Government of Jersey

ST SAVIOUR'S PRIMARY SCHOOL

School Travel Issues & Options Report

OCTOBER 2021

CONFIDENTIAL

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PROJECT NO. 70070620

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CONTENTS

TABLES

FIGURES

APPENDICES

1 INTRODUCTION

1.1 BACKGROUND

1.1.1. The Government of Jersey (GoJ) School Travel Planning Project aims to identify issues and opportunities associated with travel and transport at selected schools on the Island. The purpose is to help inform future transport investment plans and initiatives that will promote more active and sustainable school travel patterns, support air quality and net zero carbon objectives, and help alleviate localised traffic congestion.

1.1.2. This report focusses on St Saviour's Primary School in St Saviour.

1.1.3. Identifying issues and opportunities will be through an evidence-led approach, comprising the following two methods:

1.1.4. A school travel questionnaire, issued to parents and school staff, to collect information on existing travel patterns alongside views on current travel issues and feedback on possible solutions.

1.1.5. Discussions with the school Head Teacher combined with a site visit to witness issues first-hand and conduct an audit of school access arrangements. This includes examining potential improvements to sustainable transport routes and connection within the local area. The outcomes from this approach are summarised in this report.

1.1.6. Thereafter a series of outline recommendations have been determined for further consideration. These are grouped by specific themes and cover infrastructure improvements, service provision and travel behaviour change initiatives. Information is also presented on indicative costs and delivery timeframes for these recommendations, to inform a selection and prioritisation process by GoJ.

1.2 REPORT STUCTURE

1.2.1. The remainder of this report is structured as follow:

- Section 2: Existing Conditions – provides an overview of the school and existing conditions related to travel and transport.
- Section 3: Travel Survey Results – summarises key elements from the travel survey results, presenting current travel patterns, feedback from parents and the propensity for change. Also, presents a carbon assessment of current school travel patterns.
- Section 4: St Saviour School Travel Issues and Opportunities – outlines the issues and opportunities apparent from the site audit and travel survey presented sections 2 and 3.
- Section 5: School Travel and Transport Objectives – provides an overview of the aim and objectives of this report.
- Section 6: Proposed Highway Improvements – suggests ways to improve the highway network within the vicinity of the school.
- Section 7: Proposed Additional Measures – proposes additional measures to highway improvements for the school.
- Section 8: Prioritisation of Measures – details the previously proposed measures and their levels of priority for St Saviour.
- Section 9: Delivery Framework – details a process for delivery of the recommendations identified.

2 EXISTING CONDITIONS

2.1 ST SAVIOUR'S PRIMARY SCHOOL

2.1.1. St Saviour's is a Primary School in St Saviour, located south of Trinity and west of Grouville. St Saviour's is accessible from two entrances. The main vehicular access is located on the A6 Bagatelle Road. Pedestrian access to the school is provided from the A6 Bagatelle Road to the east of the school and Chasse Brunet to the west. St Saviour's is bounded by Patier Road to the north.

2.1.2. Figure 2-1 illustrates the pedestrian and vehicular access for St Saviour's.

2.1.3. St Saviour's has a predominantly local catchment but has some island-wide provision for the Additionally Resourced Centre. St Saviour's has approximately 199 students ranging between 3 and 11 years of age based on the school's 2021 enrollment. The school has approximately 37 full time education staff members.

2.1.4. There are staggered arrival times for different year groups, with different year groups also having different entrances. The staggered arrival times are as followed; Year 6 arrive by 08:30, Years 5 and 2 arrive at 08:35, Years 4 and 1 arrive at 08:40 and Year 3 and Reception is 08:45. The school starting times are between 08:30 and 08:45, with finish times between 14:45 and 15:00.

2.1.5. The various travel options which pupils and staff can use to access the school are described herein.

Site visit

2.1.6. A site visit was undertaken during the morning arrival period on Wednesday 15th September 2021. The weather during the site visit was dry and overcast. The site visit was primarily centered around the main access points on Bagatelle Road and Chasse Brunet, but also included the pedestrian access route from St Saviour's Hill.

2.1.7. Bagatelle Road, being one of the main North-South routes out from St Helier, was busy with a combination of school and other traffic. Due to the narrow carriageway widths, traffic was observed pulling into the School Keep Clear markings to allow opposing traffic to pass. A southbound large goods vehicle was observed driving on the eastern footway in order to pass northbound traffic. The footway was clear at the time.

2.1.8. During the morning arrival period, the on-street parking on Bagatelle Road was generally operating at or close to capacity. There were times when vehicles were observed parking over / partially over the single yellow lines and school keep clear markings. Staff and parents were observed parking here. The area outside the school gate protected by the School Keep Clear markings was typically used to allow vehicles to pass each other. The markings appeared to be worn.

2.1.9. Additionally, vehicles were observed double parking on Chasse Brunet. It is understood the inside vehicles were school staff. Double parking reduced the available width and impeded traffic flows, particularly for larger vehicles. A vehicle was also observed parking partially over the Keep Clear markings.

Figure 2-1 - Pedestrian and Vehicular Access Points to the School

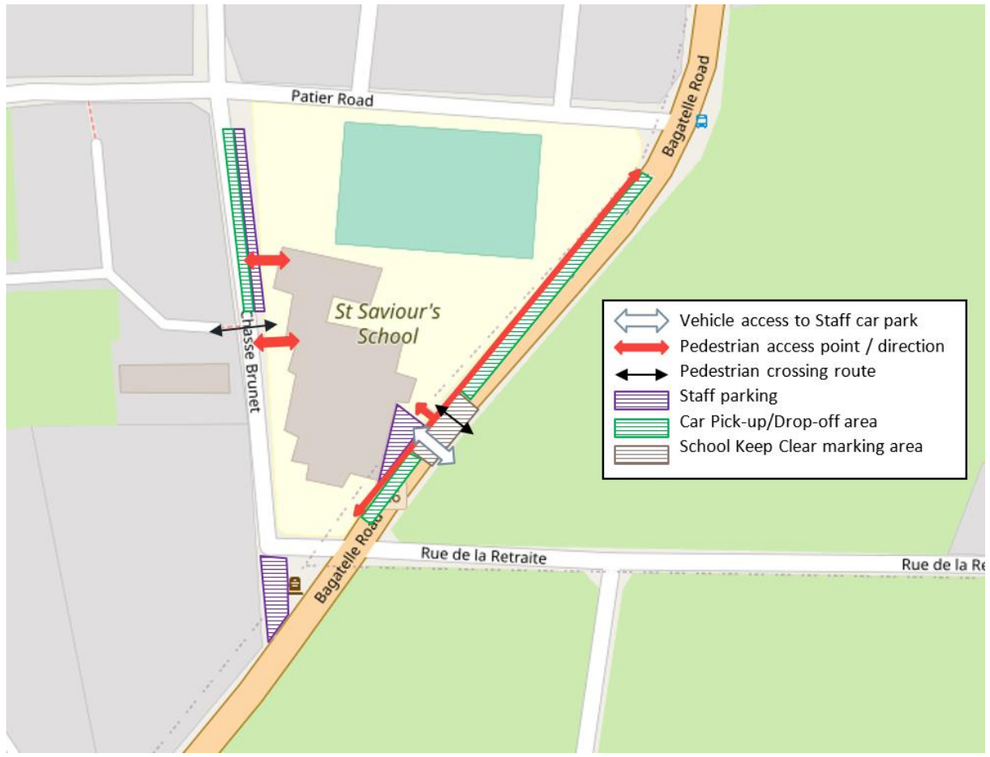
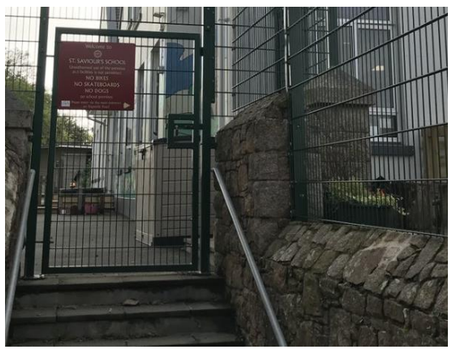


Image 1: Bagatelle road Entrance.

Image 2: Chasse Brunet Entrance.



ACCESS ON FOOT

2.1.10. St Saviour's is accessible on foot via the A6 Bagatelle Road and Chasse Brunet. On Bagatelle Road there is a continuous footway on both sides (approximately 1m in width) from the junction with Patier Road to the junction with Rue de la Retraite. A school crossing patrol is in operation to facilitate pedestrian movements across Bagatelle Road in front on the main school access, shown in Image 1.

2.1.11. Most of the staff have been trained for road crossing, and St Saviour's headteacher has made enquiries with the owner of the field opposite to create a drop off area for the school, but there has been no success in progressing this.

2.1.12. In the immediate vicinity of the school, the pavements are narrow.

2.1.13. Chasse Brunet provides footways on both sides of the road, with rear access at the school provided via a step-free path to the school office. There is also a gated entrance to the school nursery.

2.1.14. The combination of pupil drop-offs, residents and those that parked and walked to the school meant that the western footway of Bagatelle Road was often busy with two-way pedestrian flows spilling out into the gaps between the cars when passing each other. This footpath can be seen in Image 3.

2.1.1. A walking bus has been previously trialled, but it was not a success. However, the Chasse Brunet Scheme was helpful for the school, with the school representative believing there is potential for the scheme to be reintroduced.

Potential catchment for journeys on foot

2.1.2. An isochronal map for walking is shown in Figure 2-2. This has been created, using a geographic information system (GIS) tool, to indicate accessibility to St Saviour's on foot from the surrounding area. The tool calculates approximate journey times (assuming a walking speed of 5km/h) and assumes journeys follow the highway network. It should be noted that the GIS tool does **not** account for local topography, nor the relative attractiveness of walking routes, and therefore the walking catchment shown is indicative only.

2.1.3. Figure 2-2 includes walking isochrones for 10 and 20 minutes out from the school. This indicates that the north of St Helier, Five Oaks and Georgetown are within a 20-minute walking distance, which includes residential areas close to the school. The east of St Helier Town Centre is accessible within a 10-minute walk. Don Road, Mont Millais and St Saviour's Road are also all within a 10-minute walking distance from St Saviour's, as well as most of the eastern areas of St Helier Town.

