

St John's Road Safety Record of Discussion

Date: 16/11/22
Venue: Highlands College (Meeting Room B)
Purpose: St John's Road Safety

Present	Inna Gardiner (IG) Lyndsey Feltham (LF) Tristen Dodd (TD) [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	St Helier North Deputy St Helier South Deputy GoJ IHE Head of Transport GoJ IHE Principal Engineer – Sustainable Transport GoJ IHE Engineering Technician WSP UK Ltd – Associate Director, Transportation Planner Haute Vallee Headteacher St John's Road Resident St John's Road Resident St John's Road Resident
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Apologies [REDACTED] St Helier Roads Committee

Distribution
As above

		Item	
1	Introductions		
	1	Background	
	1.1	IG, TD & [REDACTED] discuss agenda and provide background	
	1.2	[REDACTED]: Legal responsibility for roads. Engagement with community. Board to present to Minister of Infrastructure	
	1.3	TD: Jersey's Challenge. Downward road casualty trend is slow, high proportion of vulnerable road users. Injury pie-chart. Safe System Approach to Road Safety. Proposition brought forward for Road Safety. Expense & co-ordinate. Data-led approach. Accident clusters = focus. LF: Risk is waiting for casualties. TD: Department receives emotive letters. We prioritise road safety. LF: Any technology that can predict & assess hotspots? IG: High risk. TD: Demand & unsafe areas. Prior to implementing crossings, people are aware of danger and will take care. After zebra crossing installed, statistics show on average one accident occurs every 2 years. IG: Not all accidents are recorded. TD: Accidents resulting in injuries (not vehicle only collisions) [REDACTED]: Reactive approach. TD: Lagging indicator. Resourcing: 50% staff vacancies in the department and no funding for this. [REDACTED]: Circulate collision slides after today's meeting	
	2	Presentation	
	2.1	[REDACTED]: Looking at the collision data slide – not clustered in narrow or on the bend area of St John's Road [REDACTED]: Vehicle accidents but not resulting in injuries. Adaptive measures are taken. Statistics do not prioritise this road. TD: 30mph at present [REDACTED]: Reduce to 20mph	

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	<p>█: Previous Board identified Pet Cabin, Trafalgar Terrace, Mount Tay and lower section of St John's Road. Main priority is to prioritise pedestrians over traffic impacts.</p>	
3	Presentation – Road Safety Requests Review Panel	
3.1	<p>█ & TD:</p> <ul style="list-style-type: none"> • Reducing the speed of the road from 30mph on St John's Road; • Introducing traffic calming alongside the widening of Trafalgar Terrace bend; • Encouraging electric car drivers to utilise their 'petrol noise' function when driving in residential areas; • █: reconsider the platform / kerb arrangement with a possible midway island or traffic calming feature; • Regular cleaning and maintenance of overhanging trees where mirrors are placed; • Dropped kerbs are not available to cross St John's Road (opposite Trafalgar Terrace) at designated points; and • Repeater signs on St John's Road to signify crossing points. 	
3.2	<p>IG: HV School – dangerous zone █: Pavements slippery due to leaves TD: Cleaning regime – sweepers █: Sent letters. Walk to work – stay close to the wall to avoid wing mirrors. 7:45am and 5-5:30pm traffic; bag gets clipped by wing mirrors; lorry on pavement. Pavement is not wide enough for prams or elderly. Numerous letters sent. Recent concerns about the dangers. TD: Aware of issues. The problem is Jersey has a historic road network. Incidents with injuries are prioritised.</p>	
3.3	<p>TD: Active travel and background processes █: 6-8 weeks ago; incident by █ – █. 20mph like other town roads.</p>	
3.4	<p>TD: Proceed with the presentation (time restriction)</p>	
4	Pet Cabin Crossing	
4.1	<p>█: Pet Cabin is an issue. Vehicles reversing.</p>	
4.2	<p>█: Planning & historic building officers. Agreed design for bollards. Approval in principle. Spring 2023. █: Designs need sending to us. IG: Circulated in Board meetings. █: Permanent static bollards? █: Permanent bollards. Drop bollards? █: Revisited site to redo pavement and the crossing over the weekend. IG: Last weekend █: Last two weeks and closed on Sunday. Railings and bollards. Access through the archway. █: Access through the archway will be dealt with. TD: Tactile paving. █: Issues & costs. Twice. TD: First time was a temporary measure. Ramp & engineering. █: No bollards now. Significant difference with railings. Only █ incident since the crossing has been installed (near the Pet Cabin).</p>	
5	Options for St John's Road Improvement	
5.1	<p>█: Runs through presentation</p>	

