



Government of Jersey

HAUTLIEU SCHOOL

School Issues and Opportunities Report





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WSP

Mountbatten House

Basing View

Basingstoke, Hampshire

RG21 4HJ

Phone: +44 1256 318 800

Fax: +44 1256 318 700

WSP.com



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1 INTRODUCTION

1.1 BACKGROUND

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

1.1.2. This report focusses on Hautlieu School at the south of St Saviour Parish.

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

- A school travel questionnaire, issued to students and school staff, to collect information on existing travel patterns alongside views on current travel issues and feedback on possible solutions; and
- Discussions with the school facilities manager combined with a site visit to witness issues first-hand and conduct an audit of school access arrangements. This includes examining potential improvements to sustainable transport routes and connection within the local area.

1.1.4. The outcomes from this approach are summarised in this report.

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

1.2 REPORT STRUCTURE

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

- Section 2: Existing Conditions – provides an overview of the school and existing conditions related to travel and transport.
- Section 3: Travel Survey Results – summarises key elements from the travel survey results, presenting current travel patterns, feedback from students and staff and the propensity for change.
- Section 4: Baseline carbon assessment of current school travel patterns.
- Section 5: School Travel Issues and Opportunities – outlines the issues and opportunities apparent from the site audit and travel survey presented sections 2 and 3.
- Section 6: School Travel and Transport Objectives – provides an overview of the aim and objectives of this report.
- Section 7: Proposed Measures – proposes measures to improve, promote and encourage sustainable travel to and from school, also looking at traffic demand management opportunities.
- Section 9: Prioritisation of Measures – details the previously proposed measures and their levels of priority for delivery.
- Section 10: Conclusion and Next Steps – details a process for delivery of the recommendations identified.



2 EXISTING CONDITIONS

2.1 EXISTING CONDITIONS

2.1.1. Hautlieu School is a secondary education school for GCSE and A-Level pupils situated in the parish of St Saviour, north of St Helier and south of Trinity. Vehicular access to Hautlieu School is provided from Rue du Froid Vent to the north-east of the school, with pedestrians also able to access the school from this road although pedestrian access is predominantly provided from Highlands Lane and Wellington Road.

2.1.2. **Figure 2-1** illustrates the vehicular and pedestrian access points to Hautlieu School, with the direction of vehicular routes and location of parking facilities.

2.1.3. Hautlieu School serves an island wide catchment with approximately 772 students ranging between 14 and 18 years of age. There are approximately 104 full-time members of staff. Its curriculum covers a wide range of subjects.

2.1.4. The school is open between 07:30 and 17:00, but the peak morning arrival time is around 08:30. It was noted on the site visit that students often arrive at 08:30, but pupil arrival times vary depending on their timetabled classes. However, during the site visit, it was observed that afternoon departure times peak time was between 15:00 and 15:30.

Site Visit

2.1.5. Two site visits were held on Thursday 18th November 2021 during the school morning arrival and afternoon departure times. The weather during the site visits was dry. The site visits were attended by GoJ (Operations and Transport), the school Facilities Manager and WSP transport planners. The site visits primarily focused on observing travel and access issues on Rue du Froid Vent, Highlands Lane and Wellington Road, as well as observing students' travel patterns and behaviours during the arrivals and departures times.

2.1.6. During the morning visit, there was a very limited degree of congestion observed within the perimeter of the school, with permitted parking around the school for students and staff (as illustrated in **Figure 2-1**). During the afternoon visit, heavy footfall was observed during departure times, with no congestion observed at all as most students walked towards Wellington Road or towards the students' car park located at the west of the school. A small number of students was also observed using the bus services stopping at the school.

2.1.7. The various travel options which pupils and staff can use to access Hautlieu School are described herein.

Figure 2-1 School Access Arrangements

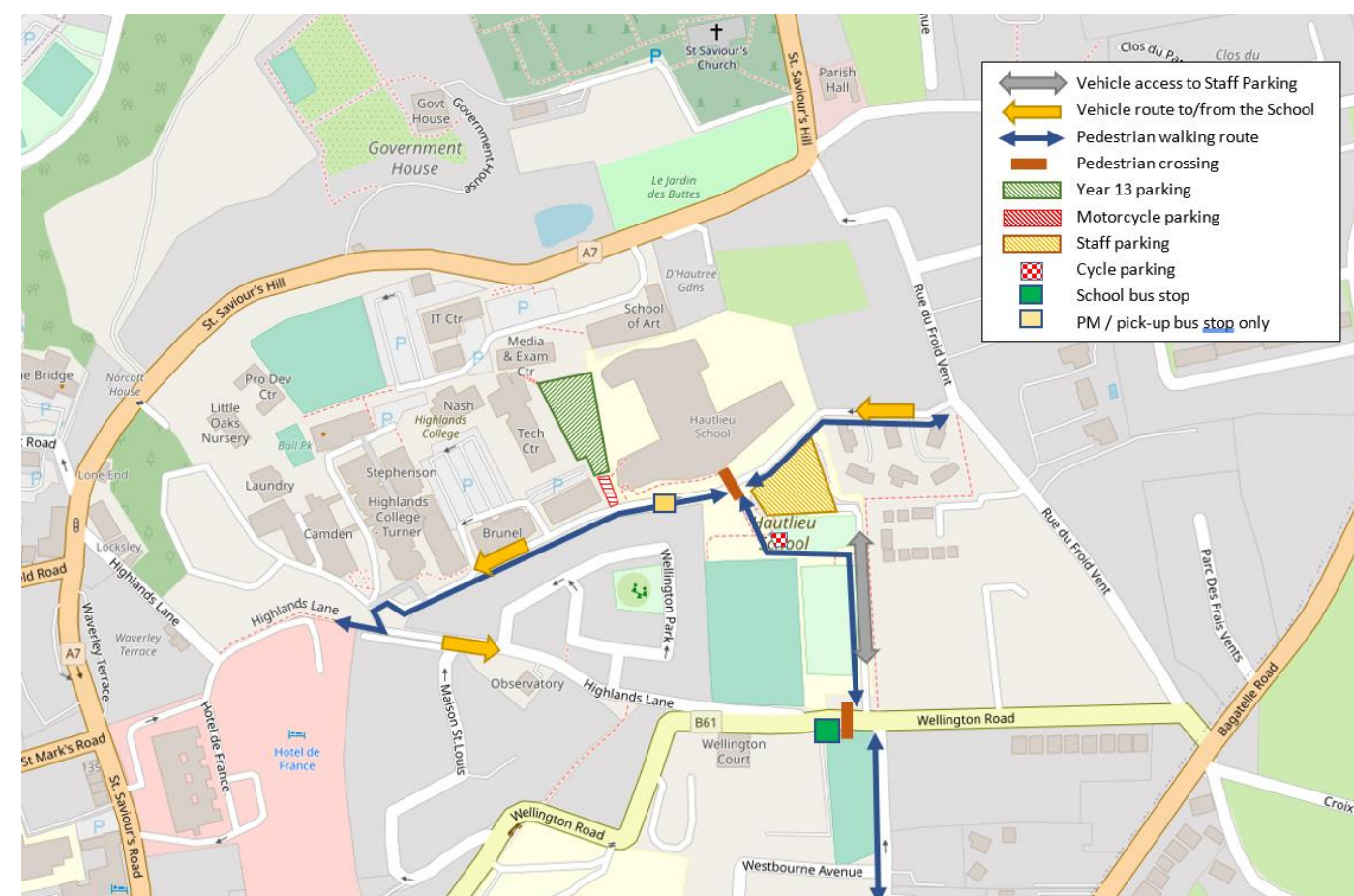


Image 1: Car Park at Hautlieu



Access on Foot



- 2.1.8. Hautlieu School is accessed on foot from Highlands lane to the south, as illustrated in **Figure 2-1**, where a raised table and a zebra crossing are provided just in front of the main school entrance.
- 2.1.9. At the end of the pedestrian connection from the school to Wellington Road, another zebra crossing is provided (**Image 2**) near Bagatelle Lane. However, information received regarding this zebra crossing suggests there is an ongoing concern about safety and visibility within the vicinity of this area.
- 2.1.10. In addition to the above, a virtual footway on Bagatelle Lane is provided for pedestrian connection to the school which was observed to be well used during the site visit.
- 2.1.11. During the afternoon site visit, a large proportion of pupils were seen walking past the school fields towards the north of Wellington Road.

Potential catchment for journeys on foot

- 2.1.12. An isochronal map for walking is shown in **Figure 2-2**. This has been created, using a geographic information system (GIS) tool, to indicate accessibility to Hautlieu School on foot from the surrounding area. The tool calculates approximate journey times (assuming a walking speed of 5km/h) and assumes journeys follow the highway network. It should be noted that the GIS tool does not account for local topography, nor the relative attractiveness of walking routes, and therefore the walking catchment shown is indicative only.
- 2.1.13. In accordance with the above methodology, **Figure 2-2** includes isochrones for 10 and 20-minute walking distance to/from the school. This indicates that Central Bagatelle Road, Wellington Road and St Saviour's Hill are all within a 10-minute walking distance from Hautlieu School, whilst Grands Vaux, Five Oaks St Helier Town Centre are within a 20-minute walking distance.
- 2.1.14. Through the use of anonymous pupil postcode data for Hautlieu School, it can be identified from **Figure 2-2** and **Figure 2-3** that 3% of pupils live within a 10-minute walking distance from/to the college and additional 14% can walk to/from the college within a 20-minute walking trip.
- 2.1.15. Students living in areas further afield from the 20-minute walking distance (83% of pupils) are likely to be more conducive to cycling, public and shared transport for the remaining who live outside the 20-minute walking catchment area for Hautlieu School. The future focus on promoting walking, including developing improved route connections to the school from the surrounding area, might best be targeted within the areas indicated as well as existing patterns to help identify specific walking desire lines and potential route connections.

