



## Hill Street – Pilot Cycle Scheme

### Consultation Report

January 2021

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# 1 Background

## 1.1 States of Jersey Proposition

The STP (P.128/2019) was adopted by the States Assembly in March 2020 and is divided into two parts, 'A Framework for a Sustainable Transport System 2020-2030' and 'Sustainable Transport Strong Start Delivery Plan 2020'.

The Strong Start Delivery Plan identifies that we will continue work on the Eastern Cycle Network with a view to prioritising safer cycle access to schools. At present it is difficult to cycle across the town from west to east. This is caused by the number of one-way routes in St Helier. Through providing a safe segregated cycle route there is the potential to make cycling a more attractive and direct option for getting around the town and accessing the schools in St Saviour to the east.

## 1.2 Scheme Options

Work commenced on viable options for re-prioritisation of road space on Hill Street to provide a safer and easier route for cyclist traveling east from the west of town and providing safer cycle access to the St Saviour School Cluster. Any future scheme would need to link in with any additional schemes being initiated through the Eastern Cycle Network.

## 2 Road Function

### 2.1 Hill Street

Hill Street is classified as a main road which falls under the responsibility of the Government of Jersey – Infrastructure, Housing and Environment (IHE). The road is one way traveling from east to west from La Colomberie to Mulcaster Street and the Weighbridge area. To the east of Hill Street there is a junction leading onto La Motte Street which is also under IHE responsibility. There are also two further junctions onto Hill Street, one from Halkett Place which is under IHE responsibility and one leading from Church Street which is under the administration of the Parish of St Helier.

### 2.2 Traffic Flows and Pedestrian Flows

The proposed pilot scheme will not affect the traffic flows on Hill Street or the surrounding roads. Once the scheme is in place IHE will undertake monitoring to establish how well used the new contraflow cycle lane is, as this is a one-way road no data has been collected prior to installation and this route is not accessible to cyclists currently. Pedestrian counts have not been taken prior to installation as the scheme should not affect how pedestrians use the area.

### 2.3 Accident Data

If a collision occurs on the highway which results in a personal injury, the data is recorded by the States of Jersey Police. It should be noted that there is no official record of ‘near-misses’ or damage only collisions.

Between January 2015 and December 2019, the last five years for which data is available, there has been:

- 2 collisions resulting in personal injury on Hill Street
- 3 along La Motte Street
- 2 on La Colomberie
- 3 on Mulcaster Street

#### 2.3.1 Hill Street

The collisions here are:

Date	Involvement	Vulnerable persons involved?	Category of injury	Text
April 2016	Motorcycle Car	Yes	Slight	Motorcycle stop at Zebra crossing was rear shunted by a car
Sept 2016	Cycle	Yes	Serious	Cyclist fell from bicycle near Snow Hill toilets
August 2019	Pedestrian Car	Yes	Slight	No information provided

### 2.3.2 La Motte Street

The collisions here are:

Date	Involvement	Vulnerable persons involved?	Category of injury	Text
July 2015	Motorcycle Car	Yes	Slight	Motorcycle was overtaking Improperly on Nearside; car door was opened and rider collided with it
February 2017	Cycle Car	Yes	Serious	The pedal cyclist collided with the partially opened door of a parked vehicle.
November 2017	Car Car	No	Slight	Vehicle accelerated before driver was in full control. Vehicle accelerated into a granite wall and stationary vehicle.

### 2.3.3 La Colomberie

The collisions here are:

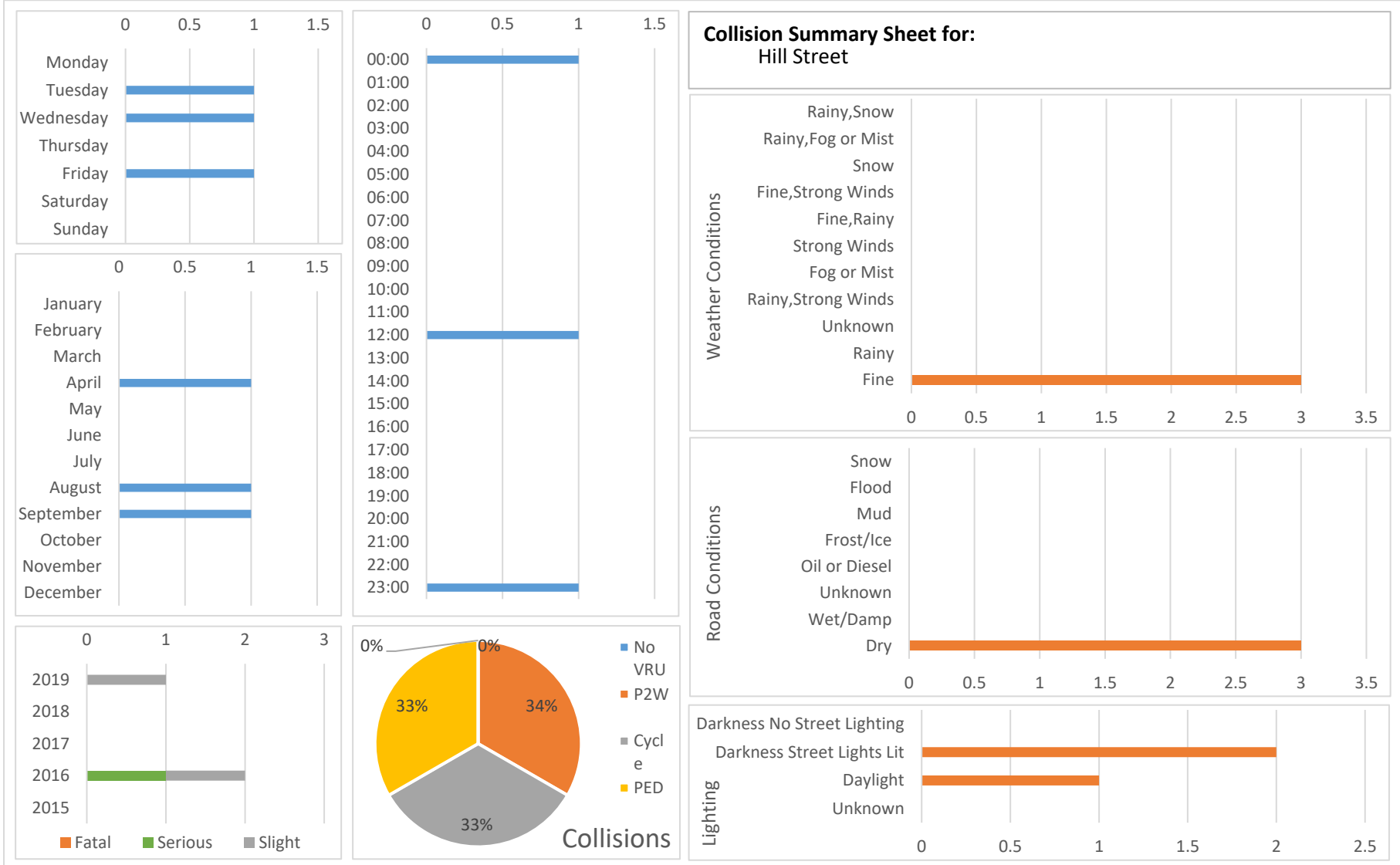
Date	Involvement	Vulnerable persons involved?	Category of injury	Text
August 2016	Cycle Car	Yes	Slight	The pedal cycle was undertaking stationary traffic on the nearside, when the rear passenger of the vehicle opened his door and the pedal cycle rode into it.
October 2018	Car	No	Slight	Single vehicle RTC. The drivers foot got stuck, resulting in colliding with the bollard.

### 2.3.4 Mulcaster Street

The collisions here are:

Date	Involvement	Vulnerable persons involved?	Category of injury	Text
January 2015	Pedestrian Car	Yes	Serious	Low-speed collision between V1 and pedestrian in Mulcaster Street.
November 2019	Pedestrian Car	Yes	Serious	Pedestrian collided with V1 near taxi rank in Mulcaster Street

### 2.3.5 Collision Summary Sheet for Hill Street



## 2.4 Collision Conclusions

The collision summary sheet in section 2.4.5 indicates that

- 66% of collisions take place during darkness hours
- 66% of collisions involved an injury to vulnerable road user
- The collisions have occurred on three out of the seven days a week
- Collisions are not seasonal

For the collisions, for which police data is available, that occurred on Hill Street, all happened at different times of the day. It is difficult to find any trends in this data due to there being too few collisions.

## 3 Road Constraints

### 3.1 Geometry

The carriageway has an average width of 5.29m. The standard width for a one-way single lane road is 3.2m (Manual for Streets Volume 2).

The footway width for the majority of Hill Street meets the standard 1.8m expected in an urban environment. However, there is a section to the north that is under 1m in width.

To the eastern end of Hill Street there are a number of on-street parking spaces with a 1-hour restriction. There are also 4 unloading spaces with 20-minute restrictions, two of these are on-street and two are in a designated unload bay. There is also a bus stop in the vicinity of the unloading bay.

### 3.2 Road Function Conclusions

Due to Hill Street being a single lane of traffic in one-direction and being approximately 5.29m wide, if on-street parking were to be removed then segregated cycle infrastructure could be accommodated. The preference for this would be to reduce the lane width down to 3.2m, with the remaining carriageway being re-prioritised for eastbound cyclists on the section from Halkett Place to La Motte Street, westbound cyclists would continue to cycle with the flow of traffic.



## 4 Proposed scheme

The proposed pilot scheme is to provide a westbound traffic lane 3.2m in width, with a contraflow cycle lane of variable width taking up the rest of the existing road's width. This would provide a minimum width for the cycle lane of 2.0m.

A row of traffic cylinders will be fixed to the carriageway along the line marking separating the contraflow cycle lane and the traffic. These have been included to help drivers understand the change and to provide a strong visual clue that will remind pedestrians to look both ways.

The signalised junction at Halkett Place provides a green man crossing on the Halkett Place arm which indicates that pedestrians can cross while traffic in Hill Street is moving. The green man on the eastern arm of the junction operates when traffic in Halkett Place is moving, since it is only permitted to turn right (west) out of Halkett Place.

Cyclists will be permitted to turn left out of Halkett Place. As this would place pedestrians crossing on the green man in Hill Street in conflict with cyclists, a separate pedestrian phase is proposed, allowing the cycle movements to take place in parallel with traffic movements.

The existing sign indicating that all traffic must turn right will be fitted with a separate plate indicating "except Cyclists".

The addition of the separate pedestrian phase is seen as a crucial element of both the interim and any longer-term schemes. The impact on traffic has been modelled and it is concluded that this will not materially impact on delays at the junction.

All parking that currently takes place in Hill Street over this length will be removed and replaced with a yellow line, to accommodate the cycle lane. The loading bay in Hill Street, to the west of La Motte Street, will be retained. The unloading bay to the east of Halkett Street will be removed. However, a new loading bay will be provided on Halkett Place (outside Morier House) to mitigate this

The contraflow cycle lane will commence from the Halkett Place junction and extend east to the junction with Le Motte Street. The existing one-way traffic signs will be replaced with the following sign:



Cyclists should only use the cycle lane in an eastbound direction. Westbound cyclists should remain in the general traffic lane. A solid white line will mark the edge of the cycle lane, except where loading vehicles can cross the cycle lane to enter the loading bay, where a dashed line will be used.

The general traffic lane will be 3.2m wide. Temporary signs will be erected indicating that drivers should not pass cyclists. This is indicated below:



Red and white cylinders will be installed along the length of the solid white line. These will be spaced so that in an emergency vehicles can pull into the cycle lane if they need to. They will be removable should access be required for highway maintenance, or other planned events. The cylinders will be more closely spaced close to the pedestrian crossings next to Halket Place and Le Motte Street to highlight the cycle lane to pedestrians.

An example of the type of cylinders readily available is shown below:



At the zebra crossing, the cycle lane will be marked by an additional row of zig zags on the eastbound (cycle lane) approach to the crossing. The red and white cylinders will be placed on the line of the zig zags.

Cyclists must then turn left into Le Motte Street. The existing zig zags extending into La Colomberie will be adjusted to take account of the cycle lane and a Give Way line for cyclists will be added so that cyclists give way to vehicles turning right from Colomberie.

Signs warning pedestrians to look both ways will be erected on the approaches to the crossing.



#### 4.1 Road Safety Audit

The preferred option, for the pilot scheme, underwent a Road Safety Audit Stage 1 – feasibility audit by an independent road safety specialist. The audit was completed under the terms of reference described in the States of Jersey Road Safety Audit Policy, March 2015. The report examined and reported on the road safety implications of the scheme only.

The road safety audit found 6 road safety problems. These related to:

- Vehicle tracking / visibility from loading bay to cycle lane
- Conflict between cyclists turning right from the cycle lane and other vehicles at Halkett Place
- Cyclists entering the junction from the cycle lane being struck by the rear of large vehicles at Halkett Place.
- Unclear how cyclists will access Royal Square.
- Cyclists may try to continue eastbound along La Colomberie, against the one-way flow.
- Bus stop relocated from the shelter.

All the problems and recommendations identified by the audit were accepted by the design time and will be addressed during the detailed design. The scheme will then be subject to a Road Safety Audit Stage 2 – detailed design.

## 5 Consultation Process

### 5.1 Process

The Project team, on examining the data available, agreed that the most suitable option to take forward for community feedback would be to implement a pilot scheme that would run for one year to gauge how the scheme would work. This could be implemented at relatively low costs as well having maximum impact. By running a pilot scheme, the community will be able to feed back any issues or concerns during the pilot. These can then be assessed and if changes are required this can be included in any design for a permanent scheme.

### 5.2 Roads Committee

The project board had 2 meetings with the roads committee. Following initial concerns, they supported the contra-flow cycle lane up Hill Street. Concerns remain around cycling through the Royal Square, particularly through sections under Parish of St Helier (PoSH) administration.

### 5.3 Consultation

#### 5.3.1 COVID-19

The Department's normal consultation process of holding one to one discussions with key stakeholders and community drop-in sessions have not been able to take place during the COVID-19 pandemic restrictions on social contact.