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5.2	<p>LF: Difficult junction IG: 2010 rejected █: What was the objection? █: Traffic along Parade Road – residents objected. █ are not here to discuss – Parish Roads.</p>	
5.3	<p>IG: 7 options reduced to 2 options with █ & █ (St Helier Roads Committee) █: Old St John's Road is now access only. LF: Reduces traffic coming into town.</p>	
	<p>QM: Resumes presentation.</p>	
6	<p>Outcomes of Traffic Modelling Assessment (█)</p>	
6.1	<p>█: Discusses the computer simulations and changes in traffic growth to date and the process followed when assessing Option 5 and Option 7.</p>	
6.2	<p>Modelling results with Overdale Westmount Campus sees vehicle congestion and delay - both Option 5 and Option 7 work.</p>	
6.3	<p>Option 7 sees full benefits.</p>	
6.4	<p>IG: advises she needs to leave at 11:55am.</p>	
6.5	<p>TD: With the OHP Westmount campus, junction and signalling increase capacity on Westmount Road. Now it is less likely to go ahead, the viability has changed.</p>	
6.6	<p>IG: We need to progress and take to the Roads Committee.</p>	
6.7	<p>TD: The Roads Committee needs to be okay with it.</p>	
6.8	<p>IG: Leaves at 11:59am.</p>	
6.9	<p>█: Continues presentation. Existing flows – AADT. Southbound traffic ~3,500 vehicles</p>	
7.0	<p>LF: Where is the traffic coming from? █: A large number is looking to access properties/businesses in the area, so it is not through-traffic. █: Island traffic models – runs a series of iterations. Best representation. Calibrated. Data from traffic management. █: Yes, used TM data so evidence led. █: Predict future development traffic changes? TD: Works with input data only. New developments increase pressure. █: Planning permissions. Coded-in data.</p>	
	<p>█ 3,500 vehicles southbound. Proposing to change direction therefore we model it?</p>	
	<p>█: With OHP, Queen's Road is heavily congested. Trade-off, plus wider rerouting. It is not a pure reallocation. █: Option 7 includes Option 5? Cumulative? █: Option 7 – no southbound traffic. Few signals, ring road dominates. █: Option 5 seems a good starting point.</p>	
	<p>█: Impacts of a multi-site hospital. 400-450 vehicles AM; 300-350 vehicles PM. Spread 3,500 over the whole day. Traffic signals improve Westmount & St Aubin's 2-way with Overdale LF: Mitigation with Overdale - cutting into car park/park. TD: Millions of pounds work and regrading of Westmount Road. LF: We have no idea of what traffic mitigations will be implemented. TD: Bowling club – sweeping bend. Ambulances and large vehicles passing. LF: Shuttle bus. TD: Unknown facilities and amenities. POSH loss of parking.</p>	

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	<p>█: Unknowns. St John's Road go ahead? █: Board received a letter response from Lyndon Farnham stating it is not within the remit. No full clarity on construction plan. Engaging with Parish as clarity is needed. TD: Hospital project complimented these proposals. █ As existing. Unknown traffic implications. TD: Infrastructure improvements. █: No right from Tower Hill, Clubley Estate and come back. Up St John's Road – quicker route to hospital? TD: Traffic reroutes like water. Signage and enforcement. LF: Walking & make safer up St John's Road & down Westmount. █: Westmount and Tower Hill not great roads. TD: Town hospital situation. Intensity of use. █: Difficult to access hospital. Displaced/moved. █: Wait until we know more regarding OHP? █: What happens when a new government comes in? TD: Present officer recommendations to Minister. LF: Closed Old St John's Road with a sign? What is the quick win? █: More time needed.</p>	
	<p>█: Continues presentation. Next Steps.</p>	
	<p>█: Board needs to reconvene with the Parish. Asked for 20mph. New Minister may have a different view? Show before and after data. TD: Slow traffic – 2.5mph speed change on 85% speed. █: Alternative? LF: Peaks mentioned previously. 20mph not achievable. TD: Doesn't work late at night. Reduction in speed and use. From first step to implementing is approx. 8 months. █: St Helier 20mph – why 8 months? TD: Resources. Signs, land ownership. LF: Give Road to Parish – it would be quicker. TD: Details take time. Law drafting.</p>	
	<p>█: Option 5. Are raised tables speed bumps? TD: Yes. █: Shows Option 5 Cross Section slides.1.5m wide pavements and 3m wide carriageway therefore one-way needed. █: Expensive option. Midvale Road took how long? TD: 15years? 13 years since Simon Crowcroft put it into a proposition. █ 15 year process? TD: Scheme and money. Midvale Road would have been 2years. 1st year design and consultation; 2nd year construction. When funded. █: Look at options and engage with Roads Committee. Pet Cabin was in place within 1 year. █ This is a prime candidate for 20mph – let's do it. Minimal cost. TD: Parish – Minister – Law Drafting ...it does not have priority at the moment. LF: We will organise a meeting with the Roads Committee. █: Longer meeting needed with the Parish. Issues such as Andium own Roussel Mews. TD: Gain a better understanding as process evolves. █How can we as residents help? TD: Board need familiarise themselves with the options before community engagement. Opposing views – community consensus needs recording. █: How far until community engagement – end of next year? TD: Possibly.</p> <p>Room vacated at 12:33pm due to another room booking.</p>	