Figure 2-2 Walking Isochrone

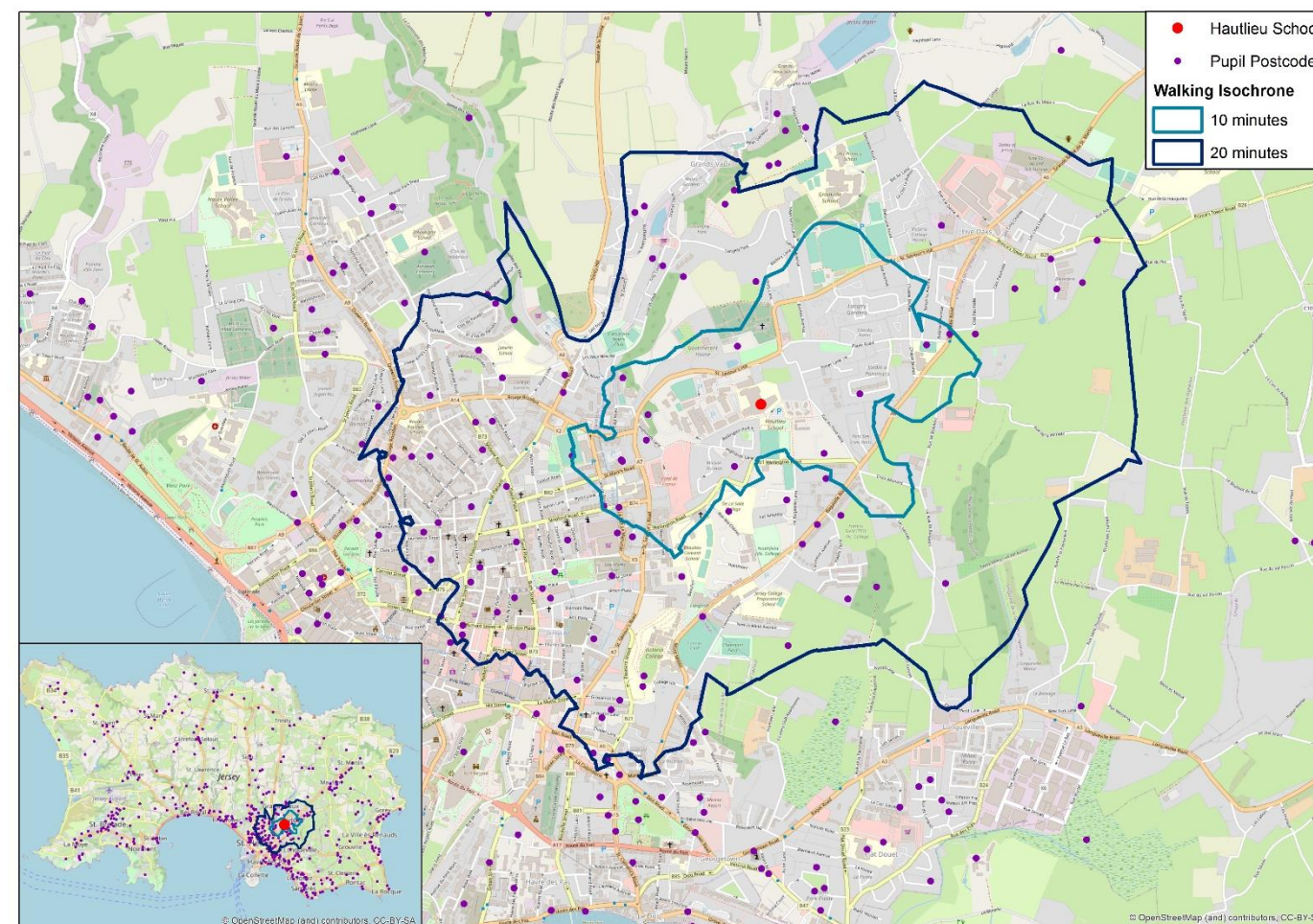


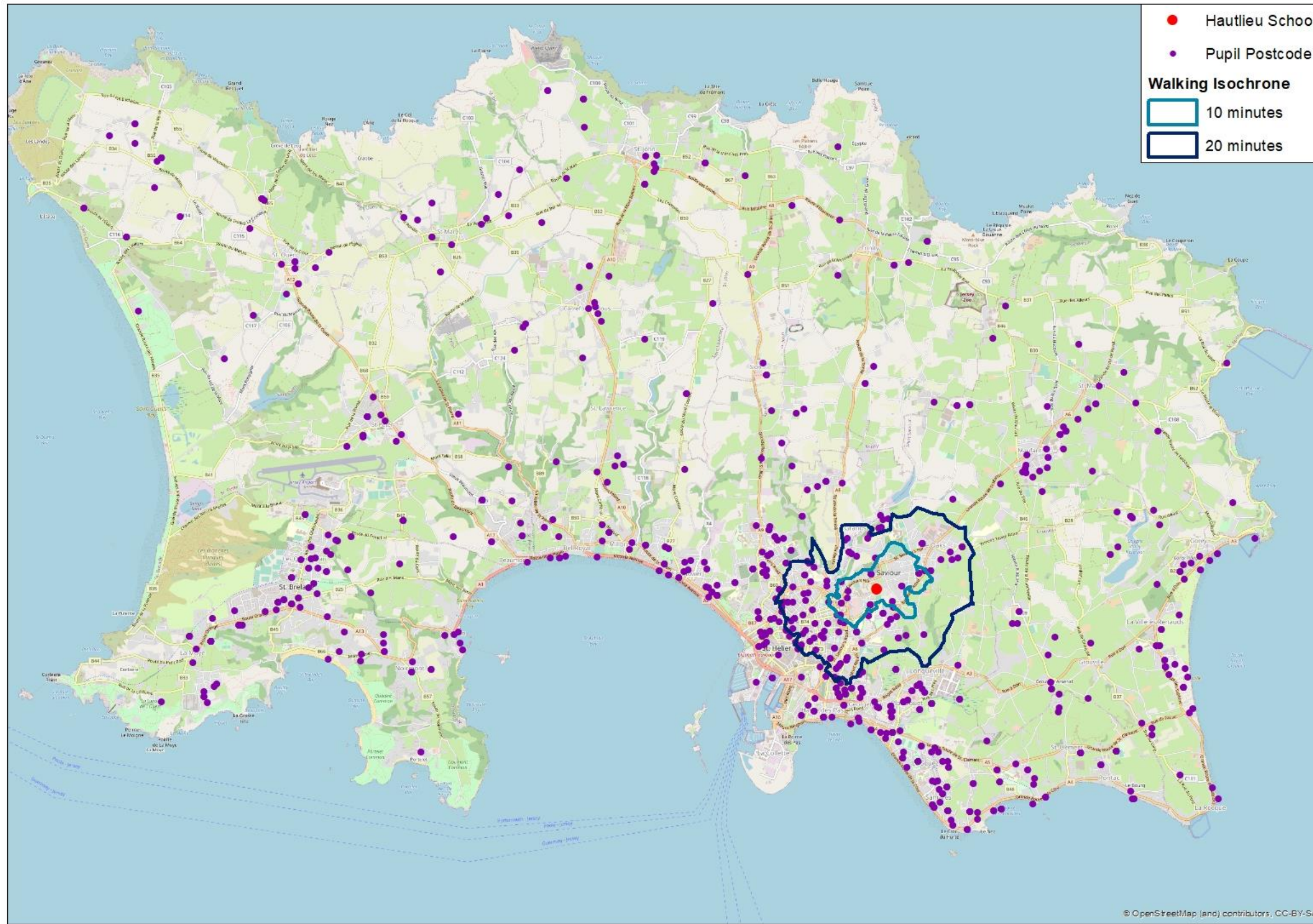
Image 2: Crossing on Wellington Road



Image 3: Students walking towards Highlands Lane



Figure 2-3 Extended walking isochrone - postcodes within walking distance of Hautlieu School



Access by Pedal Cycle



2.1.16. There is no cycling infrastructure along Rue de Froid Vent, Wellington Road or Highlands Lane, which are the main roads used to access the school grounds.

2.1.17. There is cycle parking located opposite the main school entrance outside of the entrance to Oakfield Sports Centre, which can be seen in [Image 4](#) and [Image 5](#). This is located to the south east of the school building and showed high levels of occupation during the site visits.

Potential catchment for cycling journeys

2.1.18. An isochronal map for cycling journeys to Hautlieu School is shown in [Figure 2-4](#). Journey times have been calculated by assuming a cycling speed of 18km/h and the tool assumes cycle journeys follow the highway network. It should be noted that the GIS tool does **not** account for the topography of Jersey and therefore realistic cycle distances may vary slightly from the map.

2.1.19. Using anonymous pupils' postcode data, it can be identified from [Figure 2-4](#) and [Figure 2-5](#) that approximately 38% of Hautlieu School pupils live within a 10-minute cycling distance to/from school, and additional 31% can cycle to/from the school within a 10 to 20-minute cycle ride.

2.1.20. The remaining pupils located outside the cycling catchment area are likely to consider their distances too far to be cycled and may be more conducive to public and shared transport. Subsequent analysis could further determine the main desire line for journeys to the school and determine which routes should become the focus for targeted investment in cycling facilities to support active travel.