#### 5.3.2 Key Business Stakeholders

A letter from the Minister for Infrastructure was sent in November 2020, via Jersey Post, to 79 businesses and organisations in Hill Street, (see Appendix 2 for copy of letter). The letter included a copy of a leaflet which explained the scheme. An officer and the town centre manager also visited business on Hill Street to discuss plans and listen to concerns.

'Cycle 4 Jersey' were consulted via Microsoft teams for their feedback and thoughts on the project.

#### 5.3.3 Notification of Consultation

Leaflets to 79 nearby business and residents were delivered by Jersey Post on 23<sup>rd</sup> November (Appendix 2) and on the same day an on-line consultation commenced on the gov.je website. A press release was issued on 25<sup>th</sup> November, which provided a direct link to the consultation page (Appendix 3.1). The consultation was advertised on social media and other local news media. Posters were erected in the near the bus stop on Hill Street advertising the proposals and the consultation. These also had a QR code on them which once scanned would direct the user to the consultation page.

### 5.4 Consultation Material

The consultation material consisted of a leaflet which detailed:

- Why the scheme is taking place
- Proposed cycling arrangements
- Information on how to respond to the consultation

The onsite posters were larger versions of the leaflet and the images were included in the web page consultation.

The leaflet can be found in Appendix 3.2.

## 5.5 Questionnaires

The community and stakeholders were able to fill out the online questionnaire regarding the proposals and active travel. There was a separate section for any additional comments.

## 6 Online Responses to the Consultation

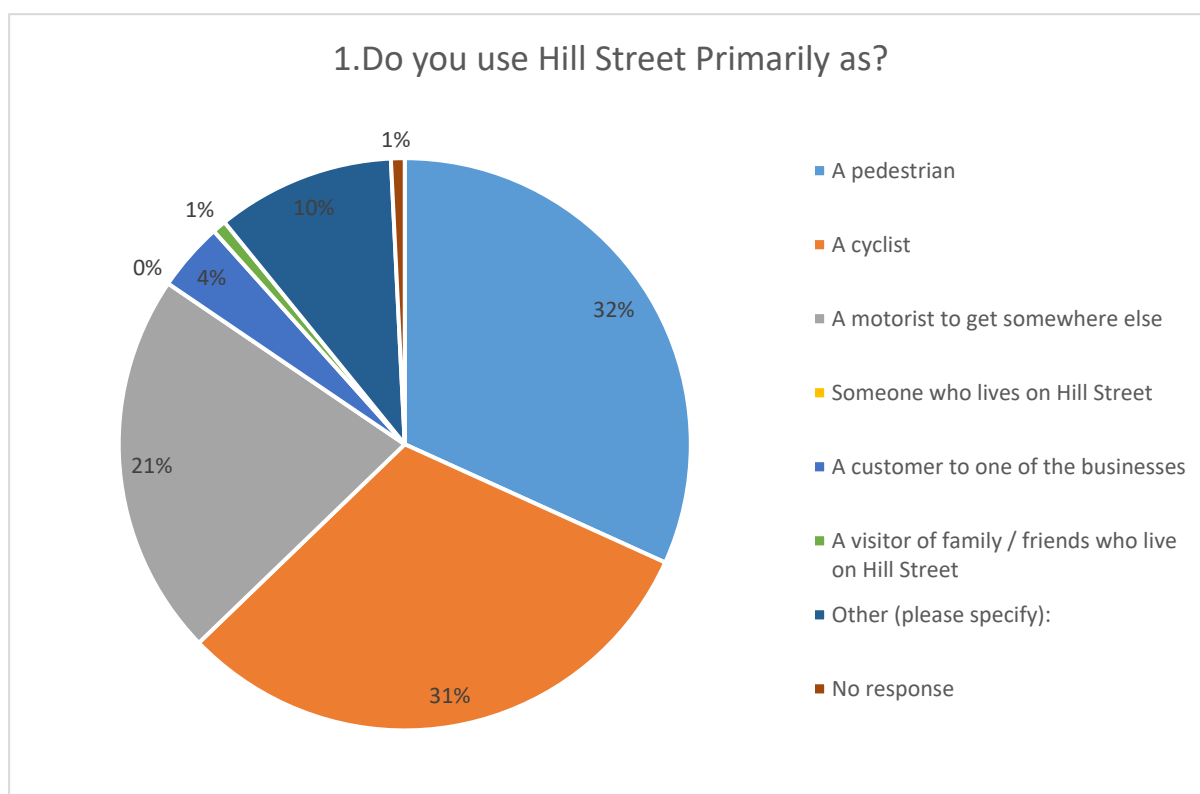
### 6.1 Online Consultation

A total of 258 people responded to the consultation through the on-line portal.

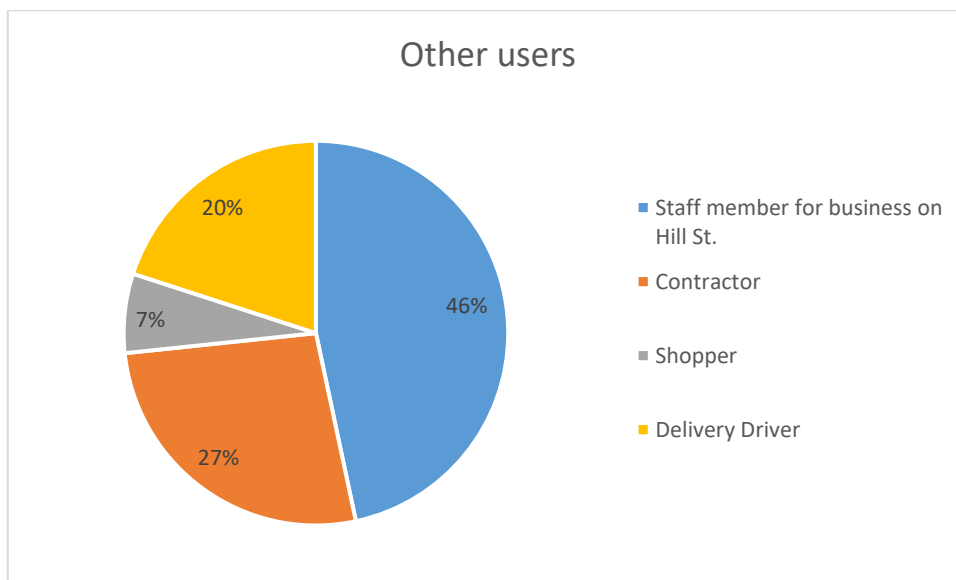
### 6.2 Response to Question 1

Do you use Hill Street Primarily as?

1. Do you use Hill Street primarily as ?			Response Percent	Response Total
1	A pedestrian		32.03%	82
2	A cyclist		31.25%	80
3	A motorist to get somewhere else		21.88%	56
4	Someone who lives on Hill Street		0.00%	0
5	A customer to one of the businesses		3.91%	10
6	A visitor of family / friends who live on Hill Street		0.78%	2
7	Other (please specify):		10.16%	26
Answered		256		
Skipped		2		

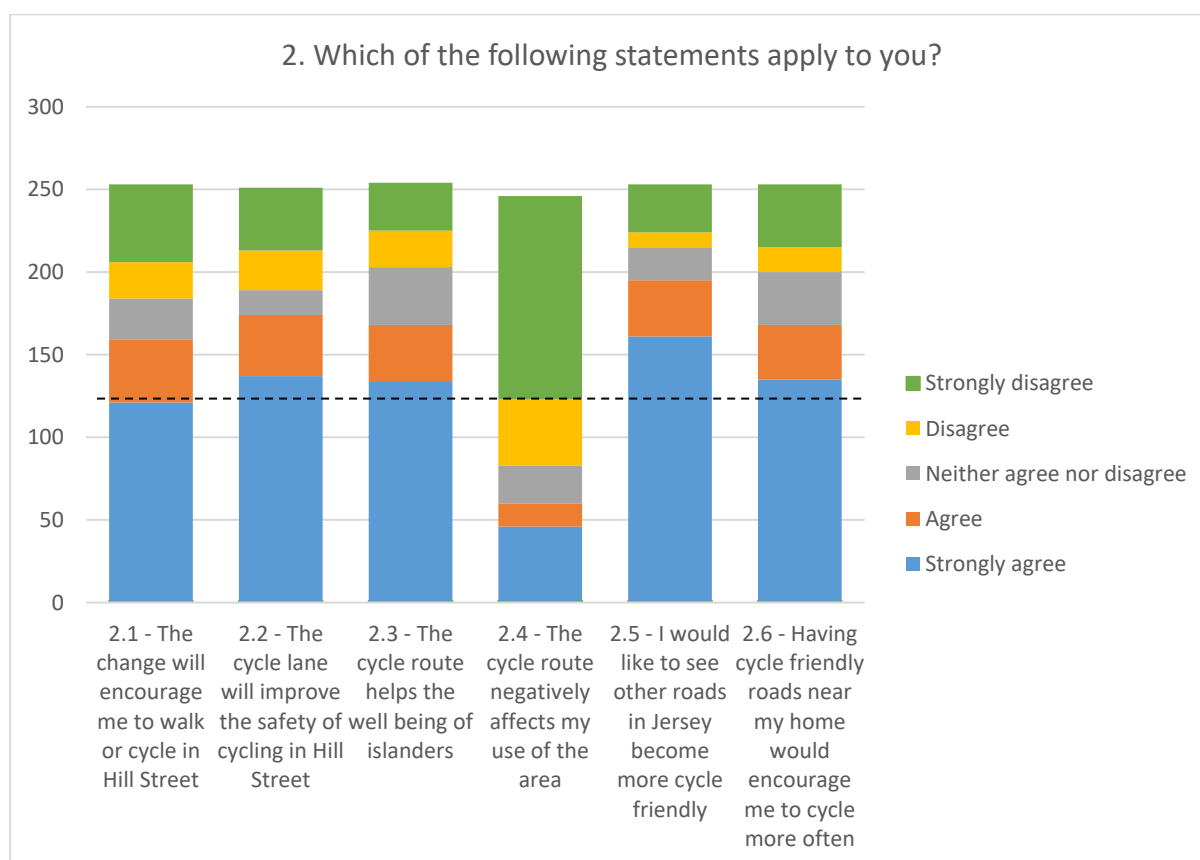


From the analysis of the responses to 'Other' and where it is possible to ascertain how the respondents use Hill Street from the comments 46% work in businesses on Hill Street, 47% were delivery drivers or contractors and 7% were shoppers. The shoppers, contractors and delivery drivers all use Hill Street as motorists:



### 6.3 Analysis of Question 2

Which of the following statements apply to you?

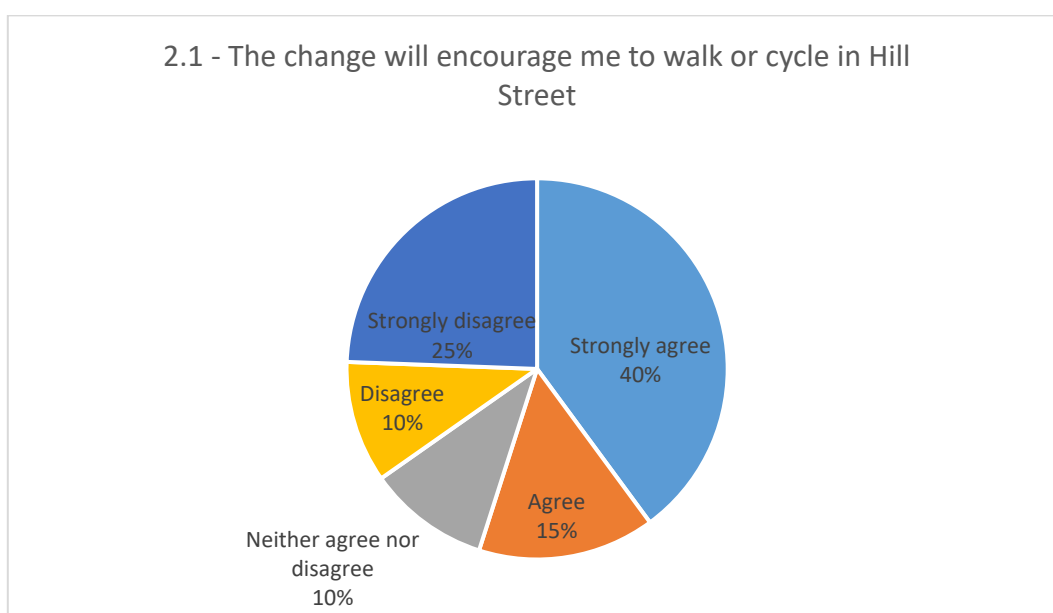


The dark dashed line on the 125 mark represents the halfway mark of responses. It can be seen that for all responses, over half of the replies are positive towards the change. It should be noted that

Question 2.4 states that the proposals would have a negative effect on the use of the area and over half of the replies disagreed with that statement.

