

Cycle link from Royal Court Road to Hill Street

A consultation on the Royal Court Road and Hill Street pilot scheme was held between 9th August 2021 to 28th February 2022.

The scheme involved:

- Allowing cycling on Royal Court Road before 9am and after 5pm from Monday to Friday and all day on Saturday and Sunday
- A contraflow cycle lane on Hill Street

The consultation surveys were held online with separate surveys for Royal Court Road and Hill Street.






Responses to the Royal Court Road survey: **126**

Responses to the Hill Street survey: **106**

Royal Court Road Survey Results




1: Do you use the Royal Square primarily as?

There were 125 responses to this question.

Answer Choices		Response Percent	Response Total
1	A pedestrian 	66.40%	83
2	A cyclist 	18.40%	23
3	A customer to one of the businesses 	5.60%	7
4	I don't use the Royal Square 	3.20%	4
5	Other (please specify): 	6.40%	8
Other (please specify) - Comment		Respondents	
Pedestrian and Customer		1	
Walking my bike		1	
To sit in		1	
Pedestrian and Cyclist		2	
Would change to cyclist if implemented		1	
Not stated		1	

2: Do you think this cycle link is required as part of a joined-up cycle network in St Helier?

There were 125 responses to this part of the question.

Answer Choices			Response Percent	Response Total
1	Yes		48.80%	61
2	No		45.60%	57
3	Not Sure		5.60%	7

Please give a reason for your answer

There were 86 responses to this part of the question. The responses have been grouped into the following themes.

Comment theme	Respondents
Links up the west to the east	20
Should be for pedestrians only	10
More cycle routes needed	9
This route is not needed	9
Unsafe for pedestrians	8
Needs to link to a wider cycle network	4
Cyclists are not using the link	4
People already use it	4
Cyclists are not considerate	4
Provides safe cycle route through square	3
Will create more congestion	2
Cyclists have alternative routes	2
Good link but shouldn't be a dedicated route	2
Good use of open space	1
It's a good compromise	1
Not accessible	1
Greater consultation needed	1
Waste of time and money	1

3: What do you think are the appropriate times for this trial?

There were 124 responses to this question.

Answer Choices		Response Percent	Response Total
1	Outside of office hours (before 9am, after 5pm Monday to Friday, all day Saturday and Sunday)	4.84%	6
2	All day	48.39%	60
3	Cycling should not be allowed in the Royal Square	35.48%	44
4	Other (please specify):	11.29%	14
Other (please specify) - Comment			Respondents
At no time			9
Not on Saturdays or Sundays			1
Not stated			4

4: Do you think the trial should be restricted to the Royal Court Road section only or should the whole of the Royal Square be opened up to considerate cycling?

There were 107 responses to this question.

Answer Choices		Response Percent	Response Total
1	Restricted to the Royal Court Road section only	60.75%	65
2	The whole of the Royal Square	19.63%	21
3	Not sure	19.63%	21

5: Do you have any other comments?

There were 68 responses to this question. The responses have been grouped into the following themes.








Comment theme	Respondents
Remove the cycle link	20
More extensive cycle network should be developed	12
The square should be for pedestrian use only	8
Remove the time restrictions	4
Cyclist behaviour is an issue	3
Cyclists should be allowed on pavements as well	2
Separation of users is important	2
Clearly mark the cycle lane	2
Not all of the Royal Square should be open to cyclists	2
Stop the illegal cycling in town	1
Links on to Halkett place should be developed	1
Not enough users to justify scheme	1
Remove cycle priority	1
Remove parking on Halkett place to better link Royal Square to Hill Street	1
Record cycle data through Strava to identify cycle routes	1
The scheme is a great idea	1
Extend the Hill Street contra flow lane to Church Street instead	1
Provide two-way link to Broad Street	1
Cyclists should not use the road where cycle lanes are provided	1
Waste of money	1
Drop the kerbs into the square	1
More parking in town is needed	1

The responses provided to all the Royal Court Road survey questions and subsequent comments are reproduced in full in Appendix A.




Hill Street Cycle Lane Results

1: Do you use Hill Street primarily as?

There were 104 responses to this question.

Answer Choices			Response Percent	Response Total
1	A pedestrian		32.69%	34
2	A cyclist		27.88%	29
3	A motorist to get somewhere else		22.12%	23
4	Someone who lives on Hill Street		0.96%	1
5	A customer to one of the businesses		5.77%	6
6	A visitor of family / friends who live on Hill Street		0.00%	0
7	I don't use Hill Street		0.96%	1
8	Other (please specify):		9.62%	10
Other (please specify) - Comment			Respondents	
Delivery driver			3	
Owner/staff of businesses on Hill Street			3	
Car user and pedestrian			1	
Cyclist, pedestrian and motorist			1	
Pedestrian and cyclist			1	
Pedestrian and a motorist to get elsewhere			1	

2: Would you like to see this contra-flow cycling lane scheme become permanent?

Answer Choices		Response Percent	Response Total
1	Yes 	41.90%	44
2	No 	53.33%	56
3	Not Sure 	4.76%	5

Please give a reason for your answer

There were 86 responses to this part of the question. The responses have been grouped into the following themes. Please note some responses had multiple themes so the total number of comments may vary from number of respondents.

Comment theme	Responses
Positive use of the cycle lane	25
Further extension of cycle network	9
Encourages cycling	4
Limited use by cyclists	14
Lack of parking / unloading causing issues	13
Cyclist Behaviour	8
Aesthetics not right for the area	7
Unsafe	6
Increases congestion	5
Pavement is too narrow	3
Unfair on drivers	3
Causes illegal parking	2
Restricts the disabled	2
Causes chaos	1
Remove all vehicles from street	1
No space	1

3: Is there any further improvement to the cycle lane you would like incorporated into the final design?

There were 72 responses to this question. The responses have been grouped into the following themes.

Comment theme	Respondents
Remove it	38
Better separation of different users	9
Better linkages to other cycle routes	8
More signage / road markings	8
Create two-way cycle route	3
Better looking design	1
Extend further down Halkett place	1
Narrow cycle lane to ensure one-way only	1
Pedestrianise area completely	1
Priority left turn for cyclists at Halkett Place junction	1
Tackle the problem with cycling	1







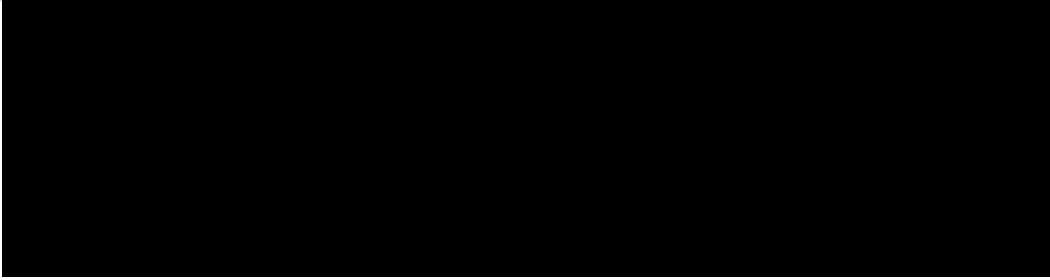
4: Do you have any other comments?



There were 50 responses to this question. The responses have been grouped into the following themes.


Comment theme	Respondents
More cycle improvements needed	5
Not enough demand to justify it	4
More parking should be made in town	4
Cyclists need to be more considerate when using these facilities	4
Scheme is a good idea	3
Scheme is a bad idea	3
This scheme will stop shoppers using the town centre	3
More unloading bays need to be provided	2
Needs more policing	2
Colomberie needs to be turned into a cycle street	2
Needs to link better to a wider cycle network	2
Cyclists need to pay tax and insurance	2
Stop closing roads in town	2
It's not needed	2
It will increase congestion	1
More secure cycle parking in town	1
Needs a better-looking design	1
Pedestrianise the whole of Hill Street	1
Restrict vehicles on Hill Street to Buses, Taxis and deliveries only.	1
Stop all trials	1
Waste of money	1
The scheme needs clearer markings	1
Won't be used in winter / bad weather	1
Widen pavement for pedestrians	1

The responses provided to all the Hill Street survey questions and subsequent comments are reproduced in full in Appendix B.

Appendix A – Royal Court Road Survey Responses

1. Do you use the Royal Square primarily as?				
Answer Choices			Response Percent	Response Total
1	A pedestrian		66.40%	83
2	A cyclist		18.40%	23
3	A customer to one of the businesses		5.60%	7
4	I don't use the Royal Square		3.20%	4
5	Other (please specify):		6.40%	8
			answered	125
			skipped	1
Other (please specify): (8)				
1	Pedestrian and Customer (please mark for both) these categories			
2	(walking my bike)			
3	To sit in.			
4	pedestrian and cyclists			
5	Would change to cyclist if implemented			
6	I am an Officer of the Royal Court making daily use of the Court building and the owner of 			
7				
8	Pedestrian and Cyclist			

2. Do you think this cycle link is required as part of a joined-up cycle network in St Helier?				
Answer Choices			Response Percent	Response Total
1	Yes		48.80%	61
2	No		45.60%	57