Figure 2-4 Cycling Isochrone

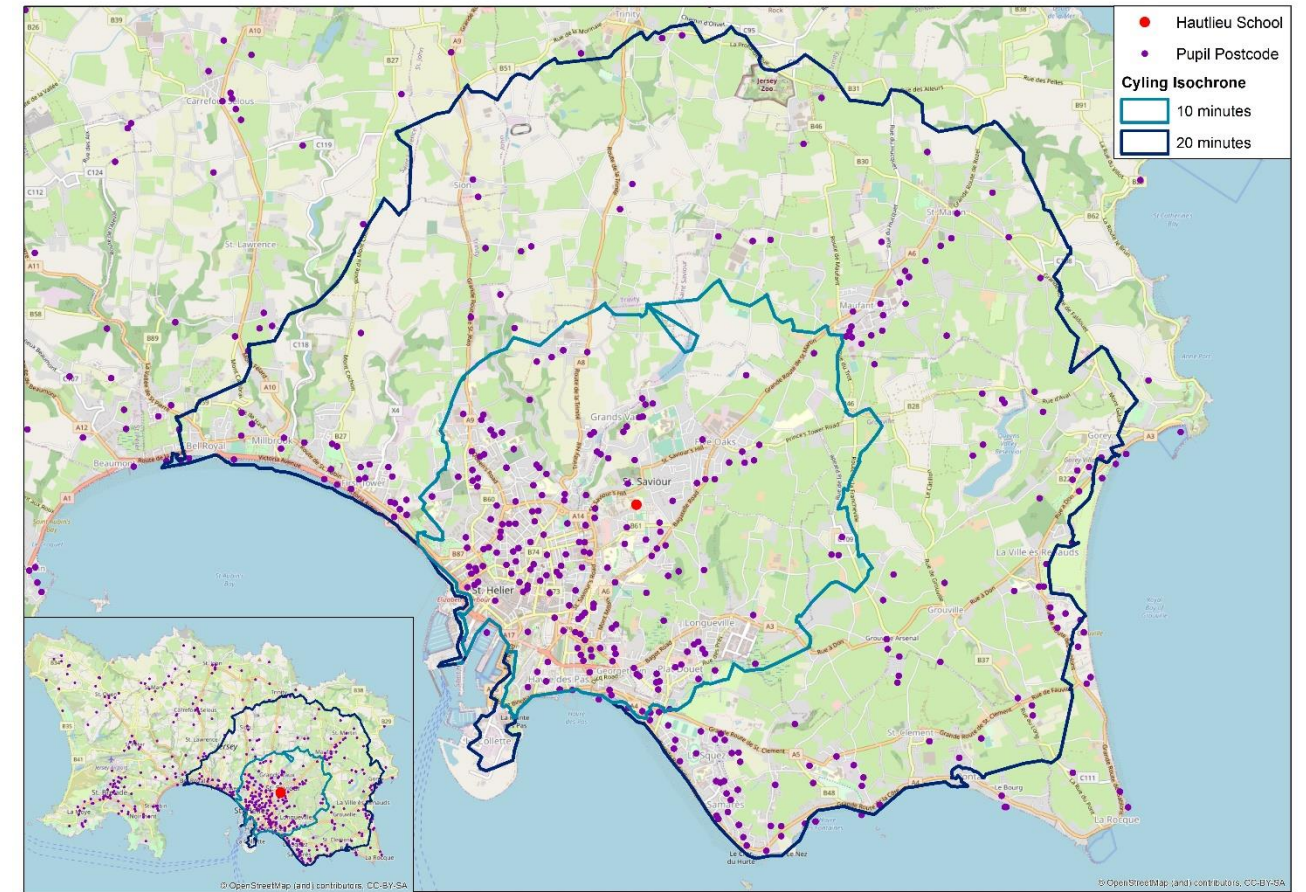
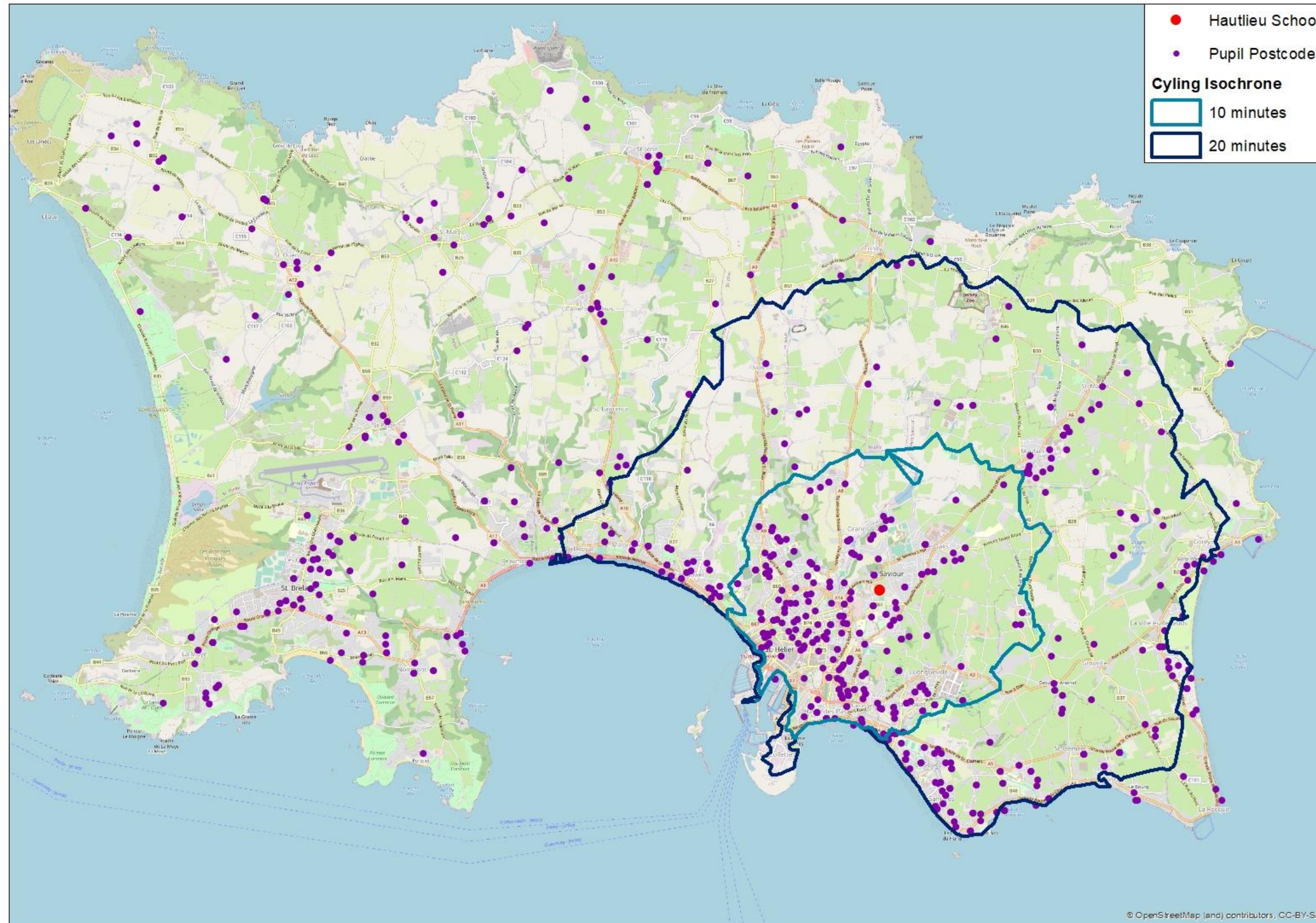


Image 4 and 5 – Cycle parking at Hautlieu School



Figure 2-5 Extended cycling isochrone - postcodes within cycling distance of Hautlieu School



Bus Services

- 2.1.21. The nearest bus stop to Hautlieu School is located just in front of the school, and Bon Air Lane Bus Stops (North and South) which are located approximately 500m south-east of the school on Bagatelle Road.
- 2.1.22. The pedestrian route from Bon Air Lane Bus Stop is via Rue du Froid Vent.
- 2.1.23. Public and school bus services are operated by Liberty Bus. The bus services are outlined in [Table 2-1](#) and [Table 2-2](#).
- 2.1.24. The current student fares for the school bus services vary between 85p and £1.20. These are detailed below.
- Cash Student Fare = £1.20
 - Contactless Student Fare = £1.00
 - AvanchiCard Student Fare = 85p
- 2.1.25. The AvanchiCard is available to children ages 5 to 15 years old and students in full-time education and used to travel on any school bus services. The AvanchiCard can be topped up at any time online or at Liberation Station via card or cash.

Private Vehicle

- 2.1.26. Vehicular access to Hautlieu School is provided from Rue du Froid Vents, which leads to staff car parking at Oakfield Sports Centre and parking spaces located to the west of the school. Rue de Froid Vents also provides vehicular access to Highlands College as well as Hautlieu School.
- 2.1.27. Staff currently park in the Oakfield Sports Centre car park, where there are approximately 65 spaces. This car park is managed through a permit system and facilities management will leave notes on windscreens of vehicles not displaying a permit.
- 2.1.28. In the car park situated adjacent west of the school, there are 80 parking spaces that are available for the 204 Year 13 students. As with staff parking, permits are issued to pupils who apply for them. During the morning site visit, the car park had spare capacity, though the school representative mentioned that there is often high demand for these parking spaces, with capacity being exceeded during particular times of the year. The car park is also used by Highlands’s students, which reduced the space for the Year 13 students at Hautlieu despite the high level of car parking provision at Highlands College facilities.
- 2.1.29. There is moped/motorcycle parking provided for the Year 13 students (see [Image 1](#)) as they often arrive at Hautlieu in addition to private car, with additional information from Highlands suggesting that Hautlieu students also use the motorcycle parking provided within Highland College premises.

Table 2-1 – AM School and Public Bus Services

AM Service / Route	School/Public Service	Departure Time	Arrival at Bon Air Lane (N)
8: Jersey War Tunnels – Beaulieu School	School	07:30	08:08
770: Daisy Cottage – Beaulieu School	School	06:55	08:01
771: Greve de Lecq – Beaulieu School	School	07:10	07:59
772: L’Etacq – Beaulieu School	School	07:00	07:57
773: El Tico S to Beaulieu School	School	06:57	08:06
774: The Poplars to Beaulieu School	School	07:01	08:08
775: Portelet Bay to Beaulieu School	School	07:10	08:07
777: Les Augerez N to Beaulieu School	School	07:15	08:01
778: Carrefour Selous E to Beaulieu School	School	07:35	08:05
780: West View Hotel N to Beaulieu School	School	07:00	07:48
781: Les Fontaines to Beaulieu School	School	07:15	08:08
880: Le Couvent to Beaulieu School	School	07:08	08:07
885: La Hogue Bie E to Beaulieu School	School	07:30	08:04
887: Verona Stores S to Beaulieu School	School	07:38	08:13
888: Clos Bertram S to Beaulieu School	School	07:30	08:04
889: Le Hocq Slipway W to Beaulieu School	School	07:42	08:13
33: St Martins Hall E to La Rocquier School	School	07:25	07:48
3: Liberty Bus Station – Jersey Zoo	Public	07:00, 07:32, 07:52, 08:52	07:09, 07:40, 08:11, 09:02

Source: Libertybus.je (20/01/2022)

