**  
Opened 21 Aug 2023

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**Contact**  
[DFI@gov.je](mailto:DFI@gov.je)

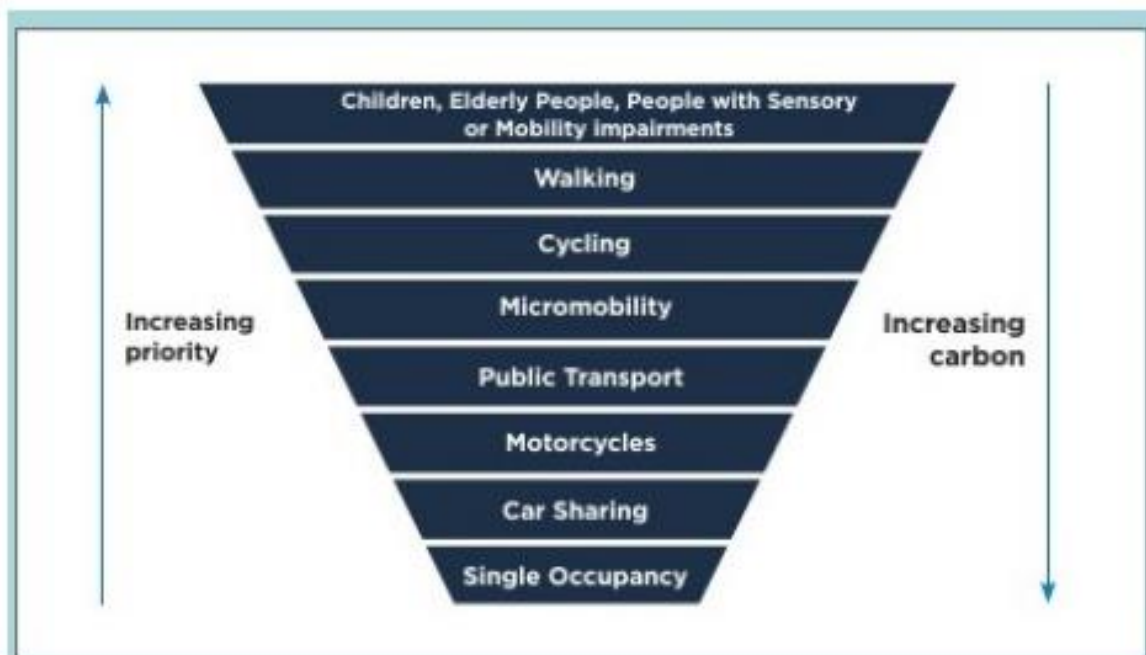
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## St John's Village Map



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

### Jersey Mobility Hierarchy



## St John's Village Board Ambition

St John's is committed to responding to climate change and promoting active travel to reduce carbon emissions and improve the health of Parishioners. The Board recognise the community's desire for St John's Village key amenities to be as accessible as possible by walking routes for all members of the community and all abilities. The Board also recognise that improvements for cycling and bus accessibility, also in line with the Governments Sustainable Transport Policy, should be included in options for the community to consider.

## St John's Village Improvement Scheme - Scope



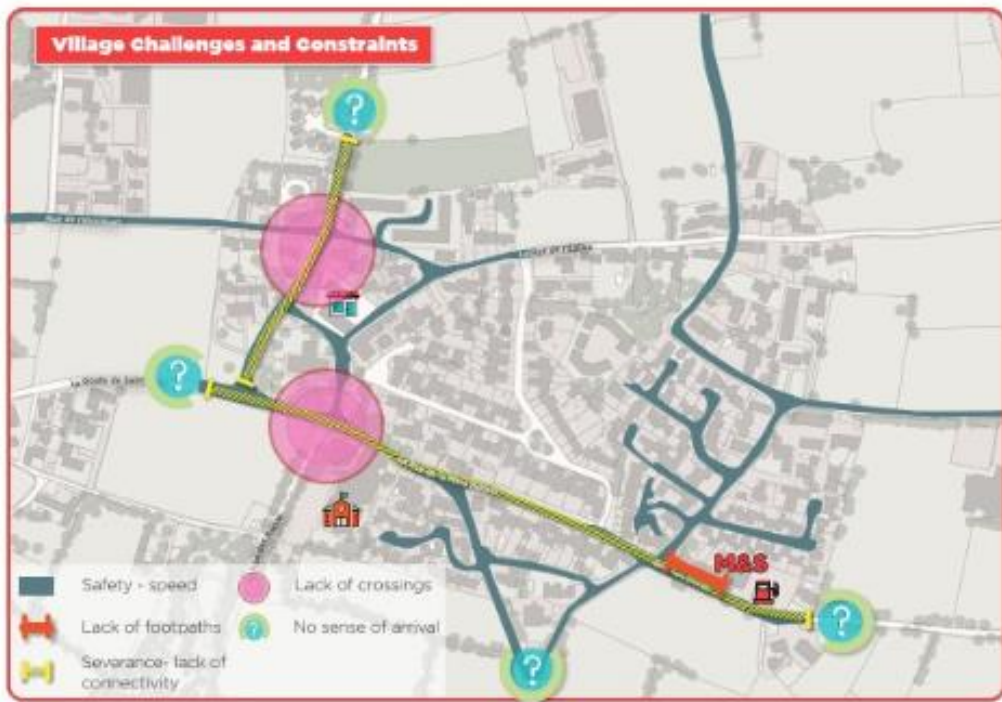
## Challenges and Constraints

St John's Village benefits from a number of assets and attractions but with challenges to safe and comfortable pedestrian movement. The constraints are as shown below.