2.1 - The change will encourage me to walk or cycle in Hill Street

2.1 - The change will encourage me to walk or cycle in Hill Street			
1	Strongly agree	39.90%	85
2	Agree	15.00%	32
3	Neither agree nor disagree	10.30%	22
4	Disagree	10.30%	22
5	Strongly disagree	24.40%	52

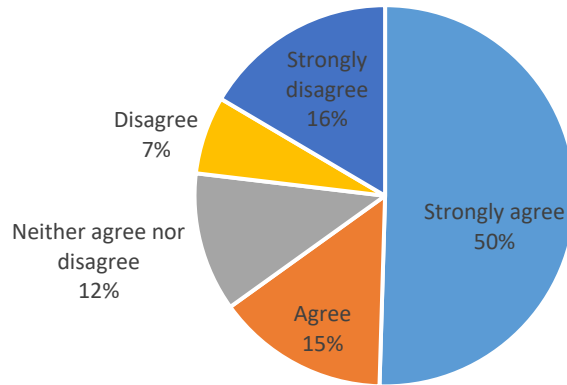


2.2 - The cycle lane will improve the safety of cycling in Hill Street

2.2 - The cycle lane will improve the safety of cycling in Hill Street			
1	Strongly agree	50.50%	107
2	Agree	14.60%	31
3	Neither agree nor disagree	11.80%	25
4	Disagree	6.60%	14
5	Strongly disagree	16.50%	35



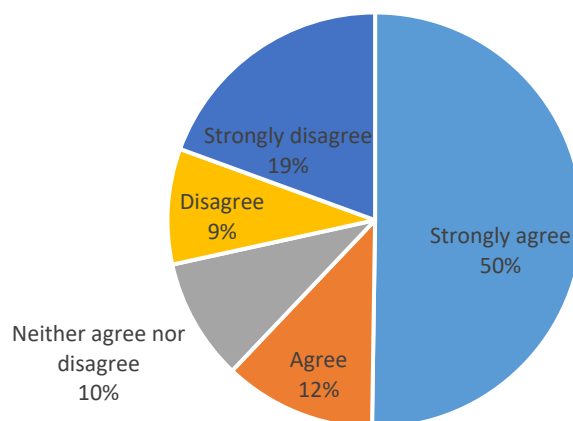
2.2 - The cycle lane will improve the safety of cycling in Hill Street



2.3 - The cycle route helps the well-being of islanders

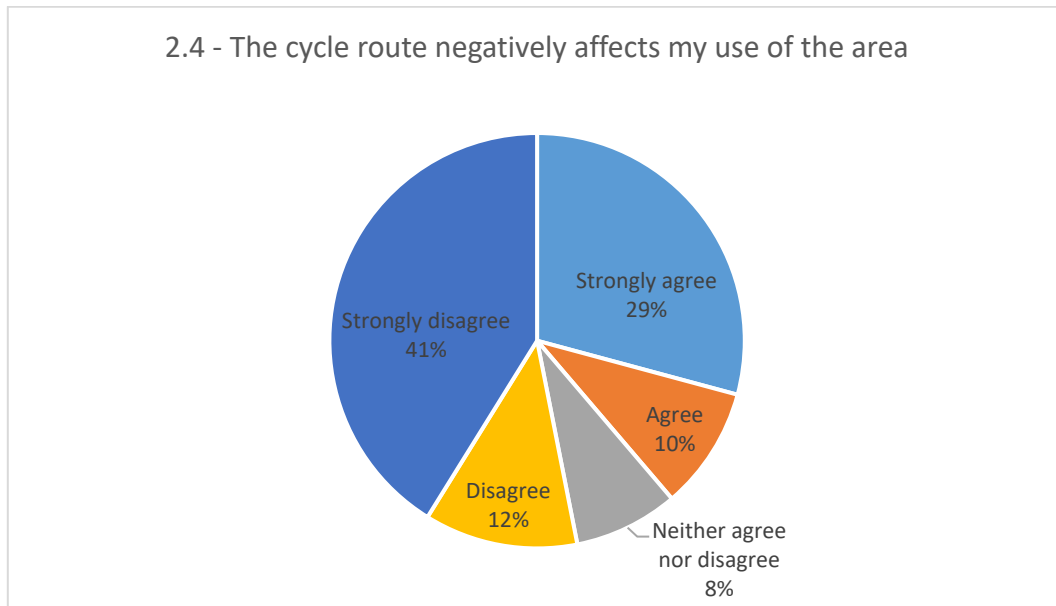
2.3 - The cycle route helps the well-being of islanders			
1	Strongly agree	50.20%	106
2	Agree	11.80%	25
3	Neither agree nor disagree	9.50%	20
4	Disagree	9.00%	19
5	Strongly disagree	19.40%	41

2.3 - The cycle route helps the well being of islanders



2.4 - The cycle route negatively affects my use of the area

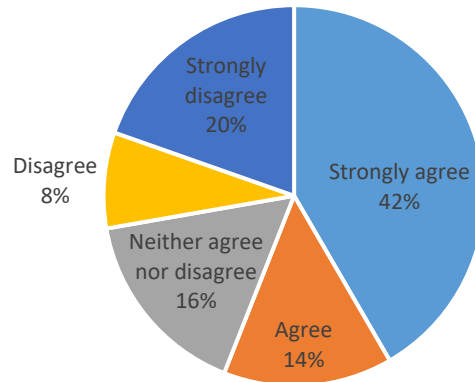
2.4 - The cycle route negatively affects my use of the area			
1	Strongly agree	29.20%	61
2	Agree	9.60%	20
3	Neither agree nor disagree	8.10%	17
4	Disagree	12.00%	25
5	Strongly disagree	41.10%	86



2.5 - I would like to see other roads in Jersey become more cycle friendly

2.5 - I would like to see other roads in Jersey become more cycle friendly			
1	Strongly agree	41.60%	87
2	Agree	14.40%	30
3	Neither agree nor disagree	16.30%	34
4	Disagree	8.10%	17
5	Strongly disagree	19.60%	41

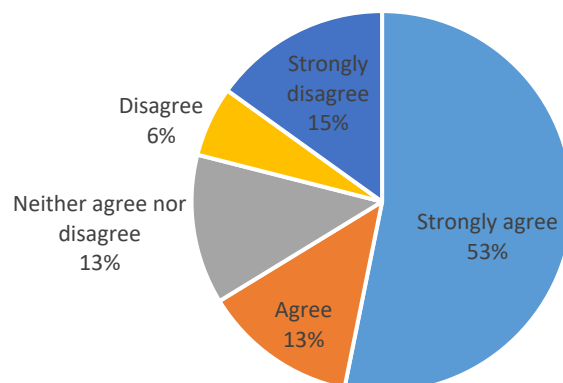
2.5 - I would like to see other roads in Jersey become more cycle friendly



2.6 - Having cycle friendly roads near my home would encourage me to cycle more often

2.6 - Having cycle friendly roads near my home would encourage me to cycle more often			
1	Strongly agree	53.20%	134
2	Agree	13.10%	33
3	Neither agree nor disagree	16.30%	32
4	Disagree	6.00%	15
5	Strongly disagree	15.10%	38

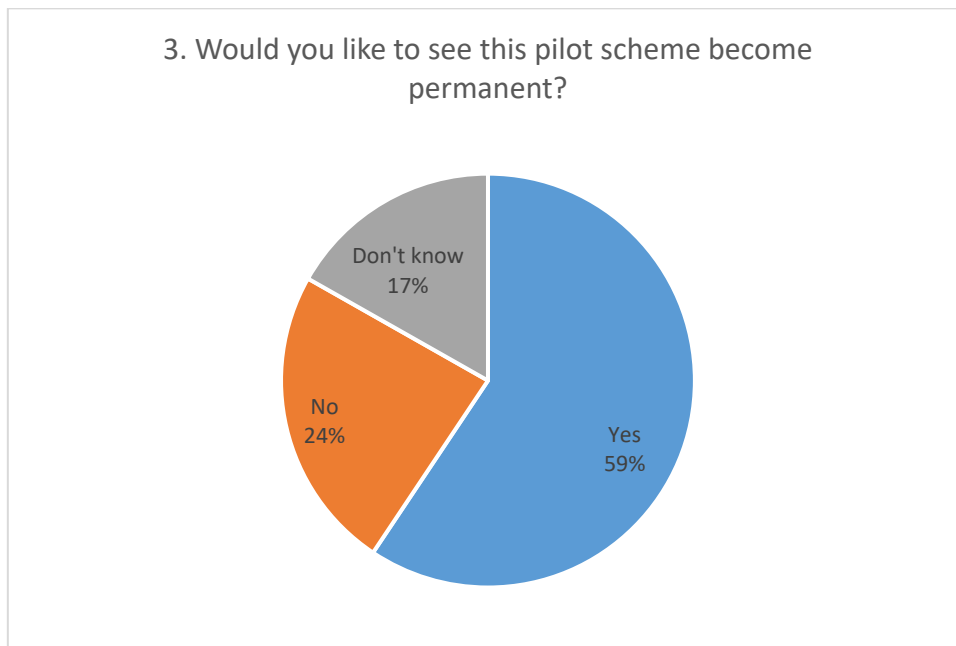
2.6 - Having cycle friendly roads near my home would encourage me to cycle more often



### 6.4 Analysis of Question 3

3. Would you like to see this pilot scheme become permanent?

3. Would you like to see this pilot scheme become permanent?			
		Response Percent	Response Total
1	Yes	59.38%	152
2	No	23.83%	61
3	Don't know	16.80%	43
		Total	256
		Skipped	2

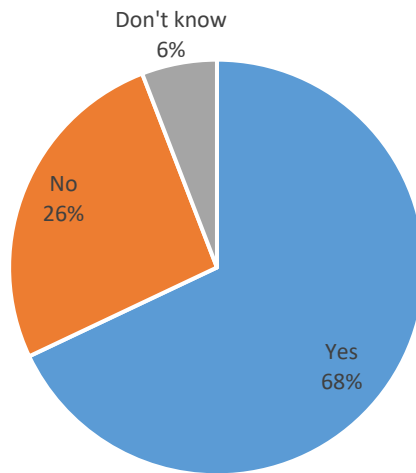


### 6.5 Analysis of Question 4

4. Is the contraflow cycle lane in Hill Street a step in the right direction to encourage more active travel?

4. Is the contraflow cycle lane in Hill Street a step in the right direction to encourage more active travel?			
		Response Percent	Response Total
1	Yes	67.97%	174
2	No	26.17%	67
3	Don't know	5.86%	15
		Total	256
		Skipped	2

4. Is the contraflow cycle lane in Hill Street a step in the right direction to encourage more active travel?



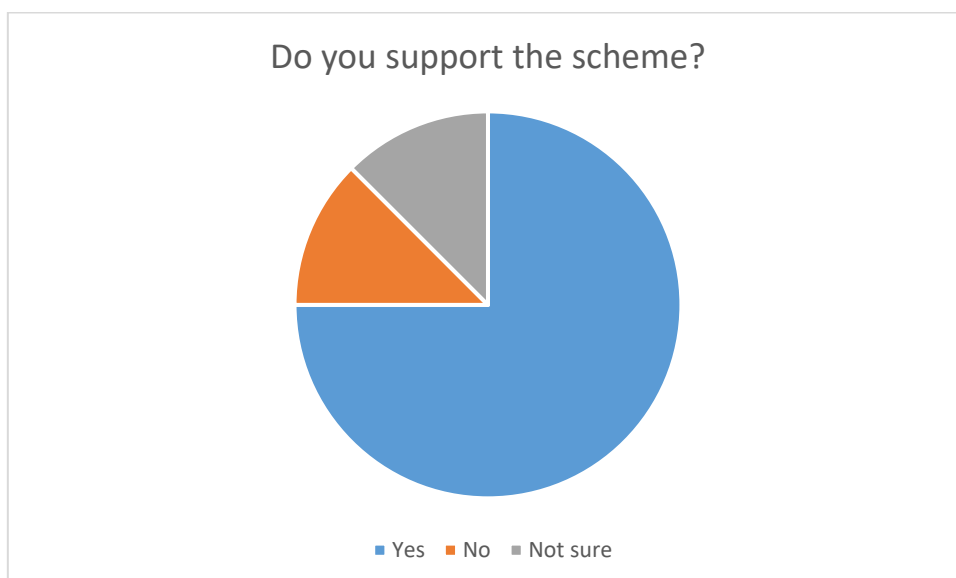
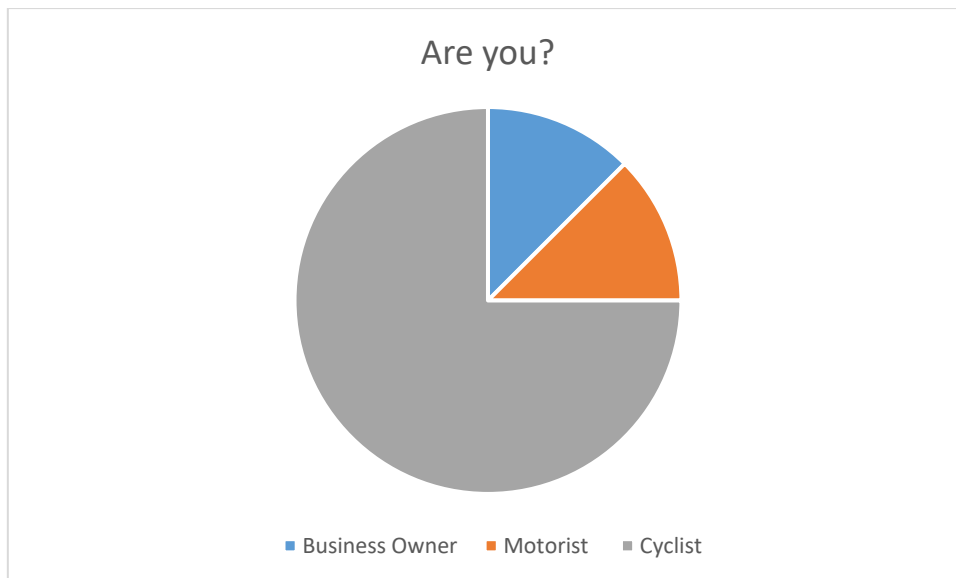
## 7 Responses sent directly to Infrastructure, Housing and Environment Department

### 7.1 Number of responses

A total of eight replies were sent directly to the department. These responses did not follow the format of the on-line consultation making a direct comparison difficult.

### 7.2 Breakdown of responses

From the information supplied within the emails, the following has been deduced:



## 8 Free form comments

Two hundred and forty people filled out the free form comments box. The full transcript of the responses can be found in Appendix 4.

The main comments can be summarised into the following areas:

- Loss of parking 25No
- Effect on business 8No
- More dangerous for pedestrians / contraflow is dangerous 20No
- Better linkage needed 6No
- Waste of money 5No
- Good Idea 40No
- Not needed 4No
- Design / aesthetics issues 7No
- More traffic 4No
- Cycling comments
  - Cyclist will not obey road laws 9No
  - Unfair advantage to cyclist 6No



## 9 Summary of Responses

Out of the 258 responses to the on-line consultation, 240 people made a comment, which was either positive, neutral or negative towards the proposals. It can be assumed that the remaining 18 people were either ambivalent to the proposals or were satisfied with the proposals and didn't feel the need to comment.