Table 2-2 – PM School and Public Bus Services

PM Service / Route	School/Public Service	Departure from Hautlieu	Departure from Bon Air Lane	Arrival at Final Destination
33: La Rocquier School – Rue de Hacquet W	School	-	15:50	16:08
902: Hautlieu School – J.C.G Coach Park – Jardin de Devant	School	15:45	-	16:04
992: J.C.G Coach Park – L’Etacq	School	-	15:46	16:35
996: J.C.G Coach Park – Les Fontaines	School	-	15:47	16:27
997: J.C.G Coach Park – Devil’s Hole	School	-	15:46	16:30
998: J.C.G Coach Park – Le Couvent	School	-	15:47	16:23
955: Hautlieu School – St Peters House S	School	15:40	-	16:28
3: Liberty Bus Station – Jersey Zoo	Public	-	14:38, 15:41, 16:41	30 minutes after departure from Bon Air Lane

3 TRAVEL SURVEY RESULTS

3.1 PREAMBLE

- 3.1.1 A school travel survey was issued to pupils of Hautlieu School to collect information on existing travel patterns and potential for change, also allowing them to express any travel and transport concerns they have. The survey also provided an opportunity for students to relay their thoughts on possible solutions to improve travel to Hautlieu School. Staff were also issued a school travel survey to express their travel and transport patterns and concerns.
- 3.1.2 A total of 127 pupils responded to the questionnaire, which equates to a 16% response rate based on the current pupil numbers at the school (772). A total of 33 staff responded to the survey, this representing a 32% response rate based on the current staff numbers of the school (104).
- 3.1.3 This section presents the findings from the pupils and staff surveys independently in consideration of the level obtained responses, identifying current and potential future travel patterns as well as travel concerns. The information collected from the surveys has been incorporated and used alongside on-site observations and discussions with the facilities manager at Hautlieu School to inform the measures set out in [Section 7](#) of this report.

3.2 CURRENT TRAVEL PATTERNS - PUPILS

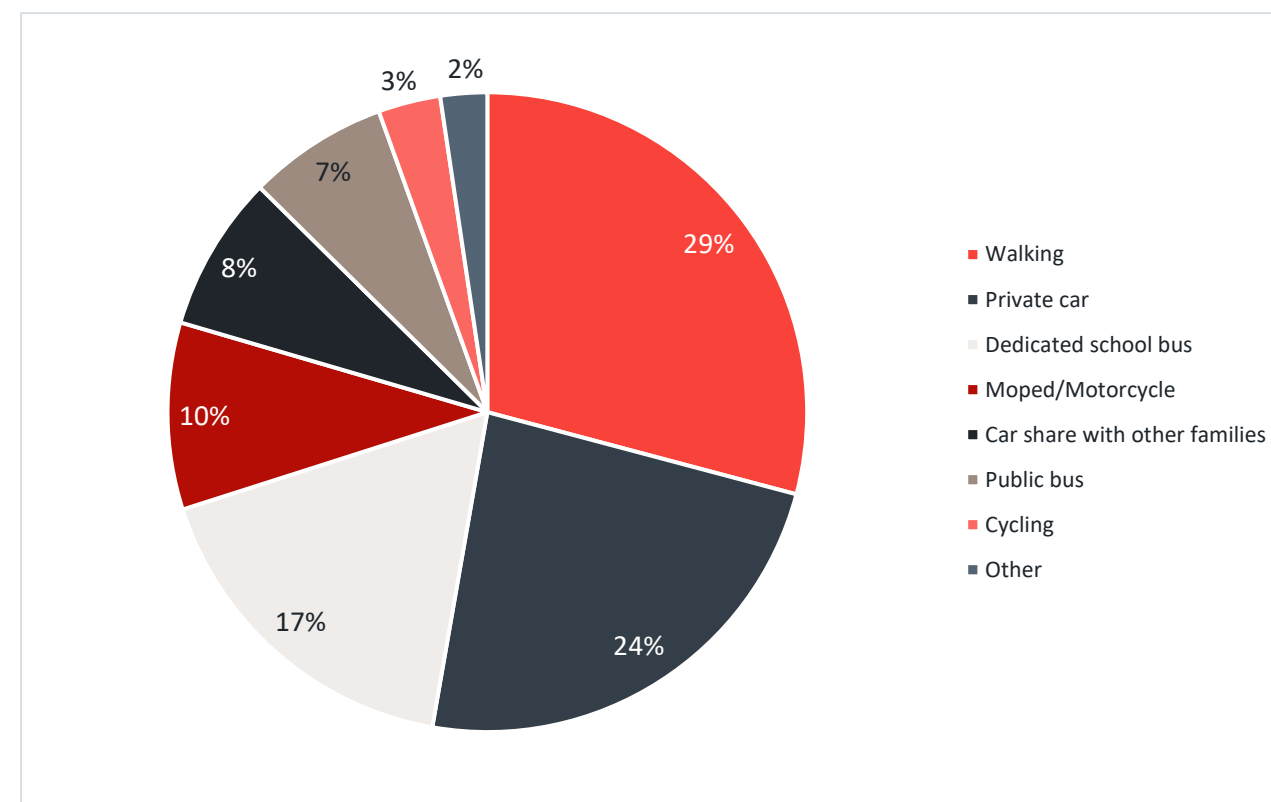
Mode Split from Current Travel Pattern

- 3.2.1 [Figure 3-1](#) illustrates the modal split for journeys to/from Hautlieu School from based on the responses from the pupil survey.
- 3.2.2 Walking has been reported as the main mode of travel to/from Hautlieu School by 37 of the total 127 respondents (29%). Private car use has been reported as the second most popular mode by 30 respondents (24%), followed by dedicated school bus which was reported by 22 respondents (17%). Cycling was reported as the mode used the least for travel, with only four respondents reporting using this mode (3%).
- 3.2.3 The reported walking modal share does not reflect the 17% of pupils who live within the school walking catchment area detailed in [Section 2](#) as a larger proportion of pupils live outside the catchment and were observed walking to/from the school during the site visits. Contrarily, cycling has been reported as the chosen mode to travel to/from the school by four respondents even though 69% of pupils live within cycling distance of the school ([Figure 2-5](#)). This may give an indication of the representativity of the sample and/or the challenges faced when cycling to/from Hautlieu School.

Reasons for Modal Choice

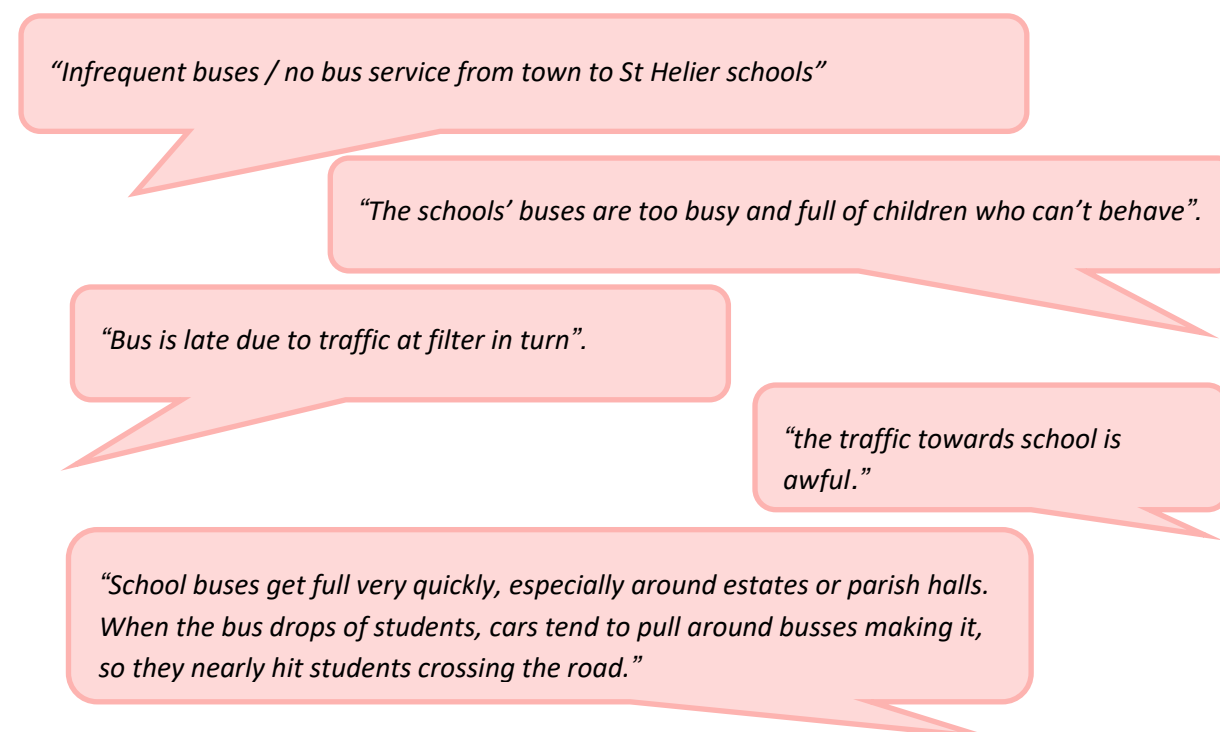
- 3.2.4 Journey distance has been reported by the majority of respondents (50, 39%) as the main reason for their current travel mode which aligns with the reported levels of cycling. This was followed by 28 respondents (22%) reporting journey time as their reason for current mode of travel. Subsequent responses included no alternative modes available and onward journeys for the parent/carer (both with 11 responses, 9%). The remaining responses are evenly split and refer to environmental concerns and journey costs (mentioned by three respondents each), disability, visual impairment or mobility impairment (two responses) and journey safety (one response).

Figure 3-1 Modal Split for Current Travel Patterns – Hautlieu School Pupils



N= 127 (100% of respondents)

Figure 3-2 Reported Safety Issues impacting on Travel Choice



Travel Concerns

- 3.2.5 When asked about transport issues that impact pupils' journey to and from Hautlieu School, 105 respondents (83%) reported no travel issues are experienced, out of which 37 stated they walk to school, 23 travel by private car and the remaining travel by dedicated school bus, motorcycles/moped, cycling or car sharing.
- 3.2.6 Of the remaining 22 respondents, 15 (12% of total respondents) reported high traffic volumes near the school as the main issues they experience, although following from site observations it is assumed this refer to traffic in their way to school rather than around the school.
- 3.2.7 School bus fares was reported an issue by six respondents (5%) which was followed by walking safety and school bus capacity (both with five respondents raising these an issue). Other issues minorly reported were poor behaviour on the school bus, cycling safety, public bus fares, missing or inadequate cycleways, insufficient parking, high traffic speeds near the school and public bus capacity.