2. Do you think this cycle link is required as part of a joined-up cycle network in St Helier?				
3	Not Sure		5.60%	7
			answered	125
			skipped	1
Please give a reason for your answer: (93)				
1	As a cyclist myself, I find this route entirely pointless whilst ruining a lovely public square that has many uses for gatherings and events. As an architect, firstly the scheme does not work. I feel that the proposed lane completely blocks access for pedestrians from north to south. The lane completely isolates the Royal Chamber from embracing the piazza that sits in front. I believe there is also a back entrance that would be completely cut off. I regularly see people having lunch and sitting on those steps, and question whether this would still be the case with a cycle lane placed in front.			
2	.			
3	No other route from west to east, unless Burrard St is closed to traffic or the Tunnel is			
4	It is dangerous for pedestrians and small children to use this area. The drive to pedestrians town is out of control.			
5	If the Government is committed to a Climate Emergency then they should start replacing roads with cycle-ways.			
6	Definitely it's needed. Especially after the cycle lane at snow hill has been created.			
7	we should be maximising cycle access throughout the island, especially in st helier			
8	Thought it was already and only way to link from esplanade to la motte st			
9	it makes sense, people tend to cycle through there anyway.			
10	<p>How would anyone know about a joined-up cycle network when consultation is completely piecemeal? The infrastructure Minister appears to operate by stealth at best, or dishonesty and disingenuously at worst, If there is a plan, seek consultation on the whole plan.</p> <p>The drawing appears to show a cyclist heading west, NOT EAST, surely this makes only reinforces my statement above.</p>			
11	More dedicated cycle only lanes are needed to link east to west to encourage greener commuting			
12	If cycle paths are not joined up, it severely limits their utility in the eyes of those who would use them if they perceive an end-to-end safe place to ride.			
13	In the absence of a proper continuous street-based cycle corridor directly linking Liberation Square to Howard Davis Park on Hill St/Mulcaster St, this is a reasonable compromise for the time being.			
14	This is ridiculous as the whole cycle network is. It just creates more traffic and reduces parking spaces such as on Hill Street			
15	currently not safe			
16	Why can't they continue up Church St then turn left into Hill St? It's not that far for heavens sake. Leave the Royal Square as a pedestrian only area. One of the few sanctuaries in St Helier. If this goes proposal passes it will mean cyclists use it all the time, not just the specified times, as many ignore laws anyway, careering down pavements and (truly) ignoring the £1.5million cycle path in St. Peter's Valley.			

2. Do you think this cycle link is required as part of a joined-up cycle network in St Helier?

1 7	This link enables a much more direct route to get to east of town. Shows government is forward thinking and committed to providing improved experience for cyclists and hopefully scooters and hoverboards etc.
1 8	It simply is not needed for the amount of cyclists who would use it.
1 9	It is dangerous. cyclist have the freedom to use king street and queen street. They also are allowed to do against the flow of traffic.
2 0	People already have been and still do, use this route outside of the hours you have stated it can be used as a cycle route. Who has responsibility for policing it? Sooner or later there will be an accident wether it is a car hitting a cyclist or a cyclist hitting a pedestrian.
2 1	Believe it to be a waste of time, resources, money and effort. Cyclists will cycle through the Royal Square, where and how they wish, regardless of the link being installed.
2 2	Even today, cyclists are using the pavement instead of the marked off road area on Hill Street. At Snow Hill they carry on cycling on the pavement, fully expecting people to move onto the road whilst they cycle on the pavement. And this is traffic both ways. And all the motorised stand-up scooters (thought they were illegal on the roads) screaming up and down both on the road and the pavements. It's therefore, in my opinion, pointless pandering to them since they want to break the law which they do with impunity since the police are never around that part of town. And at the moment there are loads of small kids with their mums feeding/chasing the pigeons. Cyclists plough through without a care at the moment. Why does anyone think they will stick to a marked area?
2 3	i think that will cause an accident and if approved i think the parties who give approval should be held personally accountable.
2 4	I live in West of island and work in St Saviour it is a good route to work
2 5	As far as I can tell, the majority of cycle parking on the west side of the Royal Square is outside liberation station, outside Sandstreet and Enhance gym and outside the Coop at Charing Cross. Even with this linkage, I still don't see how these key parking areas have a clear and safe route out East (the mixed use, very narrow coastal route is pretty but neither efficient nor safe and I still don't know how to get there from the centre of town without walking the bike along some narrow pavements or taking on a precarious roundabout).
2 6	While in principle I do not have any issues with cyclists being able to ride a bike in the Royal Square, I do not support painting/creating a dedicated cycle path through the square in this manner as it will give cyclists an impression of 'right of way' over pedestrians - in what is otherwise a mostly pedestrian area. In other areas of the island (St. Aubin mostly), some cyclists can get 'aggressive' or 'ride dangerously' over areas of shared foot/cycle traffic when there are markings of this nature. The royal court/assembly chambers are relatively frequently visited by people on foot, and during good weather sometimes people do sit on the steps outside, which would put pedestrians and cyclists sharing the same place on a frequent basis creating the conditions for increased accidents and altercations. While I accept the notion is for this to only be a cycle way 'out of business hours' I am skeptical that many cyclists will realize this without clear signage - signage that would detract from the aesthetic of the area. On a more practical level, historically there have been events like the xmas market held in the square, which if this was to become a cycle path, would conflict with this as a right of way - either pushing pedestrians into the paths of cyclists, or that right of way for cyclists needing to be suspended at these times. Thus while I do not think there should be any 'ban' on cycling through the royal square (or other plazas) I do take issue with creating/marking a right of way for cyclists through the area. The rule (if any) should be for the cyclist to give way to the pedestrian, when entering a predominantly pedestrian area - such as the Royal Square or King Street, Weighbridge etc.

2. Do you think this cycle link is required as part of a joined-up cycle network in St Helier?

2 7	Waste of space.
2 8	in isolation it doesnt serve cyclists with a joined up approach.
2 9	Royal Square is part of the inner-town pedestrian zone. Cycle routes should always be planned using roads so to reduce the amount of car traffic. Cyclists should be free to use Royal Square by going dead slow.
3 0	Please correct the drawing to show the cyclist moving in the direction intended
3 1	Cyclists, in general , do not follow road directions or the rules of the road and certainly do not give pedestrians right of way on pedestrian areas that are opened up to cyclists and in my view, by giving more pedestrian areas over to cyclists results in them expecting more and not being responsible. Considerate in 4 below is not what the majority of cyclists are.
3 2	There are very few cyclists using the link. And those that do often do not turn left at the end but carry on up Columberie against the oncoming traffic which is an accident waiting to happen.
3 3	It is vitally important to have a safe cycle link for children from the town Marina across town into VCP where all the Mont Millais schools can be accessed, to connect the rest of the cycle network. We are not serious about climate change or children's health unless we provide fully safe cycle routes. Most parents believe it is not safe to send their children to school on bikes listening to what I hear.
3 4	The aim of a joined up network is laudable however this should not be achieved at the expense of a) safety of other space users or b) the aesthetics of historic spaces
3 5	Effective use of open space
3 6	The Government has declared a Climate Emergency, spending now needs to switch from providing for cars to providing for cyclists.
3 7	Lots more link up sections are required.
3 8	Safety and ease
3 9	Cycling through town is dangerous and toxic. We need more cycle lanes (not just temporary) and e-cars (ban new petrol / diesel cars from 2023).
4 0	another mad idea, who thinks these things up? Is anyone actually monitoring the Hill St contra flow to see whether it's being used?
4 1	The square should be kept as pedestrians only, there are usually small children running about here and allowing cyclists is an accident waiting to happen
4 2	There are very few places to sit in relative peace in St Helier and to introduce more traffic will upset the ambience of our Royal Square. I think it should be for pedestrians only.
4 3	Cyclists can 'use' the Royal Square at present - albeit by 'walking their wheels'. In practice, however, it is currently a free for all with cyclists riding across the square so potentially a change to a dedicated cycle lane will be an improvement - but there is no guarantee that cyclists will adhere to the designated area or give priority to pedestrians. The likelihood of this being policed in any shape or form is zero so is really just an accident waiting to happen
4 4	It's an area that's traffic free where people can relax either using the business or the square. Kids like to run round here and there's wildlife here.


2. Do you think this cycle link is required as part of a joined-up cycle network in St Helier?

4 5	They can cycle down hill street
4 6	I use this everyday now
4 7	I am advocate for less car use. A keen walker and cyclist however I find especially in town need to be constantly on guard due to the terrible cycling habits of others. This suggested route will only lead to more cyclists caused accidents.
4 8	I am not an expert in city planning so I cannot comment on what the best cycling routes are, but I believe cycling is part of the solution to reducing congestion and decarbonising in Jersey.
4 9	The provision of this link is vital if the Hill Street proposal is to become a viable route out of town to the east
5 0	The current east to west link runs through an industrial estate and is narrow in places. It is not a direct route (it is very circuitous).
5 1	The existing cycle link in Hill street is almost inaccessible when coming from Harbour area
5 2	This is total dangerous I have seen 3 people using this one was weaving in and out of the bollards this would be better used for as it was businesses must be being hit hard in this area and is causing unloading problems
5 3	I'm a cyclist
5 4	the alternative routes for cyclist wishings to travel from liberation station to green street involves either the tunnel or a long set of one way systems and traffic lights through. it would encourage more people to use cycling as a viable method for short commutes through town and beyond.
5 5	Allowing a clear, safe and more convenient route when through the town centre.
5 6	There's always been a problem with going west - to - east by bike through town. Assuming that the most likely start point is a cyclist coming into town along the sea front, there are basically three alternatives. 1) Cross at the junction with Gloucester Street. Then turn right into the Esplanade. Ride past the bus station, turn left into Conway Street. 2) continue straight ahead along the cycle route, wind through the reclamation area, ride over the Waterfront Underground car Park arrive on the Marina, turn left up towards the Abattoir, turn right and then cross the dual carriageway to Liberation Square, then cross again and ride up Conway street. So both 1 and 2 end up on Conway Street. from there the only options at present are Royal Square, Queen Street (pushing, if legal, riding if Queen Street is not busy (practical), and on into La Motte Street. From there you can access, via various wiggles and strategems all the schools. Are these routes signposted yet? Are they made safe and practical yet? i do not know. 3) Carry on along the cycle route as per route 2, do not turn into Lib. Sq. but continue down Commercial Buildings along the cycle route past the incinerator, and on to Havre des pas. Not very good for the schools but good for some!
5 7	There's always been a problem with going west - to - east by bike through town. Assuming that the most likely start point is a cyclist coming into town along the sea front, there are basically three alternatives. 1) Cross at the junction with Gloucester Street. Then turn right into the Esplanade. Ride past the bus station, turn left into Conway Street. 2) continue straight ahead along the cycle route, wind through the reclamation area, ride over the Waterfront Underground car Park arrive on the Marina, turn left up towards the Abattoir, turn right and then cross the dual carriageway to Liberation Square, then cross again and ride up Conway street. So both 1 and 2 end up on Conway Street. from there the only options at present are Royal Square, Queen Street (pushing, if legal, riding if Queen Street is not busy (practical), and on into La Motte Street. From there you can access, via various wiggles and strategems all the schools. Are these routes signposted yet? Are they made safe and practical yet? i do not know. 3) Carry on along the cycle route as per route 2, do not turn into Lib. Sq.