63% (162No.) of the respondents either use Hill Street primarily as a cyclist or a pedestrian. Of the remaining 96 people, 56 were identified as motorists using the road to get somewhere, whilst 10 were identified as customers to businesses on Hill Street and 26 were identified as being either business owners, workers or delivery drivers that use Hill Street.

Just over half of replies (54%) stated that the improvements would encourage them to walk or cycle in Hill Street whereas 34% disagreed with the statement. More importantly is the fact that 65% would feel safer cycling in Hill Street under the proposals, this includes 50% who strongly agreed with the statement. However, 23% believed that a contraflow cycle lane would not make them feel safer whilst cycling.

62% felt that making the improvements would go some way towards helping the well-being of Islanders with 28% reporting that it would not help their well-being. Similar percentages were found for having cycle friendly roads around the island would encourage more cycling with 56% agreeing and 27% disagreeing.

53% of the respondents disagreed that by providing the cycle route would negatively affect their use of the area whilst 38% said it would negatively affect their use.



## 10 Main Concerns Addressed

The consultation has shown that a greater percentage of people are in favour of the proposals than are against them.

### 10.1 Loss of Parking / Effect on businesses

There is concern however about the impact that removing the current parking spaces might have on businesses in the area and how people access the town centre. The existing parking on Hill Street includes a mixture of paycard and unloading bays. The scheme will result in the loss of 8No. paycard parking spaces and 2 unloading bay spaces (adjacent to Morier House). To mitigate the impact on delivery/maintenance services it is intended to install new 2No. unloading bay spaces on Halkett Place. None of the 8No. paycard spaces are designated for disabled spaces. The closest disabled spaces are on Halkett Place and they are to remain unchanged. There is alternative parking for the removed spaces at Snow Hill, Pier Road and Green Street car parks nearby.

The proposed bollards will be removable, this mitigates issues raised around access for high level maintenance for buildings on Hill Street. Should works of this type be required, a road closure would need to be scheduled on 'Trafficworx' and the cycle lane would be closed at an agreed time for these works to be undertaken safely.

### 10.2 Safety

A number of comments were to do with increased safety risk to users of Hill Street in particular for pedestrians. A full safety audit has been undertaken of the scheme by an independent road safety specialist. The audit was completed under the terms of reference described in the States of Jersey Road Safety Audit Policy, March 2015. None of the 6 issues raised within the report related to increased safety risk to pedestrians. All risks identified will be dealt with at detailed design stage.

### 10.3 Cycling

A number of comments were to do with cyclist behaviour and danger around contraflow lanes. There will be adequate signage on Hill Street and Halkett Place to inform drivers and cyclists that there will be a contraflow cycle lane in operation on Hill Street. Contravention of these signs is an offence under the Road Traffic (Jersey) Law 1956 and can lead to prosecution. Additional police presence during the initial few weeks of the scheme becoming live would help to educate users and counteract this concern. Cyclists are, by law, road users and therefore must obey any rules of the road such as stopping at zebra crossing and stop lines, again additional policing of the area during the initial few weeks will help to reinforce this message to cyclists and pedestrians.

### 10.4 Better Linkages

A number of comments were supportive of the proposed scheme but called for better linkages at either end. Although this scheme is a small section it is a key link for cyclists getting across town. The department is working with Parish of St. Helier to look at the possibility of considerate cycling across the Royal Square and cycling will be allowed across the Royal Square via Royal Court Road once the scheme has been implemented. There is a desire for the scheme to link onto the eastern cycle network and the department is looking at a number of options that could help do this in the future.

### 10.5 Design / aesthetics

A number of concerns were raised around the increase in street furniture the scheme will create and that the bollards aren't the most aesthetically pleasing. The department recognises these issues but as this is a pilot scheme the products selected have been done so based on what we need them to do and their cost. Should the pilot scheme be a success then a permanent scheme will be developed that will be more in-keeping with the town centre materials and less intrusive.

## 10.6 More traffic

There were several concerns around an increase in traffic, the scheme does not change the traffic flow in anyway and does not remove any of the current carriageway width and therefore there should not be any impact on the current traffic flows.

## 11 Conclusions and Recommendation

The Government of Jersey has declared a climate emergency and approved the Sustainable Transport Policy. As an Island, active travel increases are needed to reduce the use of motor vehicles to realise the aims of the above policies. It is recognised that there are groups within the Island, such as those with a mobility impairment, that need to rely on their private vehicles to get about in a safe and timely manner. However, there are many who can change a motor trip to walking or cycling which in turn will reduce the volume of traffic on the roads and help with Islanders general health and well-being. This was recognised by over half of the respondents.

This scheme helps to provide a safer and more convenient route for west to east for cyclists and school children accessing the St Saviours School cluster. It is hoped this new route will help to encourage more people to take up cycling.

67% of the respondents believe that the scheme to improve cycling facilities in Hill street will help to encourage active travel compared to 26% who didn't feel it would. Islanders are becoming more aware of the need to make the highway network more accessible for active travel, particularly for cyclists with 77% supporting making other roads more cyclist friendly as opposed to 15% against. However a slightly lower percentage, 59%, supported this scheme and whilst 23% do not.

The following recommendations are put forward:

- A scheme is implemented whereby Hill Street is made more accessible and safer for cyclists and:
  - 8 Parking spaces are removed from adjacent to Morier House
  - A contraflow cycle lane is installed from Halkett Place to La Motte Street
  - Carriageway width is reduced to 3.2m
  - Cycling is permitted along Royal Court Road (Royal Square)
  - Bollards are installed to separate contraflow cycle lane and opposing traffic
  - An advance cycle stop line is introduced on Halkett Place to assist cyclist accessing the contraflow cycle lane.

## 12 Next Steps

The consultation responses and report is to be taken to be considered by the Minister for Infrastructure. A Ministerial Decision would be signed off by the Minister for Infrastructure which will authorise detailed design to begin. Subject to continuing funding and contractor availability, works could begin during the February of 2021.

## 13 Appendix 1 Letter to Key Business Stakeholders

Dear Resident / Owner

### Hill Street – Pilot Cycle Lane

In December 2019, the Government of Jersey set out its ambitions for the new Sustainable Transport Policy (STP), which was approved by the States of Jersey in...

The Strong Start Delivery Plan 2020 forms the initial phase of the STP by progressing schemes which are affordable, safe, convenient and reliable options for cycling, walking and public transport. The STP looks at ways of making best use of our roads and streets by exploiting the potential to change the nature of their use and either permanently or temporarily free up space for different users such as walking and cycling. This would make cycling and walking a safer and more attractive choice for people of all abilities.

Cycling from the west to the east is difficult with no direct route other than through the tunnel which is not a pleasant cycling experience. Following the road network and avoiding the tunnel, cyclists either have to travel northbound along Conway Street, New Street until they can travel eastwards or they have to round Mount Bingham.

Growth, Housing and Environment (GHE) are introducing a pilot contra-flow cycle lane along Hill Street from Halkett Place to La Motte Street travelling eastwards. The carriageway width would be reduced to allow the cycle lane, with westbound cyclists continuing to cycle with the flow of traffic. The unloading bay and parking next to the States Building will need to be removed. The unloading bay to the east by Dunells Premier Wines will remain. The cycle lane will be a mandatory cycle lane denoted by a solid white line which prohibits motorists entering it and will have bollard protection. The length of cycle lane by the eastern layby will be advisory, as indicated by a dashed white line which will allow vehicles to cross into the layby. The images below show the concept of the pilot scheme.



The proposals would also include allowing cyclists to ride through the Royal Square. Although cyclists do cycle through here, it is currently illegal to do so. At all times, pedestrians will have priority, which will be denoted by appropriate signage.

**Community feedback**

Due to the disruption of Covid 19 restrictions a 'drop-in' face to face engagement has not been possible. As users of Hill Street, your feedback on the proposals will be used when developing any permanent scheme for the future. Please email your thoughts to [transport@gov.je](mailto:transport@gov.je) or by writing to:

Transport

Growth, Housing and Environment,

PO Box 412,

St Helier, JE4 8UY

Wider public engagement will take place throughout the pilot where the public can feedback on the concept and how the pilot works in practise. The feedback will be reviewed regularly during this process to consider if modifications to the pilot are required.

## Hill Street cycle lane consultation

25 November 2020



Islanders are being asked for their views on a contraflow cycle lane, planned for Hill Street between Halkett Place and La Motte Street, which will make it safer and more enjoyable to cycle eastwards and to schools in St Saviour.

The Hill Street contraflow cycle lane will be installed early next year for a year-long pilot. It will involve creating a cycle lane, using road signage, bollards and white lines to prevent motorists from crossing into it. The unloading bay and parking next to Morier House will make way for the cycle lane, but the unloading bay by Dunell's will remain.

Hill Street will be monitored to see if further safety measures are needed, and feedback from Islanders will be reviewed regularly to see if any adjustments need to be made once the pilot is underway.

At the end of the year-long pilot, a decision will be made on whether to make the scheme permanent.

The Minister for Infrastructure, Deputy Kevin Lewis, said: "This pilot forms part of the bigger picture set out in the Sustainable Transport Policy, which sets out our ambition for making walking and cycling inclusive, safe and attractive for all Islanders.

"It will enable cyclists to get from town to the east of the island, or to the St Saviour schools, without having to go through the tunnel or around Mount Bingham. By improving the infrastructure, we are hoping to make cycling the preferred choice of transport for more people, and I hope that Islanders will give us their thoughts now, and during the pilot scheme."

Details of the consultation, which is open until 20 December, are on [gov.je/consultations](https://www.gov.je/consultations).

# 15 Appendix 3 Consultation material

## 3.1 Online Consultation

### Hill Street - active travel pilot scheme



#### Sustainable Transport Pilot Scheme

*"Cycling down Hill street provides a good route across the centre of town to the weighbridge and onwards to the west of town centre, but there is no easy route back across the town to ride from the weighbridge to the east of town. I would like to see a pilot scheme of a cycleway up the section of Hill Street from Halkett Place to Snow Hill introduced to make cycling more attractive. This leaflet provides more detail and I do hope you will feedback on your thoughts about the scheme concept"*

*Kevin Lewis, Minister for Infrastructure.*



Infrastructure, Housing and Environment

### Hill Street - active travel pilot scheme

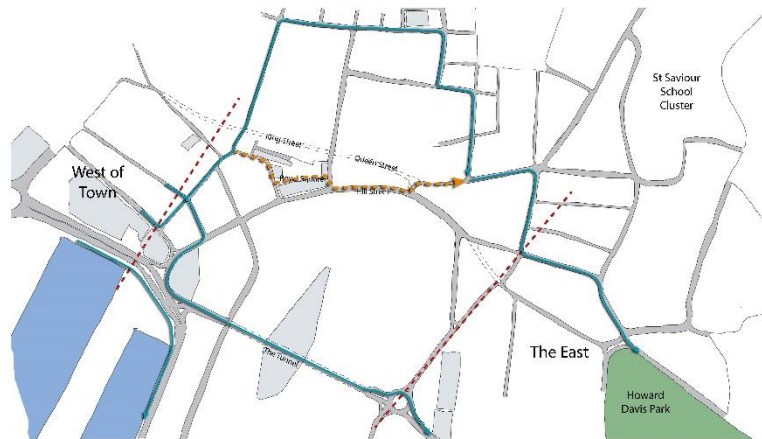


#### Why is this scheme taking place:

*This is part of the Sustainable Transport Policy, which aims to make cycling and walking more affordable, safe, convenient and reliable.*

*This scheme makes cycling east from the town centre safer and more attractive, and provides safer cycle access to schools in St Saviour.*

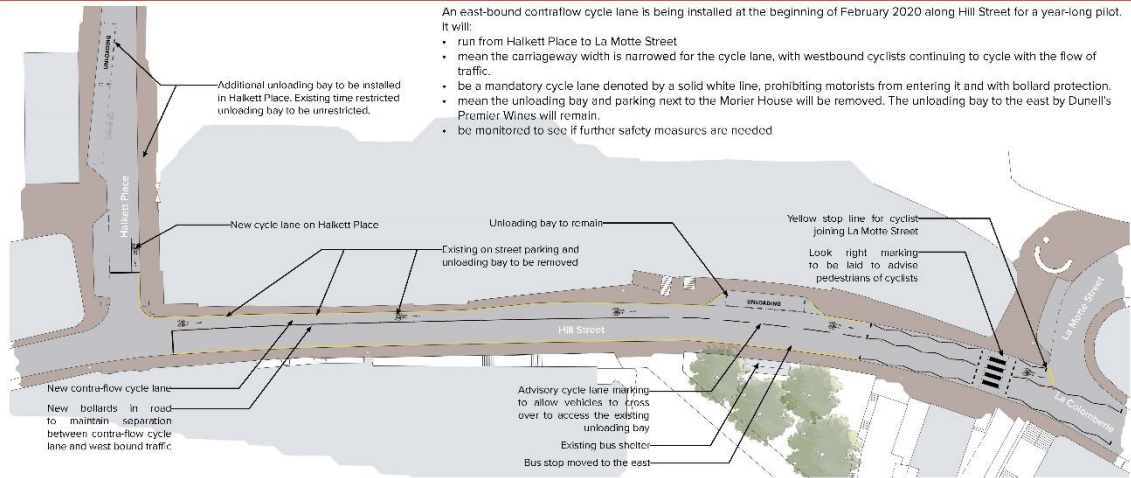
- Current Cycle Routes
- Proposed Pilot Scheme



Infrastructure, Housing and Environment



## Pilot Cycle Lane - Hill Street



Infrastructure, Housing and Environment

## Pilot Cycle Lane - Hill Street

We want your feedback regarding installing the pilot scheme.

Following the installation, the engagement will be open for the full year, with feedback reviewed regularly to consider if any modifications to the pilot are required.

Your feedback will be taken into account when developing any permanent scheme for the future.