<p><b>SEVERANCE</b></p>	<p><b>Severance</b></p> <p>The speed and dominance of vehicle traffic passing through the village creates a barrier to pedestrian movement, on Rue des Issues and Route du Nord for example.</p>	<p><b>FOOTPATHS</b></p>	<p><b>Lack of footpaths</b></p> <p>Some important desire lines are not fully provided for, with safe pavements, such as the link between the village and Marks and Spencer.</p>
<p><b>SAFETY</b></p>	<p><b>Safety</b></p> <p>Traffic speeds on a number of village roads are relatively high, given the residential context and pedestrian/cyclist activity.</p>	<p><b>CHARACTER</b></p>	<p><b>Character</b></p> <p>The approaches into the village vary in character, but with little defined sense of arrival. There is no indication of where the village starts and an awareness of pedestrians should prevail.</p>



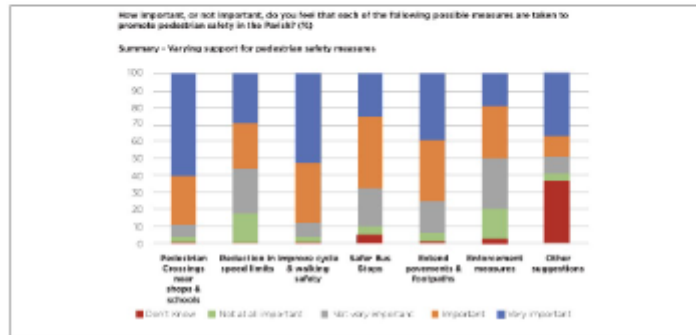
**Crossings**  
 In several key locations, safe pedestrian crossings of busy roads are not facilitated, such as between the village centre and the school.



## Community Concerns

Village surveys were carried out by the Comité Rurale in both 2014 and 2022, in order to gather the community's response to the relevant Island Plans and identify issues of concern.

In the 2020 questionnaire respondents were asked to comment on potential improvements with respect to pedestrian safety. The chart to the right indicates the villagers' responses to a range of measures. Whilst there are varying levels of support, each one is found to be either Important or Very Important to at least 50% of respondents.



This survey is part of an ongoing engagement process, following on from a workshop held at St Johns Parish Hall on Saturday 24th June.

## 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 St John's Village.

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](#)

Give us your views

[Online Survey >](#)

## Related

[61108\\_WebConsultationMaterial\\_P1\\_S3.pdf](#)  
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113.6 KB (JPEG image)



# St John's Village Improvement Scheme

## St John's Village Improvement Scheme

Page 1 of 6



Closes 2 Oct 2023

This service needs [cookies](#) enabled.

### Introduction

1. Before you complete this survey, please click to confirm you are responding to the content of the St John's Village Improvement Scheme material provided and have read the contents.

- I confirm I am responding to the consultation material provided and its contents.  
(Required)

Save and come back later...

Continue >



# St John's Village Improvement Scheme

## St John's Village Improvement Scheme

Page 2 of 6



Closes 2 Oct 2023

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### Mode of Transport

2. Which parish do you live in?

(Required)

- St John
- St Saviour
- St Mary
- Trinity
- St Brelade
- St Clement
- Grouville
- St Helier
- St Lawrence
- St Martin
- St Ouen
- St Peter

**3. Thinking about how you travel in the St John's Village, what is your main mode of transport?**

(Required)

- Car
- Motorbike / Moped
- Bus
- Cycle (including E Bike)
- Walk
- Car share
- Taxi
- Other, please state (100 characters limit)

If Other, please comment below

*There is a limit of 100 characters*

**4. What is your connection to St John's Village? Please select all that apply.**

(Required)

- I live in the village
- I own a business in the village
- I work in the village
- I travel through the village
- I visit for shopping
- Other, please state (100 characters limit)

*There is a limit of 100 characters*

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# St John's Village Improvement Scheme Options

In response to community concerns and the recognised issues, a series of concepts have been developed and presented [here](#) as Connected Village (Option 1), Lower Speed Walking Village (Option 2) and Character Enhancements (Option 3).

## POTENTIAL INTERVENTIONS

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

These fall into three cumulative packages, with **Option 2** being **Option 1** with additions and the same with **Option 3** building on **Option 2**. The three options are summarised below, with more detail on the following pages.

These are general approaches to reducing barriers to active travel, not detailed schemes. Once there is a community preference, the Board will work with the Minister for Infrastructure on scheme development and funding.



**1 CONNECTED VILLAGE**

**Option 1** provides a traffic-light controlled pedestrian crossing on La Rue de la Mare Balam, outside the Parish Hall.

**2 LOWER SPEED WALKING VILLAGE**

**Option 2** includes the crossing above, and another on Route du Nord as a zebra crossing. It also includes the introduction of a 20mph speed limit on most of the village roads and streets to align with other Island Villages and the island wide speed limit framework. The locations on its boundary where this limit will apply would effectively create village gateways.

**3 CHARACTER ENHANCEMENTS**

In addition to the pedestrian crossings and speed limit, **Option 3** would introduce a series of attractive gateway features on the village approaches, coinciding with the new speed limit zone and traffic calming measures. The pedestrian crossing at the Parish Hall would be enhanced with a raised table, widened pavements and quality materials.

**1 CONNECTED VILLAGE**

**Option 1** provides a traffic-light controlled pedestrian crossing on La Rue de la Mare Balam, outside the Parish Hall.

