



“ The Parish of St Helier has been working with the Infrastructure Department to find a way of making the lower section of St John's Road safer for its residents and the pedestrians who currently have to use narrow pavements with busy traffic on an exceptionally narrow section of main road. The St Helier Roads Committee supports the proposed trial this autumn to make this section one way northbound (away from Cheapside). I hope this will allow us to see if we can together make St John's Road a better walking environment and one which is safer for its residents. Traffic levels before and during the trial will be monitored to assess any impacts on surrounding roads. ”

**Simon Crowcroft, Constable of St Helier**

### Background



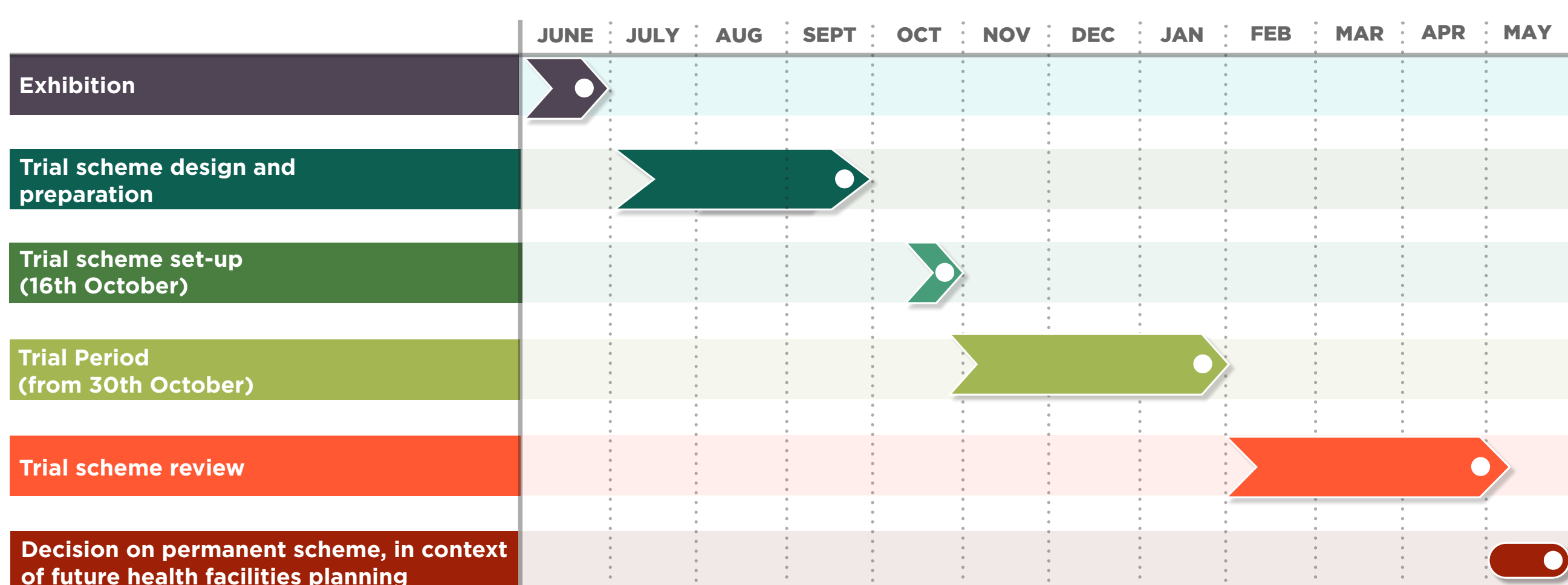
Following long-term concerns about road safety along the length of St John's Road, a Project Board was formed to consider the potential to improve road safety for walking in the area, particularly to Haute Vallee School. A wide range of measures to improve walking and cycling were considered, but options to make St John's Road full length one-way were not seen as viable because of impacts on property accesses.

The Pet Cabin Crossing proposal was developed, a trial scheme put in place, which proved successful and of real benefit to school students, and the permanent scheme implemented.

An experimental trial of making the lower section St John's Road one-way northbound to create space for wider pavements, upper St John's Road prioritised for residents, with Parade Road and West Park Avenue unchanged has been approved by the Parish of St Helier Roads Committee, the Connétable and the Minister of Infrastructure.

