



Infrastructure  
and Environment

# St John's Roads Trial

Summary

# St John's Road



Significant increase to the amount of active travel (walking/cycling).



Anecdotal letters written in support this data - The road is easier and more inviting to walk.



Total traffic along the road has decreased on average by:

1459 cars per day on a weekday
1290 cars per day on a weekend

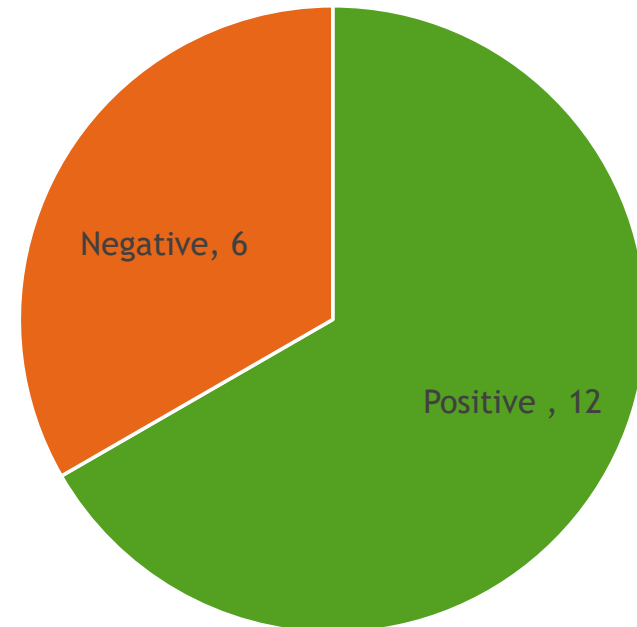


However, number of people heading down St John's Road has remained relatively unchanged.

# St John's Road - Public Feedback

- ▶ Overall public response to the road trial has been mostly positive with 66.7% of letters being positive.
- ▶ The last negative comment to be recorded occurred on 30/08/2024.
- ▶ Since this last negative comments, we have had 9 positive letters written in.
- ▶ Public are accepting of the trial.
- ▶ However, a public petition to revoke the scheme reached 653 signatures: [Revoke the one-way system on St John's road - Petitions](#)
  - ▶ This survey has not since gained further support beyond those who initially signed it in the first weeks.