2.1.4. This information serves to inform where the relative potential for walking journeys to and from St Saviour's exists. Locations further afield are likely to be considered too far to walk for many, and may be more conducive to cycling, public and shared transport. The future focus on promoting walking, including developing improved route connections to St Saviour's from the surrounding area, might best be targeted within the areas indicated and informed by further analysis of pupil home postcodes to help identify specific walking desire lines and potential route connections.

Figure 2-2 - Walking Isochrone (10 minutes dark blue, 20 minutes light blue)

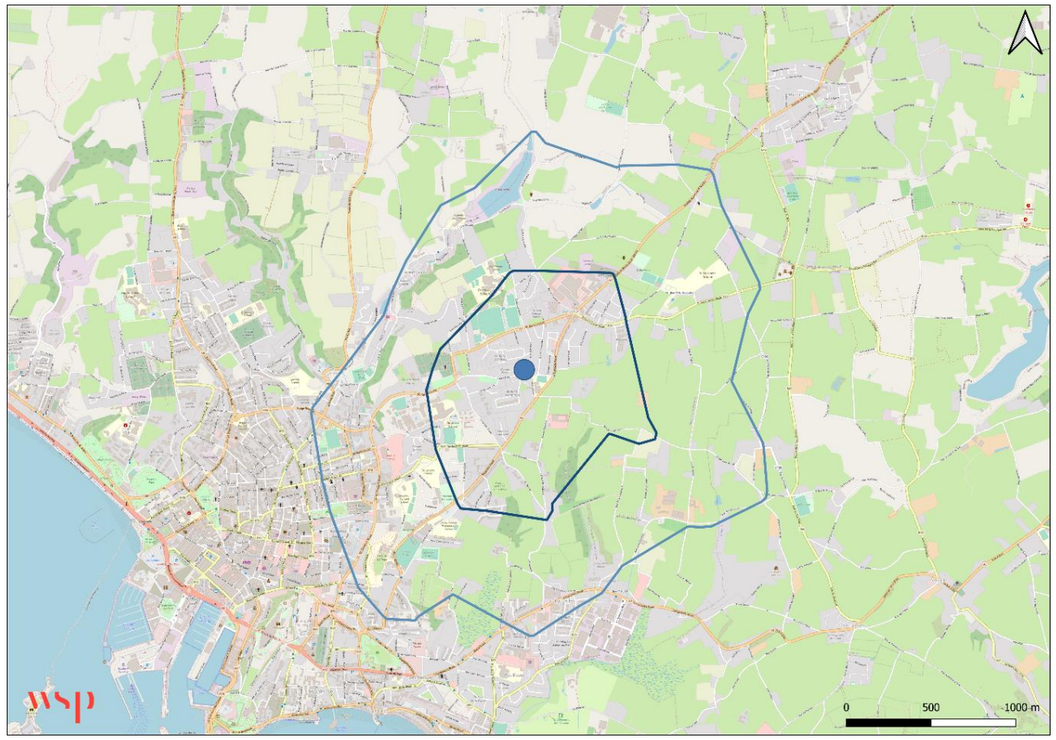


Image 3: Narrow footpath and no pedestrian crossing outside Bagatelle Road entrance.

Image 4: Footpath on part of Chasse Brunet.

Access by Pedal Cycle

2.1.5. There is currently no dedicated cycling infrastructure on Bagatelle Road or in the residential roads surrounding the school. There is limited opportunity to reallocate existing road space to accommodate cycling facilities, particularly as the pavements on Bagatelle Road are also already narrow.

2.1.6. The students of St Saviour's have done a bikeability course when offered by Jersey Sport, but the school has minimal cycle parking and very few students cycle to school.

Potential catchment for cycling journeys

2.1.7. An isochronal map for cycling journeys to St Saviour's is shown in Figure 2-3. Journey times were calculated by assuming a cycling speed of 18km/h and the tool assumes cycle journeys follow the highway network. It should be noted that the GIS tool does not account for the topography of Jersey and therefore realistic cycle distances may vary slightly from the map.

2.1.8. As shown, the school can be accessed within a 20-minute cycle from the whole of the south east of the island, which includes the parishes of St Helier, St Saviour, St Clement, St Martin, Trinity, Grouville and partially St Lawrence. Settlements including Millbrook, St Martin, Samarez and La Roque are all accessible within a 20-minute cycle journey.

2.1.9. Parishes outside a 20-minute cycle distance are St Ouen, St Brelade, St Peter, St John and St Mary.

2.1.10. St Helier, south of St Saviour and west of St Clement and Grouville are accessible within a 10-minute cycle journey. This includes Plat Douet, Five Oaks, Rouge Bouillon and La Collette.

2.1.11. This information can help inform where the relative potential for cycling journeys to and from St Saviour's exists. Locations further afield are likely to be considered too far to cycle and may be more conducive to public and shared transport. Further analysis of pupil home postcode locations could be undertaken to determine where trips are originating from and which may fall within a reasonable cycling distance from St Saviour's. Subsequent analysis could further determine the main desire line for journeys to the school and determine which routes should become the focus for targeted investment in cycling facilities to support active travel.

Bus Services

2.1.12. The morning public bus times do not coincide with morning arrival times. However, the afternoon bus services times are better suited to afternoon departure times. Despite this, there are no designated school buses for St Saviour's Primary School.

2.1.13. The nearest bus stop to St Saviour's Primary School is located approximately 50 meters south of the Bagatelle Road entrance and is served by Service 3 in both the morning from Liberty Bus Station and afternoon to Liberty Bus Station. The arrival times at the St Saviour's School bus stop are infrequent, with departures in the afternoon being approximately every hour and morning arrival times being 07:41, 08:12, 08:13 and 09:03.

2.1.14. There are no efficient, reliable bus services designated for the pupils of St Saviour's.

Figure 2-3 - Cycling Isochrone (10 minutes dark blue, 20 minutes light blue)

Image 5: Child cycling on Bagatelle Road with no cycle infrastructure provided.

Private Vehicles

2.1.15. Vehicular access to St Saviour's Primary School is via the A6 Bagatelle Road, where space is provided for staff members to park. However, there are no designated parking bays here, so the staff park in the best way they can, often blocking each other in.

2.1.16. Although there is allocated staff parking at the front of the school, parents usually park and/or wait on the roadside around the school. However, St Saviour's previously had a good relationship with the headteacher of Grainville, who allowed St Saviour's to use their car park.

2.1.17. Additionally, the Parish of St Saviour (POSS) have allocated space at the back of the school for school use/purposes only which is for specific times of the day.

2.1.18. There is drop off and pick up space dedicated to parents on Chasse Brunet at the rear of the school for use only during school entrance and finish times. Chasse Brunet is part of a one-way road system from Patier Road and into the A6 Bagatelle Road which was implemented to avoid through traffic with apparent success in the reduction of traffic flows.

2.1.19. There are parking spaces for approximately ten vehicles situated adjacent to the school grounds on Chasse Brunet, with parking restrictions in place on the opposite side, before parking restrictions are present on both sides of the road as it narrows to provide a connection with Bagatelle Road.

2.1.20. Bagatelle Road being one of the main North-South routes out from St Helier was busy with a combination of school and other traffic. Due to the narrow carriageway widths, traffic was observed pulling into the School Keep Clear markings to allow opposing traffic to pass. A southbound large goods vehicle was observed driving on the eastern footway to pass northbound traffic. The footway was clear at the time.

Image 6: Cars parked outside school and on keep clear markings.

Image 7: Pedestrian Crossing from Grainville car park, towards Chasse Brunet.

3 TRAVEL SURVEY RESULTS

3.1 TRAVEL SURVEY

3.1.1. A school travel questionnaire was issued to parents of St Saviour's pupils to collect information on existing travel patterns, whilst also allowing the parents to express any travel and transport concerns they may have. The questionnaire also provided an opportunity for parents to feedback on what they believe would be the possible solutions to improve and help resolving travel issues St Saviour's has.

3.1.2. A total of 53 parents responded to the questionnaire, which equates to a 27% response rate based on the current pupil numbers at the school.

3.1.3. A questionnaire was also issued to staff at St Saviour's, where there were 20 respondents, which represents a 54% response rate based on the current number of staff employed at St Saviour's. The information collected from the staff questionnaire has been incorporated and used to inform the measures set out in Sections 7 and 8.

3.1.4. The following sections of this chapter present the findings from the parents' questionnaire, identifying current and potential future travel patterns before providing a summary of the results.

3.2 CURRENT TRAVEL PATTERNS

Modal Split for Current Travel Patterns

3.2.1. Figure 3-1 illustrates the modal split for journeys to St Saviour's for parents.

3.2.2. Currently, private car is the most common mode of travel used by parents to travel to and from St Saviour's, with just over half of parent respondents using this mode. Walking was the second most common mode of travel (41%) amongst parents, with 2% of respondents quoting other modes.

Respondent Travel Concerns

3.2.3. Journey distance is the most significant reason for current travel mode, followed by the onward journeys made by the parent/carer of the pupils. Figure 3-2 highlights the primary reasons for the choice of modes demonstrated in Figure 3-1.