[Connected Village - Option 1 Information](#)

## 2

### LOWER SPEED WALKING VILLAGE



**Option 2** includes the introduction of a 20mph speed limit throughout the village, on roads that currently have a 30mph or 40mph limit.

As well as the **Option 1** pelican crossing, on Rue de la Mare Balam, a new zebra crossing would be installed on Route du Nord, further reducing severance.

Potential opportunity for a virtual footway identified on Parish Road (La Rue de l'Écloquet), subject to a further review and outcome of the speed limit consultation.

[Lower Speed Walking Village - Option 2 Information](#)

## 3

### CHARACTER ENHANCEMENTS



In addition to the two pedestrian crossings and 20mph speed limit included in **Options 1 and 2** this option aims to enhance the character of the village.

This includes:

- Attractive gateway features on the northern, western, eastern and southern approaches to the village;
- An enhanced pelican crossing on Rue de la Mare Balam, with widened pavements, a raised table and quality paving finishes.

Potential opportunity for a virtual footway identified on Parish Road (La Rue de l'Écloquet), subject to a further review and outcome of the speed limit consultation.

[Character Enhancements - Option 3 Information](#)

**5. Do you feel there any benefits to "No Change"?**

(Required)

- Yes (If yes, please explain why in the text box below)
- No

If Yes, please explain why below

*There is a limit of 4000 characters*

**6. Considering the Connected Village (Option 1), which aspects do you feel are beneficial to St John's village? Please select all that apply.**

(Required)	Strongly Agree	Agree	Neither Agree/Disagree	Disagree	Strongly Disagree
Provides a safe pedestrian crossing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Gives more priority to pedestrians	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Slows traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other, please specify	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If Other, please comment below

*There is a limit of 4000 characters*

**7. Considering the Lower Speed Walking Village (Option 2), which aspects do you feel are beneficial to St John's village? Please select all that apply.**

(Required)	Strongly Agree	Agree	Neither Agree/Disagree	Disagree	Strongly Disagree
Provides a 20mph speed limit and improves pedestrian and cyclists safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provides two safer pedestrian crossings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Gives greater priority to pedestrians	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Slows traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other, please specify	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If Other, please comment below

*There is a limit of 4000 characters*

**8. Considering the Character Enhancements (Option 3), which aspects do you feel are beneficial to St John's village? Please select all that apply.**

(Required)	Strongly Agree	Agree	Neither Agree/Disagree	Disagree	Strongly Disagree
Provides a 20mph speed limit and improves pedestrian and cyclists safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provides two safe pedestrian crossings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Gives more priority to pedestrians	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Slows traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Makes it feel more like a village	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provides a raised table crossing which will calm traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other, please specify	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If Other, please comment below

*There is a limit of 4000 characters*

**9. Do you feel there is a need for change to reduce barriers to active travel in St John's Village?**

(Required)

- Yes
- No
- Undecided

**10. Which Option is your preference?**

(Required)

- Connected Village - Option 1
- Lower Speed Walking Village - Option 2
- Character Enhancements - Option 3
- No Change - Option 4

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Continue >



# St John's Village Improvement Scheme

## St John's Village Improvement Scheme

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Closes 2 Oct 2023

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### Feedback

Feedback from the community consultation and the online questionnaire will be reviewed by the Board and the preferred choice will be presented to the Minister.

#### How to Have Your Say

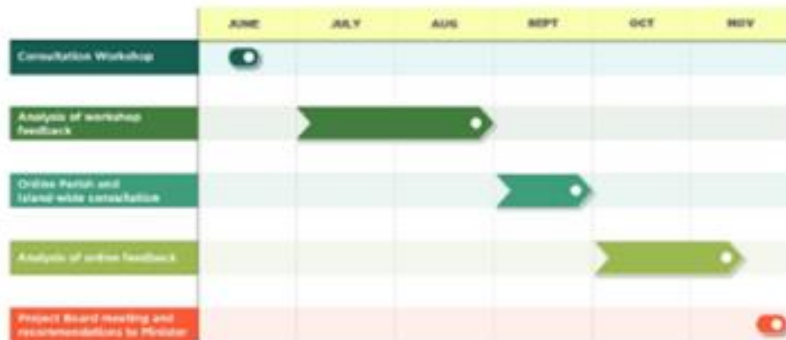
Parish and island-wide comments can be

Emailed to [dl@jersey.gov.je](mailto:dl@jersey.gov.je)

Or posted to:  
 Supervisors of Jersey,  
 Infrastructure,  
 Housing and Environment,  
 Operations and Transport,  
 Bonaparte House, Bellisierne Road,  
 St Helier,  
 Jersey,  
 JE2 3JH

Please title any feedback comments "St John's Village improvement Scheme".

#### NEXT STEPS



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# St John's Village Improvement Scheme

## St John's Village Improvement Scheme

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Closes 2 Oct 2023

### Almost done...

You are about to submit your response. By clicking 'Submit Response' you give us permission to analyse and include your response in our results. After you click Submit, you will no longer be able to go back and change any of your answers.

If you provide an email address you will be sent a receipt and a link to a PDF copy of your response.