2. Do you think this cycle link is required as part of a joined-up cycle network in St Helier?

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5 8	There's always been a problem with going west - to - east by bike through town. Assuming that the most likely start point is a cyclist coming into town along the sea front, there are basically three alternatives. 1) Cross at the junction with Gloucester Street. Then turn right into the Esplanade. Ride past the bus station, turn left into Conway Street. 2) continue straight ahead along the cycle route, wind through the reclamation area, ride over the Waterfront Underground car Park arrive on the Marina, turn left up towards the Abattoir, turn right and then cross the dual carriageway to Liberation Square, then cross again and ride up Conway street. So both 1 and 2 end up on Conway Street. From there the only options at present are Royal Square, Queen Street (pushing, if legal, riding if Queen Street is not busy (practical), and on into La Motte Street. From there you can access, via various wiggles and stratagems all the schools. Are these routes signposted yet? Are they made safe and practical yet? i do not know. 3) Carry on along the cycle route as per route 2, do not turn into Lib. Sq. but continue down Commercial Buildings along the cycle route past the incinerator, and on to Havre des pas. Not very good for the schools but good for some!
5 9	The square is a pedestrian space, there are more than enough vehicles encroaching on the fringes at the Town Church end, which should be stopped. Cyclists can easily get off and push a bike through the short distance from either end of the Square.
6 0	Unsafe on other routes especially when cycling in with my kids
6 1	I think if you want people to use town, you have to keep as vehicle friendly as possible. closing roads and making everything one way is so not working. You only have to see the blocked roads every morning and eve/ Saturdays to know that by closing more roads denying access is only going to create problems. Ultimately less people willing to come to town, more businesses struggling. But i think this is all part of a bigger plan to destroy what was once great about our Island
6 2	Because it takes away valuable parking spaces and cyclists don't use it.
6 3	I cycle with my kids from the west of the Island to get them to school at [REDACTED] this provides me with a safe link from the cycle track across town.
6 4	There is no point in making this a cycle path, especially with 'hours of use', as cyclists already ride through the Royal square as it is! At any time of the day they choose! If this cannot be policed at the moment, then what is the point in spending more money on something as wasteful as this. Also, families are often in Royal square with young children who like to run around after the pigeons. This area should be kept for families/pedestrians only. If a cyclist wants to go through Royal square then they can get off their bike and walk through it... much like they do when they get stopped at a red traffic light!!!!
6 5	The principle of a cycle track through a busy pedestrianised area is utterly flawed. The Royal Square is and always will be an area for pedestrians, providing a resort from transport routes, whether routes for motor vehicles or cycles. The area throngs throughout the year with workers taking a break, eating lunches, often sitting on the Court steps at the very boundary of the proposed track, escaping the busy thoroughfares of St Helier. Children play in the area, feeding the pigeons or otherwise running off steam in a safe vehicle free zone, whilst parents supervise at a distance on the benches or seated in the pubs cafes and restaurants. Quite why anyone in their right mind would introduce a cycle speedway through such an area is beyond me. The States members cars were removed for precisely the reason that the Royal Square was for people to sit and enjoy. Now a new roadway, this time for cycles is proposed! Tragically St Helier has seen the consequences of "shared space" for vehicles and children at play alongside Millennium Park. There should be no sharing of a pedestrian area with any vehicles, whether two wheeled or more, especially when many of the pedestrians are likely to be young children, distracted by play. The Royal Square and the backdrop of the States/ Court building is a highly important part of the Island's architectural and cultural heritage. The square was of course immortalized in Copely's Death





2. Do you think this cycle link is required as part of a joined-up cycle network in St Helier?

	<p>of Major Pierson, as well as hundreds of other photos showing parades and gatherings to celebrate events as diverse as Coronations to Liberation. To litter that setting with the signage, cheap incongruous planters and the infrastructure necessary to operate a roadway for cyclists is nothing short of vandalism.</p> <p>There is no valid reason why cyclists can not dismount and walk the few yards across the square avoiding any risk for the principle users and avoiding the need for the damage to the Islands principal public square.. The impact on journey time will be almost nil, and serve no disincentive whatsoever to cycle use.</p>
66	I think additional cycle lanes are very important to encourage more people to cycle, especially ones that are separate from cars.
67	That is the best way to cycle from west of town to east
68	This is the Royal Square. Right outside the gates of the parliament of Jersey. A tourist destination. It is not a road or cycle away and should remain the Royal Square, a tourist destination, the centre of power within the island.
69	Getting across town from West to East isn't easy, and this means I don't need to cycle through the tunnel with all the heavy traffic
70	
71	The royal square should remain 100% pedestrianised, what would happen when markets are being held?
72	Cyclists should not be allowed to ride through pedestrian areas. They in general speed and are a danger
73	Cyclists misuse this and cycle right through the middle of the Royal Square; they also use pavements elsewhere.
74	It's cute a huge distance out trying to get across town.
75	Royal Square is used by many people. Some just like to sit and watch the world go by, some like to take their children there to feed the birds. As a shared space at specific times seems unmanageable and is likely to cause confusion for non-cyclists, leading to possible accidents. I think it works fine as it is, cyclists often cycle through there, being cautious of pedestrians. Once it becomes a designated cycle lane, some cyclists will think it is their right of way and be less mindful of pedestrians who may stray into the lane.
76	Because cycling through the tunnel with children isn't good for the lung health of our children; Mount Bingham adds significantly to journey times and the alternative is not cycling!

2. Do you think this cycle link is required as part of a joined-up cycle network in St Helier?

7 7	Why put it through one of the busiest pedestrian areas, can't an west-east cycle lane be put through the now unused Broad Street then link onto the almost never used Hill Street contraflow cycle link via Church Street?
7 8	What is wrong with Hill Street? In appropriate area
7 9	Cyclists need as much help as possible to feel safe on the road and it is feasible to provide safety both to cyclists and pedestrians without conflict
8 0	Transit from Church St to Snow Hill
8 1	The Royal Square is a pedestrian precinct. Cyclists are dangerous and ignorant road users at the best of times. The only reason you are proposing this route is because cyclists do it already- rather than asking your lazy police force to actually enforce the law, this sloppy capitulation is typical of this government's cowardly approach to decision making.
8 2	It's important to have routes for cyclists but they should be in defined lanes so pedestrians can be safe
8 3	No enough cycling in St Helier to merit it
8 4	I drive through this area quite often and haven't once seen a bike!
8 5	Without this link there is no way to get from west to east easily and cyclists will either ignore official routes or have to go the long way around (which is very long), contributing to traffic almost as much as if they were not cycling.
8 6	Cyclists take no notice of any highway codes
8 7	By allowing this to go ahead you are unknowingly allowing people to cycle through king st/queen st precincts which will be used as short cuts which in turn will put pedestrians in danger
8 8	Very few cyclists use it. More seem to be using it the wrong way(downhill) to go around the traffic jams being caused by road closures, broad street being the main culprit.
8 9	Busy roads around St Helier are not safe for cyclists
9 0	Walking to work everyday I see one or two cycles use it waste of time and causes more traffic.
9 1	I am a cyclist but think this is not a good idea. As much as possible cyclists and pedestrians should be kept apart. This link is expected my most pedestrians to be just for them making their walking patterns in the area unpredictable.
9 2	The Royal Square is an area frequented by pedestrians including young children, often seen sitting on the steps in front of the States building, feeding pigeons etc. The addition of any traffic in this area would spoil an already well used area of town and put pedestrians at unnecessary risk. The section is so short there is no reason a person cannot push their bike across the Royal Square.
9 3	cyclists are a menace in pedestrian areas and motor traffic areas alike. Until it is recognised that bikes with motors are motor bikes and should require driving licences, they will be extra intrusive and dangerous. FYI an electric motor is still a motor. Joust as cars with electric motors are motor cars, so bikes with electric motors are motor bikes

3. What do you think are the appropriate times for this trial ?

Answer Choices			Response Percent	Response Total
1	Outside of office hours (before 9am, after 5pm Monday to Friday, all day Saturday and Sunday)		4.84%	6
2	All day		48.39%	60
3	Cycling should not be allowed in the Royal Square		35.48%	44
4	Other (please specify):		11.29%	14
			answered	124
			skipped	2




Other (please specify): (14)

1	Not at all, there should be no trial as they automatically become permanent, just like Broad street.
2	Never
3	Not at all
4	None, until the drawing used to consult the public is correct!
5	if cycling is ultimately permitted this should not be on Saturdays or Sundays - shared use does not work -e.g. by the harbours which are now a nightmare for pedestrians. Unfortunately not all cyclists are "sit up and beg" some cyclists are fast and inconsiderate and as they do not have to be insured need to be restricted where they can cycle.
6	Most cyclists are considerate and able to share lanes with pedestrians
7	There are no appropriate times!
8	None
9	To many pedestrians use it
10	None a trial is unnecessary as this proposal should be scrapped.
11	never
12	The Public Consultation Exercise was held from 24 September to 10 December 2021.
13	Not needed at all
14	A waste of money to do a trial at all as things seem to work well as they are.