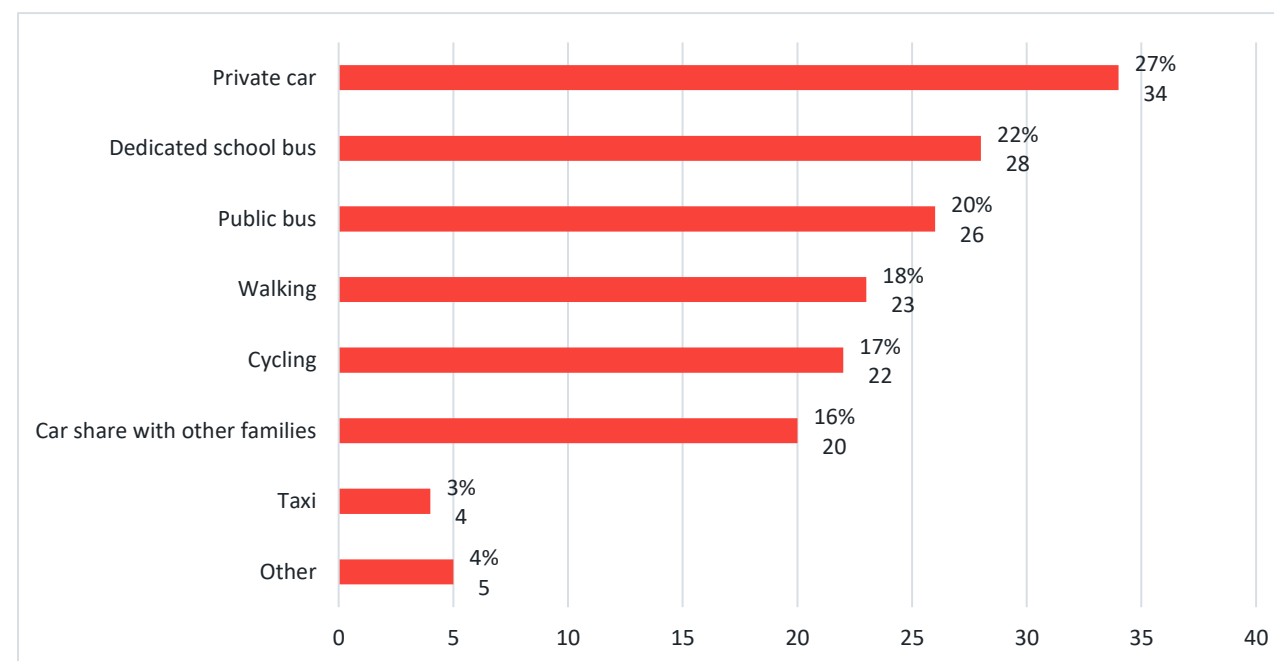
Journey Times

- 3.2.8 Information of journey times was also collected in survey.
- 3.2.9 It was reported that 40 (31%) respondents had a journey time of less than 15 minutes, and 45 respondents (35%) have a journey time between 15 and 30 minutes. Additionally, 20 (16%) respondents have journey times between 30 and 45 minutes, 15 (12%) respondents reported a journey time to school between 45 to 60 minutes. The remaining seven respondents have a journey time that exceeds 60 minutes.

3.3 FUTURE TRAVEL PATTERNS - PUPILS

- 3.3.1 When asked whether they would consider using an alternative mode of travel to/from Hautlieu School, a majority of 64 respondents (50%) stated they would, whilst the remaining half (63 respondents) confirmed they would not.
- 3.3.2 Amongst the 63 respondents who would not consider changing their current travel model, 23 (36%) currently walk to / from the school, and 16 respondents (25%) travel by private car.
- 3.3.3 Amongst the 64 pupils who would consider changing travel mode, only 14 respondents (11% of total respondents) currently travel by private car, with the rest using dedicated school bus and walking to the school.
- 3.3.4 Overall, the most considered travel mode for the future was private car with 34 respondents (27%) choosing this option. This was followed by 28 respondents (22%) considering dedicated school bus and 26 respondents (20%) stating they would choose to travel by public bus in the future (i.e. 54 of the 64 students who would change their mode would consider public transport in the future). Furthermore, 23 respondents (18%) would consider walking and 22 respondents (17%) said they would consider cycling. A minority of four respondents reported a willingness to use taxi as an option for travelling to and from Hautlieu School. Results are summarised in [Figure 3-3](#).

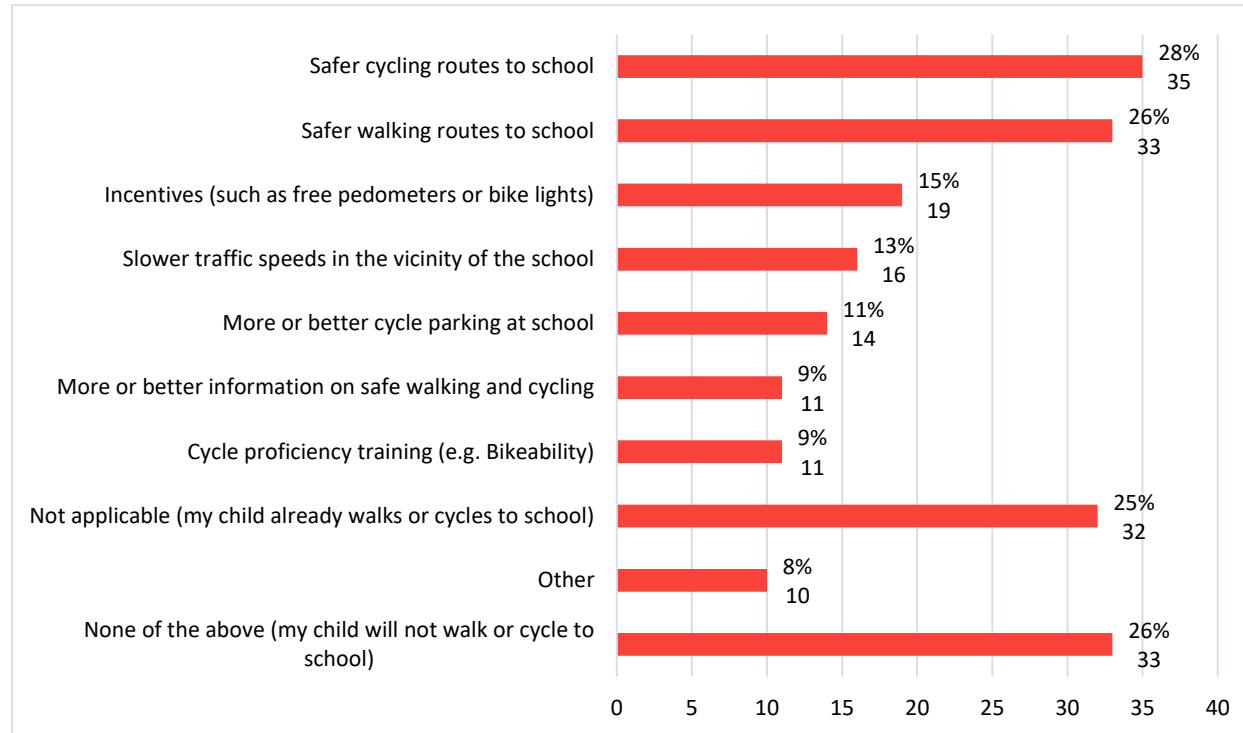
Figure 3-3 Modes Considered for Future Travel



N= 162 responses, 64 respondents (50% of total 127 respondents)