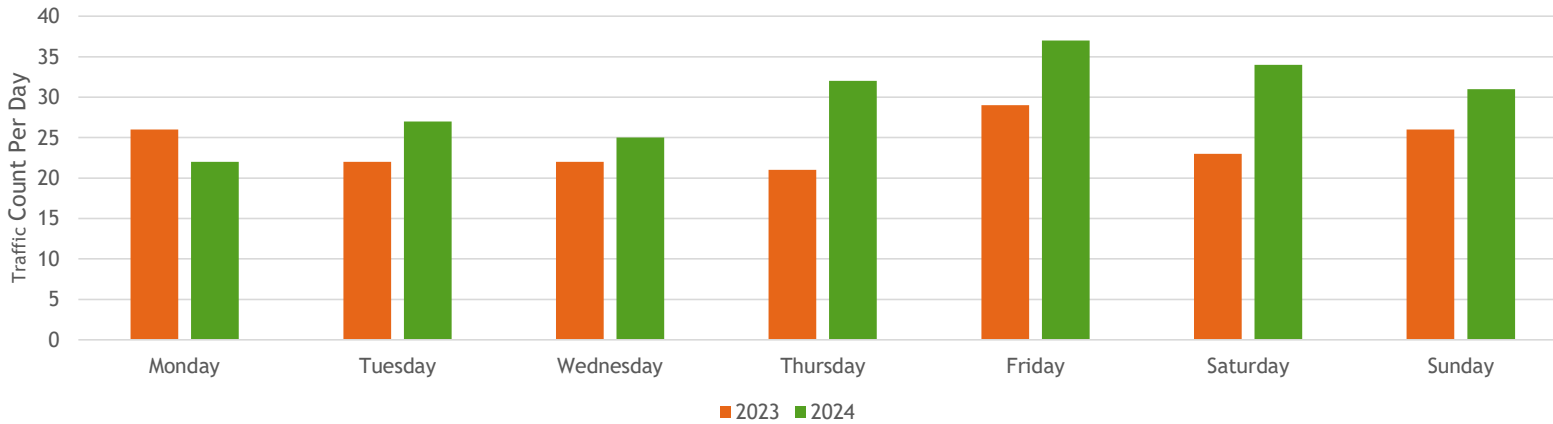
## Public Response to Road Trial



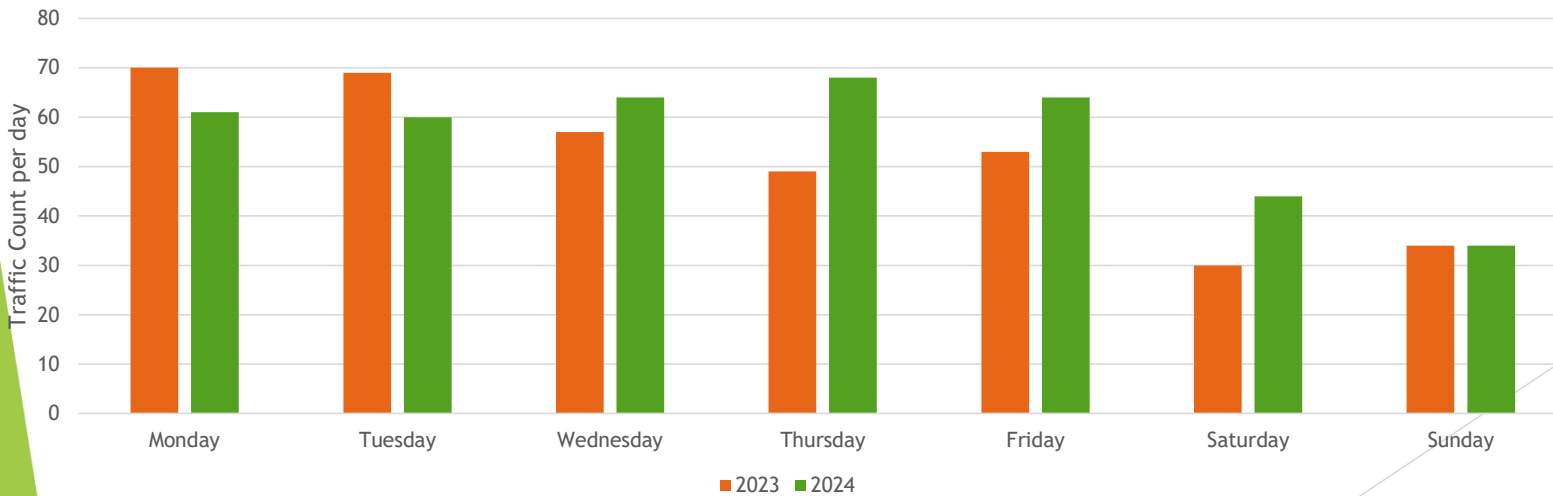
■ Positive ■ Negative

# St John's Road

Pedestrian count St John's road