4. Do you think the trial should be restricted to the Royal Court Road section only or should the whole of the Royal Square be opened up to considerate cycling?

Answer Choices	Response Percent	Response Total
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4. Do you think the trial should be restricted to the Royal Court Road section only or should the whole of the Royal Square be opened up to considerate cycling?

1	Restricted to the Royal Court Road section only		60.75%	65
2	The whole of the Royal Square		19.63%	21
3	Not sure		19.63%	21
			answered	107
			skipped	19

5. Do you have any other comments?

Answer Choices		Response Percent	Response Total
1	Open-Ended Question	100.00 %	77
1	<p>Whilst I am happy to see the island and GoJ proposing new cycle lanes and paths, I would like to see a more valuable and extensive route and plan proposed. The island is lacking a proper cycling network. A much broader and extensive plan needs to be developed in order to encourage and entice people to use bicycles as an alternative method of transport. Sadly, I feel this proposal is just one for the sake of making, and not worthwhile.</p>		
2	<p>Think about the pigeons , think about the animals. More flowers needed. If a cycle lane is needed make it 24/7 not just out of office hours. A large portion of the population work shifts (starting after 9 or finishing before 5) put a route up mulcaster st. To hill st. Close off Bond Street to cars as they can use library place to access where they need to go. Vehicles can access hope street via the cross roads of mulscater/pier road and Bond Street</p>		
3	<p>Although the whole Royal Square shouldn't be open, do consider the section from Library Place to Royal Court Road, and allowing considerate contraflow cycling on Library Place to connect to Broad Street.</p> <p>The exit into Halkett Place needs to be improved.</p>		
4	Not at all, there should be no trial as they automatically become permanent, just like Broad street.		
5	There is still much to be done to improve cycling, please continue with this good work.		
6	It'd be a very good idea to have to be able to cycle there. That way cyclists can avoid going through the tunnel.		
7	the whole of the island, but especially st helier, should be cycle friendly. it is essential to differentiate cycle paths with a different coloured surface (preferably the same colour island-wide) to encourage use and for safety reasons. this will also help policing of inconsiderate cycling which currently abounds in the pedestrian precinct.		
8	<p>Restricting the hours to outside 9-5 does not cater to the post COVID world of flexible working.</p> <p>I assume our local politicians are not capable of understanding one half of the green cross code by looking left when leaving the chamber (or maybe the misleading drawing confuses even the greatest minds in Jersey).</p>		

5. Do you have any other comments?

	<p>What a lamentable consultation (again)!</p> <p>Finally if this is indeed a trial, please don't squander as much money as on the bicycle shelters "trial".</p>
9	<p>Opening up areas to "considerate cycling" seems too loose and would make it difficult to enforce as the test becomes what constitutes "considerate cycling". If there is a designated path, then riding in the square except on the designated path can be effectively prohibited to keep it safe and pleasant for pedestrians. Do scooters and powered skateboards also need to abide by the same restrictions? Absolutely!</p>
10	<p>Being able to turn left onto Halkett Place "contraflow" would be helpful.</p>
11	<p>Stop ruining town!</p>
12	<p>separation between cyclists and pedestrians important where cycle and walking routes are unpredictable, risk of accident particularly with older residents. I am a cyclist but I know not all cyclists maintain the same level of visual awareness. Royal Square should feel safe for all.</p>
13	<p>I haven't answered 4 because I AM SURE that the trial, in any form, should not proceed. 4 is a loaded question, biased in favour of a trial.</p>
14	<p>question 4 no to cyclists</p>
15	<p>Don't agree that there should be time restriction. Would rather have sign saying pedestrians have priority. Cyclists should be trusted and not penalized for the few inconsiderate ones.</p>
16	<p>Question 4 is very badly worded. Q3 answer is not to allow cycling in Royal Square but Q4 assumes I agree with cycling whereas I do not.</p>
17	<p>Did we not learn anything from the tragic death of and toddler. dual usage will end in tears. also they are going against the flow.</p>
18	<p>Cycling in proximity to pedestrians should be subject to a speed limit of 10 mph. Penalty for infractions should include confiscation and destruction of the offenders bicycle. Bicycles with electric motors should be treated as motorbikes</p>
19	<p>Question 4 is a loaded question that does not give the opportunity to reinforce my answer to question 3.</p>
20	<p>Spend the money on more police to stop all the illegal cycling that goes on in town. Cyclists should not stay on the road but also follow the law i.e. going in the correct direction, not cycling through red lights etc.</p>
21	<p>I think this is very unwise.</p>
22	<p>It's not a representative trial if it doesn't operate all day, covering peak cycling and pedestrian hours. If this is going to be trialled, it had better be trialled in whole.</p> <p>I would also be in favour of Broad Street being made into a bi-directional cycle route. When it shut briefly, I regularly saw cyclists using it in both directions and it would join up well with this quasi-route.</p> <p>Also, when looking at potential routes East, I do highly recommend looking at the high-density areas of businesses and bike parking and map the most efficient / safe route for each. I expect that it will reveal that there needs to be more connectivity of routes before proposed segments like Hill Street etc. are even vaguely convenient for most cyclists.</p>

5. Do you have any other comments?

2 3	I do not think there should be any 'ban' on cycling through the Royal Square (or other island plazas) however I do take strong issue with creating/markng a right of way for cyclists through the Royal Square (or other plazas). (reasons in question 2)
2 4	I think that considerate cycling on pavements should also be allowed for non-electric bikes with a strict pedestrian priority. I think this will reduce injuries and car driver frustration.
2 5	This is a pathetic place to have a cycle path. As evidenced by the fact its part time, out of hours only, and that the government have so little respect for it that the Corn Riots (and I guess other events) are allowed to fully block the cycle path for days on end. The curbs at each end are not lowered. The royal square is a tourist location and one of the only places in town for locals to sit and eat lunch. It should not be thought of as a "road"
2 6	See comment above - cycling routes should be established on roads in order to reduce car traffic, not in areas which are already car-free
2 7	I have previously highlighted the glaring misrepresentation of the direction of the cyclist in the consultation drawing, yet you still lack honesty.
2 8	The scheme is not working, very few cyclists are using it to justify its need and it is causing chaos amongst delivery drivers trying to deliver to the many small businesses along Columberie and Hill Street.
2 9	Depends if it connects to other safe cycle routes - parents dont want to send their kids out on bikes unless cycle routes are separated from motorised vehicles routes. It is presently possible to get from most of the island from the West to the town Marina. We need to be able to connect across Liberation square/Mulcaster Street/Library Place (they are not too bad as traffic is slow but I would worry about them cycling unaccompanied).
3 0	See comments above.
3 1	Interesting that the map provided as part of the consultation has cars situated in the Royal Square area (which must of got there by using the road) but it takes a consultation to make provision for cyclists!
3 2	This change would really help if we could get from the Church side of the Royal Square to Broad Street. I suggest marked cycle speed limits so people are informed they are required to go more slowly through areas like the Royal Square e.g. 10mph. Speed limits on St Aubins bay seafront cycle path should also be considered. Perhaps UK electric bike limit of 15.5 mph or 20mph (US electric bike speed) to at least to inform people they should never be doing 30 mph - which some electric transport can certainly do these days. Children can easily run out from behind parked cars along there.
3 3	Ensure there are marked cycle lane please
3 4	Restricted section will create less confusion
3 5	Don't do it
3 6	Until cyclists are registered and accountable then allowing this an a heavy use pedestrian area shouldn't be considered- it's not much of an inconvenience to get off your bike and walk it through the square
3 7	Whilst there are many considerate cyclists, there seem to be an increasing number who aren't unfortunately. Opening up the Royal Square to them will only make them feel even more entitled.

5. Do you have any other comments?

3 8	In response to question 4 - too many cyclists simply don't understand or practice 'considerate cycling' - if they did proposals like this would meet far less opposition.
3 9	Please, no more of this.
4 0	We do not need bikes everywhere the same as cars and its about time bikes where licenced and accountable for some of dangerous stunts they pull such as going through red lights
4 1	They shouldn't be allowed to cycle in the royal square.
4 2	The link from the Royal Square to the Hill St contraflow is a bit dangerous as cars park at the lights over the keep clear sign and also sit in the cycle lane outside Mourier House so cyclists cant get past - removal of parking on the right next to states building would help provide more space. Today I had a car in the cycle lane at Mourier House and a delivery van parked in the Hill St cycle lane - perhaps cycle lanes should be more clearly marked with green arrows in future.
4 3	Keep current pedestrian areas for pedestrians
4 4	See Amsterdam for proof, just let bikes have free right of way everywhere
4 5	Encourage cyclists to use Strava "commute" activity record function. This will give you big data on where cyclists travel.
4 6	Ideally, the Hill Street section should have a dedicated link through Snow Hill Car Park to offer cyclists an alternative route to the SE; rather than just sending them down La Motte Street
4 7	It is great that this government is giving priority to improving cycle access. It will lead to a healthier and more eco society.
4 8	Alternatively the Hill Street cycle land should be extended past the States building to Church Street keeping the Royal Square for pedestrians only
4 9	This cycle path simple does not work no one really uses it as I am a taxi driver I never see any one on it it is causing unforeseen problems and is causing bigger problems when the bus is unloading with long traffic cues behind it it was probably with Tring but unfortunately it simply does not work
5 0	mm
5 1	It is frustrating and at times dangerous to cycle around st helier due to a lack of designated cycle routes. There are many obstacles such as parked cars, unloading lorries, narrowing streets and one way systems that when combined with cars trying to overtake cyclists make it dangerous to cycle around st helier. clearly defined, well marked linked up cycle routes and closing certain roads to traffic (example bottom end of new Street) are the way to make St helier a more inviting place to cycle
5 2	There should be a cycle link trail implemented between Don Street and New Street next to Saint Paul Church and vehicles should be prohibited. The junction of Waterloo St and Don St should be a right turn only. Left turn should become a raised pavement and pedestrianised, except for cyclists accessing the proposed cycle link mentioned previously. Allowing additional space for benches and plants.
5 3	See above. There needs to be a complete cycling route network for St. helier. glad to help with this. little bits of route are just frustrating and will not get the transfer onto bikes which is necessary, from every point of view.