Email address

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Submit Response

## Appendix F – St John’s Parishioner Comments

### Q3 Main mode of transport when travelling in St John’s Village

1	With footpaths and better connectivity would walk, as currently unsafe with no pavements & speed.
2	Dog walk [REDACTED]; Parents [REDACTED]. Drive through to get to work in town.
3	I also do a lot of walking around the village.
4	I walk [REDACTED] the village, but I also use my car to go to other parishes.
5	Frequently use bikes, but travelling through the village in car is majority.
6	[REDACTED] The bus stops at Fremont Pearl need lowered kerbs for wheelchair access to buses.
7	I travel by Motorcycle, bicycle and bus.
8	Car and walk equally.
9	I mostly drive to the village and then walk.
10	[REDACTED] St John’s School so predominantly walking during the week and car on weekends.
11	Occasionally use the bus and e-bike.
12	I walk my dog [REDACTED]; cycle regularly & drive through to get to work.
13	And I also cycle. I would like to walk around the village more if there were pavements.
14	Cycle and walk.
15	Car & bus. [REDACTED]. Mile to village is difficult.

### Q4 Connection to St John’s Village

1	I live [REDACTED] the village.
2	I live [REDACTED] the village [REDACTED] walking distance.
3	[REDACTED] dog walk in and around village. I have to cross all main roads.
4	I live [REDACTED] and sometimes use the village bus stop.
5	I [REDACTED] village. [REDACTED] the village.
6	[REDACTED]
7	I live [REDACTED] the village.
8	[REDACTED] not walk very far. The current parking/shopping situation is perfect.
9	I live [REDACTED] the village [REDACTED]
10	Petrol.
11	I live [REDACTED] the village, and drive through it every day.
12	I [REDACTED] but cross through St John’s a lot for social and foods.
13	I travel through the village on walks to shop and access the Parish Hall, Church and Bus stop.
14	I travel through and use the village shops.
15	[REDACTED] St John’s School Nursery.
16	And have [REDACTED]
17	I live [REDACTED] and [REDACTED] St John’s school.
18	Visit Parish Hall.
19	[REDACTED]

20	██████████ St John ██████████.
21	██████████ st John.
22	██████████ school.
23	Visit ██████████ Parish Hall.
24	Visit ██████████ village.
25	Parish Hall.

Q5) Any benefits to "No Change"?

Do you feel there any benefits to "No Change"? - If Yes, please explain why below

1	As the old saying goes if it ain't broke don't fix it. I am not aware of any major accidents I've other of these areas in recent years. Speed is already reduced during school times anyway, with a lollipop crossing which has worked well for years.
2	There is plenty of movement as it is there just needs to be more parking spaces.
3	I think most people 'locals' are responsible and respectful in and around the village, those that aren't are 'passing through' and not mindful of current limits/restrictions, so not sure these measures do anything to address that issue.
4	There is already a speed restriction at school times to 20 mph. There has been no issues crossing the road to the parish hall even outside these times. Slower speeds in a through road us not only frustrating for the majority (although the minority will make the most noise ) and also dangerous as concentration moves from the road to the speedometer.
5	I have never experienced any difficulty crossing the road between the church and parish hall. Any traffic from the west is bunched together by the 20mph zone in St. Mary and traffic form the east by the 20mph zone at Sion. This sometimes means waiting for up to 30 seconds for a suitable gap in order to cross, which is not a problem. Some drivers will also stop to allow pedestrians to cross.
6	Changes made at Sion have been a complete waste of time and money. Speed limit unpoliced. Drive at 20 and you will be rammed from behind. Red paint on road looks awful and is unnecessary. With regards to the village scheme Lollipop system works really well so why change it as not really busy at other times and plenty gaps in traffic. Biggest issue is parking in village and near M&S. People trying to get in regularly block the main road.
7	I walk ██████████ the village ██████████ no problem apart from the the Route de Mont Mado junction to M&S
8	New crossing on route du Nord is a great idea as elderly people find it difficult to cross the road quickly enough between cars I would have thought a zebra crossing between pub and parish hall was sufficient but anything is better than the situation at present The 20 mile zone is too wide and drivers will not stick to it
9	save money by not doing unnecessary work , such as speed bumps and fancy paviers.
10	We don't have a problem with accidents or speeding and spending/wasting unnecessary money that the states don't have to slow traffic isn't going to stop the young racers during the night.
11	There are no accidents happening at the moment anyway: If an elderly resident or child had been knocked down or worse killed through the roads mentioned, I would be very much in favour of such radical changes, but we haven't had any as yet, and no near misses either, that would indicate the need for such radical changes to the parish, at a time in

	which the States is reminding us "there is no money", it makes little sense to spend money to fix a problem that isn't there
12	Although I appreciate the advantage of a crossing of the main road for school or users of the parish hall, by adding in traffic lights will urbanise a relatively rural parish. It will also cause traffic to back up during busy times and increase pollution not reduce it. I agree that village markers set out in the third option would help add character however please don't make the village into another Sion. I don't realistically see an issue with the speed of traffic through the village. 30 is fine. 20 is excessive. As for access to M&S the only sticking point is between Mont Mado and the few houses before the store however I don't see a viable solution for that. I also don't see any value in a chicane on Route du Nord. As someone who takes Rue de l'etocquet every day from m Rue des Landes, the main issue is lack of visibility pulling out right to head towards the village. In fact to give priority on the proposed chicane to traffic travelling north is more likely to cause an accident as cars/lorries travel north without due care and attention. Is the road really that busy that this is warranted?
13	A simple change to a zebra crossing outside of the parish hall is all that is required, no humps or bumps.
14	The benefit of being a village is that is what it is, increasing road architecture will give this the feel of an extension of the town. It will change the look and feel and impact on emotional happiness of returning to the village.
15	Fine as it is
16	We will not have to endure the months of works!  Our already ridiculously expensive rates will not have to be increased to bare the cost of it!  There will be no disappointed when it undoubtedly comes to light that it was a waste of time and money!
17	We don't need any of this. Simply [REDACTED] [REDACTED] How on earth does any of this improve the quality of life for anybody in St John? Welcome Gates are you serious? This isn't an amusement park.
18	People will continue to drive UNLESS our local government sort out the bus service and it becomes more frequent, adaptable to accommodate pupils getting to school, parents getting to work and potentially busing back to school to collect younger pupils..  Keep speed limit standard across the island NOT different in each parish. 30 with speed bumps or traffic calming OR reduce to 20 in village areas and 30 remainder of WHOLE island with consideration for only the Avenue and 5 mile road 40mph  the whole of the village does not need to be 20, just the areas where there are traffic issues at specific times of day
19	The introduction of traffic lights, for example, will not increase the number of people choosing to walk or cycle rather than drive. It will cause congestion around the village especially at peak times. The lollipop [REDACTED] is there to look after the children crossing and so that shouldn't be a concern. More frequent buses would be better to reduce the impact of cars and in particular buses to different parts of the island from parishes rather than just from St Helier.
20	at the moment it does not have a village it is just a drive through to get to somewhere else, it is dangerous to cross the roads & there is no heart of the village as in Sion which really does not feel part of St John at all
21	The Island is rapidly becoming a non go zone for the motor vehicle. The economic impact of slowing traffic to 20 mph must be considered. There are already significant speed restrictions through the main road links around the Island and rather than imposing more, focus should be made on removing them by improving routes for pedestrians and cyclists