Infrastructure, Housing and Environment

Community Feedback



# Have your say!

Have your say:  
[gov.je/consultations](http://gov.je/consultations)



email [Transport@gov.je](mailto:Transport@gov.je)  
 write to:  
 Transport

Infrastructure, Housing and Environment  
 PO Box 412  
 St Helier  
 JE4 8UY

## Hill Street Cycle Lane Active Travel pilot scheme



'Cycling down Hill Street provides a good route across the centre of town to the weighbridge and onwards to the west of town centre, but there is no easy route back across the town to ride from the weighbridge to the east of town. I would like to see a pilot scheme of a cycleway up the section of Hill Street from Halkett Place to Snow Hill introduced to make cycling more attractive. This leaflet provides more detail and I do hope you will feedback on your thoughts about the scheme concept'

Kevin Lewis, Minister for Infrastructure.

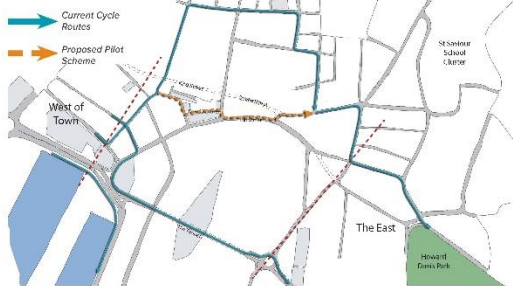


Infrastructure, Housing and Environment

### Hill Street - active travel pilot scheme

Why is this scheme taking place:

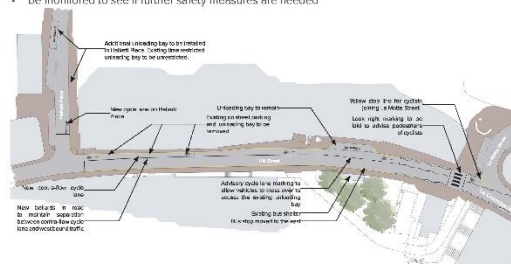
This is part of the Sustainable Transport Policy, which aims to make cycling and walking more affordable, safe, convenient and reliable.



This scheme makes cycling east from the town centre safer and more attractive, and provides safer cycle access to schools in St Saviour.

An east-bound contraflow cycle lane is being created at the beginning of February 2021 along Hill Street for a year-long pilot.

- run from Halkett Place to La Motte Street
- mean the carriageway width is narrowed for the cycle lane, with westbound cyclists continuing to cycle with the flow of traffic.
- be a mandatory cycle lane denoted by a solid white line, prohibiting motorists from entering it and with bollard protection.
- mean the unloading bay and parking next to Morier House will be removed. The unloading bay to the east by Dunell's Premier Wines will remain.
- be monitored to see if further safety measures are needed



We want your feedback regarding installing the pilot scheme.

Following the installation, the engagement will be open for the full year, with feedback reviewed regularly to consider if any modifications to the pilot are required.

Your feedback will be taken into account when developing any permanent scheme for the future.

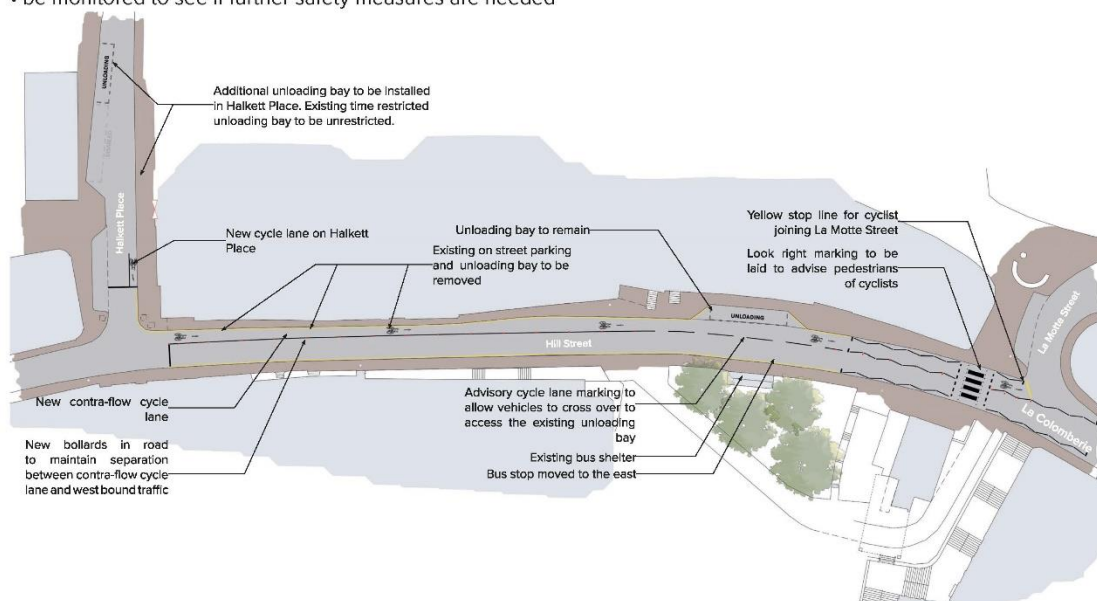
## Hill Street Cycle Lane Active Travel pilot scheme



An east-bound contraflow cycle lane is being created at the beginning of February 2021 along Hill Street for a year-long pilot.

It will:

- run from Halkett Place to La Motte Street
- mean the carriageway width is narrowed for the cycle lane, with westbound cyclists continuing to cycle with the flow of traffic.
- be a mandatory cycle lane denoted by a solid white line, prohibiting motorists from entering it and with bollard protection.
- mean the unloading bay and parking next to the Morier House will be removed. The unloading bay to the east by Dunell's Premier Wines will remain.
- be monitored to see if further safety measures are needed



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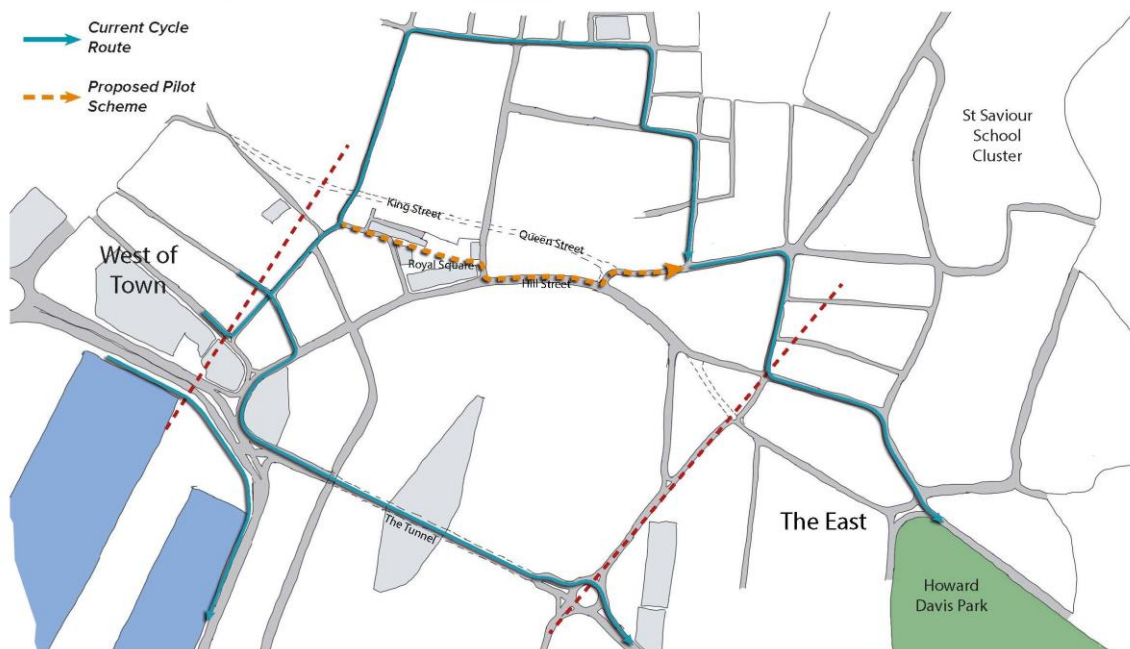
Infrastructure, Housing and Environment

# Hill Street Cycle Lane Active Travel pilot scheme



Why is this scheme taking place:

This is part of the Sustainable Transport Policy, which aims to make cycling and walking more affordable, safe, convenient and reliable.



*This scheme makes cycling east from the town centre safer and more attractive, and provides safer cycle access to schools in St Saviour.*

**Infrastructure, Housing and Environment**

**Hill Street -  
feedback**



## ***Have your say!***

***Have your say:  
gov.je/consultations***



***email Transport@gov.je,  
write to:  
Transport  
Infrastructure, Housing and Environment  
PO Box 412  
St Helier  
JE4 8UY***

**Infrastructure, Housing and Environment**

## 16 Appendix 4 – Consultation Free Form Comments

### On-line Free Form Consultation Responses

surely the contraflow should start at Library Place or Bond street to make in more accessible on a west to east journey?

Although I am a pedestrian user, in the main, the removal of the parking will actually limit the options for disability access parking in that location which is used regularly by [redacted]. Bear in mind that access from Snow Hill is not great for those who are mobility impaired (not all use a wheelchair). To get to the disabled spaces in Halkett Place (which are in constant use, and not always by blue badge holders either) would mean driving through or round town. This is not a good idea at all.

What I would prefer (to the proposed idea) is a contraflow cycle lane along Halkett Place so that from the junction in question [redacted] could cycle directly back along Halkett Place and join the ordinary road system near Pizza Express. This would allow [redacted] to head towards La Pouquelaye without having to cycle all the way down towards the weighbridge area and round near the sea. That adds a lot of extra distance on a bike

The pavement would need to be widened for this to be a safe option. At the moment the only safe option is to pass people by waiting between parked cars or using the entrances to offices. If this is a cycle lane, people are likely to step off the pavement into the path of a cyclist with many cyclists doing in excess of 15 miles per hour (I am commenting as a cyclist who commutes to work everyday in all conditions).

It will take more than this to encourage active travel. For example, the monitoring of green lanes. Unfortunately, there are a lot of routes home that do not have the benefit of cycle lanes or dedicated cycle routes. The small stretch being considered here only takes minutes to get to Snow Hill to join the formal one-way system. How much will this cost?

This will only encourage children to cycle the wrong way up all roads, not just this one. The last time something as stupid was considered, being the contra flow cycle lane up New Street, people that cycle regularly avoided it. It caused pedestrians and cyclists to come into conflict and is now pretty much redundant. Children that go to the St Saviour school cluster do not live predominantly in town anyway and will not be cycling from Town to those schools. This scheme is claiming to be for them, but it will make not one iota of difference to them. The reality is the schools are up steep hills and children will not cycle up them. They already have school buses and parents dropping them off as options.

This is another recipe for a potential accident, I use hill street frequently as a pedestrian and I rarely see anyone pushing bicycles up hill street , the only people who seem to ride up at the moment are young people speeding along on the footpath. have the relevant dept actually done any sort of survey to see if the cost and disruption will make any sort of difference.

A [redacted] on La Motte Street

Whilst I have considered the intention and could support this ([redacted])I would be one of the primary ""beneficiaries"", I object to the bollards in the road on the strongest of terms. This is ""anti-friendly"", reduces road flexibility, and encourages ""care-less"" driving and less empathetic travel. I would support the cycle path. If the bollards are a part of it, I would object to the entire proposal.

It is an interesting step. No mention of how this would be valuable if La Motte Street was pedestrianized. A wider strategy is needed than this piecemeal development. Bollards are an insult to human decency and encourage us to care/think less about each other. Remove them and I will support.

It is essential that we make our roads safe to cycle on and safe cycling routes across town are needed to encourage more people to commute to work and school by bike, thereby reducing the daily congestion of car traffic.

This is the missing link, getting from the Weighbridge to the Snow Hill end of town and hopefully onward to the schools.

Cycling through the Royal Square as you propose is not a good idea. There is no designated lane and you are combining a heavy pedestrianised area. Accident(s) waiting to happen. A far better idea would be to have the one way cycle lane run from Church street turning left onto Hill Street. This keeps cyclists and walkers completely separate. I appreciate that means more work and having to flow bikes north through the traffic lights. But this is the best LONG TERM and SAFE solution and I think you probably know that.

this is desperately needed for cyclists to get across town and avoid the tunnel and busy Union/Burrard St. I can see that the new cycle route goes through the Royal Square - how is this going to work?

Needs to connect up at the other end. No point in connecting to St Saviour's School without the connection to St Saviour's schools! Grosvenor Place should be cut off at the other end with cyclists allowed to travel both ways while it is a dead end for motorists.

There should also be better facilities for cyclists at the other end. It should connect thru Liberation Square as a Toucan crossing across Liberation Square and a parallel crossing across the Esplanade onto Conway Street. Then parallel crossings installed at the Waterfront Exit of the Grade separated roundabout. This would connect the East of Town thru the scheme to the West of the island.

Needs to go further. Cyclists should be allowed on La Colomberie between Green Street and Grenville Street. Then Don Road reduced to one lane with contraflow for cyclists installed. This could nearly provide the connection to La Blinerie (and therefore the future Eastern Cycle Network!)