5. Do you have any other comments?








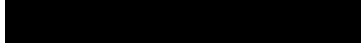
5 4	<p>See above.</p> <p>There needs to be a complete cycling route network for St. helier. glad to help with this. little bits of route are just frustrating and will not get the transfer onto bikes which is necessary, from every point of view.</p>
5 5	<p>See above.</p> <p>There needs to be a complete cycling route network for St. Helier. glad to help with this. little bits of route are just frustrating and will not get the transfer onto bikes which is necessary, from every point of view. I take it that the idea is for this new route to connect with the contra-flow up Hill Street?</p>
5 6	<p>Yes, there should be no cycles or any vehicles for that matter using this historic square. It is not as if it isn't a small and often crowded area anyway, quite why cyclists cannot walk through pushing a bike is beyond me, I have seen many near misses involving inconsiderate cyclists and rather than liberalising the use, cycles should be prohibited from being ridden through the square. Still, you seem to have already decided to have a daft trial, given the phrasing of Q4 above so no doubt we will be subjected to enhanced cycle hazards for some time to come, hopefully the proposal will then be taken away and quietly strangled!</p>
5 7	<p>I have had to put not sure as a NO option is not on this.</p>
5 8	<p>There is no point in making this a cycle path, especially with 'hours of use', as cyclists already ride through the Royal square as it is! At any time of the day they choose!</p> <p>If this cannot be policed at the moment, then what is the point in spending more money on something as wasteful as this.</p> <p>Also, families are often in Royal square with young children who like to run around after the pigeons. This area should be kept for families/pedestrians only.</p> <p>If a cyclist wants to go through Royal square then they can get off their bike and walk through it... much like they do when they get stopped at a red traffic light!!!!</p>
5 9	<p>Your drawing attached to the consultation is wholly inadequate. Please replace it with a full and detailed specification of all signage and infrastructure that will actually be placed either as part of the trial or ultimately so that respondents can have a clear understanding of the damage that will be done to the squares setting.</p>
6 0	<p>Normal speed cycling should be allowed in cycle lanes. However, I think cyclist should be allowed to cycle in walkways apart from very small pavement as long as they go at a walking pace so less than 5mph</p>
6 1	<p>Please consider the cycling tack both ways from royal square to the broad street. At the moment it's only one way.</p>
6 2	<p>This is a leading question with awful multiple choice answers! The answer to the question is that the royal square should not be opened up to any cycling and should be a pedestrianised area only. Furthermore, the permit parking that is currently allowed for ministers and staff of the states should end immediately and the Royal square should become a car free area as well!</p>
6 3	<p>While taking appropriate note of the aesthetic sensitivity and cultural importance of the Royal Square, the cycle lane does need to be marked clearly enough to make everyone know it's there</p>
6 4	<p>"Department Start date 09/08/2021 End date 28/02/2022 Type of consultation Other Deadline for comments 31/08/2021</p> <p>About the consultation</p>

5. Do you have any other comments?

	<p>To offer cyclists a safer and more convenient route when travelling west to east through the town centre, a trial led by the Transport section of Infrastructure, Housing and Environment (IHE), is taking place from Church Street to Hill Street via Royal Court Road .</p> <p>We would like your comments about:</p> <ul style="list-style-type: none"> the Royal Court Road being used as a cycle link in out of office hours (before 9am and after 5pm) from Monday to Friday and all day Saturday and Sunday Hill Street contra flow cycle lane Map of cycle lane in Royal Square <p>Drawing of Royal Court Road</p> <p>How to submit comments" http://www.gov.je/Government/Consultations/Pages/RoyalSquareHillStreet.aspx#:~:text=Department,t o%20submit%20comments</p>
6 5	<p>It's all very well having cycle lanes but unless cyclists are prepared to use them it's a waste of money. The St. Peter valley cycle path a case in point. Some cyclists will not use and still insist on using the road. There should be fines handed out if they do not use what is provided.</p>
6 6	<p>Why do we have to bow down to cyclists in town when they are a dangerous menace</p>
6 7	<p>Definitely not. See comment above</p>
6 8	<p>I think the whole idea is a waste of time and money and completely unnecessary.</p>
6 9	<p>If you must do this, it should be restricted. But you shouldn't be doing it at all.</p>
7 0	<p>An unnecessary trial that will result in accidents. Cyclists are not considerate enough.</p>
7 1	<p>Work is required to mark this clearly as (at least) a shared path and to drop the kerb on the way in/out as it is currently dangerous to transition from the road. Crossing to the Hill St cycle lane at the Halkett end is difficult enough due to the hill and would benefit from e.g. a keep clear area allowing cyclists to move into the road more easily when there is traffic. Clear indications permitting an immediate left turn into the Hill St contra flow (on a red light) would also be beneficial - the nature of this lane means the traffic signal has no bearing as the lane is contra.</p>
7 2	<p>As a cyclist I am totally against this hair brained idea</p>
7 3	<p>Hopefully the road will be changed back soon. Businesses on hill st are suffering. Traffic is getting worse with every road change employed.</p>
7 4	<p>Buy local use local needs parking in town.</p>
7 5	<p>Just a plain bad idea, keep the area for pedestrians only and that comes from a regular cyclist.</p>
7 6	<p>None of the above.</p>
7 7	<p>Question 4 is a cheat. The trial should not have taken place. Cyclists should dismount and walk in pedestrian areas</p>

5. Do you have any other comments?		
	answered	77
	skipped	49




Appendix B – Hill Street Survey Responses

1. Do you use Hill Street primarily as?				
Answer Choices			Response Percent	Response Total
1	A pedestrian		32.69%	34
2	A cyclist		27.88%	29
3	A motorist to get somewhere else		22.12%	23
4	Someone who lives on Hill Street		0.96%	1
5	A customer to one of the businesses		5.77%	6
6	A visitor of family / friends who live on Hill Street		0.00%	0
7	I don't use Hill Street		0.96%	1
8	Other (please specify):		9.62%	10
			answered	104
			skipped	2
Other (please specify): (10)				
1	Business on Hill Street			
2	Car user and pedestrian. as i cannot choice both options and it is 50 50 use			
3	Delivery company to businesses in the Area			
4	Delivery driver			
5	I work  and have been here for nearly 15 years.			
6	Cyclist, pedestrian and motorist			
7	Delivery driver			

1. Do you use Hill Street primarily as?

8	and as a cyclist. You don't seem to allow people to be two or more things. But most of us are!!
9	I am a [REDACTED]
10	and a motorist to get elsewhere

2. Would you like to see this contra-flow cycling lane scheme become permanent?

Answer Choices		Response Percent	Response Total
1	Yes		41.90% 44
2	No		53.33% 56
3	Not Sure		4.76% 5
		answered	105
		skipped	1

Please give a reason for your answer: (86)

1	Whilst the contra-flow isn't terrible, the use of bollards is unacceptable. It is both ugly and unfunctional for deliveries and real world use.
2	Very useful link from end to end.
3	Because I live near Howard Davies Park. I currently don't work in town but I have worked in town for the last 20 years. One thing that always put me off cycling to work was that it was very difficult to head east from town without cycling through the tunnel. I have heard a lot of negative comments about the contra-flow system being dangerous but I disagree. I think it is an excellent idea and works well. As long as the posts/bollards stay in place to stop motorists encroaching over to the right.
4	Much more needs to be done to improve cycling in Jersey. A start should be made by replacing some roads with cycle-ways. The whole town needs connecting up. Another area requiring attention is Rue de Funchal connecting both ways with David Place. Currently there is a No Entry one-way to the car park for cyclists. A very easy win.
5	Otherwise I end up walking my cycle up the same route and getting in the way.
6	Most logical way to link commuter cyclists travelling from west to east of town
7	we should be encouraging people to cycle for a multitude of reasons.
8	More dedicated cycle lanes are needed in St Helier to encourage greener commuting
9	The more safe spaces there are for cycling, the more people will use that option and lessen traffic, pollution and health impacts. Less parking also enhances the more elegant streets with pleasant architecture, like Hill Street.
10	From the time that the contra-flow cycling lane became installed on Hill Street, no matter what time of day I have gone down Hill Street, I have yet to see a cyclist use it. Also, my 83 [REDACTED] who cannot walk far, it was a good place to drop her off and pick her up from her visit to town as it was straight down Halkett Place into the market and other