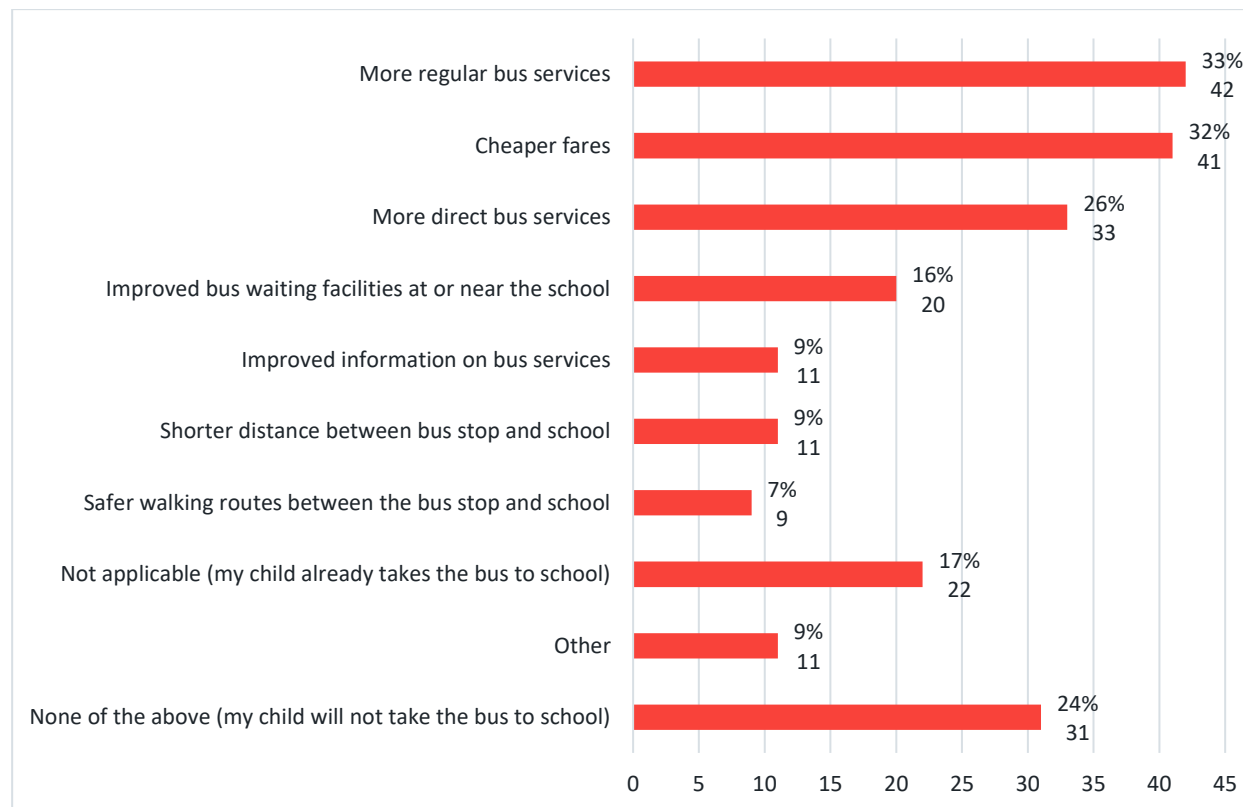
- 3.3.5 The survey continued by asking what measures would encourage respondents to walk/cycle more to the school. Of the 127 respondents, 62 provided an indication of the type of measures which would encourage the uptake of more active travel to the school (in addition to those who already walk or would not consider walking). Overall, safer cycling routes was mentioned by 35 respondents (28%), closely followed by safer walking routes to the school (33 respondents, 26%).
- 3.3.6 In detail, of the 23 respondents willing to shift their current mode of travel to walking in the future, 11 suggested safer walking routes as a measure to encourage walking to school. Additionally, eight of the 23 respondents who would consider walking in the future would be interested in interventions such as slower traffic speeds in the vicinity of the school. The popularity of these measures is illustrated in [Figure 3-4](#).
- 3.3.7 Regarding cycling, of the 22 respondents considering this as a potential future mode to travel to/from school, six currently travel by private car, six by either dedicated school or public bus, and three by moped/motorcycle. The remaining either currently walk or cycle. Safer cycling routes was the most popular measure to encourage cycling with 13 of the 22 stating this. Better cycle parking at school was also stated as an encouraging measure for seven of the 22 respondents considering cycling in the future. Additionally, more and better information on safe cycle and cycle proficiency training would also encourage an uptake in cycle as a mode of travel to/from Hautlieu.
- 3.3.8 Similarly, measures to encourage bus as a mode of travel to school was asked. More regular bus services was the most popular measure, with 42 respondents (33%) stating this would encourage an uptake in bus use. This was closely followed by cheaper bus fares with 41 respondents (32%). More direct bus services was chosen by 33 respondents (26%) to encourage an uptake in bus travel to/from the school as well as improved information on bus services, safer access routes between bus stop and school, and shorter distance between bus stop and school. This is shown in [Figure 3-5](#).

Figure 3-4 Measures to Encourage Active Travel



N= 127 (100% of respondents)

Figure 3-5 Measures to encourage travel by bus to school



N= 127 (100% of respondents)

3.4 STAFF SURVEY

- 3.4.1. Most staff respondents reported using private car as their main mode to Hautlieu (24 of 33, 73%), although 21 of these arrive at Hautlieu before school drop-off and 23 leave following pick-up times. Therefore, their vehicles do not contribute to any peak traffic congestion issues that may take place in roads leading to the school.
- 3.4.2. Walking have been reported as main mode of travel to/from Hautlieu School by only 4 members of staff (12% of respondents). Additionally, two other members of staff reported in the survey that they cycle to/from Hautlieu School.
- 3.4.3. When asked about travel issues experienced when travelling to and from the school, 27 staff respondents (82%, most of which currently drive) reported to have no concerns. All members of staff who reported experiencing any travel issues referred to missing or inadequate footways/crossings, the high level of traffic near the school, missing or inadequate cycleways and illegal parking. Of the four respondents who walk to/from the school, two reported issues and two reported none.
- 3.4.4. Open comments on travel were received from 16 members of staff, most of whom currently travel by private vehicle. Some of the comments have been detailed below.
 - “There is a "rat run" through swiss valley with many cars travelling from Princes Tower Road to Bagatelle Road - this could be made one way in favour of that rat run as whenever a car or worse a van / lorry tries to travel in the opposite direction it is carnage. The road is too narrow to pass two ways easily”.
 - “A public bus or an electric tram serving the schools including primaries would be very efficient.”
 - “There is a further worry re: the volumes of traffic and increase in illegal parking should the car park arrangements for Hautlieu School / Oakfield SC be removed due to Sport plan. There should be an increase in safe drop off/pick up, staff and visitor parking in the Wellington Road area, not a decrease.”

3.5 SUMMARY

- 3.5.1. The results of the travel surveys have highlighted the current propensity for pupils and staff to travel by private cars to Hautlieu School, followed by walking. This reflects the island-wide catchment area of the school in combination with the proportion of pupils who are within a 20-minute walking catchment area of the school and the reported lack of active travel infrastructure in wider connection to the school.
- 3.5.2. However, there is also a clear propensity to change travel patterns in some instances, with many respondents showing a willingness to consider alternative options should specific issues be overcome, in specific the the provision of more direct and regular bus services, and the improvement or implementation of new walking and cycling infrastructure.
- 3.5.3. The above may boost levels of shared and sustainable travel from/to Hautlieu School, this way shifting travel mode away from private cars. Additionally, there seems to be certain willingness amongst some students to use public transport, which can also decrease traffic levels in roads leading to the school.
- 3.5.4. Additionally, investment in promoting any new adopted sustainable travel options will also be necessary to raise awareness and ensure pupils and parents are better informed about the full range of travel options available and the benefits they may present.

4 BASELINE TRAVEL CARBON ASSESSMENT

4.1 CARBON METHODOLOGY

- 4.1.1 A baseline travel carbon assessment has been conducted to estimate the current levels of carbon emissions generated by the travel patterns of the pupils attending Hautlieu School, specifically looking at the emissions generated from car use to/from the school.
- 4.1.2 To estimate the total carbon emissions produced by vehicles travelling to and from Hautlieu, UK Government greenhouse gas conversion factors for company reporting (the most relevant comparable source) were applied for each mode. Data from the travel surveys has been used to determine how pupils travel to/from their home parish to school. Use of postcode data has enabled the survey responses to be factored up to enable a carbon assessment for the school to be carried out.
- 4.1.3 The annual number of trips has been assumed to be 320, based on 160 school days per year and a two-way trip each time. The total annual mileage per pupil was calculated by multiplying the annual number trips by the distance between the centre point of their home parish and the school.
- 4.1.4 The travel mode proportions for each parish that were obtained through the travel survey were applied to the annual trip number, to identify annual mileage by mode. The modes identified were petrol/diesel/plug in hybrid / battery and unknown private cars, motorbike, bus, taxi, cycle and walk.
- 4.1.5 The UK Government conversion factors were then applied to the annual mileage to determine the annual emissions by vehicle type and parish. The emissions have been calculated in kgCO₂e. These are shown in [Table 4-1](#) and [Table 4-2](#).
- 4.1.6 This data presents a baseline estimate of current carbon emissions associated with how pupils are currently travelling to school. The calculations applied can form the basis for estimating changes in carbon emissions over time as travel planning measures are introduced and future monitoring surveys are undertaken.

Table 4-1 – Total Annual Emissions (tonnes CO₂e) for Car Types Travelling to Hautlieu

Car Type	Number of Pupils who travel by each mode (Scaled up)	Emissions Per Pupil	Total Annual Emissions x Pupils (tonnes CO ₂ e)
Car (Average)	136	154.63	39,559
Car (BEV)	8	106	809
Car (Petrol)	145	338	48,951
Car (Diesel)	15	327	4,979
Local Bus	130	142	18,383
Motorbike/Moped	69	220	15,105
Cycle	24	0	0
Walk	222	0	0
Dedicated School Bus	53	1,416	7,569

Table 4-2 – Breakdown of Emissions per Parish based on Survey and Postcode Data

	Emissions per mode per parish (tonnes CO ₂ e)									
	Average Car	Petrol Car	Diesel Car	BEV Car	Local Bus	Moped / Motorcycle	Cycle	Walk	Dedicated School Bus	Total
Grouville	1,088	1,382	141	23	214	426	0	0	519	3,578
St Brelade	7,947	10,089	1,026	167	1,560	3,113	0	0	3,789	26,130
St Clement	4,434	5,629	573	93	870	1,737	0	0	2,114	14,578
St Helier	9,178	11,651	1,185	193	1,802	3,595	0	0	4,375	30,177
St John	2,351	2,985	304	49	462	921	0	0	1,121	7,731
St Lawrence	2,563	3,254	331	54	503	1,004	0	0	1,222	8,429
St Martin	1,376	1,747	178	29	270	539	0	0	656	4,524
St Mary	1,693	2,149	219	36	332	663	0	0	807	5,566
St Ouen	3,499	4,441	452	73	687	1,370	0	0	1,668	11,504
St Peter	2,660	3,377	344	56	522	1,042	0	0	1,268	8,747
St Saviour	911	1,156	118	19	179	357	0	0	434	2,995
Trinity	860	1,092	111	18	169	337	0	0	410	2,827
Total	38,559	48,951	4,979	809	7,569	15,105	0	0	18,383	126,786

5 HAUTLIEU SCHOOL TRAVEL ISSUES AND OPPORTUNITIES

5.1 OPPORTUNITIES DERIVED FROM ON-SITE OBSERVATIONS

- 5.1.1. From the on-site observations there were no initial issues observed within the immediate vicinity of the site and on the school grounds, however, the issues that have been observed are for improvement related to the wider area and wider pedestrian, cycle and bus connections.
- 5.1.2. It was observed that the staff park in the car park of Oakfield Sports Centre, however, it is understood there this parking may be lost in the future due to a planning application, leaving staff without sufficient parking and potentially displacing parking locally; adding on-street parking issues along Highlands Lane. It is recommended that further work on parking management is undertaken in the event the existing car parking is removed to provide a viable and suitable alternative location for staff parking and avoiding the potential for parked vehicles to be displaced to inappropriate locations in the school vicinity.
- 5.1.3. There is also opportunity to increase the cycle parking provision that is currently situated outside Oakfield Sports Centre which students use as their cycle parking. From the site visit, it was seen that the racks were nearly 100% in use and therefore increasing the storage will provide more pupils to cycle to the school and park their bikes safely.
- 5.1.4. There is clearly an opportunity for Hautlieu to collaborate with Highlands College in developing a collective Travel Plan covering both schools and collaborate on its implementation, monitoring, and review.