Cyclists along St John's Road

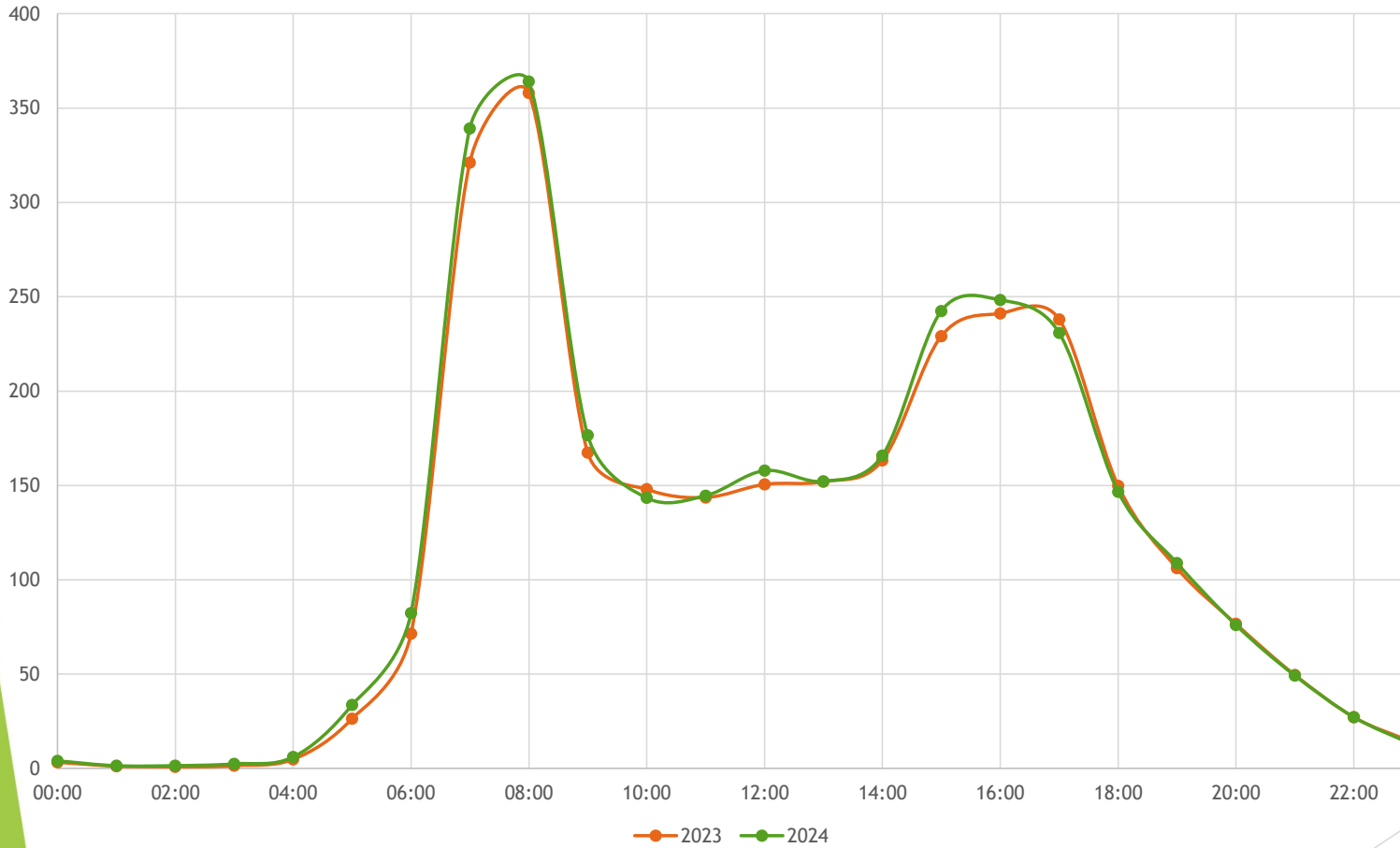


## Data Summary

Active Travel type	Weekly % Change	Weekly count Difference
Pedestrians	+ 23.1%	+ 39
Cyclists	+ 9.1%	+ 33