2. Would you like to see this contra-flow cycling lane scheme become permanent?

	shops, including the hairdressers she uses, that way she still feels she has some independence even though she cannot drive herself. By putting the posts up, it has made it much more harder for her to be dropped off and picked up in that area. We come from the East of the Island - Le Bourg and La Mare way. It was also handy for various people to be able to park for 1 hour to go and do any town shopping without having to queue at Snow Hill if it was busy. Also depending on the type of shopping, if it was heavy to carry, people do not like or want to walk up to Pier Road or Snow Hill laden down with shopping, hence why Hill Street was a convenient place to park and drop off.
11	increased congestion and delays - and i believe unnecessary
12	It would encourage me to cycle.
13	It should form part of a broader cycle corridor in future years, connected properly at both ends to additional facilities.
14	Lost parking. Is not used used. Increased traffic.
15	Major improvement. Safer for pedestrians and cyclists
16	There is no need for a minority to have priority over other road users
17	It has ruined both the appearance and function of a very important road in St Helier.
18	The signage is rather ugly and detracts from the visual appeal from the street. The whole thing is a compromise and the road should really be pedestrians and cyclists only (except access!)
19	No parking for delivery vans. Cars can't pass now when buses stop at the bus stop on Hill Street causing big queues. Pedestrian crossing at traffic lights takes longer now.
20	It is simply not need for the amount of cyclists now or in the future. It won't be used in winter (who wants to cycle in the rain and wind?)
21	This is not for cyclists it is a move against cars in town. there is already plenty of places to use where cars are not permitted.
22	the problems this is causing in the for delivery companies such as myself is getting to breaking point. we have 2 large customers in the area where deliveries are made to them from Hill St Entrance. Unless we are very lucky to park at one of the two unloading bay spaces at Snow hill then we have no other option but to drive all around town and park by the market to serve these businesses. the Lack of cyclists using this lane should not in my view lead to this being permanent. there needs to be more thought for those delivery companies trying to service the area by offering more unloading area even if its just for the morning.
23	It has stopped parking
24	It's a menace. Cycling too fast is putting pedestrians and motorists at risk
25	Causing chaos and not being polled at all, private cars parking on unloading bays using hairdresser/ barber etc
26	Dangerous to pedestrians with cyclists going the opposite way to cars and narrow pavements
27	This system is counterintuitive to pedestrian behaviours and increases risk of accident significantly for two reasons 1) flow of car traffic automatically means you look in the direction of where traffic is coming and where cyclists are coming from the other direction 2) even if you look the right way for oncoming cyclists travelling up hill cyclists ignore signage (arrow pointing uphill) and travel at speed in this new cycle lane downhill

2. Would you like to see this contra-flow cycling lane scheme become permanent?

28	The cyclists give scant regard to it today, why bother. I've seen cyclists on the pavement on the other side of the road going up because they want to, not because of traffic stopping them going to the marked area. Then they just carry on cycling up Colomberie rather going down Snow Hill/La Motte Street.
29	I'm using it very often and it works fine. It's a pity about time restrictions though, not that I pay heed anyway
30	Previously, walking toward the Weighbridge on the right hand side of the road was challenging because of the narrow pavement and the cars parked on the near side of the road. This would often mean having to step in between parked cars to allow oncoming pedestrians to pass. This is no longer an issue and I fully support the contra-flow cycling lane scheme becoming permanent. On occasions where I would cycle back from work on the Esplanade, following the one-way system would take me on a very roundabout route. The contra-flow resolves this issue very well. 100% supportive of the scheme becoming permanent.
31	I have tried to use it but I struggle to find a convenient route from Charing Cross way. It is also very short and I am not convinced that it does provide a safe route from the west, I would need to see the whole map of the route from the west that includes this segment to determine if it is notably safer with the new contraflow and I think that the Gov needs to collect data on whether or not it is used by students heading to school from the west before it can determine the impact of the new design.
32	This is pathetic. The bollards look stupid and 99% of the time I have walked down this street the cycle path is blocked by parked cars outside the food places, and is used by pedestrians mainly as the cycle path is wider than the actual pedestrian path.
33	A permanent cycling lane will help reduce car traffic and hopefully encourage more people to cycle
34	It serves little purpose, has made deliveries and servicing businesses in the area very difficult, few cyclists use it and they are probably just as quick to dismount in Halkett Place and walk through to La Motte Street
35	have never seen anyone cycle on it, in either direction! Loss of short stay parking for deliveries/drop off. Possibly seemed like a good idea at the time (presumably to the designer who clearly can't have visited the area to see how it works, i.e quite satisfactorily), has turned out not to be so.
36	<p>██████ lost valuable 1 hourly parking for elderly and disabled patients who need access to the clinic (and town)).</p> <p>Hardly any cyclists use the link. And certainly very few school children. We have seen cyclists carrying on up Colomberie (instead of turning left) against the traffic which is an accident waiting to happen.</p> <p>Delivery vans are finding it very difficult to deliver to local small businesses. Our delivery vans sometimes have to circle 3 or 4 times before they can stop - surely this is worse for the environment? The bus drivers don't stop just before the shelter but as they used to (as the passengers wait in the bus shelter) so cars pull round into the unloading area - which is dangerous. One or two cyclists use the lane to travel DOWN Hill Street. Mostly only pedestrians use the lane.</p>
37	The ruination of an historic street; danger to pedestrians and to motorists esp. at Snow Hill because of zipping across the road.
38	As a cyclist, there is no easy way to get from Royal Square, Bedford Street area to the other side of town other than going all the way round past Charing Cross or down past De Gruchey's and following the one-way system. The new contra flow system is the perfect solution.

2. Would you like to see this contra-flow cycling lane scheme become permanent?

39	We need approved cycle routes to link up in more than one direction. Even though I go 'all the way around', it seems impossible to encourage others to do so without. It is frustrating to comply with rules and see others flouting them literally constantly and all too often, dangerously. Some gentle, but determined enforcement would be appreciated.
40	Safety and ease
41	Road too narrow
42	This is causing parking issues, I used to often use the 1 hour spaces there, now I am being forced to use the main carparks which are becoming increasingly busy since you closed the Esplanade car park. I now don't even bother trying to get parked and do almost everything on the internet.
43	A number of takeaways operate on Hill Street and with parking being restricted to 4 x unloading bay spaces, which are often used by one takeaway for their delivery drivers, it makes it difficult for customers to collect their takeaways as there is limited parking. I have seen the knock on effect this has had on one particular business first hand.
44	I use it daily, linked with the new royal square cycle route, brilliant, thank you
45	Cyclists do not respect others and surroundings , this temporary route causes more accidents.
46	It is unsightly and hinders the use of the road for vehicles (which is it's intended purpose and has been for at least the past century).
47	To provide an alternative access route for cyclists out of town to the east
48	Not enough parking to deliver/ collect from the area. The company I work for delivers and collects from several businesses in the immediate area and struggle to park on the available unloading bays. Taking away the hour zone parking has led to private cars parking in the unloading bays and traffic warden presence is no existent. Asking people to vacate the unloading bays has led to arguments on more than one occasion with people refusing to move. People parking there to get a hair cut is a regular occurrence. I also rarely see that many cyclists using it, option would be interesting for it to be monitored and the results published to see if all the upheaval and inconvenience is justified.
49	It is a really convenient way to travel from west to east on the bicycle.
50	We absolutely need to create more safer cycle lanes
51	It is bad enough getting into town , but more so now. The disabled are as usual being totally forgotten.
52	St helier needs to be more cycle friendly, to encourage commutes and journeys to be taken by bike or on foot rather than car.
53	Provides easier, safer and more direct route into town. Encouragement to cycle more when visiting town.
54	It has long been a "missing link". It will give a wonderful, and much-needed direct route from West to East in St. Helier. The new Royal Court Road link will help it along. Hopefully this can be trialled and then become permanent and have fewer time restrictions.
55	I use the route with my children to cycle to school - it is the safest option. We wouldn't cycle without it.
56	No as it will only cause congestion elsewhere

2. Would you like to see this contra-flow cycling lane scheme become permanent?

57	There is no other South to North cycling route from the hospital to Eagle House
58	The pavements are narrow and it's confusing for pedestrians if you have to step out into the road.
59	I cycle with my kids from the west to [REDACTED] and this provides a safe link between the cycle path and the schools
60	Cyclists choose to go wherever they want anyway. There is no point in this cycle lane as it is a waste of taxpayers money. It is supposed to be 'one way' for cyclists, but they use it to bypass the traffic. Also, more importantly, Cyclists now think that they can turn left at the Royal square junction when the lights are on red. Pedestrians are now constantly in danger of being knocked over by a cyclist who thinks they can do what they want, whenever they try to cross the road!
61	The loss of delivery bays has had a significant impact on the multitude of businesses in Hill Street. Deliveries to premises are made on a daily basis and I see illegal and obstructive parking regularly since the closure of the on street parking and and unloading bays. Clients attending medical and professional advisers are in some cases infirm and there is no facility even for drop off save for two spaces at Dunells which are almost permanently occupied. Cyclists are quite able to walk up the few hundred yards which are presently given over to a cycle track. The window of my office looks out on to the new cycle path and the volume of use by cyclists is minimal. In terms, the benefit to the low number of cyclist is far outweighed by the greater need need for deliveries and reasonable access to properties in Hill Street.
62	This is a key route for people getting into town and there's enough space for a cycle lane. And even when there's not enough space cyclists and public transport should take precedence.
63	Causes too much chaos when in town
64	Totally put of keeping with the area - used more by pedestrians and cyclists in my experience as the pavement is narrower than the cycle path - the correct future would be to improve the width of the pavement for pedestrians
65	Makes a valuable, safe West to East link across town for cycling. Avoids the need for the tunnel
66	It serves no purpose to the general public, save for a certain States Member who can now cut 10-15 minutes from his journey home to Georgetown. If we look at the natural traffic flow and use on a daily basis, there's no justification for it.
67	It means can safely get from hallett street to either la motte street or to cut though snow hill car park without the need to cycle though the tunnel.
68	Slows down the regular flow, of traffic adding to emissions
69	I've never seen a cyclist on it
70	1) Never seen it used. 2) Takes away more car parking which is destroying businesses in town and accelerating the use of Amazon and other online shopping websites which the States are supposedly trying to reverse by lowering the GST threshold on imports to the point where the cost of collection is greater than the tax itself.
71	road is now too narrow. The amount of use is very limited
72	The number of cyclists who use it compared to the number of shoppers who used to use it, in my view, does not warrant the proposed permanent change.