Motorcyclist, car driver, pedestrian and cyclist

<p>Provided this actually helps reduce congestion I am in favour of it. This measure in its current form will make it more difficult as a motorcyclist to filter through traffic, and so could actually increase congestion. All forms of 2-wheel transport should be encouraged to reduce congestion and there is no reason this cycle-lane should not be open to motorcyclists as well as bicycles. I do not believe in bollards to separate the lanes as these often represent a hazard to motorcyclists and cyclists. All road users should be trusted to use the space as intended and do not need dangerous obstacles in the road. The lane should also be extended to join up the waterfront/avenue cycle track to town when heading from West to East. Currently one has to cross multiple lanes of traffic. the Lane should enable seamless cycling from the avenue cycle track, through Liberation square or similar and join up to Hill Street.</p>
<p>Yes, but see above comments.</p>
<p>Build up of traffic and already limited pavement space could make it more difficult as a pedestrian - I want to see what impact it has on this.</p>
<p>I have [redacted] on Hill Street</p>
<p>I am very concerned about the removal of the one hour parking bays, [redacted] use these spaces to pop into our offices on a regular basis and without these spaces I'm sure that we will lose business</p>
<p>A [redacted] working on Hill Street</p>
<p>We regularly need the parking outside [redacted] in order for staff and customers to pop into the office. Removing the parking will increase the already existing parking issue in town.</p>
<p>I think this will increase the parking issue and encourage people to be driving around more looking for parking.</p>
<p>Work at one of the businesses on Hill Street</p>
<p>no - personally i think it will effect the businesses that are situated along Hill Street, as people will not be able to 'stop' or pick up/drop off any goods from any of the businesses and paying for parking, for the sake of 10-15mins will put them off massively.</p>
<p>I work at [redacted] and it is vital to be able to park (albeit for an hour) outside [redacted] place of work. [redacted] have to [redacted] and to not be able to park is going to have a huge effect on [redacted] working day. As it is, [redacted] have to queue at length in Snow Hill car park. This is just not good, outrageous in fact. [redacted] is reliant on having the facility to park for a limited period of time.</p>
<p>Absolutely NOT, It will have a devastating effect on our Business, [redacted]</p>
<p>It makes no matter what is said the decision has already been made .</p>
<p>You are being unfair to the people that are not able to use a cycle due to health restrictions, you try using a cycle with a full weeks shopping. By doing this in my opinion it must be made very very clear to cyclists that this is for them and they are not paying for it .</p>
<p>To make this scheme more valuable (and to formally facilitate the routes that cyclists will inevitably want to take), greater consideration should be given to the linkages at each end of it: At the western end, more details should be provided about how cyclists can access the start of this section i.e. is it just from Morier Place, or will there be changes to allow cyclists to cycle across the Royal Square, thus providing access from Library Place (and joining with the New Cut cycle route)At the eastern end, rather than just enter La Motte Street, will it be possible for cyclists to cut past the Snow Hill taxi rank and Snow Hill Car Park to exit at Green St roundabout and head east? These additions would make the scheme so much more worthwhile and start to contribute more to the development of a network for cyclists across town.</p>
<p>It should, if at all possible, be accompanied by a build-out of the pavement width on Hill Street, which is ridiculously narrow for pedestrians. The on-street car parking from this section of road should have been removed long before now, just to make it more convenient for pedestrians, esp as it is a key route to/from Snow Hill car park for shoppers.</p>
<p>The plan indicates a new route would be created through the royal square, and I think that would be a bad idea. The royal square has a lot of pedestrians and encouraging cycling through it could well increase incidents</p>
<p>Don't think it should happen in the first place. It has the potential to be highly dangerous to all users. It is unlikely to stop cyclists from using King Street or Queens Street.</p>
<p>This type of scheme, whereby cyclists ride against the traffic flow, down one way streets, the wrong way, is absolute nonsense and dangerous. Next you will be telling us that the cyclists the yellow line that you have shown on the diagram, at Snow hill. I would guess that they will not. An accident between a car and a cyclist will occur and the car driver will be blamed as usual.</p>
<p>Quite honestly you couldn't make this type of scheme up! It only encourages more cyclists to ride down no entries. The police should do more to stop and fine the offenders. I would have thought that all involved in this stupid scheme should use their time more usefully for the benefit of the island, rather than its destruction.</p>
<p>There is a distinct lack of disabled parking spaces at this end of town. There are none in Snow Hill Car park. If these parking spaces go it will be very difficult for [redacted] to access this top end of town. The closest disabled space is near to Green Street Car Park and that is a long way to walk for someone with a mobility disability. The spaces by The Square are also quite a distance from the shops near Snow Hill. In order to use other disabled bays it is necessary to drive into town, which is not easy and should not be encouraged. If the proposed removal of these parking spaces goes ahead, it will make accessing the shops in that area even more difficult.</p>

As a pedestrian, I'd welcome not having to squeeze past cars parked on Hill Street. (I actually avoid the area because it's impossible to maintain social distancing.) However, I am concerned about the yellow line for cyclists at the junction of hill street and la motte street. It's introducing another hazard for drivers, as well as the zebra crossing. But as a pedestrian crossing from La motte street to head up columberie, I would naturally be looking for bikes coming from the same direction as traffic. There'd need to be decent signage. I think I'd want to see how that worked out before making it permanent.
Contractor that undertakes regular high level cleaning on properties within this project
If provisions for work are listened to i am fine with the project
A place to park to go to Boots to get my prescriptions.
More parking to go, there will be no parking left in town. And you wonder why it is becoming a ghost town and shops are closing - the town is no longer accessible to people, older people in particular - nothing really to do with online shopping! And as for the Broad Street fiasco the fact that the town is becoming more and more inaccessible is the main problem.
Personally I do not think it will have any effect and cyclists who already cycle up the precinct, ride on the pavements and pay no attention to traffic rules like red traffic lights and no entries! GET A GRIP IT IS A COMPLETE WASTE OF TAX PAYERS MONEY. NO!
Cyclists are already guilty of ignoring one-way signs, so to 'legalise' this behaviour is madness. Instead of looking one way as it is a one-way street pedestrians and drivers will now have to look both ways. Seeing bicycles is not a strong point of some drivers, anyway. This is likely to create more antagonism between cyclists and drivers/pedestrians. Reduction in parking may suit the anti-car brigade, but consider the businesses on Hill Street, too.
Please do not do this. If you have money to spend on cycle lanes why not spend it on improving the corners of the path around La Colette. Widening the road through Harvre Des Pas so that a cycle lane can be created from the end of the promenade. Separate cycles from pedestrians by directing them off the promenade along the road from the south end of Green Street. How about fixing the road surface near the pavements down Green Street and along Harvre Des Pas so that cyclists are not riding through puddles and potholes.
contraflow bike lanes are a hazard to pedestrians who rarely check both ways when crossing them. This makes cycling on them quite stressful but perhaps if there were more pedestrians would become used to them and take more care. As a cyclist I really don't want to hit a pedestrian.
While it's good that a solidly marked lane is to be provided, it will make it harder for cyclists who wish to travel in the same direction as the cars. Currently it is possible to ride alongside queuing cars in peak times, and I have thought it would be good if a lane was always open for this because cars tend to stop all over the road and block the cyclists path. Having a 'wrong way' bike line will encourage cyclists to use it in both directions for this reason. If there was room to make a wider lane for two-way bike traffic that would be perfect.
Trades person
Will be interesting to see the build-up of traffic as the bus stop is busy and will there be room to overtake the bus when it is stopped
There is a lot of commercial vehicles which use hill street to park for quick deliveries etc were are they expected to go they will just have to stop in the road and unload
I cycle, walk and work on Hill street.
Yes - but it must be linked. Like the lanes at St Brelade, St Peter's Valley and Gorey - they run for short distances and, crucially, are LESS convenient for cyclists as you have to stop or give way several times along the route - when you do not on the road. [redacted] and it is depressing to see a queue of cars every morning feeding into the numerous schools - and yet we still build schools to cope /allow cars to drop children off. get them on bikes - part of the curriculum. better health, better environment; it is such a no brainer win, win, win. Please look at what Chris Boardman is doing in Manchester. The thinking must be much bigger and not piecemeal.
But again - Island wide - joined up thinking (look at Havre des Pas - made one way - but should have allowed bikes both ways) St Mary - no provision to allow bikes safe passage through the give way sections (just putting a gravel path alongside does not work - cyclists must dismount, go on a narrow path shared with pedestrians - and then rejoin road - the same when ""allowed"" to use Beaumont Hill - it is convenient for cars - not the cyclist. Cyclists are the key to sustainable transport and should be prioritised.
Parking in and around the town centre is essential to the economy and to encourage people to shop local rather than the much more convenient option of shopping online. I see cyclists using Hill Street daily with absolutely no problem at all without having a designated lane. It might be more prudential to make the lane running up the centre of town pedestrianised areas which would avert having to take away even more parking from the already battered retail sector.
People will cycle anyway if it is their chosen method of transport.
This is already a dangerous road to cross with lots of pedestrians. By making a contraflow for cyclists it will make it even more dangerous for pedestrians.
Also - how will the States of Jersey buildings (Morier House etc) receive their oil deliveries for heating? Where will the truck park on Hill Street - in the middle of the cycle lane?? How will you keep pedestrians safe??
How will Le mourier hse and the States chamber get the heating oil deliveries.
Its a accident waiting to happen...



Delivery driver
This is the obvious west-east cycle route. Making safe and accessible cycle routes will be key to getting more people on their bikes.
Yes, yes, yes - More of this type of thinking please.
Probably yes, but it may need tweaks as people see issues as they use it. Let's await feedback from the pilot, which I hope gov.je will publish in due course.
Pedestrian and motorist
Has it been considered how it will be enforced to stop cyclists and motorcycles from using this lane to filter through traffic, this is a very common site on this road that these users utilise the existing extra space to do this safely? How will it be enforced to not have south bound cyclists use this clear route to bypass all traffic to get to the traffic lights? How will enforcement of cyclists stopping for the zebra crossing be done? if they are approaching at speed (ebikes) and the crossing is obstructed by traffic you will potentially have pedestrians struck by bikes. It is a common occurrence for pedestrians to run across the zebra crossing or make a last second choice tonnes the crossing.
See above issues. I do not think this is the correct location and place to direct cyclists to cross town. Utilise the closed down lane behind the market and boots to redirect, contraflow systems are just dangerous and encourage reckless actions where these systems are not officially in place. Cyclists riding against traffic is regularly seen in jersey on one-way roads, just plain dangerous.
I do not see a direct purpose, against the Easterly bound traffic that we currently have. If this sis in place then it will mean many cyclists will illegally cycle prior to this new section, which will risk lives of cyclists and pedestrians alike.
Must there be more street furniture in the middle of the road (with reference to the red and white cones)? Be great to have an aesthetically pleasing layout rather than obstacles and flawed safety features.
Consideration needs to be given to use of this road by emergency vehicles, heavy goods vehicles and buses. Narrowing the road may make it very difficult for them.
Depends on attitude of car users that will lose the ability to park next to Morier House. Will they move to and block the remaining single loading bay? I assume buses will continue to use Snow Hill townbound to provide passenger access to town as per existing timetables with traffic able to overtake unloading buses and for only appropriate use of the loading bay by Dunnell's Premier Wines. If abused = tricky for bikes in the multi use there (= legitimate users of loading bay, overtaking traffic). Volume of traffic in Hill Street has presumably been considered as part of this plan. My experience is heavy volume even in pandemic notably Friday evenings 1600-1800 when buses from the east (except 16) are routed via the tunnel to avoid delays in Hill Street.
See 3 above.
I only drive to St Helier in exceptional circumstances and commute by bike. Nevertheless I do think there should be more and not less short stay parking around the centre of town. This is of great assistance to people popping in occasionally to collect things (ie encouraging shopping locally rather than online) which may be bulky or heavy for example and helps people with reduced mobility who are not yet ""disabled drivers"". So the loss of the on street parking is regrettable. As I regularly ""walk"" my bike up this stretch of road, the introduction of the scheme would be a great personal benefit.
To be honest, the whole cycling strategy in St Helier is a joke - it is badly thought out confusing and sends the wrong messages. I would go further and say the measures in place (I think they were introduced by the Parish predominantly) led many cyclists to conclude that it was now sanctioned to ride on pavements and against the flow of traffic. A holistic approach, led by one agency and involving people who actually cycle on a daily basis, needs to override the current haphazard approach.
The parking on Hill Street creates more congestion on an already busy road. The path on the side of street which is home to the Court is too narrow for more than one person at a time to access (even outside of the requirements for physical distancing). Removing this parking to create a cycle lane is a fantastic idea. There are already a number of studies in Jersey (and beyond) that demonstrate that road safety is the main block on using cycling as transport. Creating safe cycle spaces (and showing to that protesting group of drivers that the island will not be bullied into their petrol-led demands) is a positive move. Jersey needs to be brave and bold in making these decisions to improve cycling conditions on the island and not cave to the noisy minority who refuse to be prised from their vehicles. These individuals will never change; creating safe cycle conditions appeals to those who might.
Creating this cycle lane provides greater safety to cyclists and avoids the treacherous conditions on the Green Street roundabout (where I have been subject as a cyclist to more than one near miss by inconsiderate drivers and [redacted] was hit by a car resulting in a fracture).
Consideration should be given to extending this as far as the weighbridge to link to the existing cycle path near the steam clock.
It's a pilot scheme, so I'll wait to see how it goes
Improved cycling infrastructure encourages cycling.
This scheme looks brilliant and is great for connectivity. I like how the cycle path is properly separated and marked out. I regularly cycle up Oxford road and regularly get abuse from drivers who are unaware that cyclists are allowed to cycle up it the other way.
Excellent idea!
Every little helps!