# St John's Road

Average hourly road traffic down St John's Road - Weekday

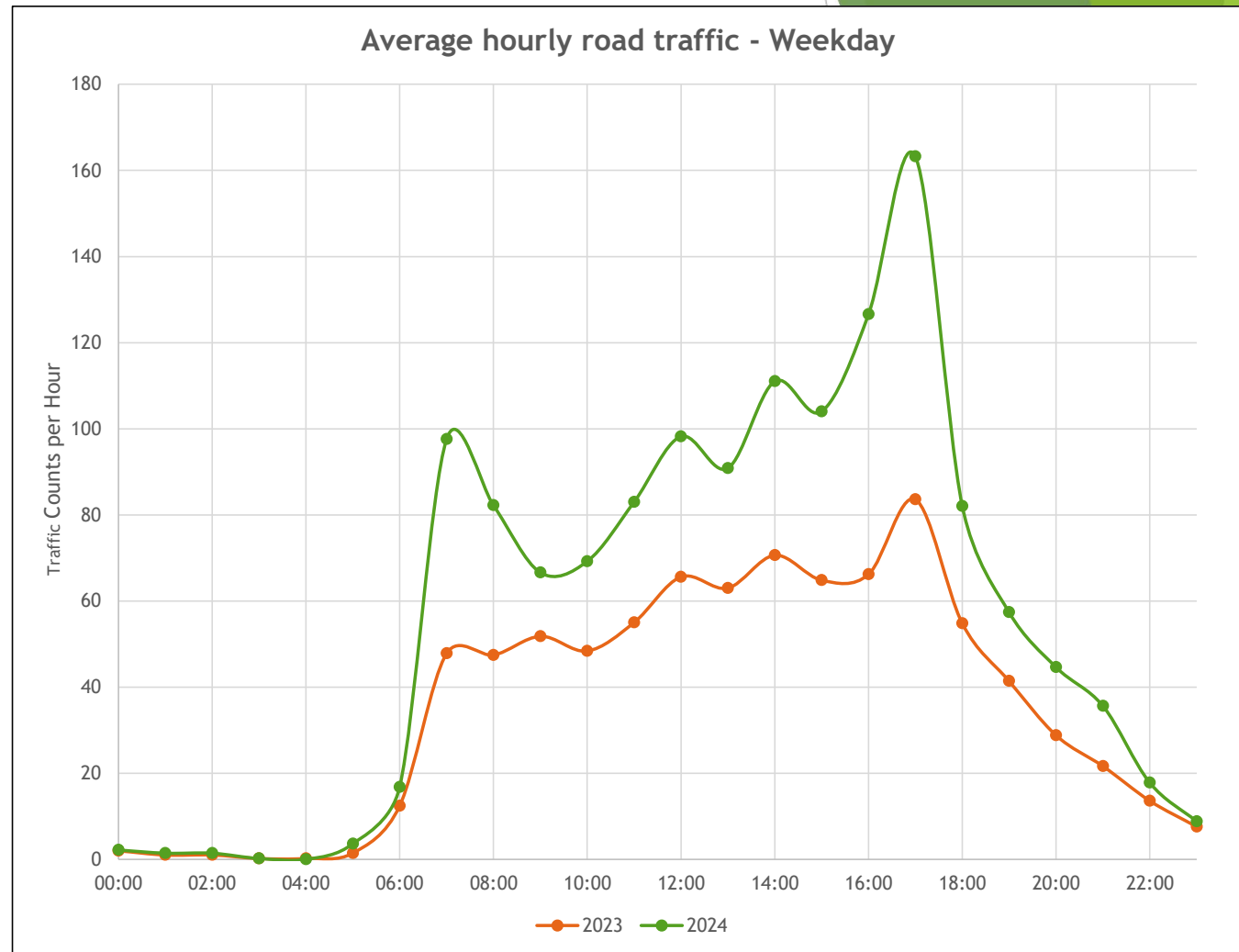


## Data Summary

Peak traffic % change	Peak traffic hourly difference	Peak Time chosen
+ 1.7 %	+ 6	08:00