2. Would you like to see this contra-flow cycling lane scheme become permanent?

73	Have rarely ever seen this lane being used correctly, mainly used by pedestrians or cyclists going the wrong way down the street. Remove and reinstate parking, cycling strategy through town needs to be redesigned
74	It's an absolute waste of money, I have yet to see a cyclist use the lane. To be used for parking makes for better use of the space
75	The route does not have an obvious route to its start point if coming from the south. Having worked out it is presumably via Royal Court Road, that link has restricted access hours (assuming you pick this up) which means the Hill street lane has limited value as you have to walk your bike there during the working day. My experience is that the cycle lane has primarily become an improved pedestrian route, and pedestrians have no idea a cyclist may come up behind or towards them. A dangerous confusion
76	Allows me to travel quickly and safely through town
77	Hill Street is a one way street. The only reason for introducing the cycle lane was capitulation- as cyclists were already illegally cycling up the pavement, a contraflow saves your lazy police force from having to do anything about it. Much of town has a one way system and there us no justification for making different rules for cyclists just because they have a history if breaking the rules.
78	Not enough cyclists to merit the change and will have a negative impact on traffic
79	I work on Hill Street and can safely say that this system is a complete waste of time and money. Please remove the ugly bollards and reinstate the unloading bay and 1 hour parking spaces that were well used by all those servicing, working and using the many businesses on Hill Street.
80	By allowing this to happen you are unknowingly allowing people to cycle through king st/queen st precincts which will be used as short cuts and putting pedestrians in danger
81	It's confusing for all as it just stops. It removes many parking spaces & gets very little use.
82	Cycling around St Helier's busy roads is not safe
83	Whilst cycling should be a good thing, too many cyclists are bullies who think that the regulations that do apply to them don't count and, as they can't be identified and don't have insurance but do have a worryingly powerful lobby, measures like contra lanes will simply endorse the view that roads and pavements belong to them.
84	the cyclist still cycle on the pavement and nothing is ever done, words of advice do not work, needs proper fines
85	The well used pavement in this busy area of town area is so narrow that widening this for pedestrians should be the first priority. Bikes travelling in the opposite direction to the traffic currently puts pedestrians at risk who are forced to step into the cycle lane to pass each other as pedestrians walking in opposite directions meet.
86	Cyclists are a menace on the road and in pdestrian areas

3. Is there any further improvement to the cycle lane you would like incorporated into the final design?

Answer Choices		Response Percent	Response Total
1	Open-Ended Question	100.00%	72

3. Is there any further improvement to the cycle lane you would like incorporated into the final design?

1	If you remove the bollards I can support this - otherwise I think it is completely wrong.
2	Make sure you are allowed to turn into and from Snow Hill Car Park and cycle through Snow Hill.
3	Yes, Perhaps place a bollard in Hill Street at the start of the track as often the track is blocked by inconsiderate drivers waiting in traffic.
4	Extend the link up Hill Street to into Grenville Street/Green Street to connect with other Eastern links?
5	Make it 2 way and clear, currently confusing
6	better signage.
7	Make it two-way and permanent. Separation pylons are nice to have but not necessary if there are high fines (say £500.00) for blocking the clearly marked cycle paths and they are enforced actively (and in response to calls from cyclists to help you enforce them)...good revenue generator for future path development.
8	I would like to see it removed as I do not think it is necessary in that part of town. See comments box below.
9	Shelve it entirely
10	More solid barrier so cars can't get in.
11	It is prone to pedestrians spreading out into it, so the pavement surface and bollards could do with being revised as per UK best practice
12	Take it away
13	Get rid of the cycle lane. There is no where for elderly or disabled to park and walk to town. The contra flow of the cycle way is dangerous to pedestrians
14	It's removal so that the road can once again be used as it was originally intended.
15	You assume I want the cycle lane. Best improvement is to not have it and restore to previous lay-out. Cycle lane WILL inhibit business in the area as well as deliveries of goods.
16	Does this mean you have already made up your mind. as it has not been approved yet. so why waste money on this if you have not made up your mind.
17	Remove it entirely
18	I'd like it removed
19	If to be made permanent, narrow the cycle lane to reduce risk of downhill travel and add more assertive signage reminding cyclist one way contra flow for cyclist only with advised speed limits or watch for pedestrians crossing
20	Land mines?
21	Signed cycling and pedestrian area - people don't know about it
22	More road markings in the cycling lane and better clarity on whether the cycle lane is two-way or just contraflow. Remove an extra couple of the bollards opposite the covered bus stop to allow extra space for passing.
23	If it were to stay, I would propose making it a raised contraflow to discourage drivers from mounting it (like a pavement). This is a safety measure in many European countries and visually is, I think, more Jersey than the barriers.

3. Is there any further improvement to the cycle lane you would like incorporated into the final design?

24	The final design should scrap this idea entirely.
25	Different colours for areas used by motorists and by cyclists, to increase optical barrier
26	Remove it
27	No, it is beyond help, scrap it immediately.
28	Make it very clear that it is a cycle lane for its entire length, and the acceptable direction of travel
29	We think it should be scrapped and put back as it was for the reasons above.
30	I'd like to see the tarmac a different colour to make it more obvious... And then also some hatching or other road markings where the unloading bays are so that both cyclists and drivers are aware that it's an area used by both vehicles and cyclists.
31	It would also be very helpful to have an official route to be able to get to New Street or Broad Street from Halkett Place.
32	make is two way for cyclists ?
33	Get rid of it and return it to shopper parking!!!
34	No - I don't believe this should be a permanent solution, the majority of time I am passing, cyclists are not using this lane either way.
35	More clearly marked, perhaps green arrows or markings for all future cycle lanes
36	Drop the pace signs with cycle image
37	It's removal
38	It needs to be linked to the Royal Court Road proposal, otherwise it is hard to get to, and won't really serve its purpose.
39	I'd like to see it removed
40	I love the idea of being able to travel through the Royal Court route as well.
41	Yes get rid of it . See number 2.
42	Link this into other cycle routes/lanes without treacherous sections of crossing oncoming traffic
43	I would like to see snow hill closed to Vehicular Traffic with the following Vehicles Exempt from Restrictions: Omnibuses (at all times) Cycles (At all times) Commercial vehicles for the purposes of loading and unloading (Monday to Saturday between the hours of 7am and 11am)
44	Either a strong line painted on the surface, with complementary signing, and / or reinforced with some bollards or other physical demarcation will be OK. Do NOT use a raised line on the road surface, this is surface phenomenon running PARALLEL to the bicycle's direction of travel, and that is inherently dangerous. [REDACTED] after having an argument with such a line.
45	Less cars parked in it ; Continue onto La Motte st and schools
46	no
47	Free left turn for cyclists at traffic light

3. Is there any further improvement to the cycle lane you would like incorporated into the final design?

48	It would be great if it could continue along La Motte Street.
49	Based on this question, it seems that the 'final design' has already been written up, regardless of what people put on this survey.
50	The pillars in the road are unsightly in the streetscape. If the nonsense of a cycle track is to be retained they should be removed and a low curb installed to separate the flow of traffic.
51	More separation from cars this could be done by planting more trees and greenery. Consider improving the road surfaces so there's no random bumps. And maybe consider a cyclists/zebra crossing to connect the cycle lane to the new proposed cycle lan by the royal court.
52	No cycle lanes
53	I would like the final design to be scrapped entirely - and for the government to choose non-leading questions in their consultations that don't imply that trials are a done deal! This question is pathetic!
54	More markings please - pedestrians and motorists seem surprised to see a bike going up Hill Street against the traditional flow of traffic
55	Scrap it. It looks awful, really awful, and is not used enough to justify any further trial
56	Start the cycle lane from after the queen street/king street (after Burtons) on hallett place. Car drivers purposely pull to the left at the end of hallett place to stop cyclists from passing.
57	Remove it
58	Yes. Scrap it.
59	Get rid of it
60	Would like it removed, so no improvement required.
61	Get rid of it.
62	Scrap it
63	Give it an obvious, full time, starting point from Liberation square
64	No
65	Complete removal.
66	Get rid of it. Cyclists are not considerate road users and should hold more responsibility for their cycling safety rather than force considerate motorists into situations where they are at risk
67	Remove the whole thing
68	As a cyclist this should not go ahead I am totally against this
69	Yes, revert the changes
70	Tackle the problem with problem cycling first.
71	I am supportive of cycling networks but this very busy area of town isn't sufficiently wide to accommodate the numbers of pedestrians and cars as well as the cycle lane.