5.2 OPPORTUNITIES FROM PUPIL SURVEY

- 5.2.1. Further opportunities arise from the pupil travel survey, which shows that travel by shared and active modes could become more commonplace in the future with measures put in place. These modes include dedicated school bus and public bus services, in addition to walking and cycling. The survey shows that pupils are more interested in physical infrastructure and service measures to increase uptake in active modes such as improving routes and increased storage facilities, whereas a range of measures have been identified for increase in bus travel such as better information of bus services and improved waiting facilities.
- 5.2.2. The measures in Chapter 7 will elaborate on the opportunities for Hautlieu School.

5.3 SUMMARY

- 5.3.1. This section has outlined the opportunities derived from on-site observations and the pupil travel survey as there are currently no significant transport issues observed at the school. The above opportunities have been optimised in the proposal of measures outlines in [Section 7](#), which follows the objectives of the report stated in [Section 6](#).

6 SCHOOL TRAVEL AND TRANSPORT OBJECTIVES

6.1 TRAVEL AND TRANSPORT OBJECTIVES

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

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

6.1.2. This aim will be supported by the following specific objectives outlined in [Table 6-1](#).

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

Table 6-1 – School Travel and Transport Objectives

Objective Reference	Objective
O1	• Manage the overall demand for single occupancy car trips to and from the school site
O2	• Manage parking demands and optimise the allocation and management of available car parking
O3	• Improve road safety and minimise potential conflict between motor vehicles and other road users
O4	• Encourage and facilitate more journeys on foot and by pedal cycle for shorter distance trips to and from the school site
O5	• Enhance the quality and availability of travel information and advice for pupils, parents and staff
O6	• Invest in shared mobility and public transport services, and support interchange between sustainable transport modes

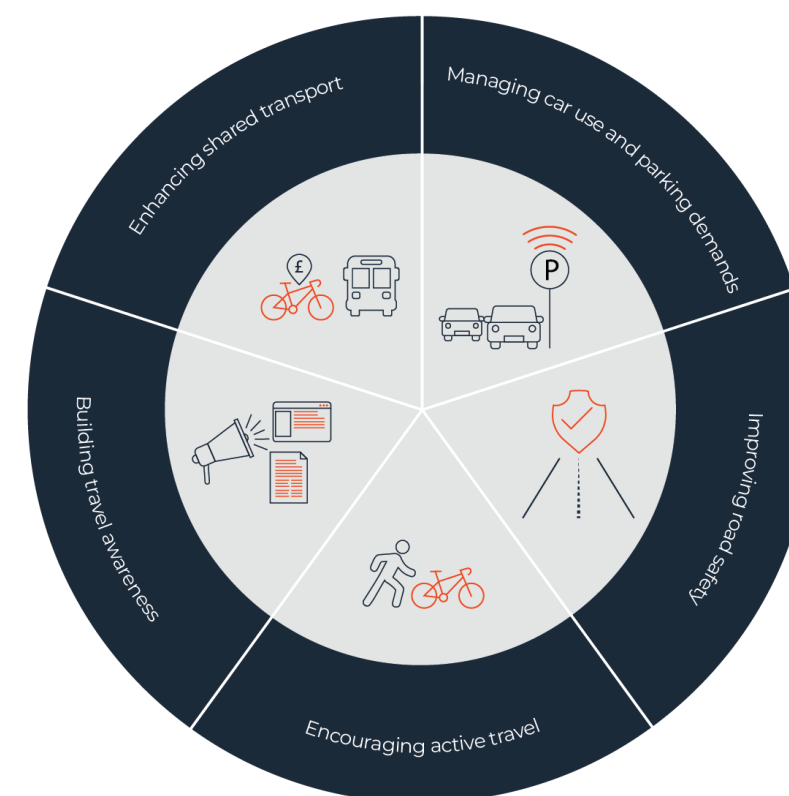
6.2 DEVELOPING POTENTIAL SOLUTIONS

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

6.2.2. Proposed measures are drawn from established industry best practice following a case study review conducted by WSP, and with a focus on identifying measures appropriate in this context.

6.2.3. Measures are grouped by theme, namely;

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



6.2.4. Proposed measures are presented in the following chapter, providing an overview of wider measures to achieve more sustainable travel outcomes at the school.

7 WIDER MEASURES

7.1.1. Following a review of information from the travel survey, and considering industry best practice alongside the observations made on-site, this chapter presents a series of proposed measures grouped by theme and aligned to fulfilling the aim and objectives in Chapter 6. These are summarised in the below tables.

Table 7-1 – Hautlieu School Recommended Measure: Managing Car and Parking Demands

Ref.	Measures	Description	Supporting Objective	Justification
W1	Develop a joint Travel Plan for Hautlieu School and Highlands College	<p>A School Travel Plan specific to Hautlieu School and Highlands College is recommended. This School Travel Plan should incorporate all measures that are planned to meet sustainable travel objectives and determine targets in relation to travel modal shares desired for the school and college in combination, as well as introduce a monitoring and review strategy.</p> <p>The plan is recommended to be made in conjunction with Highlands College as they share vehicular and pedestrian entrances as well as student car parks.</p>	All	A School Travel Plan is the following natural step to this report to set out the chosen travel planning measures and be able to determine travel modal share targets and prepare the monitoring and review strategy for the success of the Travel Plan. This way, Hautlieu School and Highlands College will be able to understand which measures are being effective, which ones have to be reviewed, if new measures are required, and the yearly progress made towards any agreed targets.
W2	Promotion of Pupil Car Sharing	It is recommended that car-sharing be promoted to students as informal arrangements that can be agreed between classmates/friends, with the school facilitating a potential matching service. A simple questionnaire could be issued to facilitate matching details where very similar journeys are being made by pupils which could be shared by agreement. If successful, this may help reduce the overall number of private car journeys otherwise conducting pick up and drop offs around the school access points, and incentives could be defined to make the service attractive to students.	O1, O2, O3, O6	Arranging car sharing options is forecasted to help reduce single occupant car trips and yet enable those who need to drive to school doing so, also relieving congestion on the roads surrounding the school.

Table 7-2 – Hautlieu School Recommended Measure: Encouraging Active Travel

Ref.	Measures	Description	Supporting Objective	Justification
W3	Walking and Cycling Maps	School-specific maps could be created denoting the most direct, safe and coherent route for active travel connections between the school and surrounding catchment. Maps can be distributed to pupils via school newsletters or leaflets that can be updated when required to reflect changes and improvements to local active travel networks.	O1, O4, O5	<p>Considering the relatively high level of pupils living within cycling distance to Hautlieu School and compared to the low level of pupils who have reported to cycle to school, these measures would help pupils consider cycling to school with maps denoting the safest and most direct routes. Additionally, walking has been reported by 29% of survey respondents as their chosen mode to travel to/from Hautlieu School, however 17% live within walking distance.</p> <p>Direct incentives can also be a highly effective means of overcoming any inertia in choose walking or cycling by direct incentivising and rewarding change.</p> <p>Incentives may encourage pupils and staff to cycle and walk more. The provision of bicycle lights may also encourage cycling in the autumn/winter months where it is often dark when arriving and departing the school. Pupils may opt for private car travel during these months for this reason but incentivising active travel through this may have potential to increase cycling and walking uptake.</p>
W4	Direct incentivisation of walking and cycling	GoJ should consider funding incentives that encourage the uptake of active travel modes through, for example, provision of bicycle repair kits on the school site which should be made available free of charge for both staff and students. Additionally, a flat mileage rate could be introduced for journeys made on foot by staff. Other measures that can be considered include offering free bicycle lights to students who commit to cycle, or a walkers' breakfast could be offered on set days for staff and pupils who walk to college so they can have a subsidised breakfast put on by the school to refuel. Cycle to work schemes are also recommended to be considered for staff.		
W5	Audit and develop key walking routes to Hautlieu School	GoJ should consider auditing and developing key walking routes connecting the school with the surrounding area, including immediately adjacent streets which would benefit from a walking audit to identify their potential for upgrade and improvement. This could be conducted by a School Community Street Audit using an approach such as the UK Walking Route Audit Tool (WRAT) which is freely available online. This tool will assess the current suitability of walking routes against key criteria including directness, attractiveness, comfort, safety and coherence. The outcomes of the route audit process and be used to develop concept infrastructure improvements as part of subsequent active travel-focussed highway improvement schemes.	O1, O3, O4	Although walking has been reported as the highest used mode in the pupil travel survey (by 29% of respondents), xx% of students live within walking distance to school. This measure could make the biggest difference in walking choice also in consideration of walking routes safety concerns that have been reported, and significantly add up to the current level of pupils who have stated to walk to school.

Ref.	Measures	Description	Supporting Objective	Justification
W6	Audit and develop key cycling routes to Hautlieu School	<p>GoJ should consider auditing and developing key cycling routes connecting the school with the surrounding area, which would benefit from a cycling audit to identify their potential for upgrade and improvement.</p> <p>This could be conducted by a School Community Street Audit using an approach such as the UK Route Selection Tool (RST) which is freely available online. This tool will assess the current suitability of cycling routes against key criteria including directness, safety, gradient, connectivity and comfort. The process will also examine critical junctions on these routes to determine how improvements could be made for cyclists. The outcomes of the route audit process can be used to develop concept infrastructure improvements as part of subsequent active travel-focussed highway improvement schemes.</p>	O1, O3, O4	Currently, only 3% of respondents travel to the school by cycle, but 17% showed a willingness to swap cycling in the future. Considering this, that 69% pupils live within cycling distance to school, and that safer cycling routes has been reported as the main measure to encourage cycle uptake, this would encourage pupils to cycle to/from Hautlieu School and therefore potentially making a significant difference in modal choices in combination with W7.
W7	Improvement of Cycling Facilities at School	Cycle parking facilities at school are recommended to be reviewed so that spaces are implemented as well as safe and secure storage for cycling equipment (e.g. helmets). Changing facilities are also recommended to be reviewed and implemented if necessary.	O1, O4	This measure is required to enable cycling to school and to complete measure W7 (audit and develop cycling routes to Hautlieu School), also in consideration of the cycle parking occupation observed on site, which suggests that further uptake of cycling would require additional cycle parking facilities.