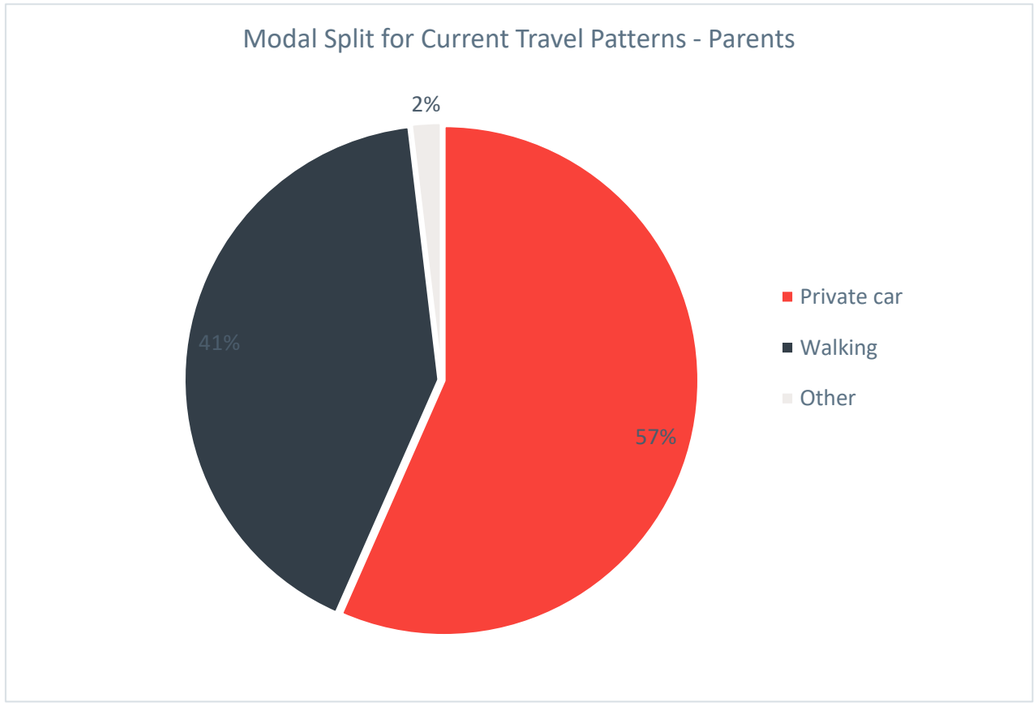
3.2.4. The travel survey also enquired about the journey times to school. Figure 3-3 summarises the journey time responses from parents. It was observed that nearly three quarters of the journey were under 15 minutes of travel. This provides wide scope for these journeys to be made by walk or cycle.

3.2.5. Four parents reported unresolved travel issues. Key themes found refer more prominently to traffic and car related issues. High traffic volumes near the school, as well as high traffic speeds and insufficient parking have been identified as issues experienced by parent or child.

3.2.6. In addition to the issues with vehicular traffic, missing or inadequate footways/crossings and walking safety were identified as an issue experienced within the parent survey. It should be noted that, due to the low level of respondents who provided insight into any issues with their travel, the results cannot act as an accurate representation of the issues faced by parents and pupils when travelling to St Saviour's Primary School.

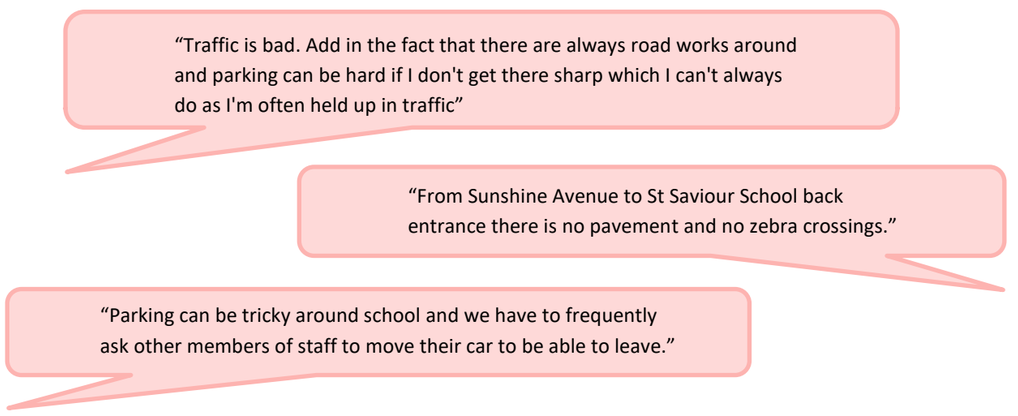
3.2.7. Concerns over cycle safety have not been raised, although one comment was made regarding having dedicated cycle routes and pedestrian crossings from Maufant towards St Helier.

Figure 3-1 - Modal Split for Current Travel Patterns



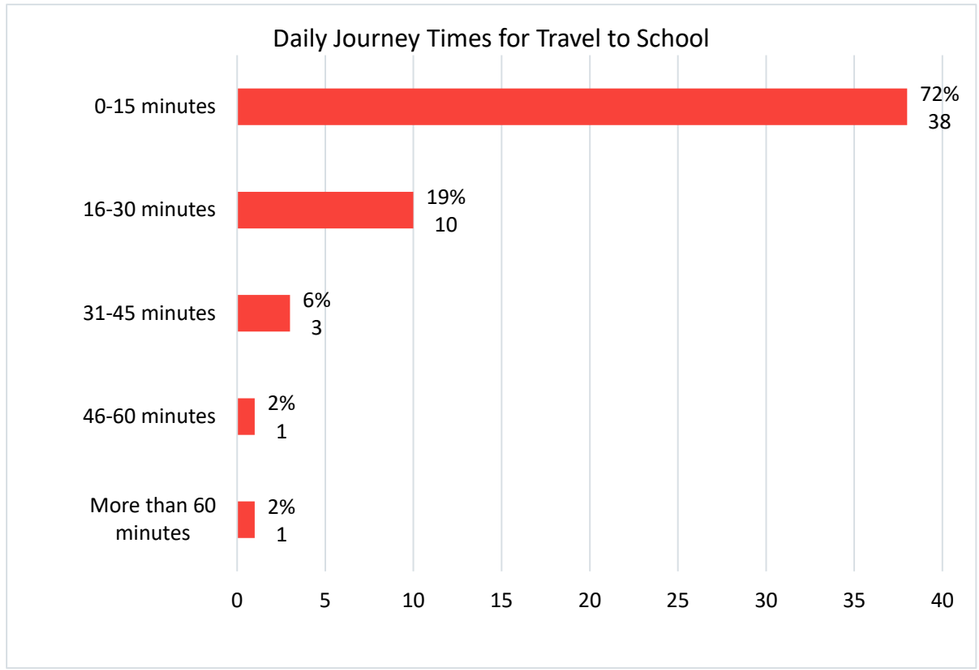
N = 53 (100% of respondents)

Figure 3-2 - Reasons for pupil modal choice



N= 53 responses (100% of respondents)

Figure 3-3 - Journey Time to School



N= 53 (100% of respondents)

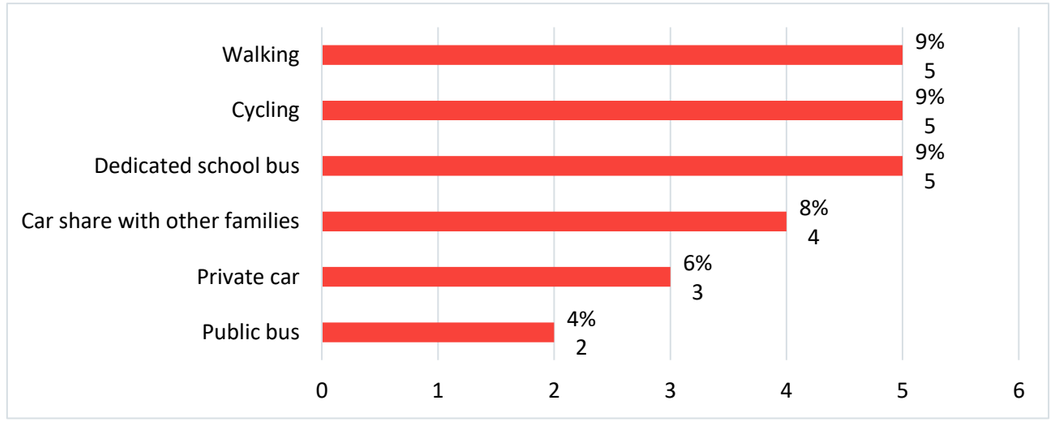
3.3 FUTURE TRAVEL PATTERNS

3.3.1. When asked whether they would consider pupil's using an alternative mode of transport for travelling to St Saviour's, 12 respondents out of 53 stated they would and 41 that they would not.

3.3.2. Amongst parents who would not consider changing their current travel mode, half currently travel by car and the other half currently walk. It should be noted that those who responded negatively to a potential modal change still provided information on which measures would encourage them to change their mode in the future, so there is still room for successful sustainable travel measures to be implemented at St Saviour's.

3.3.3. Those who would consider a change in travel mode in the future showed most consideration towards active travel modes such as cycling and walking, followed using a dedicated school bus. This is presented in Figure 3-4.

Figure 3-4 – Modes Considered for Future Travel



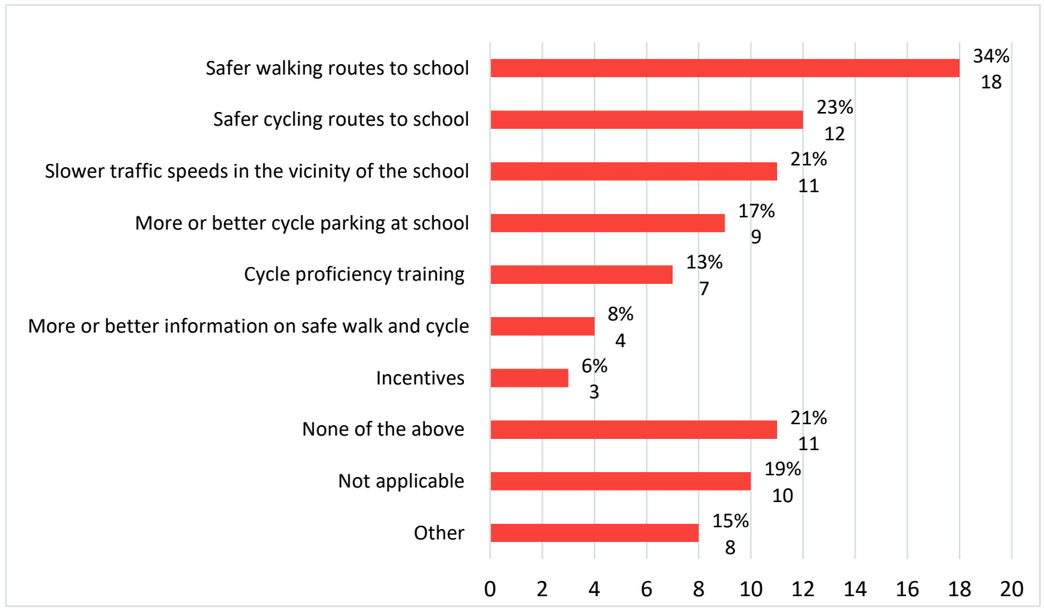
N= 12 responses, 53 respondents (23% of total 53 respondents). Note % are calculated over total respondents to the survey.