	to secondary and parallel roads, including speed restrictions. Green lanes must be properly policed to enforce the existing restrictions.
22	I walk around the village [REDACTED] with no problems the 30 mph speed limit is quite sufficient although it should be policed more than it is. Having a 20mph limit would make no difference, as this would also be ignored by most vehicles. I attended the "consultation" at the parish hall and it was twisted to get the result the infrastructure dept. wanted [REDACTED] could not have a crossing outside the parish hall unless there was a 20mph speed limit, when there are numerus places in the Island where there are crossings at higher speeds. NOT A PROPER CONSULTATION!
23	There are no cycle lanes & no proposal to introduce them in any of these plans. If you can't introduce them, may as well leave it alone. The gated entrances are a dated concept and would not enhance the appearance. They would further add to St John's very dated appearance. The plans are not progressive enough.
24	There needs to be a safe crossing to the parish hall from the shop.
25	The temporary speed limit at school starting and finishing times, combined with the school crossing patrol are more than sufficient for the purpose. Forcing vehicles to slow down, then speed up any more than necessary merely increases pollution by reducing engine efficiency, increasing fuel consumption, creating more brake dust and increasing wear and tear on both vehicles and the road surface. When drivers slow down too much, they tend to lose concentration. Also, pedestrians gain a false sense of improved safety and just cross the road wherever they like, thus increasing the risk to themselves. It is already noticeable that the traffic is bunched together in packs by the 20mph limits in St. Mary and at Sion. It is still bunched together when drivers pass St. John's parish hall in both directions. Where is the evidence, if any, to support these proposals?
26	The wide road through the village past the church encourages people to increase speed, not to slow down, this makes it not safe to cross, walk on the road, and to maintain a hedge, boundary enclosure facing the main road.
27	This needs more thought. If we are to make it safer and a nicer place, then the drive into the village area near the shops should be pedestrianised where the bus pulls in and where the children's play area in front of the shops should be bus and car free zones. A separate provision should be made for the bus stop on the main road and extra parking close to the shops to allow the villagers to walk around safely near the shops. The shops have got increasingly busy with the cafe, butchers and bakery the area in between the church and shops needs to be car free, but parking close-by for shoppers. Then children running out from the play area would be safer. Maybe a few disabled spaces where the current bus stop is and better parking on La Route Du Nord where all the lorries park. Also if we are to make it a nicer village considering how busy it is, where are the public toilets? Numerous times tourists getting off the bus and people coming to the butchers and bakery have asked where the toilets are. Where are they?
28	Totally disagree to have pedestrian crossing with traffic light control. It will be total chaos at school times, a dozen or more will be there, then not get across in time, resulting in drivers losing their tempers. What will the crossing person do or will he be surplus. If you must have a crossing, make it like the ones in town and at La Moye school, Pelican I believe
29	The introduction of traffic calming measures in St John's Village further than what has already been implemented is not in the interests of the parish. Implementing 20mph limits, village gateways etc. will only displace motorists from the A-road and onto smaller side lanes where they present a much greater risk to cyclists and pedestrians. There is already a temporary limit during school pick-up/drop-off times, which is sensible, to have a blanket limit of 20mph on a large main road during all hours is patently absurd, regardless of any notions of safety or environmentalism. The role of the parish board is to act in the interests of all it's denizens, not punish those who are guilty of the sin of driving a car to work.