Table 7-3 – Hautlieu School Recommended Measure: Building Travel Awareness

Ref.	Measures	Description	Supporting Objective	Justification
W8	Sustainable School Travel Campaigns	<p>Sustainable school travel campaigns can be scheduled for the first week of each academic year to place emphasis on the benefits of sustainable travel and to inform of all options which are available to travel to and from the school.</p> <p>These campaigns may include specific events during school times or after school, including curriculum-linked sessions facilitated by experts on relevant topics, training sessions on walking and cycling safety, cycle training. All available information and advice should be actively offered to parents and pupils during the campaigns, which can as well be used to get feedback and recommendations from parents as well as to undertake monitoring surveys.</p>	All	<p>Sustainable school travel campaigns are an active way of making all sustainable travel measures for Hautlieu School pupils publicly available.</p> <p>Also, reinforcing the knowledge of the measures and preparing sustainable travel training events and sessions during fixed weeks of the year will increase the success rate of the measures.</p>
W9	Targeted Use of Social Media	<p>Developing a strategy to engage with parents through Facebook, Twitter and Instagram, and disseminate sustainable travel information through these social media is recommended as an easy and effective way of connecting with parents without making a direct approach, also keeping the sustainable travel agenda under their radar in a soft, indirect way.</p> <p>Updates about sustainable travel strategies for the school, progression of agreed measures, training sessions, events, or any other news can be also published through social media, this way raising awareness and increasing participation rates.</p>	All	<p>Hautlieu School Facebook community is comprised of 271 people who follow this social network (as of 18th January 2022). Despite the high number of users exposed to Hautlieu School Facebook account, the interaction rate of the school profile is low (with very few “likes” or comments on the published posts). Hautlieu School has a lower following on Instagram (243 followers) and a higher following on Twitter (1,571 followers) but both account also have low interaction rates.</p> <p>The use of social media accounts including Twitter and Instagram and the creation of a targeted communication strategy through these will increase the visibility of Hautlieu School sustainable travel strategy, also allowing for continuous encouragement of sustainable travel modes. Additionally, the ease of communication through social media will make it more likely that feedback and ideas for improvement are regularly received from pupils, parents and local residents.</p>

Ref.	Measures	Description	Supporting Objective	Justification
W10	Classroom / Assembly Activities on Sustainable Travel	Scheduled curriculum-linked sessions on sustainable, safe and healthy travel to school could be incorporated within lesson and assembly plans, particularly for the lower years. This would be an opportunity to share information on travel options for Hautlieu School pupils, and also for them to feedback to their cohort on their own experience, views and ideas.	All	Reinforcing the knowledge of the measures and preparing sustainable travel sessions as part of curriculum-linked activities will increase the success rate of the measures.

Table 7-4 – Hautlieu School Recommended Measure: Enhancing Shared Transport

Ref.	Measures	Description	Supporting Objective	Justification
W11	Review of bus services and frequencies to/from School	A review of bus services to/from Hautlieu School is recommended to be undertaken. This is to determine whether improving the routes and frequencies to the school would be feasible so that this travel choice is offered to pupils.	O1, O3, O6	The school bus services were observed to pick pupils up from directly opposite the school entrance, however, there are also services that stop on Wellington Road, from which pupils can walk from for approximately 5-10 minutes. Waiting times between bus arrival/departures and school start/end times are however long (i.e. +20 minutes in the afternoon). In support of the above observations, 33% of survey respondents stated more regular bus services would encourage more use of bus travel to/from Hautlieu School.
W12	Review of public and school bus fares	A review of the fares for pupils on school buses and public buses is recommended to be undertaken to determine whether they are appropriate for school pupils to be paying and identify whether there are any other feasible price options.	O1, O3, O6	Cheaper bus fares were the second most popular measure in the survey that would encourage an uptake in bus travel, with 32% of respondents stating this. Journey costs were also reported as a reason for current modal choice.
W13	Free bus pass scheme	A free bus pass scheme could be offered to all students during the first month of the terms as a trial.	O1, O3, O6	A temporary trial could be used to gauge how many students would use bus travel to/from the school if it was free for them. Additionally, this could be an introduction to services for some students, this way eventually increasing the uptake of bus travel once students have tried the service and if they are happy with the travel experience from the trial.
W14	Improve bus waiting facilities	Improving bus waiting facilities such as providing shelter/seating for pupils who have to wait for the bus in winter weathers and provide lighting in the vicinity of the waiting areas for safety.	O1, O3, O6	This measure was reported by 16% of survey respondents to encourage more bus travel to/from Hautlieu School but also provides better conditions for pupils to wait for the bus, particularly as there are concerns over bus frequency.
W15	Shared EVie's docking stations and promotion	Implement Evie docking stations (in conjunction with Highlands) and implement special fares/schemes for students to use for travelling to/from the school. Postcode data could be used to identify where pupils are cycling to from the school for provision of docking stations in their area.	O1, O3, O6	This measure could encourage the uptake of shared cycle transport and encourage cycling from school. As they are e-bikes, they will help power students when cycling along the inclines of the roads in Jersey.

8 PRIORITISATION OF MEASURES

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

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

1. Modal Shift Impact

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

2. Carbon Reduction Impact

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

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

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

4. Technical Deliverability

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

5. Stakeholder Support

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

6. Timeframe

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

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

Table 8-1 – Managing Car & Parking Demands: Prioritisation of measures (provisional)

Ref.	Measure	Modal Shift Impact	Carbon Reduction Impact	Delivery Cost	Technical Deliverability	Stakeholder Support	Timeframe	Score	Priority
W1	Develop a joint Travel Plan for Hautlieu School and Highlands College	2	2	3	3	3	2	15	HIGHER
W2	Promotion of Pupil Car Sharing	2	1	3	3	2	3	14	HIGHER

Table 8-2 – Encouraging Active Travel: Prioritisation of measures (provisional)

Ref.	Measure	Modal Shift Impact	Carbon Reduction Impact	Delivery Cost	Technical Deliverability	Stakeholder Support	Timeframe	Score	Priority
W3	Walking and Cycling Maps	1	1	3	3	2	3	13	HIGHER
W4	Direct incentivisation of walking and cycling	2	2	1	3	3	2	13	HIGHER
W5	Audit and develop key walking routes to Hautlieu School	2	2	3	2	2	2	13	HIGHER
W6	Audit and develop key cycling routes to Hautlieu School	2	2	3	2	2	2	13	HIGHER
W7	Improvement of Cycling Facilities at School	1	1	3	3	1	3	12	LOWER

Table 8-3 – Building Travel Awareness: Prioritisation of measures (provisional)

Ref.	Measure	Modal Shift Impact	Carbon Reduction Impact	Delivery Cost	Technical Deliverability	Stakeholder Support	Timeframe	Score	Priority
W8	Sustainable School Travel Campaigns	1	1	2	3	2	2	11	LOWER
W9	Targeted Use of Social Media	1	1	2	3	3	3	12	LOWER
W10	Classroom/Assembly Activities on Sustainable Travel	1	1	3	3	3	3	14	HIGHER

Table 8-4 – Enhancing Shared Transport: Prioritisation of measures (provisional)

Ref.	Measure	Modal Shift Impact	Carbon Reduction Impact	Delivery Cost	Technical Deliverability	Stakeholder Support	Timeframe	Score	Priority
W11	Review of Bus Services to/from School	2	2	2	2	2	2	12	LOWER
W12	Review of public and school bus fares	2	2	2	2	2	2	12	LOWER
W13	Free bus pass scheme	2	2	2	3	2	3	14	HIGHER
W14	Improve bus waiting facilities	2	2	3	2	2	2	13	HIGHER
W15	Shared EVie's docking stations and promotion	2	2	3	2	2	2	13	HIGHER

9 CONCLUSION AND NEXT STEPS

9.1 CONCLUSION

- 9.1.1. The report has outlined opportunities and a series of measures to enhance sustainable travel patterns at Hautlieu School. These have been determined drawing on evidence from a school travel surveys, site observations and discussions with the school. Taking a themed approach, the measures collectively present options to manage the demand for car-based mobility, encourage an increase in active travel and shared transport, improve road safety travel information and choice for customers, and reduce the impact of emissions from transport on the environment.
- 9.1.2. The following steps are proposed to advance the proposals in the report to the stage of an implementation programme.

9.2 NEXT STEPS

Review proposed measures and consult with Hautlieu

- 9.2.1. A high-level initial prioritisation of measures provides GoJ with the basis for further discussion between stakeholders over which should be advanced, when and through what delivery mechanism. Some measures may represent relatively quick wins also in close discussion with Highlands College, and many complement existing sustainable mobility programmes and service provision on the island. Other measures may be better advanced over the medium to longer terms, for example in close alignment with future major highway schemes being developed for St Saviour Parish.
- 9.2.2. Further engagement and dialogue with Hautlieu School and Highlands College on how measures are developed and delivered will foster a collaborative and dynamic approach to deliverability, increasing the likelihood future planned investment will be well-supported within the school community and local area, and add the most value.

Determine shortlist and define measures

- 9.2.3. Following further engagement with Hautlieu School and wider stakeholders, including prospective delivery partners, a provisional shortlist of measures should be agreed. It is suggested these remain a combination of measures across each theme for a rounded approach to resolving existing issues and delivering a more comprehensive approach to promoting more sustainable school travel outcomes.
- 9.2.4. Certain schemes will of course require additional definition and development; for example, transport impact assessments, developing outline designs and conducting safety audits. Funding sources will need to be identified and provisional budget allocations assigned. It is advised that budgeting is informed through further discussion with prospective delivery partners.

Develop implementation programme

- 9.2.5. Resource should thereafter be allocated to determine a rolling implementation programme drawing on the agreed shortlist of measures and funding availability. This should present information on how, when and through whom measures can be implemented, including any dependencies related to wider planned scheme proposals.

- 9.2.6. Alongside an implementation programme an approach to monitoring and evaluating measures should be derived, providing a framework to determine how effective the chosen measures have been in securing the planned outcomes and providing an opportunity for adaptive learning as part of future sustainable mobility programmes in Jersey.



Mountbatten House
Basing View
Basingstoke, Hampshire
RG21 4HJ

wsp.com