3.3.4. Figure 3-5 identifies future measures that parents feel would encourage their child to walk/cycle to school. These measures provided a full response rate and provide encouraging feedback for proposed measures discussed later in the report. Similarly, Figure 3-6 future measures that parents feel would encourage their child to travel by bus to school.

3.3.5. Figure 3-5 shows safer walking routes is the most desirable measure to encourage more active travel to the school, with approximately one third of respondents stating this. Approximately one quarter of respondents suggested safer cycling routes would be encouraging, followed by one fifth of respondents declaring slow speeds in the vicinity of the school would encourage them to use active travel modes to travel to school.

3.3.6. Figure 3-6 illustrates that 45% of parents would not be encouraged by any of the proposed measures to allow their children to go to St Saviour's by bus. There were 16 responses suggesting other measures, however parents ticking this option mostly gave reasons as to why they wouldn't use the bus, mainly due to the age of their children or related to already quoted measures.

Figure 3-5 - Measures to Encourage Active Travel to School



N= *93 responses, 53 respondents (100% of 53 respondents). Note % are calculated over total respondents to the survey.*

3.4 SUMMARY

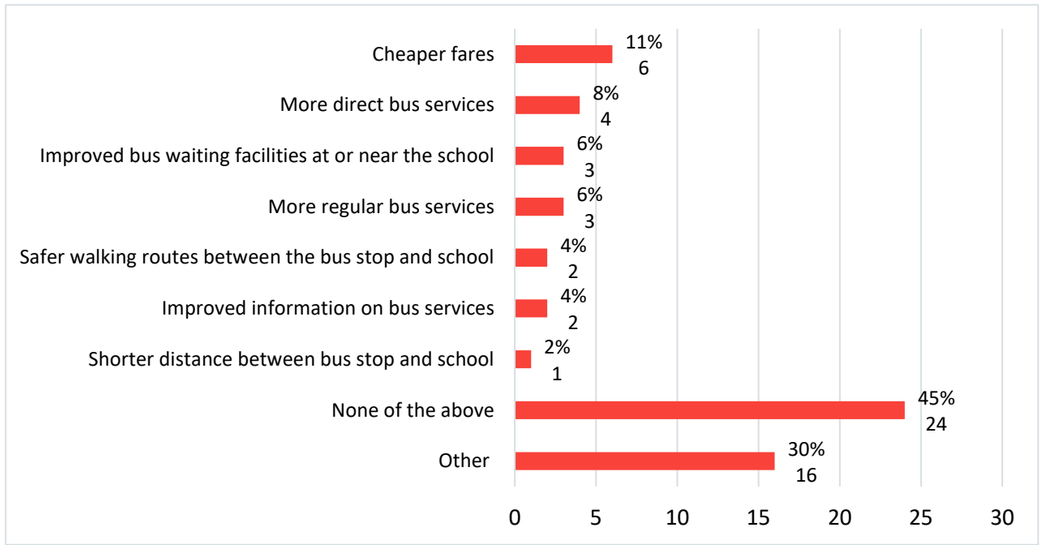
3.4.1. To summarise our findings, it is evident that private car use is the most dominant mode of travel to St Saviour's School, with 57% of pupils of the respondents. This is followed by walking, used by 42% of respondents.

3.4.2. 23% of the respondents were interested to shift their current mode of travel. Out of them, 27% opted for walking, cycling and dedicated school bus followed car share at 8%.

3.4.3. The main measures that would encourage pupils to switch to more active modes of travel includes safer walking and cycling routes and slower traffic in the vicinity of the school. However, 21% of parents answered that none of the stated measures would encourage their children to walk or cycle to school.

3.4.4. Similarly, most staff (65%) travel to the school by private car, whilst 30% walk and 5% cycle. Staff of St Saviour's cited insufficient parking in the vicinity of the school, however, 90% of staff did not think there were any unresolved transport issues in the area.

Figure 3-6 - Measures to Encourage Travel by Bus to School



N= 61 responses, 53 respondents (100% of 53 respondents). Note % are calculated over total respondents to the survey.

4 BASELINE TRAVEL TO SCHOOL CARBON ASSESSMENT

4.1.1. A baseline travel carbon assessment has been conducted to determine the current levels of carbon emissions generated by the travel patterns of those attending St Saviour's. This has been produced for both pupil travel and staff travel and is detailed in this section.

Calculation Methodology

4.1.2. To calculate the total carbon emissions produced by vehicles travelling to and from St Saviour's, Greenhouse Gas Conversion factors (UK Government, the most relevant comparable source) for company reporting were applied for each mode, which were then multiplied by the total distance travelled by each mode. This was calculated in kgCO2e to encompass all emissions produced by vehicles.

4.1.3. Firstly, the average annual number of trips taken by each mode was determined by applying the average number of school days within one year in Jersey (160 days).

4.1.4. Secondly, the total annual mileage was calculated for each respondent by multiplying the distance to the school from the centre point of each parish by the number of annual trips to site. Parishes were used as a proxy for trip distance as home postcode information for a more detailed and accurate assessment was unavailable. Mileage was then doubled to account for two-way trips (i.e. home to school, and school to home). Emissions were also calculated for different types of vehicle engine (petrol, diesel, hybrid etc.) based on the responses from the questionnaire.

4.1.5. Total annual emissions are then calculated as the sum of the emissions across each mode, for each respondent. An expansion factor was then applied to reflect the full school population rather than just the number of respondents to the questionnaire.

4.1.6. From conducting a carbon assessment for St Saviour's, the annual total emissions for each car type have been calculated shown below in Table 4.1.

Table 4-1 – Total Annual Emissions (kg CO2e) for Car Types Travelling to St Saviour's

Car Type	Estimated No/ Pupils Travelling by Car Type	Total Annual Emissions (kg CO2e) 1 Car	Total Annual Emissions x Pupils (kg CO2e)
Car (Petrol)	68	2186.45	148,679
Car (Diesel)	38	2112.79	80,286
Car (Plug-In Hybrid)	4	1215.94	4,864
Car (Battery Electric)	0	686.96	0
Car (Average)	4	2150.83	8,603

5 TRAVEL ISSUES AND OPPORTUNITIES

5.1 SAFETY AND SCHOOL ACCESS ARRANGEMENTS

Issue 1

A6 northbound traffic entering School Keep Clear markings

Why is this an issue?

5.1.1. From the site visit it was observed that northbound vehicles on the A6 Bagatelle Road would frequency enter and wait within the existing School Keep Clear zigzag markings to give way to southbound traffic. This can be seen in Image 8 and Image 9.

5.1.2. This occurs due to the existing carriageway width and on-road parking adjacent to the keep clear markings on the northbound carriageway, presenting a potential conflict with pedestrians looking to crossing and enter the school grounds at this location.

What are the Opportunities?

5.1.3. There are few opportunities to help alleviate the safety and accessibility issues outside the school. These are outlined below:

- Enhance the existing School Keep Clear markings to improve visibility and driver awareness on Bagatelle Road.
- Extending the length of the existing 'School Keep Clear' zone on Bagatelle Road.
- Remove eastern footway on Bagatelle Road between Patier Road and Rue de la Retraite,
- Reallocate the road space

Image 8: Worn road markings

Image 9: Passing vehicles outside the main entrance

Issue 2

Chasse Brunet crossing Patier Road

Why is this an issue?

5.1.4. GoJ closed Chasse Brunet to through traffic following a successful year long trial. This closure helps provide a safer route to school for children travelling on foot or pedal cycle to St Saviour's, predominantly from the north via A7 St Saviour's Hill.

5.1.5. It was observed on the site visit that the route would still benefit from improved crossing facilities and improved visibility across Patier Road to the lower section of Chasse Brunet. There is currently limited visibility of on-coming traffic and no dedicated crossing provision to facilitate safe passage across this junction. There are no dropped kerbs on the eastern side of the junction to allow those with pushchairs or wheelchairs to access the footways.

What are the Opportunities?

5.1.6. The safety and accessibility of the crossing at the junction of Chasse Brunet and Patier Road could be improved by the schemes that:

- Improve visibility between pedestrians wishing to cross and approaching vehicles
- Provide improved crossing facilities
- Highlight the junction / make the junction feel less car-dominated

Image 10: Chasse Brunet modal filter

Image 11: Chasse Brunet / Patier Road junction

5.2 RELIANCE ON SINGLE OCCUPANT CAR TRAVEL

Issue 3

Traffic congestion on Bagatelle Road with increased conflict due to school drop-off/pick-up parking.

Why is this an issue?

5.2.1. Bagatelle Road is one of the primary routes to and from St Helier, serving communities out towards the north-east of the island. The school is located approximately 500m south of the Five Oaks roundabout, where two primary routes from St Helier (A6 Bagatelle Road and A7 St Saviour's Hill) meet the main routes serving St Martins and Gorey / Faldouet.

5.2.2. At peak times, the volume of through-traffic combined with school drop-off / pick-up traffic makes Bagatelle Road very busy, and queues forming back from the Five Oaks roundabout. On the western side of Bagatelle Road, there is a marked parking bay, vehicles slowing to manoeuvre to/from the bay increase the delay and congestion along the route.

5.2.3. The relatively narrow carriageway and proximity to parked vehicles / opening car doors make it difficult for large vehicles to pass each other. During the site visit, one vehicle was observed driving on the eastern footway to pass oncoming traffic.