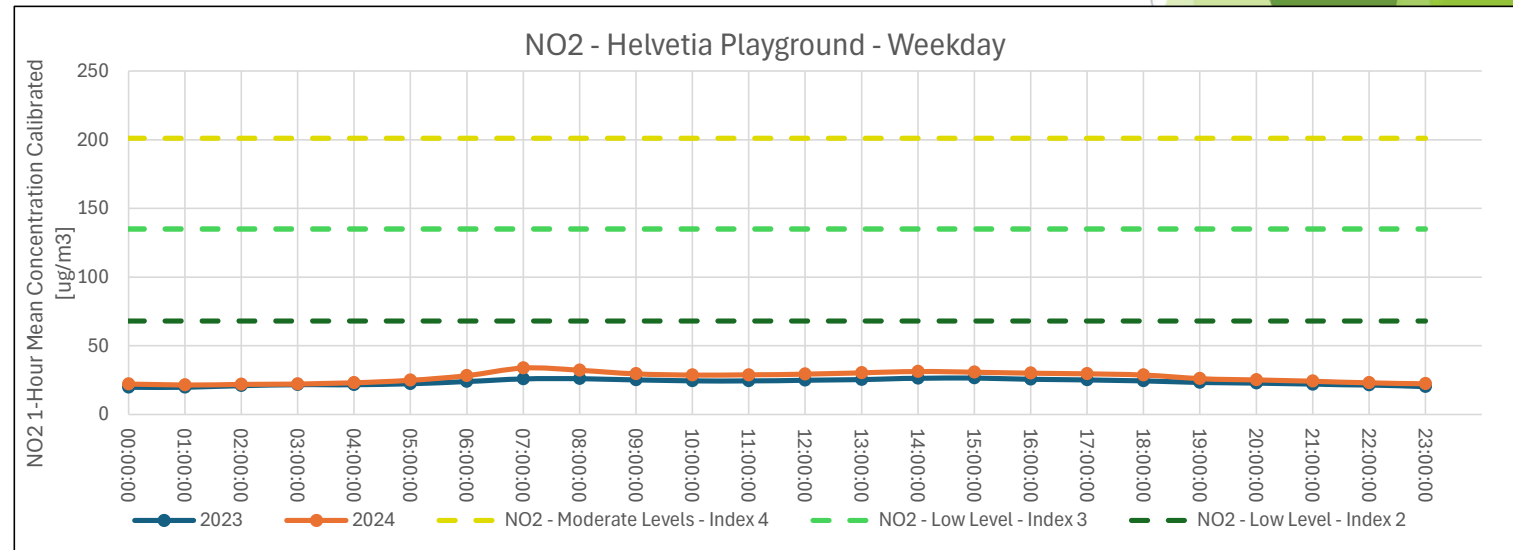
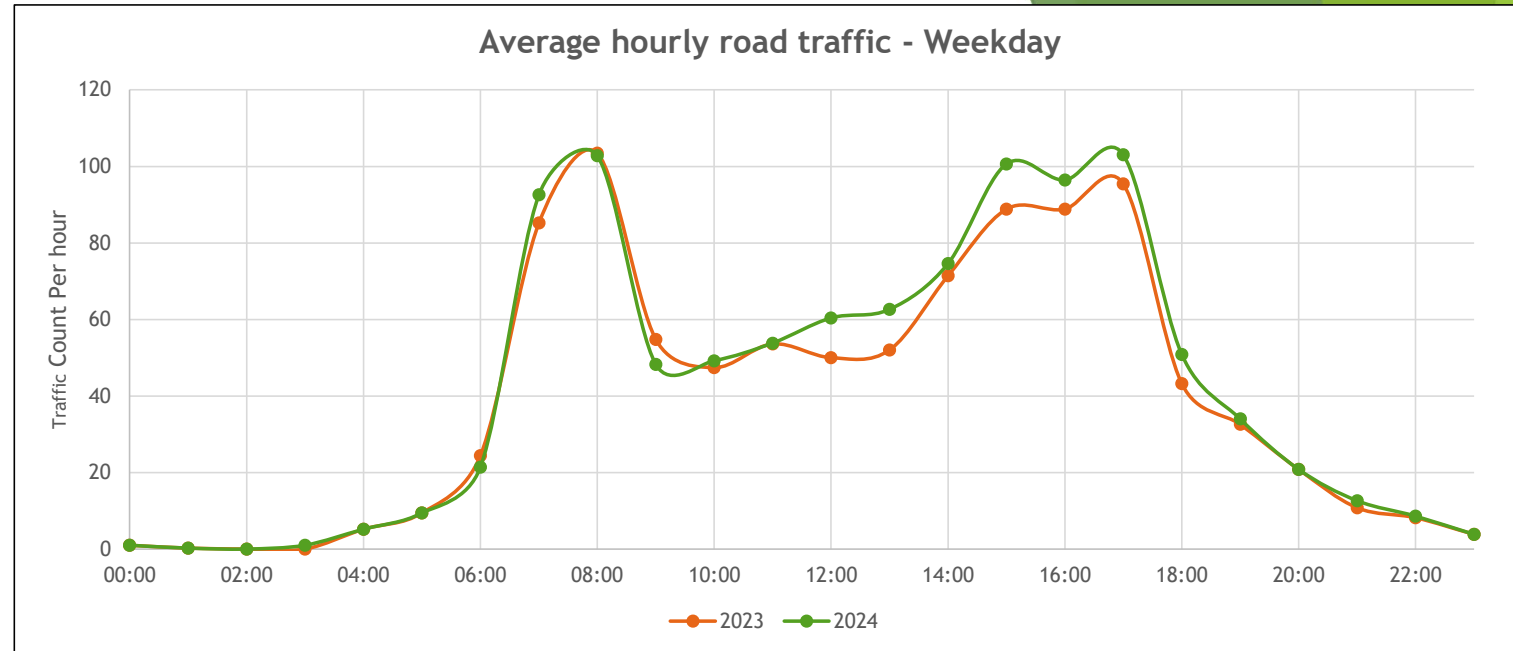
# Westmount Road

- ▶ Significant increase in traffic, with vast changes in the traffic behaviour throughout the day.
- ▶ Peak traffic times have seen the biggest change with AM and PM peaks have increased by:
  - ▶ AM Peak: + 50 cars per hour
  - ▶ PM peak: + 80 cars per hour
- ▶ On a weekday, 514 more cars per day use the road.
- ▶ This increase in traffic is also seen on the weekend
- ▶ However, traffic remains below the road's saturation point - even at peak times.