A 3-month trial of this scheme to test benefits and assess disbenefits is being prepared for implementation this autumn.

These posters explain the trial and the potential permanent scheme.



A temporary closure of St John's Road southbound would be required during the set up of traffic management measures, for two weeks from mid-October.

On reopening, traffic would be redirected to prioritise St John's Road residential access.

Upper St John's Road would be signed to direct through-traffic to Tower Road.



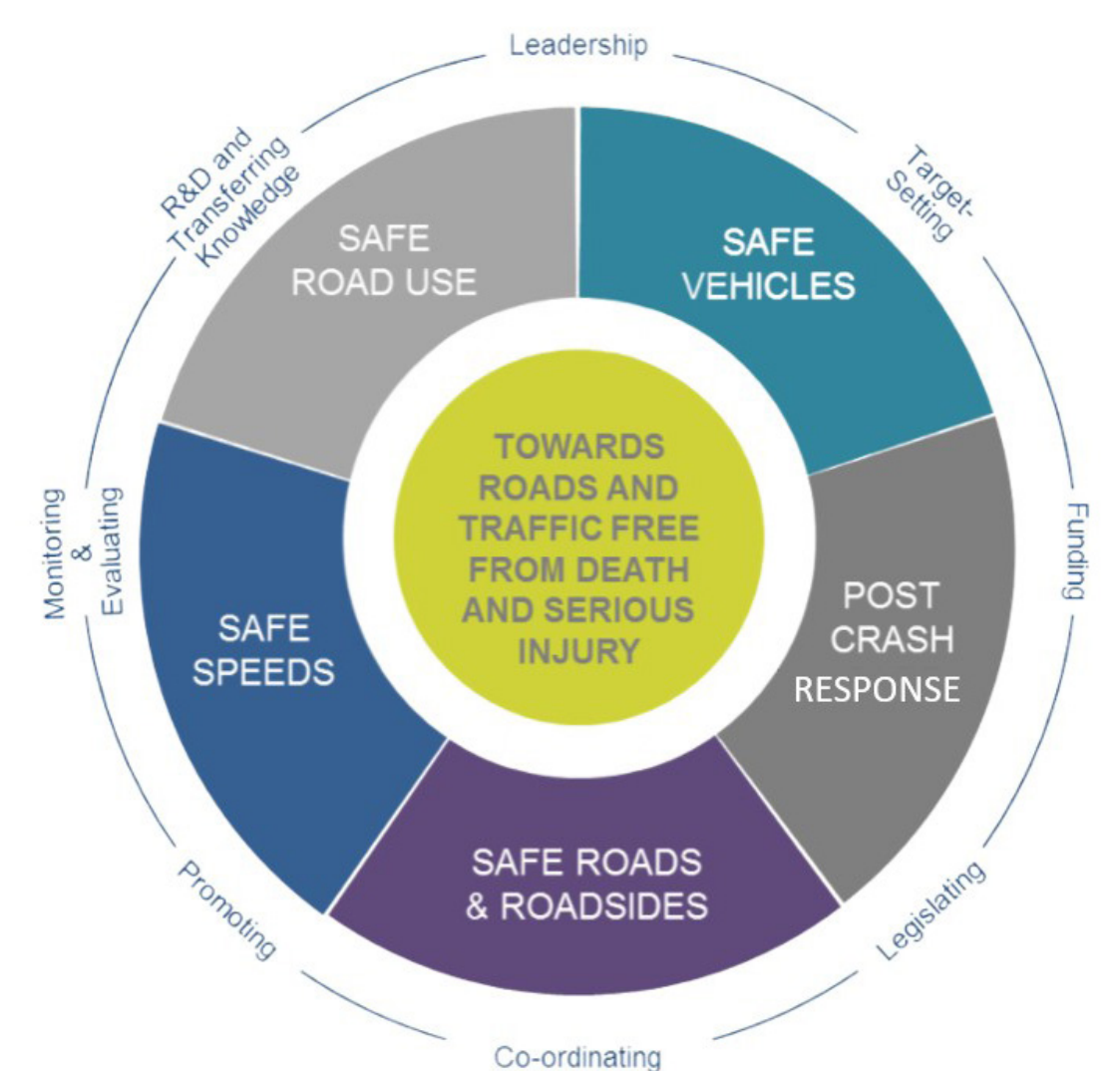


The environment and experience for non-car users in lower St John's Road is very poor.