5.2.4. The rural setting of the school means that there is a greater reliance on car travel to/from school despite the local catchment area. Footway access is primarily to the south and west. The narrow footways along Bagatelle Road may be less attractive for walking to school on. The congestion on the road network may increase the perception that the walking routes are less safe. Combined, there is a greater reliance on travel by car.

5.2.5. Images 12 and 13 shows traffic congestion on Bagatelle Road outside St Saviour's School.

What are the opportunities?

5.2.6. There are multiple opportunities to help alleviate the issue of localised traffic congestion because of the reliance on single occupant car travel. These are outlined below, with further detail on measures provided in following chapters.

- Increased signage and awareness of walking routes
- Park and Stride
- Improved pedestrian routes
- School Run Car Sharing

Issue 4

Relatively low levels of active travel for journeys to/from St Saviour's School and lack of dedicated active travel infrastructure in the vicinity of the school.

Why is this an issue?

5.2.7. As indicated in the survey responses, there are relatively low levels of pupils walking, scooting, or cycling to school. Survey data indicated that nearly three quarters of all journeys to school were 15 minutes or less. Whilst 30 of journeys were by car, 14 of these were linked trips with onward connections.

5.2.8. Following the site visit, it was observed that there was limited incentive to travel by active modes due to the narrow footways, proximity to passing traffic, limited provision of crossing facilities and suitable footways / cycle routes for students to use while travelling to/from the school. This discourages students to walk/cycle to and from the school and provides safety concerns for those who do.

What are the opportunities?

5.2.9. Several opportunities to help improve the dedicated active travel infrastructure within the vicinity of the school, which in turn may encourage more pupils to choose active travel modes. These are outlined below, with further detail on measures provided in following chapters.

- New / Improved crossing facilities and footways
- Lower speed limits around the school
- Bikeability Courses
- Provision of cycle parking
- Provision of walking/scooting and, cycling maps with review of routes
- Reward-based Participation Schemes

Image 12: Traffic on Bagatelle Road

Image 13: Vehicles parked on Bagatelle Road

5.3 LIMITED USE OF SHARED TRANSPORT

5.3.1. The travel survey indicated that nearly all respondents currently walk or drive to school, and only two respondents would consider travelling by bus in the future. When asked what measures encourage bus travel to/from school, nearly half of respondents said none of those proposed would. Given the analysis, it is deemed that bus travel is unlikely to be a preferred mode of travel to/from St Saviour's School.

5.3.2. However, reducing fares may present bus travel as an attractive option for some pupils, subject to service viability and linking with services to other schools on Bagatelle Road.

5.4 TRAVEL AWARENESS AND INFORMATION

Issue 5

Part-time 20mph Speed Limit electronic sign not functioning.

Why is this an issue?

5.4.1. A school representative present during the site visit advised that although a part-time 20mph zone speed limit sign is in place, it is not currently functioning. Therefore, it is not serving its intended function as an advance warning to drivers to help reduce vehicle speeds during school arrival and departure times.

What are the Opportunities?

5.4.2. There is an opportunity for Government Highways maintenance teams to schedule maintenance of the existing electronic sign to re-introduce its function.

Issue 6

Lack of information and awareness of existing pedestrian / cycle routes to St Saviour's School.

Why is this an issue?

5.4.3. The travel survey results show that for 27% of responses to the question "Measures to Encourage Active Travel to School" were more information on safe walking and cycling, cycle training and incentives to walk and/or cycle.

5.4.4. Increased take up of active travel and sustainable modes could help reduce the number of parents driving to/from the school, reducing the congestion and safety concerns on the road network surrounding the school.

What are the Opportunities?

5.4.5. Through providing increased awareness of new and existing routes, combined with incentives and provision of training, there is scope to achieve mode shift to active modes. This could include:

- Bikeability Courses
- Provision of walking/scooting and, cycling maps with review of routes
- Reward-based Participation Schemes

5.5 SUMMARY

5.5.1. This section has outlined the school travel and transport issues and their opportunities that have been identified from the information gathered from a site audit and the travel survey results (Sections 2 and 3).

5.5.2. The following sections will look more closely at the measures that can be put in place to tackle the issues. Section 6 will outline the objectives of this report, before stating how potential solutions have been developed. This will be followed by proposing highway and access improvements in Section 7 and wider measures in Section 8.

Image 13: Part-time 20mph Speed Limit electronic sign not functioning

6 SCHOOL TRAVEL OBJECTIVES AND DEVELOPING SOLUTIONS

6.1 SCHOOL TRAVEL OBJECTIVES

6.1.1. Previous chapters of this report have outlined the existing school travel and transport issues at St Saviour's and has provided an indication of specific issues to address and opportunities to overcome them. However, before developing potential solutions, it is helpful to determine an overarching aim for promoting and facilitating more sustainable school travel patterns at St Saviour's. This will drive the overall rationale for investment and is proposed as follows:

'To invest in measures that deliver more sustainable travel to school patterns at St Saviour's, promoting safer, healthier and more environmentally friendly outcomes through initiatives that contribute to Jersey's net zero carbon targets.'

6.1.2. This aim will be supported by the following specific objectives outlined in Table 6-1.

6.1.3. Achieving these objectives will help deliver safer, more sustainable, and healthier travel patterns at St Saviour's, helping to reduce the demand for car-based access at the school access during peak times. This will also contribute towards supporting wider public health and States of Jersey environmental objectives, through increasing levels of physical activity and decreasing emissions from motor vehicles.

Table 6-1: School Travel and Transport Objectives

Objective Reference	Objective
O1	Manage the overall demand for single occupancy car trips to and from the school site
O2	Manage parking demands and optimise the allocation and management of available car parking
03	Improve road safety and minimise potential conflict between motor vehicles and other road users
04	Encourage and facilitate more journeys on foot and by pedal cycle for shorter distance trips to and from the school site
O5	Enhance the quality and availability of travel information and advice for pupils, parents and staff
O6	Invest in shared mobility and public transport services, and support interchange between sustainable transport modes

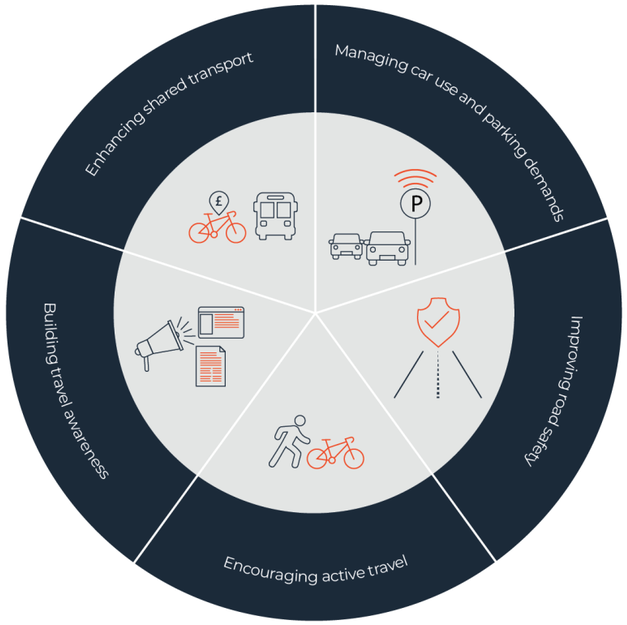
6.2 DEVELOPING POTENTIAL SOLUTIONS

6.2.1. Based on the desktop research, site audits and travel survey results, a wide range of measures and initiatives have been identified to deliver sustainable transport solutions and outcomes at St Saviour's. The measures will not have the potential to wholly reduce existing reported issues, but each will capitalise on the opportunities identified and contribute directly or indirectly to helping improve the travel and access situation in and around the school.

6.2.2. Proposed measures are drawn from established industry best practice and with a focus on identifying measures appropriate in this context.

6.2.3. Measures are grouped by theme, namely;

- Managing car use and parking demands
- Improving road safety
- Encouraging active travel
- Building travel awareness
- Enhancing shared transport



6.2.4. Proposed measures are presented in the follow two chapters, firstly with an overview of physical highway and access improvements in the vicinity of St Saviour's, followed by an overview of wider measures to achieve more sustainable travel outcomes at the school.