30	<p>Would improve visual identity. I can't remember an accident caused by normal driving so not convinced this is required. There is a natural slowing down as the road from M&amp;S narrows before the parish Hall. From St Mary's it is still fast so a raised platform would help. I do not light the traffic lights</p>
31	<p>The current speed limit is work able and safe for pedestrians. I [REDACTED] walk and cycle in the parish and never had an issue</p> <p>A simple zebra crossing in both spots is a good idea</p>
32	<p>Reduction in speed limits would be extremely inefficient and further slow the commute of islanders into town during the week. Zebra crossing to the Parish Hall is sensible but a reduction in speed seems like an over correction. The flow of traffic from St John to St Helier is already very slow given that the 20mph zones tend to occur on straight roads</p>
33	<p>Some of the changes will ruin the village not improve it. Like the speed restrictions have ruined St Mary's. It seems that the carbon emissions excuse for reducing the speed, as you will be changing gear more and actually increase emissions. It seems that the changes are for the sake of change, ruin the village that works well.</p>
34	<p>More signage and raised areas/calming measures dont enhance the look of the area.</p>
35	<p>Current system works well. If it is not broken don't fix it.</p>
36	<p>.....</p>
37	<p>Having read through the proposals and their associated advantages and disadvantages, I note with some 'alarm' that there is no mention of cost. How can a serious evaluation be made without any estimate of the cost of a project. The decision makers in their own lives would always consider their budgets. We all would like the best of everything, but reality sinks in when we find out the actual price.</p> <p>Many of the proposals are in relation to reducing speed limits. Where is the evidence to justify this action. Obviously, there are the two categories of road. In respect of the minor roads, I have [REDACTED] walked many of these roads [REDACTED], both during daylight and at night. Never once have I felt in danger by virtue of speeding vehicles. With regard to the main roads, the vast majority keep to the speed limits. The ones that don't will simply ignore the new limits.</p>
38	<p>Safety for everyone</p>
39	<p>The principal benefit of 'no change' is that no money will be spent on a scheme for which there is little requirement.</p>
40	<p>People are friendly and let walkers cross the rd to the shops</p>
41	<p>I appreciate and welcome the fact that this option has been included, but definitely feel that at least something needs to change to improve St John's village in the Parish of St John.</p>
42	<p>Reducing the speed limit to 20 mph and below, changing the speed limits already in place, is of no benefit, the speed limits are adequate now. Will make no difference to anybody intent on speeding especially in the early hours of the morning. Most drivers are obeying the limits now and anybody that doesn't will speed anyway.</p> <p>There is already a very low to virtually no accidents in the areas for reduced speed limits. You would be better enforcing a no undertaking at the entrance to M&amp;S, which happens on a very frequent basis. Something that is against the law already and is never enforced.</p>
43	<p>Things work perfectly well as it is without any interference, if any change needed maybe a pedestrian crossing to the parish hall for the school.</p>
44	<p>I believe the 20 mph limit during school times is sufficient. If any changes are to be made, perhaps a Pelican crossing from Parish Hall to the shops</p>
45	<p>It is not so much a preference for not changing anything as being unconvinced by the changes that have been proposed.</p>

## Appendix G – Emails received by the Department during Consultation

03/11/2023

St John's Village Improvement Scheme: DFI emails received

Online Consultation: Opened 21/08/2023; Closed 02/10/2023 (6 weeks)

---

[REDACTED]  
Sent: Monday, September 18, 2023 10:26 AM

To: DFI <[DFI@gov.ie](mailto:DFI@gov.ie)>

Subject: Fwd: Active Travel Views

Dear Sirs

See below

We have been advise to forward this to you

Please respond as soon as possible

Yours faithfully

[REDACTED]

Sent from my iPhone

Begin forwarded message:

[REDACTED]  
Date: 18 September 2023 at 10:14:00 GMT+1

[REDACTED]  
Subject: RE: Active Travel Views

Good morning [REDACTED]

Thank you for your message.

Regarding the two roads you mention, they are both States Roads so you will need to get in contact with IHE (Formerly TTS)

Their email is [dfi@gov.ie](mailto:dfi@gov.ie)

I hope this helps

Kind Regards

[REDACTED]

Parish of St John

From: [REDACTED]  
Sent: Monday, September 18, 2023 9:37 AM  
To: St John <[ParishHall@stjohn.ie](mailto:ParishHall@stjohn.ie)>  
Subject: Fw: Active Travel Views

URGENT

Dear Sirs

[REDACTED] write further to our email below to which [REDACTED] have yet to receive a reply. [REDACTED] understand that items such as this need to go through a process before action can be taken but just to inform you that [REDACTED] was nearly hit by a car again this morning while walking into the village around the corner of Les Chenolles and Rue De La Mare Ballam. This was not caused by dangerous driving by the car in question but because there is no pavement on the respective corner. Perhaps someone from the St John's Village Improvement Board should stand on the corner preferably between 8am and 9am to witness the potential danger.

[REDACTED] don't feel that this can be left any longer and we look forward to hearing from you as soon as possible.

Yours faithfully

[REDACTED]

----- Forwarded Message -----

From: [REDACTED]  
To: St John <[parishhall@stjohn.ie](mailto:parishhall@stjohn.ie)> [REDACTED]  
Sent: Friday, September 1, 2023 at 07:16:13 PM GMT+1

**Subject: Active Travel Views**

St John's Village Improvement Board

Dear Sirs

write further to your recent Jersey Evening Post article requesting members of the public to take part in the consultation concerning ways to improve walking, cycling and bus use in St John's village.

live at This parcel of land borders the road and is currently overgrown and covered by trees which means that you cannot see oncoming traffic when walking around the corner on the road. This corner is frequently used by pedestrians to walk into the village and in our opinion is very dangerous and is an accident waiting to happen.

has commented on numerous occasions how dangerous it is and the number of near misses which has had with speeding cars coming around the corner has also witnessed other pedestrians having to take evasive action to avoid being hit. Since a pavement has been put at Clos de la Bout, at least part of the walk to the village is safe. There is quite a community of houses use the road to walk to M&S and to the village and feel that there should definitely be pavements in place to avoid an accident which is highly likely.

regarding pedestrians using this corner to walk to the village. Due to the recent tragedy in St Clement's we urge you to now take this seriously as sooner or later someone will be seriously injured or worse. In fact very recently, witnessed walking in this area and the on coming traffic. Your article states that the board wants to encourage residents and visitors to walk into the village to reduce vehicle emissions but leaving this corner as it is at present does nothing to advance this aim.

look forward to your comments as soon as possible.