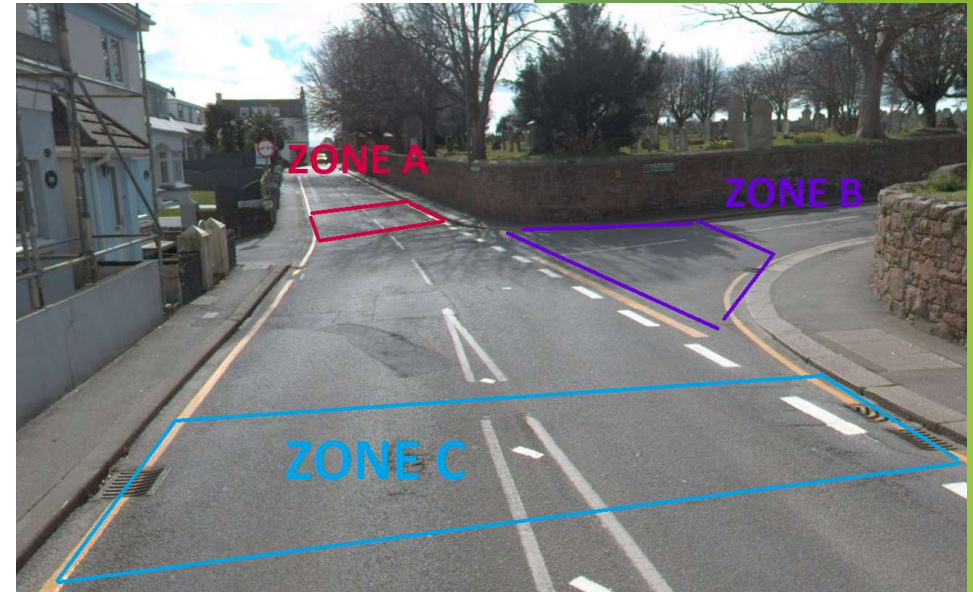
# Parade Road

- ▶ When trial was initially implemented Parade road saw increase in traffic.
- ▶ As trial progressed traffic levels have returned to pre-trial levels - remaining unchanged.
- ▶ Air quality in around Parade Road and Helvetia playground has decreased.
- ▶ Levels remain within a safe limit.
- ▶ The exact cause of this uplift in pollution is not clear, but is likely multi-faceted and not directly linked to traffic passing past the school