7 PROPOSED HIGHWAY AND ACCESS IMPROVEMENTS

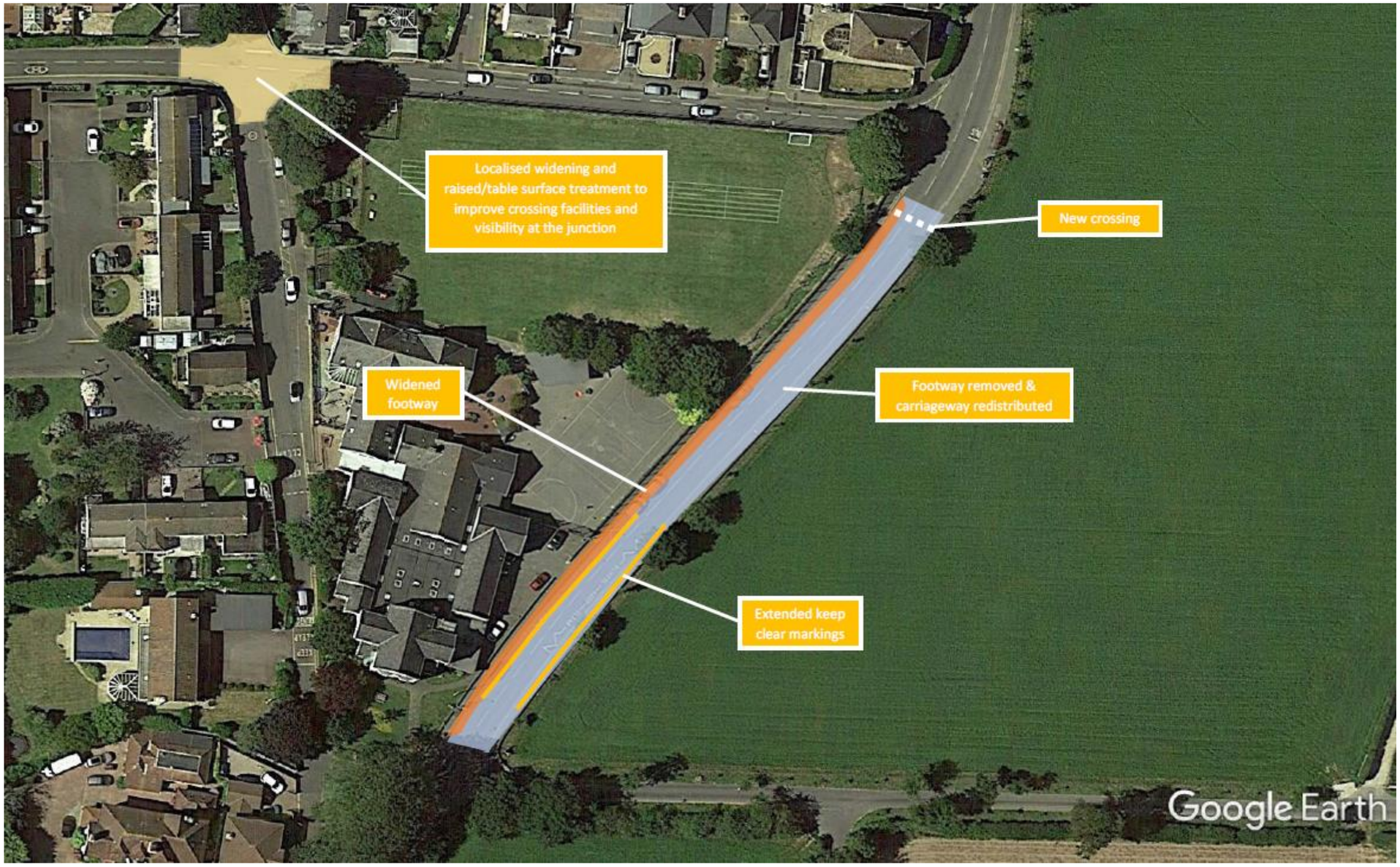
7.1 HIGHWAYS AND ACCESS IMPROVEMENTS

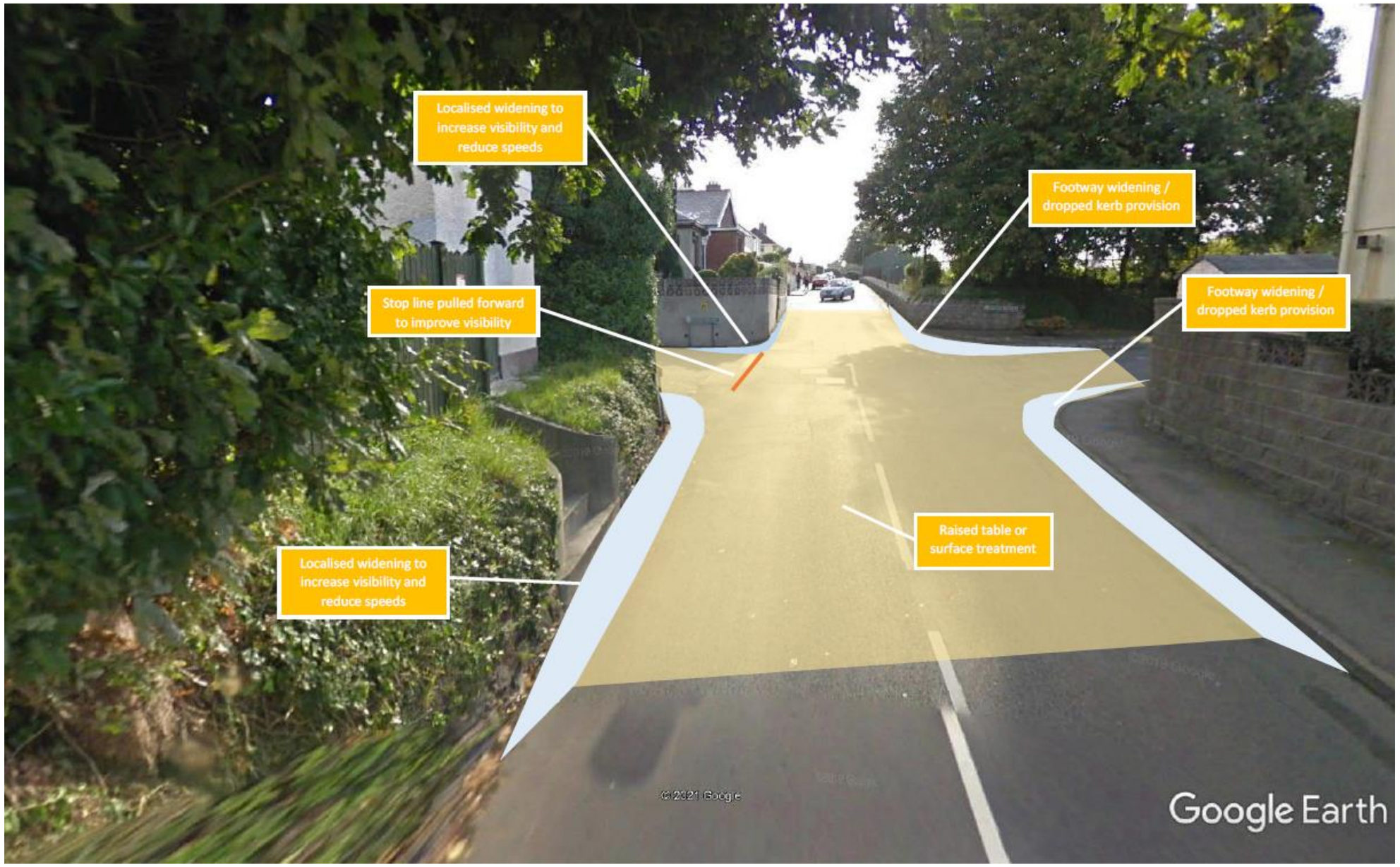
7.1.1. A number of highway interventions have been identified in response to the site observations, feedback through the travel survey and the resultant issues and opportunities identified. These are summarised below

Table 7-1 - Recommended Highway and Access Improvement Measures

Ref	Measures	Description	Supporting Objective	Justification
H1	Refresh of the School Keep Clear / Keep Clear Markings	Refresh the existing School Keep Clear markings on Bagatelle Road and the Keep Clear markings on Chasse Brunet Can be combined with Ref. H2-H9	O2, O3	The existing School Keep Clear markings appeared to be worn. Vehicles were observed parking in this area. Refreshing the markings will increase their conspicuity.
H2	Extension of the School Keep Clear markings	Extending School Keep Clear markings on both sides of Bagatelle Road, with a slight reduction in the parking bay length. Can be combined with Ref. H1, H3-H9	O2, O3	Provide increased space for vehicles to pass, away from the crossing patrol / school gate area.
H3	Removal of the Eastern footway to widen the western footway and possibly carriageway	Removal of the eastern footway on Bagatelle Road. The gained space distributed across the western footway and carriageway. Provide additional crossing facilities close to the junction with Patier Road to connect with the southbound bus stop. Can be combined with Ref. H1-H2, H4-H9	O2, O3, O4, O6	The eastern footway appeared to be used infrequently. A wider footway on the western side and slightly wider carriageway would provide additional space for pedestrians, and vehicles to pass each other. New crossing required to maintain pedestrian connectivity with the footway to the north and the bus stop.
H4	Improved crossing facilities and visibility on Chasse Brunet. Surface treatment to highlight the junction and crossing.	Provision of dropped kerbs on Chasse Brunet and localised footway widening/buildouts to provide increased visibility for pedestrians on Chasse Brunet wishing to cross Patier Road. Increase conspicuity of the crossing by providing a surface treatment. Can be combined with Ref. H1-H3, H6-H9	O1, O3, O4	There are no dropped kerbs provided on the southern side of Chasse Brunet. Pedestrians, particularly those with wheelchairs or pushchairs would have difficulty with the full-height kerbs. Visibility between pedestrians coming from the north and vehicles on Patier Road is restricted by vegetation and the building lines.
H5	Raised table providing improved crossing facilities and visibility on Chasse Brunet	Crossing and visibility improvements as H4. Raised table provided at the junction to encourage lower speeds and make the junction more pedestrian dominated. Can be combined with Ref. H1-H3, H6-H9	O1, O3, O4	Improved driver awareness of the junction and potential for improved visibility and accessibility for pedestrians.
H6	Virtual footway scheme on Rue de la Retraite and Rue de Beauvoir	Virtual footways provided on Rue de la Retraite and Rue de Beauvoir like the Bagatelle Lane scheme to provide a safer, marked pedestrian route to/from the School. Can be combined with Ref. H1-H5, H7-H9	O3, 04	This would provide a safe alternative route without reducing carriageway space where required for larger vehicles. Scope to connect with alternative drop-off/pick-up points away from the School.

Ref	Measures	Description	Supporting Objective	Justification
H7	Park and Stride pick-up/drop-off location	Provision of a drop-off/pick-up point away from the School and Bagatelle Road, where parents can park and walk to/from the school. Can be combined with Ref. H1-H6, H8-H9	O1, O2, O3, O4	identify an area of land within the vicinity of the school that could be used as a drop-off/pick-up point to help ease some of the congestion on Bagatelle Road
H8	Pedestrian route signage	Provide a signed route to/from the School along existing or proposed routes that are suitable for use by pedestrians, including approximate times to nearby locations. Can be combined with Ref. H1-H7, H9	O4	May encourage others to walk if there is a clearly signed route. Provision of walking times may help encourage their use where they are shorter than driving due to typical traffic conditions.
H9	20mph speed limit and advisory signage	Implementation of a permanent 20mph speed limit on roads around the School. Can be combined with Ref. H1-H8	O2, O3, O4	May result in reduced use of the routes for rat-running / by through traffic. Local traffic requiring access will anticipate and be accustomed to delays and accept it as “normal” or adjust travel patterns to suit.