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[REDACTED]  
Sent: Saturday, September 23, 2023 6:29 PM  
To: DFI <[DFI@gov.je](mailto:DFI@gov.je)>  
Subject: St Johns Village Improvement Scheme

To whom it may concern,

This follows my attached response to the St Johns Village Improvement Scheme consultation on 23 Sept 2023.

As much as I tried, I could not respond to question 5 of the Consultation within the 4,000-character limit. I would therefore ask for this to be provided as enclosed below, and to be allowed in full as a response to that question or failing that, treated as freeform comments sent to [dfi@gov.je](mailto:dfi@gov.je) as the Consultation allows on page 4 when viewed online (of this, the photograph beneath the "How to Have Your Say" heading is of Trinity Village, presumably included by mistake).

May you please confirm that both the attached and below (inextricably linked) will be included in the consultation results, by either of the two methods outlined above?

Yours faithfully,

[REDACTED]

[REDACTED] travels through St John's Village. Option preference is Option 1 – Connected Village.

Question 5: Do you feel there are any benefits to "No Change"?

5. "Yes" chosen, but allowing for Option 1, as follows.

The challenges and constraints outlined within the consultation materials have obviously been contrived to pave the way for significant changes to the village zone, and to support a Government-driven process to lower speed limits and reduce usage of the private car. Such changes also adhere to masterplans such as Jersey's Sustainable Transport Policy and Bridging Island Plan, both stronger forces than the comparatively small degree of public demand for the proposed changes. Indeed, the Overview heading refers to 2014 and 2020 surveys while the Community Concerns heading refers to 2014, 2020 and 2022 surveys/questionnaires which is somewhat confusing. Moreover, it is not disclosed how

many respondents there were to the 2014 and 2020/2022 Village surveys (Comité Rurale or otherwise), which tells us nothing of the degree of public demand (whether small or large) belonging to the remaining population in scope who either chose not to respond, or were not aware of the surveys.

These challenges and constraints (severance, lack of footpaths, safety, character and crossings) are all features of an approach which seeks to create or exaggerate problems for the purposes of transforming the village zone from one state of being to another, so as to satisfy Government policy and ease the strain of uncontrolled population growth on local infrastructure. These are then presented to the population as not only problems to be solved, but with prescribed solutions (largely comparable to the Trinity Village Improvement Scheme 2022 consultation). It therefore does not seem unreasonable to form the view that changes to Jersey villages are becoming routine and identical, with no required threshold of public demand to give a green light to proposed changes.

Surely it is also almost certain that the options presented will always have levels of support, however modest, (in proportion to the local and wider populations who do not respond) but with a tendency towards the most significant changes (such as Options 2 and 3 of the Consultation Options (hereinafter the Options)), which advertise more advantages which, in turn, are more persuasive to respondents.

Scrutinising the challenges and constraints individually:

Severance: "...speed and dominance of vehicle traffic..." is seemingly inevitable, given how the main thoroughfare of the village zone is a through route and nexus between eastward and westward bound traffic, in particular. The same notion applies to "barriers" to pedestrian movements identified, and there is already a pedestrian pathway on the Route du Nord side of the village precinct and wide pavement on that side of the road.

Lack of footpaths: Citing "...desire lines...such as the link between the village and Marks and Spencer" is questionable, for the retail outlet is largely used by customers travelling by car (using their cars to transport goods purchased that would be too onerous to carry on foot, not unlike a supermarket), so much so that there is even a petrol forecourt. Pedestrian shoppers, meanwhile, are more likely to use shops within the village precinct such as St Johns Village Store, local to their homes and already accessible by foot (as explained within "Severance" above), as compared to the more distant Marks and Spencer. We must also allow for the likelihood that Marks and Spencer is largely used by said type of customers travelling by car who live in areas more distant to the village zone or even wider Parish, and that residents of or near to the village zone shop at larger retail outlets with wider and cheaper selections of groceries. Of course, they would also visit these by car. The lack of footpaths, therefore, does not seem to be of much relevance.

Safety: While lowering speed limits on some of the outer village zone roads would be relatively uncontroversial (such as those captured by the 2023 Speed Limits Review consultation in relation to St John) and improve safety in densely and sparsely populated residential areas/roads, lowering speed limits on each of the roads captured by Options 2 and 3 of the Options would be excessive. As touched upon within "Severance" above, the

main thoroughfare of Rue des Issues, La Rue de la Mare Ballam, and La Route de Saint Jean is a through route and so not befitting of a 20mph speed limit. Moreover, the current limit of 30mph is a safe and reasonable speed (as previously determined at the time of being set some years ago, with no significant changes to the area that would imply further reductions). While the Framework for Speed Limits (hereinafter the Framework) recommends a 20mph limit for village centres, this is for guidance purposes and not a hard requirement. While lowering to 20mph would align with the likes of St Mary's Village and Sion Village, 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.

1. 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.)
2. 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))
3. 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 [REDACTED]. The remaining area densely populated mainly by residential dwellings with related high footfall)
4. St Martin's Village - 30mph throughout (Comprising chicanes, elevated treatments and pedestrian crossing for the purposes of traffic calming and pedestrian prioritisation, densely populated with residential dwellings, businesses, a church, pub, and school)
5. St Ouen's Village - 30mph throughout (Densely populated with residential dwellings, shop, pub, community centre and parish hall. High volume of through traffic.)