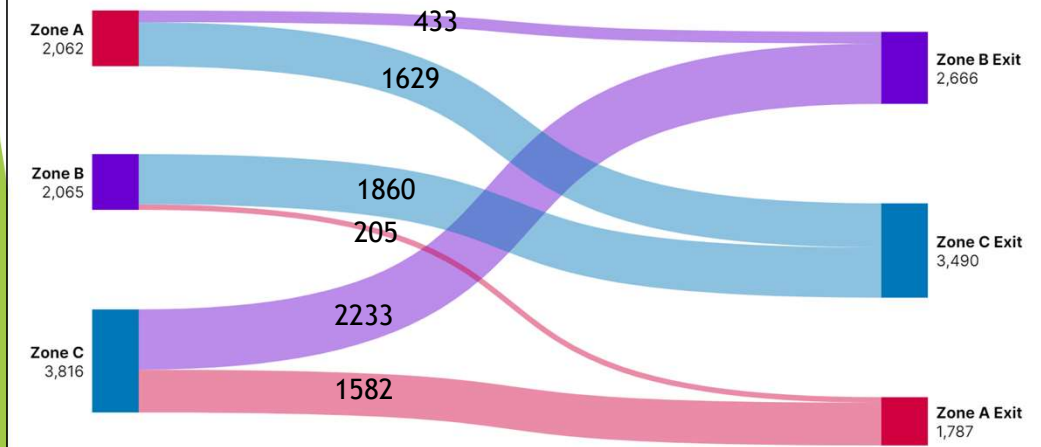


# Tower Road - Turn Counts

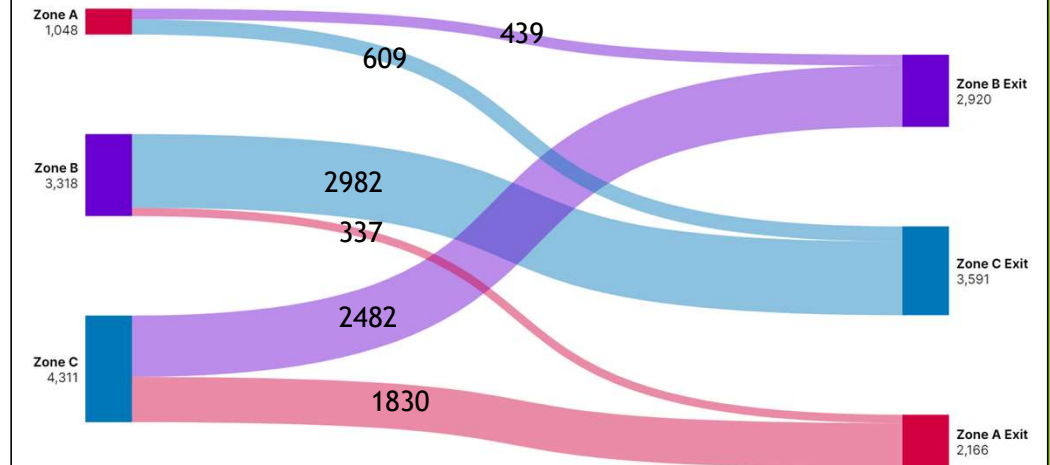
- ▶ Sankey charts show the changes in traffic entering Tower Road.
- ▶ Total cars entering from Zone A has reduced significantly
- ▶ With Zone B increasing by the same proportion.
- ▶ Total traffic in and around the junction is slightly higher than before.



## 2023 Turn Counts - Tower Road



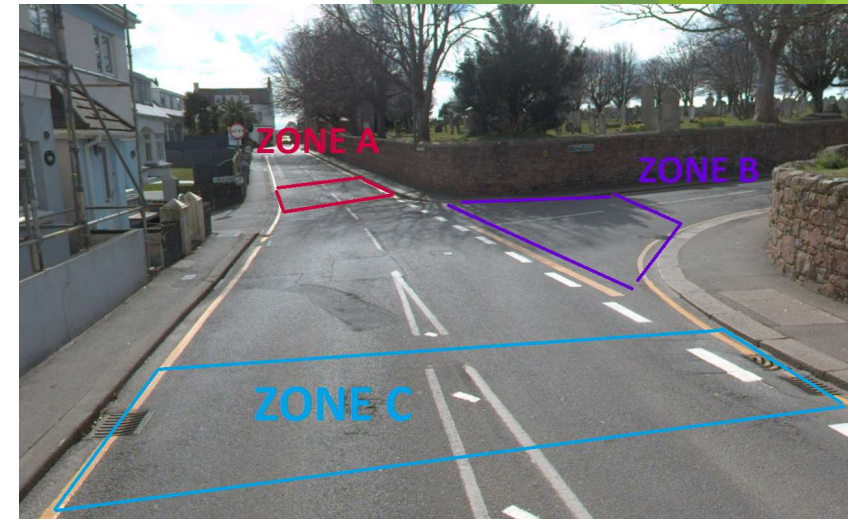
## 2024 Turn Counts - Tower Road





# Tower Road

- ▶ Traffic is diverting in the network to reach the north part of the island via Tower road rather than St Johns road.
- ▶ More traffic going from Zone C to Zone A - this is likely residents accessing their property.
- ▶ Significant decrease in traffic coming up from St Johns road - demonstrates that traffic is generally obeying Old St Johns Road being residential access only.