Localised widening and raised/table surface treatment to improve crossing facilities and visibility at the junction
New crossing
Widened footway
Footway removed & carriageway redistributed
Extended keep clear markings
Google Earth


Localised widening to increase visibility and reduce speeds
Footway widening / dropped kerb provision
Stop line pulled forward to improve visibility
Footway widening / dropped kerb provision
Raised table or surface treatment
Localised widening to increase visibility and reduce speeds
© 2021 Google
Google Earth

8 WIDER MEASURES

8.1.1. In addition to highway and access improvements in the vicinity of St. Saviour's School as proposed in the previous chapter, there are a wide range of additional measures to consider. Following a review of information from the travel survey, and considering best practice, this chapter presents a series of proposed measures grouped by theme and aligned to fulfilling the aim and objectives in Chapter 6. These are summarised in the below tables.

Table 8-1 – St Saviour's Recommended Measure: Managing Car Use and Parking Demands

Ref.	Measures	Description	Supporting Objective	Justification
W1	Develop a School Travel Plan for St Saviour's	A School Travel Plan specific to St Saviour's is recommended. This School Travel Plan should incorporate all measures that are planned to meet sustainable travel objectives and determine targets in relation to travel modal shares desired for the school, as well as introduce a monitoring and review strategy.	All	A School Travel Plan is the following natural step to this report in order to set out the chosen travel planning measures and be able to determine travel modal share targets and prepare the monitoring and review strategy for the success of the Travel Plan. This way, St Saviour's will be able to understand which measures are being effective, which ones have to be reviewed, if new measures are required, and the yearly progress made towards agreed targets.
W2	School Run Car Sharing Scheme	It is recommended that car-sharing be promoted to parents as informal arrangements that can be agreed, with the school facilitating a potential matching service. A simple questionnaire could be issued to facilitate matching details where very similar journeys are being made by parents which could be shared by agreement. If successful, this may help reduce the overall number of private car journeys otherwise conducting pick up and drop offs around the school access points.	O1, O2, O3, O6	The travel survey indicates that 40% of parents will potentially keep using the car in the future (20), and 8% of parents have stated willingness to car share (4). Arranging car sharing options is forecasted to help reduce single family car trips and yet enable those who need to drive to school doing so.

Table 8-2 – St Saviour's School Recommended Measures: Improving Road Safety

Ref.	Measures	Description	Supporting Objective	Justification
W3	School Safety Zone (SSZ)	GoJ should explore the merits of creating a School Safety Zone (SSZ) covering Bagatelle Road, Chasse Brunet and Patier Road. Traffic calming can be achieved by increasing the prominence of the pedestrian environment to encourage more responsible driving from passing traffic. The SSZ should aim to provide an 'identity' for the roads outside the school, meaning that drivers will recognise their meaning and react accordingly. Measures associated with the SSZ could include the creation of a school zone 'gateway', murals or displays, themed bollards outside the school, different colour surface material etc.	O1, O2, O3, O4	21% of parents respondents (11) stated that slower traffic speeds in the vicinity of the school would encourage them to shift to active travel modes. A SSZ may helped partially alleviate some of these issues. Furthermore, those who consider walking and cycling as a travel option for the future may be encouraged to do so as the main school access becomes less car dominated. The SSZ may directly complement investment in measures W1, W4, W5, W7 and W11.
W4	Footsteps Programme	Buckinghamshire CC in England introduced a programme called 'Footsteps', which is a practical pedestrian training scheme for children aged 4-7 years old, which develops awareness of roads and helps them live safely with traffic. Children are taken into the local area with a volunteer trained tutor to observe the traffic and discuss road safety. There are three stages, green, amber and red. Each stage builds on the last, covering the basic 'Green Cross Code' then adding other aspects of road safety. Footsteps forms part of the wider portfolio of pedestrian training programme New Journey, which also includes First Steps for younger pre-school children and Making Tracks aimed at children moving on from primary to secondary school.	O1, O3, O4	A practical pedestrian training scheme – such as the Footsteps programme – will mean more children at St. Saviour's can be trained to develop greater road safety awareness, and how to behave when walking or scooting to school. Also, the travel survey indicates that 42% of students currently walk to school (22), additional 9% (5) would be willing to walk in the future, and additional 8% (4) would be encouraged to walk by receiving more or better information on safe walk. The training scheme would also complement investment in measures W1, W3, W6, W7, W11 and W13.

Table 8-3 – St Saviour's School Recommended Measures: Encouraging Active Travel

Ref.	Measures	Description	Supporting Objective	Justification
W5	Walking/Scooting and Cycling Maps	School-specific maps could be created denoting the most direct, safe and coherent route for active travel connections between the school and surrounding catchment. These could be informed by analysing home postcode locations to ensure routes subject to higher potential demand and with a higher propensity for school trips to be walked or cycled are included. Maps can be distributed to parents/carers via school newsletters and be updated when required to reflect changes and improvements to local active travel networks.	O1, O4, O5	The travel survey indicates that 41.5% of pupils (22) already walk to school, 9% would be willing to walk in the future (5) and 8% referred to more or better information on safe walk and cycle as incentives (4). Potentially more parents would consider allowing their children to walk, scoot or cycle to school with walking/scooting and cycling maps denoting the safest and most direct routes. A reward-based participation scheme can be a highly effective means of overcoming any inertia in choose walking, scooting or cycling by direct incentivising and rewarding change. For a set period more children at St Saviour's can be encouraged to trial and experience active travel for some or all of their school journey; reinforcing in many instances that it may present a viable and convenient alternative to being driven to and from school. Schemes can be especially effective if several schools participate together, such as those clustered in the vicinity of St Saviour's, to create healthy competition amongst school communities.
W6	Reward-based Participation Schemes	GoJ should consider funding a scheme that encourages participation and active travel through reward-based incentives have grown in popularity in recent years. Examples include 'Beat The Street' (operated in England by Intelligent Health) whereby 'beat boxes' are located on defined routes within the community and smartcards are issued to participants. Participants then tap boxes with their smartcard to indicate they have walked, or cycled, a specific route and earn points. Points are then aggregated for each school as part of a friendly competitive league, with prizes available for winning schools. The scheme fundamentally encourages walking and cycling activity over a defined period, and incudes the ability to quantify overall health benefits. Alternative, cheaper options include a simplified scheme that could be run through the school. Pupils who walk, scoot or cycle to school could be rewarded with points/credits which are redeemable at certain levels for a small prize, such as books or additional 'golden time'.		
W7	Review of Walking Routes	GoJ should consider auditing and developing key walking routes connecting the school with the surrounding area, including immediately adjacent streets but also the wider extent of Bagatelle Road, Mont Millais and the A7 St Saviour's Hill, which would benefit from a walking audit to identify their potential for upgrade and improvement. This could be conducted by a School Community Street Audit using an approach such as the UK Walking Route Audit Tool (WRAT) which is freely available online. This tool will assess the current suitability of walking routes against key criteria including directness, attractiveness, comfort, safety and coherence. The outcomes of the route audit process and be used to develop concept infrastructure improvements as part of subsequent active travel-focussed highway improvement schemes.	O1, O3, O4	Safer walking routes to school would encourage 34% of parents (18) to walk their children / allow their children to walk to school. This measure could therefore make a difference in modal choices and significantly add up to the 42% of pupils who currently walk to St Saviour's.

Ref.	Measures	Description	Supporting Objective	Justification
W8	Review of Cycling Routes	GoJ should consider auditing and developing key cycling routes connecting the school with the surrounding area, including immediately adjacent streets but also the wider extent of Bagatelle Road, Mont Millais and the A7 St Saviour's Hill, which would benefit from a cycling audit to identify their potential for upgrade and improvement. This could be conducted by a School Community Street Audit using an approach such as the UK Route Selection Tool (RST) which is freely available online. This tool will assess the current suitability of cycling routes against key criteria including directness, safety, gradient, connectivity and comfort. The process will also examine critical junctions on these routes to determine how improvements could be made for cyclists. The outcomes of the route audit process can be used to develop concept infrastructure improvements as part of subsequent active travel-focussed highway improvement schemes.	O1, O3, O4	Safer cycling routes to school would encourage 23% of parents (12) to cycle their children / allow their children to cycle to school. This measure could therefore make a difference in modal choices and significantly add up to the current absence of pupils who cycle to St Saviour's.
W9	Improvement of Cycling Facilities at School	Cycle parking facilities at school are recommended to be reviewed so that additional spaces are implemented as well as safe and secure storage for cycling equipment (e.g. helmets)	O1, O4	Improving cycle parking facilities at school would encourage 17% of parents (9) to cycle their children to school / allow their children to cycle to school in accordance with the survey results.
W10	Bikeability	Bikeability is currently offered on the island by Jersey Sport. Within the 2021/22 academic year, Jersey Sport plan to offer the Level 1 to all Year 5 and 6 children island-wide. This programme could be continued at St Saviour's to ensure pupils benefit from developing skills and confidence to become safe cyclists.	O1, O4, O5	The travel survey indicates that no students currently cycle to school, however 9% (5) would consider this mode for future travel. Also, when asked about measures to encourage cycling, 13% of respondents (7) referred to cycle training.