3. Is there any further improvement to the cycle lane you would like incorporated into the final design?

72	it should be scrapped		
		answered	72
		skipped	34

4. Do you have any other comments?

Answer Choices		Response Percent	Response Total
1	Open-Ended Question	100.00%	54
1	I am a La Motte Street resident and business owner who could only benefit from more cycle traffic and I am saying that it is not brilliant and I would rather it all go than keep those bollards.		
2	Colomberie should be turned into a "cycle street" (Dutch style) with buses permitted on the sections they use currently. This would link Hill Street to the new Don Road cycle lane. La Motte Street would be made one way westbound (or closed altogether - another cycle link). Motor vehicles would be deliveries only at certain times and access to premises. This would also		
3	Speed-up cycle improvements.		
4	there needs to be more cycle lanes throughout town.		
5	Great to see the island embracing cycling as a viable option for the masses. Better for our island, the environment, and our health. Will make the island a strong tourism draw for the European cycling crowd. Need many more secure locking points for bicycles at logical places where commuters and tourists will converge.		
6	If this so called improvement to the traffic system is to be implemented permanently, then I don't want to see cyclists on the road as they will have their own cycle lane and a way to make them use it must be found. What you are seeing in some parts of the island, where there are cycle lanes implemented, you are not seeing the cyclists using them. I can't imagine many cyclists riding their bikes up and down Hill Street when it is raining and blowing a fair wind. Also, some of those cyclists go so fast that a lot of them do not ring their bells if they have one or let the pedestrians (that are allowed to walk within the cycle lane as well), know that they are coming towards or behind them. Pre this contra-flow cycling idea, cyclists always seemed to managed by weaving in and out of the traffic. I can't see it will encourage anymore cyclists using this route as the cyclists I see that live in the East, either use the tunnel or use the cycle track along the harbour to Havre des Pas to get towards the East of the island.		
7	Closing Broad Street to motorists has not led to more pedestrian usage so why continue these experiments which seem to be based purely on inconveniencing the motorists. Before too long you will drive the majority of the shoppers away.		
8	Restricting through traffic in the other direction to buses/taxis/cycles/access for deliveries only, would be helpful.		
9	pointless survey as never listen to peoples comments anyway		

4. Do you have any other comments?

10	Appreciate the effort that goes into finding good solutions for mobility in town.
11	Stop these stupid trials
12	In an ideal "net zero" world the whole street would be pedestrianised, perhaps with a funicular railway from Liberation Square up to Snow Hill Station (which would be a light railway hub again as it originally was until the 1920s). Sounds ambitious but is perfectly possible with the right strategic vision!
13	Haven't seen many cyclists use the lane.
14	Any cycle lane in Jersey will not be used sufficiently in winter. No-one wants to ride a bike in the pouring rain and wind, the dark and the gloom of winter nights. This is a politically correct idea as the States look to eradicate the car whilst not addressing the real issue of population.
15	Town is for every one. More parking should be available and free to attract people in to town to help local businesses. when will the laws be updated for cyclist when breaking the current highway code. Speed limits and the like.
16	these road changes along with the proposed Don Rd changes, you will create the perfect traffic jam. Traffic down Hill St is already bad due to the pedestrian crossings at Liberation Square. this causes the traffic to back up to snow hill and beyond at certain times. We already know as I hope you do that traffic through the tunnel and underpass is already worse due to the fact you cant turn down Green St, and were not even in a position where people are back to work and schools have returned. Even when you get through the tunnel Grenville St is being used more as a way to avoid traffic on Route du Fort and short cut around Don Rd to Georgetown, yet Don Rd could become one lane traffic. I can see the perfect storm where all these routes mentioned will form a loop of traffic jam hardly moving due the restrictions of traffic flow in areas mentioned. So I am against the changes on Hill St and those proposed on Don Rd. the problem is not in town for cyclists as traffic is always slow moving, how frequent are incidents where a cyclist and a motor vehicle are involved? The problem is to offer safer routes especially from the North and East for those to get into town.
17	No thought seems to have been around the area of business deliveries/collections for hill street.
18	Observations of use throughout the day (work in office Hill Street) does NOT indicate a high demand or requirement for this contraflow for cyclists
19	If town planners/politicians are going to implement this moronic scheme, have police present to stop the illegal activities at the end of the road scheme, including at weekends.
20	No
21	Link it and advertise maps of the whole cycle network so that people are better informed as to how to take advantage of these new segments. If the maps look like they reflect inefficient or complex routes, observe cyclist behaviour and maybe redesign and extend the routes so that they are more efficient.
22	No
23	I have recently needed to take a new cycle route from the bottom of Trinity hill (Springfield stadium) to La Motte Street. On a couple of roads there are cycle contra flows and it frankly is pretty terrifying, as there is no indication once you are on the street that you are cycling legally, for yourself or other traffic. Vans coming the other way have waved at me as if I am in the wrong. A painted green lane in the road for the entire length of contra flows would be really helpful and hugely improve safety (by increasing awareness of cars that cyclists are legitimately using the road and where they would be, and in what direction). Joining and leaving some of these roads, the cycle lane does an

4. Do you have any other comments?

	<p>awkward 90 degree bend to get around parked cars. It is also not clear which direction to expect cars to be coming from at junctions. There are a number of smallish improvements which would make a huge difference for safety. Finally there is one small stretch which would join up the whole cycle route from Springfield stadium to La Motte street, which I currently walk, but perhaps a contra flow could be considered as it is a very quiet road - museum street. The alternative for those who want to stay on their bikes for this route is to join the main busy Bath street again. Thank you for listening.</p>
24	<p>Has anyone done a survey of the numbers of cyclists actually using the lane vs the number of deliveries being made to the local businesses on Hill Street, Colomberie and King Street? Please see all comments above.</p>
25	<p>The provision of a cycle lane on the grounds of creating access to the schools is based on a false premise. Having lived in Mont Millais for years I see very few cyclists going to the schools - all the young students get to driving age and either use motor scooters or are provided with cars. Unfortunately cycle lane provision will not change the aspiration of 17 year olds to get mobile.</p>
26	<p>The trade-off for this convenient route is the convenient parking that used to be on hill street including the unloading bay at the end. I'm wondering if there would be the possibility of perhaps changing the parking situation on Vine St to allow for more 'unloading bays' or designated shoppers parking similar to what is outside the central market. The other alternative is adjusting the large taxi parking area by the Royal Square because everybody just uses the App now.</p>
27	<p>No</p>
28	<p>Pedestrians and motorists are a bit unaware of the new scheme, vans often parked in the lane near snow hill. Clearer markings also needed near pedestrian crossing at snow hill and for pedestrians and cars crossing at c La Motte Street junction - as people not checking for cyclists as it is new - make clear about who should give way?</p>
29	<p>Contra flow systems are dangerous as lead to impudent cycling behaviour Cyclists need to understand it's not a velodrome Feel sorry for visitors who keep getting shouted at by aggressive cyclists ,</p>
30	<p>See above, it's a nightmare and someone's [REDACTED]</p>
31	<p>Any initiatives that are taken to encourage cycling will receive my full support!</p>
32	<p>The improvements made to the st aubin cycle route are to be commended but please do something similar with the area by the pizza quarter kiosk. This is a really dangerous area because of limited visibility.</p>
33	<p>Town is become more for the cyclists, and it now makes it difficult for me. You tell me how I can do my shopping in town in one go without using a car. Even a bus is difficult, and the disabled spaces are being cut and not renewed.</p>
34	<p>No.thanks. Well done! Oh well, yes. Now the network needs to reach destinations west of La Motte Street safely I would be glad to help with this.</p>
35	<p>We don't need more cycle lanes unless you are going to make them pay a road tax/ insurance like the rest of us.</p>
36	<p>Extension of contra-flow cycling lane up to Eagle House corner</p>
37	<p>Cyclists choose to go wherever they want anyway. There is no point in this cycle lane as it is a waste of taxpayers money. It is supposed to be 'one way' for cyclists, but they use</p>

4. Do you have any other comments?

	<p>it to bypass the traffic. Also, more importantly, Cyclists now think that they can turn left at the Royal square junction when the lights are on red. Pedestrians are now constantly in danger of being knocked over by a cyclist who thinks they can do what they want, whenever they try to cross the road!</p>		
38	No		
39	This consultation is preemptive and the outcome already decided by government - nothing this survey asks will inform or dissuade government from making this cycle lane permanent- they have already decided to do so!		
40	More of this thinking elsewhere in town please!		
41	Stop closing roads in town. All you do is move the problem elsewhere and exacerbate issues. Look at decent public transport and park and ride schemes		
42	Restore the on street parking ...		
43	The States are the governing body of the Island; St Helier is not an independent republic. This is a poorly thought through waste of money bulldozed through by an ideologically driven Constable who has always been fixated with forcing us to walk or cycle and give up cars. He is doing more damage to retail in his own parish than Amazon ever has.		
44	Silly cycle lane that's not needed. Get rid of it		
45	The removal of on- street parking at that end of town has had a major impact on my ability to access shops. I am disabled with mobility issues and there are no disabled spaces in SnowHill Car Park and it is too far for me to walk from Green Street Car Park. Consequently I no longer go into town to shop.		
46	Too many kids cycling up King Street, causing nuisance and potential danger to elderly pedestrians, young children. Ensure this is policed and enforce rules with parish Hall enquiries and fines		
47	Scrap it for cyclists- bring back the parking spaces		
48	This is a very welcome initiative and others that allow cyclists to travel through town quickly and safely need to be identified and tested.		
49	Another pointless anti-car vanity project by the shambolic parish of St Helier.		
50	Please stop blocking up roads in town to cars and drivers in favour of cyclists. You are slowly making the centre of town inaccessible to those members of our society who cannot ride a bike or walk very far. It is discriminatory and wrong.		
51	Use the funds for something islanders actually want. Eh. Improved parking in town		
52	My comments above apply to contra flows in general until such time as measures are taken to ensure cyclists become responsible road - and not pavement - users		
53	Remove the current cycle lane. Remove parking. Widen pavement.		
54	just a a car with an electric motor is a motor car, so a bike with an electric motor is a motor bike. A licence should be required to operate either.		
		answered	54
		skipped	52