<b>Break down and servicing</b>
The most hideous idea from a group of numpties that I have ever seen in my life! Get a grip and stop placing the cyclist first, they won't even be around when it gets cold or it's pouring with rain.
You don't take in consideration all the services and deliveries that take place in and around the town, how about you mess the town up and all driver's refuse to service shops and businesses?
No yet again the public have no real say and politicians who have minimal or no electoral mandate can have an effect on a ministerial decision
Very dangerous to have a contra flow on a one way street
I will test it to gain an informed decision before commenting further
From the images shown this looks like quite an ugly way to create this scheme, have no references been made to good design elsewhere? Where is the coherent design language across the island? Confused, street by street design will not encourage people to switch to cycling. We don't accept this unfocused standard for car infrastructure so why bicycle infrastructure? Isn't it illegal to cycle through the Royal square?
If you expect people to fill in this survey the questions need to be better. Some are irrelevant, some obvious some biased. What insights can be gained is not clear.
No No, and No. The Island is not ready for ""shared space"" schemes like Amsterdam and similar. There are enough problems with cyclists going against the flow of traffic as it is and this scheme will give these people carte-blanche to treat every other road and pavement in town as something that can be cycled on irrespective of rules to the contrary. We simply do not have enough space to accommodate these schemes and still have sensible use of town by other vehicular traffic. The spaces along Hill street are currently useful for people making quick visits to King and Queen street. Removal of these will discourage use of town as people will not want to use Snow Hill (usually full and still no sensible indication of capacity), Pier Road (too far out for an hour) or Minden Place, also usually full.
Safety concerns over remaining unloading bay as vans etc will need to cross paths of cyclists - suggest using the snow will be as an unloading bay (remove taxi rank/change) or unloading bay at top of le motte street
Don't cycle but seems sensible to me as it is a one way street anyway, people will complain about on street parking and unloading bays although there are some options to move these to behind the bus shelter which adds a 50 metre walk
This scheme should link to a cycle lane in La Motte St and cycle lanes in Grosvenor St or Le Breton Lane so as to get cyclists to the St Saviour schools campus with a major cycle route east out of town to be created in the College Grounds towards Clairvale road to link with cycle lanes along Bagatelle Rd at least until the junction with Rue de la Croix Besnard from which the network of fairly quiet lanes leading east and north east can be reached.
This scheme is an important statement about whether the GoJ really wants to tackle the issues of climate change, health issues like diabetes type 2, obesity and mental wellbeing, or just pay lip service and not actually take any action. Providing safer cycling routes for school children through town from the western and eastern routes will encourage more kids to cycle to the 13+ schools in St Saviour thus reducing the morning term-time traffic. It will significantly reduce the traffic congestion, pollution and mean those that really need to use motor transport are able to more efficiently and not get caught in unnecessary traffic jams.
No doubt there will be the dissenters, but they are just a noisy, vocal minority. Most of these types of schemes across the UK and elsewhere have proven that for every negative comment or dissenter there are more than 10 people approving of the scheme. That number does reduce to about 6 in favour for everyone one person against when you look at the over 50 yrs old responders only. We need to protect the island for future generations. By providing safer cycle routes we give our children freedom, exercise and fun. Let's see more of these throughout St Helier and across the island.
The loss of parking spaces and access for elderly shoppers should be discouraged. This will add to the town become less attractive to shoppers
it is dangerous and the traffic policy in st helier discourages shopping
Needs a pure cycle lane link from the avenue cycle track to ensure safety for children cycling to school.
We have been waiting for initiatives such as this for years. The Jersey Cycling Group was promoting similar schemes in the middle '90's! We will never achieve a critical mass of cycling as a means of travel/commuting (as opposed to a ""bike ride"") whilst the Town remains car-orientated.
At the moment, to 'go east' one has to negotiate the horrors of Union Street, Burrard St and Minden Place, or dismount and walk through King St, etc. Enough to put anyone off using their bike to get around town. Alternatively, some people try to cycle through the pedestrian areas, which is not good practise. Hopefully this will go some way to solving these issues.
Someone who lives on [redacted]
I'm always happy to be proved wrong and interested in pilots but this doesn't appear to be a great solution. I use the pedestrian crossing at the top of Hill Street into Queen street with [redacted] and I just can not see the cyclists obeying the law there and stopping for us. While a minority are great, the majority of cyclists don't pay attention to road rules and signals despite travelling at high speeds. The Police's attitude towards cyclists in the precinct has shown that the law is never correctly implemented (I have challenged a Police officer who allowed a cyclists back on his bike on the pedestrianised part of Bath Street). I think the idea is dangerous and an accident waiting to happen. I would advise monitoring the pedestrian crossing during this pilot - otherwise the pilot will not be properly trialled. Also I witness Buses pausing to let people out (other vehicle users do the same) with your cycle lane no overtaking will be possible. This will lead to irate drivers making dangerous manoeuvres.

I live at [redacted] and work at the [redacted]. I will not cycle on Queen/King Street and I have no direct line for cycling across town. When I cycle DOWN Hill street I will be met by vitriol by vehicle users for not using the cycle lane.
Only concern is how ugly bollards look. Is there not some other more visually pleasing g to look at that could be used instead? Appreciate it may cost more but we should avoid becoming an island of bollards. My suggestion would be PLANTERS instead - visual and environmental. Please consider rather than take the cheap easy option. Pride in our island is key.
A local company who delivers to the area
Better to make queens street shared cyclist and pedestrian use - Even of only at peak commute times
Other plans better
Courier driver
It will cause less parking for shoppers using business in the area
I fear for the safety of pedestrians using Hill Street who are so used to it being one way. I fear for the safety of cyclists using any contraflow system unless it is substantially protected by a barrier with occasional gaps for crossing pedestrians.
As above, I am not in favour of contraflow cycle lanes unless well separated
Anything that has the potential to reduce this islands reliance on the pollution spewing motor car and at the same time promote a less sedentary and thus healthy lifestyle has my full agreement. Change is scary for a lot of people so you are bound to get negative reaction but a brave and visionary change from the powers that be will benefit everyone in the longer term.
Just let cyclist Queen Street because all the GST your adding it won't be any shoppers soon to get in their way
Stop making it more and more difficult for motorists to use town no wonder why the high street's are dying.
As with any change they take time to bed in. The change to broad street example I think is a good example of this and I hope it stays permanent. Better air quality. Nicer town environment and with permanent change the types of business renting the premises could change to make use of the new pedestrian area. The same with hull street. More cycling and pedestrians will surely help. And removing so few parking spaces seems to benefit more people than the smaller (vocal) number who are inconvenienced.
See above. Step in the right direction
My only concern is about signage and street furniture. Signage must be subtle and kept to a minimum and any street furniture must be in keeping with the character of the Hill Street, of St Helier and Jersey. NOT imported safety signage and street furniture solutions imported from the UK. Any change must be a positive investment and not made on the cheap, Bollards cannot be black and white plastic. Any permanence can only be to enhance the character of the street not blight it.
I am an occasional cyclist but I usually catch the bus into town rather than cycle as I find it difficult to negotiate without having access to pedestrianised routes. Also, although the access around Mount Bingham from Havre de Pas is really great in the summer, coming into town from the East is only possible by negotiating some very busy roads
Yes, we must provide equality between different modes of transport.
Yes, we must make it far easier for active travel in town. In my view this means constraining motorists from some areas of town and, in particular, preventing motorists from being able to cross town easily.
There will be the usual grumbles about anti-car prejudice but currently motoring in Jersey is too cheap and convenient and cycling too dangerous. If we are to become sustainable motorists will have to be 'nudged' into using other forms of transport.
Much of Jersey (and especially the east and north) is a disaster for cyclists. The Green Lane policy has not created a network and is not enforced. As such it has been wholly ineffectual. If we are to sell the island to tourists and locals on the strength of its environment, more non-motorised traffic schemes will be needed.
Cycling through the tunnel is a major obstacle for riding [redacted] to school
It opens the option of cycling to school
If coming from the west the cycle lane needs to start from the church street junction with hill street.
As Hill Street is already one way frankly I cannot see that this will have any great positive or negative effect.
As mentioned above given Hill Street is already one way frankly I cannot see that this will have any great positive or negative effect. It may potentially mean more room for cyclists with a hopefully corresponding increase in safety. I think however that this general policy of penalising and demonising motorists and proceeding as if cycling is the answer to all of life's problems is naive at best and at worst negligent. It forgets or purposely disregards completely a very large section of society. By this I mean the elderly but this also applies to people with disabilities or injuries or fitness problems who could not possibly cycle or walk to their destination or use/gain access to public transport . Yes, a government must act in a way that protects and is in the best interests of future generations but what about the current generations? A government has a duty to act in their best interests too and not just to brush such concerns off without consultation or debate on the ground of carbon neutrality. Yes, I'm fully in favour of more environmentally friendly ways for us all to get about the Island (and I agree that there are too many cars on our roads) but not at the expense of those people who made this Island the great place it is to live now. You are there to govern for all of the electorate not just a very small percentage and by doing so flagrantly disregarding the remainder of the population who elected you to your position. Please also note because this appears also to be either conveniently or deliberately forgotten reducing speed limits increases emissions because vehicles driving at slower speeds in lower gears are far less economical than those travelling at reasonable speeds.

I am a little concerned that making cyclists use the royal square maybe one unsafe if a specific cycle lane is not put in place, as people are not used to there being cyclists. Also there is no clear way to enter and exit the royal square on a bike. Schemes like this are great and will encourage more people to get on a bike - which is great!!! More positive changes please!!
But a LOT more could be done in town to make it more cycle friendly!
Would cyclist be required by law to stop at the zebra crossing until the pedestrians have left the crossing. The pedestrians would have to look both ways. Which may potentially increase the Likelihood of a negative impact of those that use the zebra crossing.
More cycle routes required to the north of the island. With the new hospital pushing out Jersey Water. Could the states somehow acquire the Jersey Water grand vaux site and create a cycle/walking route (without affecting the environment) to the north.
Walking, cycling and driving (when necessary)
But unsure about retaining the loading bay. Cars accessing the bay (and vehicle doors opening) could present a hazard to cyclists using the contra-flow
It needs to be monitored. If it is not getting used then there is no point it becoming permanent. If it encourages more people to use bikes or ealk and it creates a safer environment for them to do it then it can only be a good idea in my opinion.
Looking forward to seeing more projects like this in the future.
a route through town for cyclists is needed - at the moment there is no good route through another route should be created east - I believe the road round havre des pas could be one way to provide room for cyclists and pedestrians
Yes. [redacted] cycles to [redacted] and currently has to use the tunnel, which is a safety concern for me.
Any facilities that make travel safer for cyclists and pedestrians in town should be promoted. The benefits of each individual scheme multiply over time and create a nicer place, a calmer and safer environment for all. Those who need to use cars and vans for mobility or work still can, but for too many it is the default choice.
The tunnel option is not a comfortable route for cyclists, this option creates a whole new route that can enable school children to take the active travel option. I support it fully.
A permanent solution would be a system that is currently in place in Broad Street, with the majority of town streets closed to traffic with access in the morning for deliveries
I do not understand how cyclists are expected to access this route? Are you expecting cyclists to cycle through the Royal Square with the inevitable conflict with pedestrians this will cause? Would the route be better started from the junction of Church Street and Hill Street to allow an uninterrupted cycle route from New Street through Library Place, Church Street and onto Hill Street? A contraflow system is not a safe system. This system only marginally works in New Street as this street is restricted to through traffic except buses & taxis. However the larger vehicles perceive themselves as having right of way owing to their larger size! Are you expecting cyclists going down Hill Street to be in the main body of traffic with cyclists travelling up Hill Street in their dedicated cycle lane? With the road narrowed by the cycle lane, what space will be left for cyclists to move to safety to allow busses, lorries etc to pass?
The scheme needs to be extended as it doesn't cater for school cycle traffic which comes down Grosvenor Street returning to the west after school. There needs to be a cycle lane running the wrong way up La Motte St to join the traffic running down Hill St. To allow for this, the west end of La Motte St (west of Hilary St) should be closed to traffic apart from deliveries and limited parking.
Another harebrained scheme, totally unnecessary. Before any more 'assistance' is given to cyclists, the law/s appertaining to them should be revised, as most of them on the roads currently are a menace.
Another way of snarling up the traffic flow more than at present.
Why bother trying to find out nd a solution to a problem that doesn't exist? The only way to legally use this scheme is to cycle along halkett Place, and if you follow the roads to how you can get there, then cyclists must have at some point been either at the cows in West centre (in which case they could have turned left traffic get to LA motte Street on the relatively quoter Peter Street) or have cut up from just before Minden place up past the Aurora and Caesarea. Both these option would get you to the junction by bacchus quicker and safer then going contrary to the traffic flow up hill street. The only people that would benefit are states members who live in the East and cycle home. There is absolutely no possibility that it helps any school children, such just be honest, it's an eco version of the traffic lanes reserved fr senior party members in the Soviet Union.
See above, helps nobody except states members who live in East and cycle. People like Kevin Lewis who will save his little legs when peddling home to Georgetown. Utter disgrace
Depends whether it proves dangerous for cyclists and pedestrians. Cyclists travelling both ways and 'zombie mobile-phone' users might put pedestrians as well as themselves at risk. How do elderly or disabled people access opticians or other town centre shops if they cannot park nearby or be dropped off by relatives/friends? Perhaps opticians and dentists will relocate out of town? Less reason for people to shop in town so more room for cyclists!
Not convinced it is the safest route through town - time will tell.

I cycle from [redacted] almost every day and use the current route in blue from West to East every day to avoid the tunnel, even if this new route is adopted i will still continue to use my current route as i feel it will be safer. [redacted] go down Grenville street and Hill Street and use the current cycle section to avoid queuing with the backlog of cars almost always present, i will now have to join the cars as the cycle lane will be lost. I firmly believe that we are soon going to have a serious accident and that we have been living on ""borrowed time"", this is due to the fact that a large number of pedestrians in town purely rely on hearing when crossing the road, several times a week while cycling through town i have to take avoiding action as someone just steps off the pavement as they think nothing is coming, this also has serious implications regarding the same issue but exacerbated with electric cars. Pedestrians and cycle lanes really do not mix, a large number of pedestrians on the shared walk and cycle ways are looking at their phones and are generally very unalert to cyclists. I see the new cycle path at Jardin De La Mer has new signs telling cyclists to give way. I'm not really convinced the answer is always for the cyclist to stop and that their needs to be mutual give and take and awareness.

While on the subject, the current cycle path from town to St Aubin is again an accident waiting to happen, with the meteoric increase in cycle users there are certain danger points that should be addressed, where the path goes round the huts i quite often have bikes coming towards me in the wrong place, when the windows are clean (occasionally during the summer!) you can see other bikes are approaching but 9 times out of 10 you can not see through them. The plants in these areas also need to be kept trimmed at a low height to again facilitate the vision of oncoming cyclists. These issues are again exacerbated by the additional speed due to e bikes. Many of the riders of e bikes have not cycled for many years and lack the cycling etiquette of the more experienced rider. I regularly follow cyclist who suddenly move to the right to avoid a puddle without even thinking about looking over their shoulder to see if another bike is about to overtake them, they do the same when overtaking a slower bike and they also turn right with no prior hand signals. The advent of the Evie bikes adds another layer of danger as many of these riders have clearly not had experience in bike handling.

Short, unconnected sections of cycle lane do not do a great deal to improve cycling safety or convenience.