Table 8-3 - St Saviour's School Recommended Measures: Encouraging Active Travel (continued)

Table 8-4 – St Saviour's School Recommended Measures: Building Travel Awareness

Ref.	Measures	Description	Supporting Objective	Justification
W11	Sustainable School Travel Campaigns	Sustainable school travel campaigns can be scheduled for the first week of each term and be used to make emphasis on the benefits of sustainable travel and to inform of all options which are available to travel to and from the school. These campaigns may include specific events during school times or after school, including curriculum-linked sessions facilitated by experts on relevant topics, training sessions on walking and cycling safety, cycle training, etc. All available information and advice should be actively offered to parents and pupils during the campaigns, which can as well be used to get feedback and recommendations from parents as well as to undertake monitoring surveys.	All	Sustainable school travel campaigns are an active way of making all sustainable travel measures for St Saviour's publicly available. Also, reinforcing the knowledge of the measures and preparing sustainable travel training events and sessions during fixed weeks of the year will increase the success rate of the measures.
W12	Targeted Use of Social Media	Developing a strategy to engage with Facebook followers and disseminate sustainable travel information through social media is recommended as an easy and effective way of connecting with parents without making a direct approach, also keeping the sustainable travel agenda under their radar in a soft, indirect way. The possibility of opening a Twitter and an Instagram account may need to be explored depending on parents' profile (age, preferences, etc). Updates about sustainable travel strategies for the school, progression of agreed measures, training sessions, events, or any other news can be also published through Social Media, this way raising awareness and increasing participation rates.	All	St Saviour's Facebook community is comprised of 566 people who follow this social network (as to 27th October 2021). Despite the high number of users exposed to St Saviour's social network accounts, the interaction rate of St Saviour's Facebook profile is low, with no comments and less than 10 'likes' in most of their Facebook posts. The targeted use of social media will increase the visibility of St Saviour's sustainable travel strategy, also allowing for continuous encouragement of sustainable travel modes. Additionally, the ease of communication through social media will make it more likely that feedback and ideas for improvement are regularly received from parents and local residents.
W13	Classroom / Assembly Activities on Sustainable Travel	Scheduled curriculum-linked sessions on sustainable, safe and healthy travel to school could be incorporated within lesson and assembly plans. This would be an opportunity to share information on travel options for children attending St Saviour's and for pupils to also feedback to their cohort on their own experience, views and ideas.	All	Reinforcing the knowledge of the measures and preparing sustainable travel sessions as part of curriculum-linked activities will increase the success rate of the measures.

Table 8-5 – St Saviour's School Recommended Measures: Enhancing Shared Transport

Ref.	Measures	Description	Supporting Objective	Justification
W14	Bus Fares Review	A review of bus fares could help determine whether these can be made more affordable to students. This does not necessarily need to be applicable to all students and may be based on specific concessions in accordance with a series of criteria to be met.	O1, O6	"Cheaper fares" has been stated by 11% of parents (6) as a measure which would encourage them to choose bus as travel mode to school.

9 PRIORITISATION OF MEASURES

9.1.1. The previous two chapters have presented a range of measures designed to fulfil the objectives outlined in Chapter 6, and which reflect the issues and evidence presented earlier in the report. Grouped by theme the measures are not intended to be delivered in isolation and are anticipated to form a package of investment that can be delivered over time. However, not all measures may be supported, or can be funded and delivered, and inevitably a process of stakeholder review and prioritisation should inform the final selection of a preferred package of investment.

9.1.2. To assist Government of Jersey in determining which measures to prioritise, each has been assessed against a set of six initial key criteria. These are as follows:

1. **Modal Shift Impact**

- High (3) – likely to result in a significant measurable increase in sustainable travel
- Medium (2) – likely to result in a small measurable increase in sustainable travel
- Low (1) – likely to result in a nominal measurable increase in sustainable travel

2. Carbon Reduction Impact

- High (3) – likely to result in a significant measurable reduction in transport carbon emissions
- Medium (2) – likely to result in a small measurable reduction in transport carbon emissions
- Low (1) – likely to result in a nominal measurable reduction in transport carbon emissions

3. **Delivery Cost** (note these reflect the overall delivery costs and are indicative only).

- Low (3) - < £10,000
- Medium (2) - £10,000 - £50,000
- High (1) > £50,000

4. Technical Deliverability

- High (3) – no readily identifiable technical constraints on delivery
- Medium (2) – requires additional feasibility assessment to determine deliverability
- Low (1) – obvious/significant issues for deliverability to explore through feasibility assessment

5. Stakeholder Support

- High (3) – likely to have no objections and probable support from stakeholders
- Medium (2) – may be some objections and will require consultation but not significant delays
- Low (1) – likely to be significant objections which could delay/prevent the measures

6. Timeframe

- Quick Win (3) – readily deliverable within six months
- Medium term (2) – deliverable within 18 months
- Longer term (1) – deliverable in the longer term (over 18 months)

9.1.2.1 Each scheme, grouped by theme, has been assigned a provisional score based on each criterion. Scoring has been undertaken by applying subjective professional judgement. The maximum score for any intervention is 18 points. Interventions scoring 13+ points are considered a higher priority for further detailed scheme development and delivery, with interventions scoring less than 13 considered a lower priority.

Table 9-1: Highways and Access Improvements: Prioritisation of measures (provisional)

Ref.	Measure	Modal Shift Impact	Carbon Reduction Impact	Delivery Cost	Technical Deliverability	Stakeholder Support	Timeframe	Score	Priority
H1	Refresh of the School Keep Clear / Keep Clear Markings	1	1	3	3	3	3	14	HIGHER
H2	Extension of the School Keep Clear markings	1	2	3	3	3	3	15	HIGHER
H3	Removal of the Eastern footway to widen the western footway and possibly carriageway	2	2	1	2	2	2	11	LOWER
H4	Improved crossing facilities and visibility on Chasse Brunet. Surface treatment to highlight the junction and crossing.	1	2	3	3	3	3	15	HIGHER
H5	Raised table providing improved crossing facilities and visibility on Chasse Brunet	2	2	2	2	2	2	12	LOWER
H6	Virtual footway scheme on Rue de la Retraite and Rue de Beauvoir	2	2	2	2	2	2	12	LOWER
H7	Park and Stride pick-up/drop-off location	3	2	1	2	2	2	12	LOWER
H8	Pedestrian route signage	1	2	3	3	2	3	14	HIGHER
H9	20mph speed limit and advisory signage	1	2	3	3	2	3	14	HIGHER

Table 9-2: Managing Car Use & Parking Demands: Prioritisation of measures (provisional)

Ref.	Measure	Modal Shift Impact	Carbon Reduction Impact	Delivery Cost	Technical Deliverability	Stakeholder Support	Timeframe	Score	Priority
W1	Develop a School Travel Plan	2	2	3	3	3	2	15	HIGHER
W2	School Run Car Share Scheme	2	2	2	2	2	2	12	LOWER

Table 9-3: Improving Road Safety: Prioritisation of measures (provisional)

Ref.	Measure	Modal Shift Impact	Carbon Reduction Impact	Delivery Cost	Technical Deliverability	Stakeholder Support	Timeframe	Score	Priority
W3	School Safety Zone	2	2	3	3	3	2	15	HIGHER
W4	Footsteps Programme	2	2	2	2	3	2	13	HIGHER

Table 9-4: Encouraging Active Travel: Prioritisation of measures (provisional)

Ref.	Measure	Modal Shift Impact	Carbon Reduction Impact	Delivery Cost	Technical Deliverability	Stakeholder Support	Timeframe	Score	Priority
W5	Walking/Scooting and Cycling Maps	1	1	3	3	2	2	12	LOWER
W6	Reward-based Incentive Scheme	3	3	1	3	3	2	15	HIGHER
W7	Review of Walking Routes	2	2	3	2	2	2	13	HIGHER
W8	Review of Cycling Routes	2	2	3	2	2	2	13	HIGHER
W9	Improvement of Cycling Facilities at School	1	1	2	3	2	2	11	LOWER
W10	Bikeability	2	2	1	3	3	3	14	HIGHER

Table 9-5: Building Travel Awareness Prioritisation of measures (provisional)

Ref.	Measure	Modal Shift Impact	Carbon Reduction Impact	Delivery Cost	Technical Deliverability	Stakeholder Support	Timeframe	Score	Priority
W11	Sustainable School Travel Campaigns	1	1	2	3	2	2	11	LOWER
W12	Targeted use of Social Media	1	1	2	3	2	3	12	LOWER
W13	Classroom / Assembly Activities on Sustainable Travel	1	1	3	3	3	3	14	HIGHER

Table 9-6: Enhancing Shared Transport: Prioritisation of measures (provisional)

Ref.	Measure	Modal Shift Impact	Carbon Reduction Impact	Delivery Cost	Technical Deliverability	Stakeholder Support	Timeframe	Score	Priority
W14	Bus Fares Review	2	2	1	2	3	1	11	LOWER

10 CONCLUSION AND NEXT STEPS

10.1 CONCLUSION

10.1.1. The report has outlined opportunities and a series of measures to enhance sustainable travel patterns at St. Saviour's. These have been determined drawing on evidence from a school travel surveys, site observations and discussions with the school. Taking a themed approach, the measures collectively present options to manage the demand for car-based mobility, encourage an increase in active travel and shared transport, improve road safety travel information and choice for customers, and reduce the impact of emissions from transport on the environment.

10.1.2. The following steps are proposed to advance the proposals in the report to the stage of an implementation programme.

10.2 NEXT STEPS

Review proposed measures and consult with St Saviour's

10.2.1. A high-level initial prioritisation of measures provides GoJ with the basis for further discussion between stakeholders over which should be advanced, when and through what delivery mechanism. Some measures may represent relatively quick wins, and many complement existing sustainable mobility programmes and service provision on the island. Other measures may be better advanced over the medium to longer terms, for example in close alignment with future major highway schemes being developed for St Saviour Parish.

10.2.2. Further engagement and dialogue with St Saviour's School on how measures are developed and delivered will foster a collaborative and dynamic approach to deliverability, increasing the likelihood future planned investment will be well-supported within the school community and local area, and add the most value.

Determine shortlist and define measures

10.2.3. Following further engagement with St Saviour's School and wider stakeholders, including prospective delivery partners, a provisional shortlist of measures should be agreed. It is suggested these remain a combination of measures across each theme for a rounded approach to resolving existing issues and delivering a more comprehensive approach to promoting more sustainable school travel outcomes.

10.2.4. Certain schemes will of course require additional definition and development; for example, transport impact assessments, developing outline designs and conducting safety audits. Funding sources will need to be identified and provisional budget allocations assigned. It is advised that budgeting is informed through further discussion with prospective delivery partners.

Develop implementation programme

10.2.5. Resource should thereafter be allocated to determine a rolling implementation programme drawing on the agreed shortlist of measures and funding availability. This should present information on how, when and through whom measures can be implemented, including any dependencies related to wider planned scheme proposals. Alongside an implementation programme an approach to monitoring and evaluating measures should be derived, providing a framework to determine how effective the chosen measures have been in securing the planned outcomes and providing an opportunity for adaptive learning as part of future sustainable mobility programmes in Jersey.