Average Daily turn count difference 2023 vs 2024 *To*

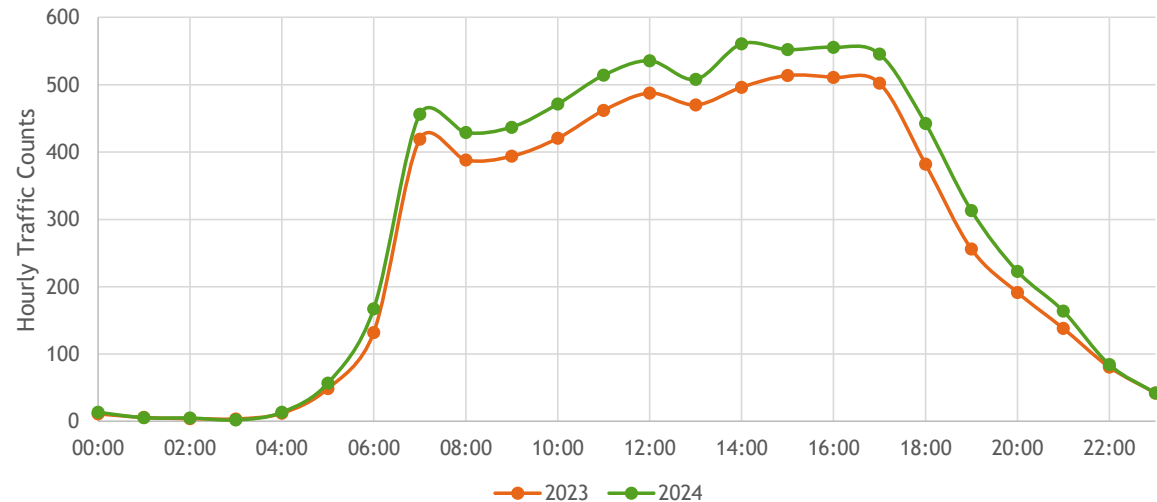
*From*

	Zone A	Zone B	Zone C
Zone A		+ 6	- 1020
Zone B	+ 132		+ 1121
Zone C	+ 247	+ 248	

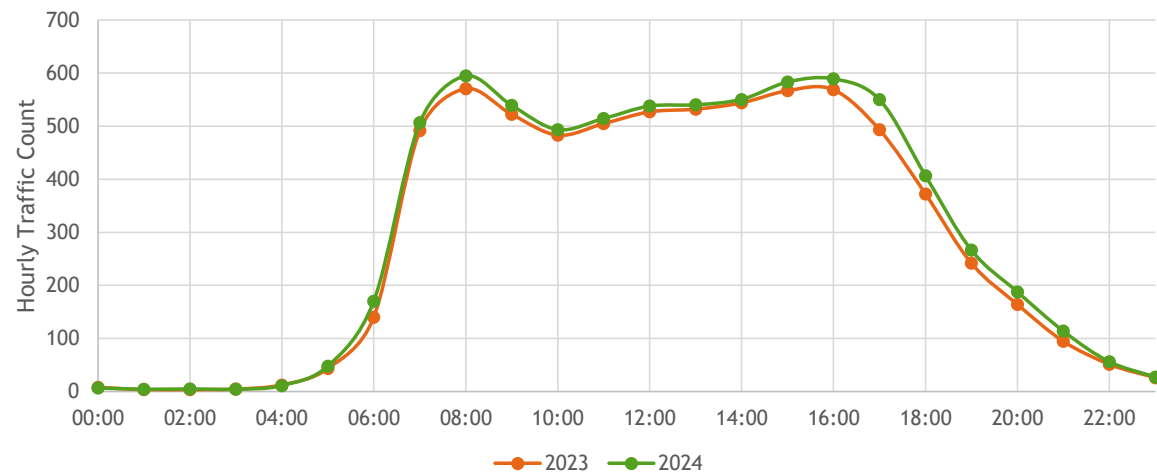
# Queen's Road

- ▶ There is an increase in traffic heading both up and down Queens Road
- ▶ + 229 cars heading down Queens road and:
- ▶ +636 more cars heading up the road.
- ▶ This equates to a 3.2% and 10.0% increase respectively.
- ▶ This increase in traffic is spread evenly across the whole day.

Average hourly road traffic - UP Queens Road - Weekdays



Average hourly road traffic - DOWN Queens Road - Weekday



# Conclusion

- ▶ The trial has effectively achieved its goal of reducing traffic and encouraging active travel along St Johns.
  - ▶ This is backed up letters from residents stating they feel safer and are happy for the trial to become permanent.
- ▶ No increase in traffic by Helvetia school but air quality has diminished slightly but still remains within safe levels - Likely a local effect unrelated to the trial.
- ▶ Consequently, most of the northbound traffic is diverted via Westmount Road & the Ring Road
- ▶ Tower Road has likely seen a slight increase in users who are rerouting earlier in their journey to bypass perceived congestion in St Aubins Road \*likely residents of St Johns Road, Clublely Estate and Clos Vaze etc.\*

# Recommendation

- ▶ It is recommended that the trial is implemented full time as it has limited impact on the wider road network, whilst delivering a safer road environment for the residents on St Johns Road.
- ▶ It is recommended that bollards are installed at Cheapside to help combat illegal parking and to smooth traffic flows.
- ▶ Next steps
  - ▶ Amend the St Helier Road Traffic order so that the arrangements become permanent.
  - ▶ Prepare plans to establish interim scheme, whereby bollards are replaced with bolt down islands and signage is installed in permanent fashion.