- All one way streets should be contra-flow for cyclists
- Cyclist should be permitted to ride, safely, on all pavements
- Cycle lanes should be installed all across St Helier, and indeed, the island

I see many cycle lanes as I drive in town but very rarely do I see a cyclist using one. I drive in town most days, so have been surprised to note How empty these lanes are. It is already difficult enough to find a parking space in town yet one sees all these possible spaces just lying there empty while many older motorists who have difficulty walking can't park anywhere. People will avoid shopping in town more and more.

Some cyclists now feel that the road belongs to them. I've had a cyclist going along the front towards the underpass, keep to the middle of the road making sure I could not overtake although there was nothing else on the road at the time.

Great Work, Build it and they will come,

Yes, I just hope you can introduce enough changes quick enough to change peoples habits...

To create a cycle lane contraflow in one of the busiest town streets is crazy. It adds another factor to an already busy street.

I dread Getting to the east of town, having to get off and on my bike as the one way systems don't help. This lane would be invaluable. Non cyclists will have no idea of its use. They will just complain about parking. But It will be much safer for pedestrians... keeping bikes off the pavements etc.

Yes, it's difficult to get around town on a bike with the current one ways systems. This will really help.

Yes definitely. I drive a car, motor cycle and ride and electric bike. I prefer to use the electric bike as it's a greener way to travel.

Shop Keeper

Problems with deliveries to retail units already unloading bay problems

Contra flow is problematic for pedestrian safety

Any sensible moves to encourage cycling and to create a clear cycle route through town - like this one - should be made permanent.

Absolutely! Making a safe route for cyclists through town, avoiding using the tunnel, is long overdue. It will encourage people, currently put off by either the length of time it takes to walk a bike through town as there is no direct route - other than the tunnel from west to east - to cycle instead of drive. It will also help towards providing a clear, safe route for children to cycle to the town schools. Despite several initiatives reportedly aimed at encouraging reduced traffic and getting more children to cycle to school, [redacted] bikes are usually the only ones in the bike sheds at their schools in town. Over the years, so many parents have seen us cycle and have expressed interest - until they ask us about our route through town. They say the lack of a clear and safe route is exactly what prevents them from allowing their children to cycle from the parishes in the west into school.

Dangerous mixing of motor traffic and cyclists with the entire onus on responsibility once again placed on the car driver with none on the cyclist

Political sop to a proper transport plan

As a cyclist, pedestrian and motorist

Not required. Always been possible to get off your bike and walk, just like any other part of the one way system

This is really not needed and will make no difference what so ever to active travel. By being active, it will make no difference to walking, and I can already get off the bike and walk up, which seeing as it is a hill, is sometimes a welcome break on the legs

I work on [redacted], I drive on it, I am a pedestrian and I am a cyclist

Cycling through town is tricky because of the patchwork of one-way streets. This creates a valuable route to the north although there's a lot more which could be done
I would like to see how it works in practice before making it permanent.
I fully support efforts to make cycle friendly routes across the island, however, I am concerned about dual use of cycle lanes and a lack of understanding on the part of pedestrians about shared use of such routes. Some routes create confusion amongst many users where permitted use of one way streets in the wrong direction by cyclists can be dangerous for unwary pedestrians/motorists.
primarily for access to schools for children, this is a good idea. Following this, the school children need to be able to get from La Motte St to the schools - appreciating VCP and JCP can walk through VCP grounds - this could be a public pedestrian and cycling route through VCP
yes, but the more physical protection from vehicles the better, a physical kerb would be better than bollards
I don't cycle but walk a lot! This will also be much more pleasant for my walks!
hopefully yes after the trial
cycle lanes should be proactively built all over town
If you're going to force cycle lanes upon un force cyclists to use them and not the carriageway or the pavements, also they need registration and insurance.
This change will not adversely affect me but we are getting to the stage of needing registration and insurance for cycle users. Having been nearly run over twice by cyclists riding on the pavement against the traffic (one last Friday outside the hospital) there is a need to educate some cyclists.
It should be made permanent if the pilot scheme is a success. Hill Street is quite narrow, although only one way at present.
Until recently, I cycled to work in the summer from [redacted]. When I reach town, I have to cycle through the town as I don't like cycling through the tunnel because of the pressure to keep up with the traffic. My route adds another ten minutes to the journey. If you could cycle up Hill Street, this would make the journey much shorter and would be very welcome. I am sure that others would appreciate the 'short cut' that would be created for cyclists.
I work in one of the [redacted]
The loss of the unloading bays next to Morier House is going to cause a lot of inconvenience as we will have even more difficulty than we do already in [redacted]. I along with [redacted] carry by hand [redacted] it's still hard work. Sometimes [redacted] has had to park further up nearly to Snow Hill which makes it that much more effort to load the car up. If there is no unloading bay or parking how are we meant to [redacted]? Also how are trades such as electricians, plumbers, builders meant to service the buildings on Hill Street? How are delivery people meant to provide [redacted] with stationary, water deliveries, shredding bins etc?
No, having people on bicycles going against the traffic flow is idiotic and probably dangerous!
I feel this is a good step in the right direction, although it does not go far enough (yet).
Ideally should go all the way up colomberie!
I do not think a cycle lane through the middle of town is a good idea. Cyclists as a whole tend to have a poor regard for other people around them. A contra flow cycle lane seems odd. Why at the very least is it not 2 way. If it cant be 2 way then it should not go ahead. The use of bollard to denote the road and cycle lane is a terrible idea. This is already a very congested road. What happens when the emergency services need to negotiate the rush hour traffic. Non of this is addressed in the proposal.
People will still drive in bad weather.
Especially like the proposal to have royal square shared use. Well done.
Q.3 should NOT be asked before any trial/pilot scheme has finished, let alone started. Biased and unscientific!
The whole point of a pilot scheme is to answer questions. Again totally unprofessional to ask for answers before you've tried something. Biased! ## Should the States of Jersey be removing an unloading bay, in town during a pandemic which is disrupting businesses and resulting in more tax money being spent and less being collected!?! ##
I can't answer that yet!
Again I can't answer until the pilot scheme is in place.
Great idea. St Helier needs to be more cycle friendly. Also, how about only allowing electric vehicles to operate in certain areas of St Helier (such as Broad St & lower New St).
Definitely. Many people will not cycle in St Helier due to traffic. Also, it's not east to get to the east side of St Helier from the west by bike without using the tunnel (which is polluted and dangerous to cyclists). The above scheme will be very beneficial for people who work in areas such as La Motte Street & Columberie etc. Also schools and colleges. Great idea and long overdue.
I believe this to be a complete waste of money. This idea will have a detrimental effect on business in and around the area. To get rid of unloading bays would be a nightmare for any delivery business as there is already a shortage of parking around that area. To think that this will improve safety is a joke, most cycles either do not know or choose to ignore the rules of the road. You will have more accidents with cycles weaving in and out of the lane so they can pass each other. Town already has a one way system which has been working for years. If you have to waste money and build a cycle lane through town then make it run through Queen Street.

<p>Not at all. The majority of people go to town to shop, so going in on a bike is pointless as you are unable to take your shopping home. This is why they take their cars or catch the bus. If you want people to be more active then build a cycle lane for people heading into town for work i.e from St Martin to town or St John to town this would make it safer for people who already cycle in and may even encourage others to take it up</p>
<p>Member of the Public using Hill Street as a pedestrian, a cyclist, a motorist to get somewhere, and a customer</p>
<p>As they stand these proposals will be unfair for businesses and residents living on Hill Street and Snow Hill... how will they be able to access their properties? How can anyone use the Unloading Bay? The parking spaces are much needed for access. Instead, why not consider making Queen Street a shared pedestrian/ cycling route (for cyclists heading east)? Move the benches/waste bins to the edge of the road and let cyclists use the central space... they could then access La Motte Street on the level without having to go up Hill Street and on to Snow Hill ( quite a gradient). It would be a more direct and far easier cycle route to the the Schools at St Saviours. Cyclists could head up Conway Street, along Vine Street , through the Royal Square, onto Queen Street and La Motte Street. There would then be no reason for this contraflow on Hill Street.</p>
<p>We can cycle/walk/run without having to alter our roads. All members of Society need to be considered. Whilst I am happy to walk/ cycle, this is not an option for everyone. We need to be an inclusive Island.</p>
<p>Its all very well to create these lanes, but no one thinks about the effect it has on businesses and the loss of yet more parking spaces. not everyone wants a bike! What this impact will have is probable damage to more businesses in the area. People like to park close to where they are shopping, and all this will do is make people go else where to park loser to other outlets.</p>
<p>[redacted]</p>
<p>Absolutely not</p>
<p>I was visited and asked my views on this by [redacted] , one from the Transport Department. I was shocked to read on your website thereafter that the Scheme reads as if it is going ahead no matter what. Have those involved in suggesting this at this time not been paying attention to the results of Cycle lanes in the U.K. recently. It has been high on the news lists of the problems caused by these lanes. Surely we can learn from mistakes made there. [redacted] with mobility issues are commonly dropped off from the parking in Hill Street. [redacted] This unloading bay has recently been regularly used by Police cars for long lengths of time. Where else can they stop if this is removed? If this system goes ahead, from the Police Station both routes, through the Tunnel and down Hill Street will be unable to be passed in an Emergency as cars will have no room to pull in. As they cannot go down Green Street, they have no easy way to get to the south of St Helier and would have to take the ring road. This is ludicrous. The pedestrian crossings on Mulcaster Street and by the Bus Station being without traffic control lights means at busier times of pedestrian movements traffic comes to a stand still . This is contradictory to the idea of reducing emissions. These crossing should be traffic signal controlled. I have several questions I would like answered. Both come from comments made by the [redacted] who came in. 1. [redacted] said it has been proven that pedestrians and cyclists have a higher spend that motorists. I find this hard to believe and would like to have the reference to the studies [redacted]please? 2. [redacted] also said pedestrianised towns work, I'm assuming [redacted] was referring to U.K. I again would like reference to the studies and in particular I would like to know what population catchment is needed for them to be successful? Jersey has a population of approx 120,000 and therefore I see only the size of a small town. I am completely in favour of healthy living but this is a foolish and misguided plan to the detriment of the essential needs of [redacted] in Hill Street.</p>
<p>Thank you very much. Please do create more cycle lanes. Noise and pollution of cars is so distressing.</p>
<p>A contractor that undertakes high level hoist work on hill street</p>
<p>I don't mind this scheme , but the bollards need to be removable for high level hoist works or the road will need to be shut for any works which we cause mayhem</p>
<p>I live in [redacted]. One of the reasons I don't cycle into St Helier is because I am nervous of cycling on the roads in town. I am also a car driver so I understand the need to be careful to keep both cyclists and car drivers happy. .</p>
<p>An alternative is through French lane behind the market Or the up queens street - shares use with pedestrians.</p>
<p>Anything to help me get [redacted] when coming into town will help me ditch the car more abs get [redacted] active and on their bikes</p>
<p>More safe routes will mean more take to a bike of all ages. Great work</p>
<p>Very much welcome the work already done that improves cycling in the Island, but there is much more to do. Cycle routes such as along the front should be kept open at all times (these are sometimes closed for various reasons). The routes should be dedicated for cycling rather than skateboard use etc.</p>
<p>Introduce more of them please. Also, the new track at South Pier/boardwalk should be dedicated to cyclists only. As there is a pedestrian pavement on the other side of the road.</p>
<p>as well as a pedestrian</p>
<p>to make cycling around town safer and more encouraging to those who would consider cycling but are worried about safety on the road due to congestion</p>
<p>Absolutely! Keep up the good work.</p>

Definitely. More of this please, close roads to non resident traffic, make the whole town pedestrian and cycle friendly.
Will cause traffic and safety issues as cyclists don't tend to respect other road users.
Cyclists barely use the cycle tracks already put in place for them (Airport/ Cycle Track from Corbiere to St Aubins/ St. Helier Marina). This is a waste of money which could go towards more useful projects.
I would like to see the impact and benefits before making a conclusion but welcome the opportunity of the pilot scheme.
It will be good to test this model (and allow time for its use during the summer period). However, as someone who cycles from the East, I am excited by this opportunity.
If there are no barriers defining the cycle lane, cars need signage to be aware, or ideally (if it becomes permanent) the lane is coloured to differentiate it and connect it with other cycle paths. Would also be helpful to see how it will / could connect with a cycle route that safely stretches from the East to town.
Anything to help cyclists through town as it is currently not user friendly at all.
Absolutely so well done for taking this step!
Mixing cyclist, pedestrian and cars in this area will just be an accident waiting to happen. The payment should be made wider for pedestrians
At the moment, I either have to go through the tunnel on my bike, causing obstruction for motorists, or have to go through the centre of town via Minden Place which is quite a long way round. This new scheme is a brilliant idea.
Pedestrian, cyclist and motorist equally
As long as the cyclist is protected from oncoming traffic.
It's just going to make the road more dangerous, control flows for cyclists are ridiculous and dangerous
I have considered this as a solution myself, for exactly the same reasons as stated in the proposal. Another useful route is up the taxi slip road at snow hill and through the car park - Although the Green street roundabout isn't cycle friendly.
Absolutely. Big fan of the Broad Street closure too
This road is a major road on the outskirts on town. The road is very safe for cyclists, vehicle users and pedestrians at the moment. Not only do I occasionally cycle along this road but I park here very often too as its a great place for parking to just pop into town to pick up goods. I think this cycle lane will have a negative impact on the road and whole area. I cannot envisage many cyclists using it. I certainly wouldn't feel safe using the contraflow as a cyclist or as a car driver.
No because it takes away vital precious parking and this road would not be suitable for a contraflow cycle path.
Don't like a full carriageway width as a cycle route - prefer a narrower painted pavement route. How also will the cycle route be define through the Royal Square? This should not be a painted / bollarded route. Could more of Hill Street be used from Bond Street corner as the cycle route?
I would also suggest discontinuing the use of the tunnel cycle route and so divert this route to then access Snow Hill via this new Hill Street route. Tunnel is dangerous for cyclists heading up and for drivers trying to pass slow up-hill cyclists.
If it works well.
I would like to see cycle and pedestrian routes taking precedence everywhere in town