In summary, it would be disproportionate and inconsistent (considering the nature of the area in scope the three roads are comprised of) to reduce to 20mph. It seems that there is the 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 the Framework (and in the case of Sion Village [REDACTED] they have remained controversial and unpopular (particularly Sion Village). It would be a different scenario if there were a high number of collisions or other compelling data, but one can't help but fear that we are getting caught up in the mass lowering of speed limits to satisfy government policy or objectives (i.e. the Framework, 2017 Road Safety Action Plan (in terms of speed limit reduction and 2019 Sustainable Transport Policy (which plans for the period 2020-2030) in terms of prioritising walking and cycling, one of the key drivers of both the 2023 Speed Limits Review and St Johns Village Improvement Scheme consultation) without considering the nature of individual roads and spaces. Even if a pedestrian crossing or other

traffic schemes were installed as proposed (to varying extents) by each of the three Options, this would not automatically imply a reduction to 20mph (see #'s 2, 3 and 4 above).

Additionally, a part-time 20mph speed limit in relation to St Johns School already exists, starting on La Rue de la Mare Ballam and ending on La Route de St Jean.

Character: Claiming that "The approaches into the village vary in character, but with little defined sense of arrival. "There is no indication of where the village starts..." is simply untrue. There is already "St Johns Village" signage joined with the 30mph signs on the eastern and western borders on Rue des Issues and La Route de St Jean respectively. Islanders are already aware of the zone that is St Johns Village, and its character is already plentiful. Indeed, installing low maintenance planting on the above two entrance points and village gateway signage could even detract from the village character of the Church, School, Parish Hall, St Johns Inn and shopping precinct all in close proximity. These elements provide a traditional and historic appearance, unbecoming of the proposed signage and dominance of modern traffic schemes proposed within Options 2 and 3 of the Options.

Crossings: While it is true that "In several key locations, safe pedestrian crossings of busy roads are not facilitated, such as between the village centre and the school", there is already a part-time speed limit in relation to the school, as mentioned above within "Safety", addressing safety concerns of vulnerable road users. Option 1 of the Options would also hugely improve upon this, providing a safe pedestrian crossing and leading to vehicular traffic moving more slowly on either side of the crossing. Such a scheme could also safely operate within the current 30mph limit, negating the need to reduce to 20mph, unfairly impacting vehicular traffic, particularly outside of these hours where less pedestrians and traffic mix.

In conclusion, the benefits to "No Change" are that the status quo provides a fair balance between the users of the village zone. Due to its nature, location and the through route highlighted several times above, making changes to the extent proposed within Options 2 and 3 of the Options are simply not appropriate and would adversely change the appearance and feel of St Johns Village, such as it is. Option 1, however, would be a proportionate change in maintaining a balance between improving pedestrian movement and safety while maintaining the mobility of vehicular traffic. It is also not clear how many users of the village zone are currently pedestrians or cyclists, nor how many could be if either of the three Options were implemented. On that basis, the only reasonable conclusion is to plan conservatively, and so "No change" or Option 1 should prevail.

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-----Original Message-----

Sent: Tuesday, October 3, 2023 8:32 AM  
To: DFI <[DFI@gov.je](mailto:DFI@gov.je)>  
Subject: St John's Village improvement scheme

Hello,  
A few weeks ago I completed the on line consultation on the St John's Village improvement scheme.

I would just like to say how well thought out and beautifully presented I thought it was. It was easy to follow, and a pleasure to study.

I didn't know who to write to in this regard, and chose the link on the right hand side of the page.

Please do pass my email on if there is a more appropriate point of contact.

Many thanks.

Kind regards,

[REDACTED]

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Sent from my iPad

[REDACTED]

Sent: Wednesday, October 4, 2023 5:05 PM

To: DFI <[DFI@gov.ie](mailto:DFI@gov.ie)>

Subject: St John's Village Improvement Scheme

Dear Sir,

I understand that I have missed the deadline for consultation around the traffic management plan in St John's but I am hoping that you are able to add my view to the survey.

[REDACTED]

[REDACTED]

[REDACTED] enjoyed the village feel of St Johns and the relaxed, community-based atmosphere is its greatest appeal.

[REDACTED]

A [REDACTED] certainly concerned with safety and reducing risk. However, we feel that a safe traffic environment can be created with persuasive psychological strategies—narrowing of roads, village signs, appropriately placed walkways and crossings, road crossing measures at busy times and a limited use of 20 mph limits. We feel that over-planning of traffic management will be detrimental to the village feel and looking at previous schemes quite often the limits are much too widespread and overzealous with drivers feeling frustrated and therefore not following the recommendations. Over-policing certainly can have an opposite effect to its intended outcome as people become more reliant on law enforcement and neglect personal responsibilities for responding to traffic rules or teaching road safety appropriately to children.

[REDACTED] would like to see a plan that helps to continue to encourage our beloved village feel within a safe environment. [REDACTED] hope this can be planned in the least intrusive way with consideration of

maintaining a cohesive community, able to retain responsibilities for themselves and their families' safety without undue measures which in turn diminish personal and community responsibility.

Thank you for our consideration,

Kind Regards

[REDACTED]

[REDACTED]

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05/10/2023

Good morning

[REDACTED] have just received a couple more surveys from St John's parishioners, so [REDACTED] scanning them to you in case you still have time to use them in the Consultation.

Kind regards

[REDACTED]

Attached two completed paper consultations. Late submissions so were not included. Both were St John's parishioners and selected yes to Q9 and selected Option 3 – Character Enhancement as their preferred option for Q10. One disagreed to 20mph and slowing traffic.

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