- » The two-way carriageway is less than 5m wide throughout and as narrow as 4.1m in places, meaning vehicles mount the kerb to pass
- » There are high traffic flows, with queuing vehicles at busy times
- » Pedestrian route, including for school children
- » The footways are extremely narrow and less than 1m wide, with pedestrians intimidated by traffic and at risk of being struck by mirrors
- » There are a number of residential property accesses along the street
- » The road width and environment is unsuitable for two-way flow, with the combination of high flows and narrow width
- » This is a 'hot spot' of safety concerns to be addressed

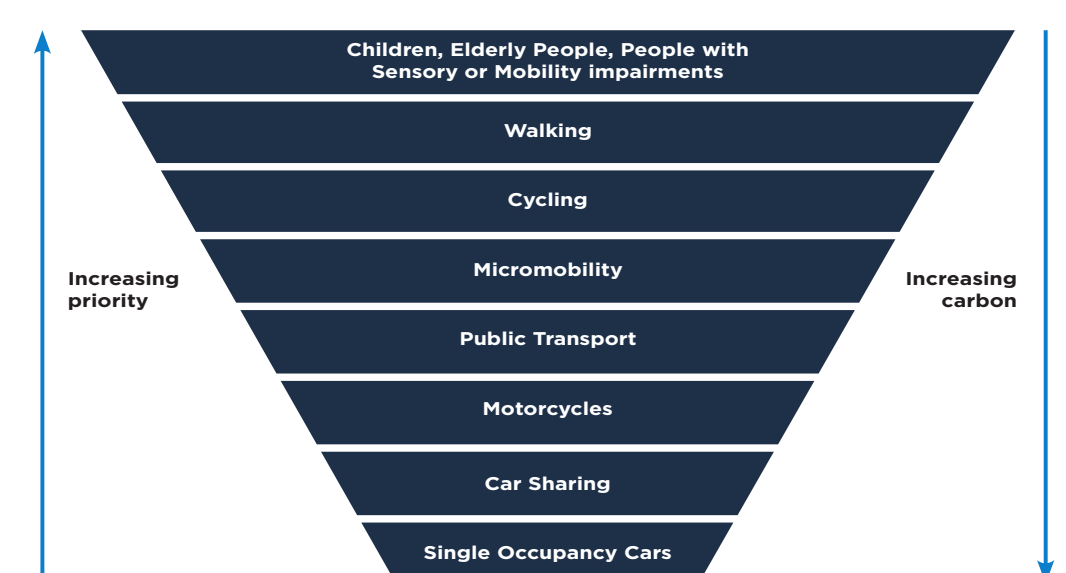
Parade Road is a one-way south-bound residential street, with less traffic than St John's Road.

- » The carriageway width is less than 5m with on-street residential car and motorcycle parking, meaning the lane width is reduced to less than 2.5m at parking space points; access limited to vehicles 6'6" (1.98m) wide
- » The footways are narrow and typically 1.2m wide, although wider than St John's Road
- » There are numerous residential property accesses along the street
- » Helvetia House School is at the south-eastern end of the road, with a widened pavement
- » Through capacity of traffic is limited by the signalised junction with Elizabeth Place, typically allowing four cars per signal cycle



Jersey's Sustainable Transport Policy (STP) establishes a number of objectives and principles. These reflect the Jersey Mobility Hierarchy (right) which sets priorities for decision making, with greatest weight given to improving accessibility, walking and cycling, and least to private cars.

This is also in line with Jersey's pledge to provide safer walking and cycling routes for families to travel to school







### Scheme Overview

If following the trial a permanent scheme was adopted, it would close the lower part of St John's Road to southbound traffic, becoming one-way northbound only, and with a 20mph speed limit.

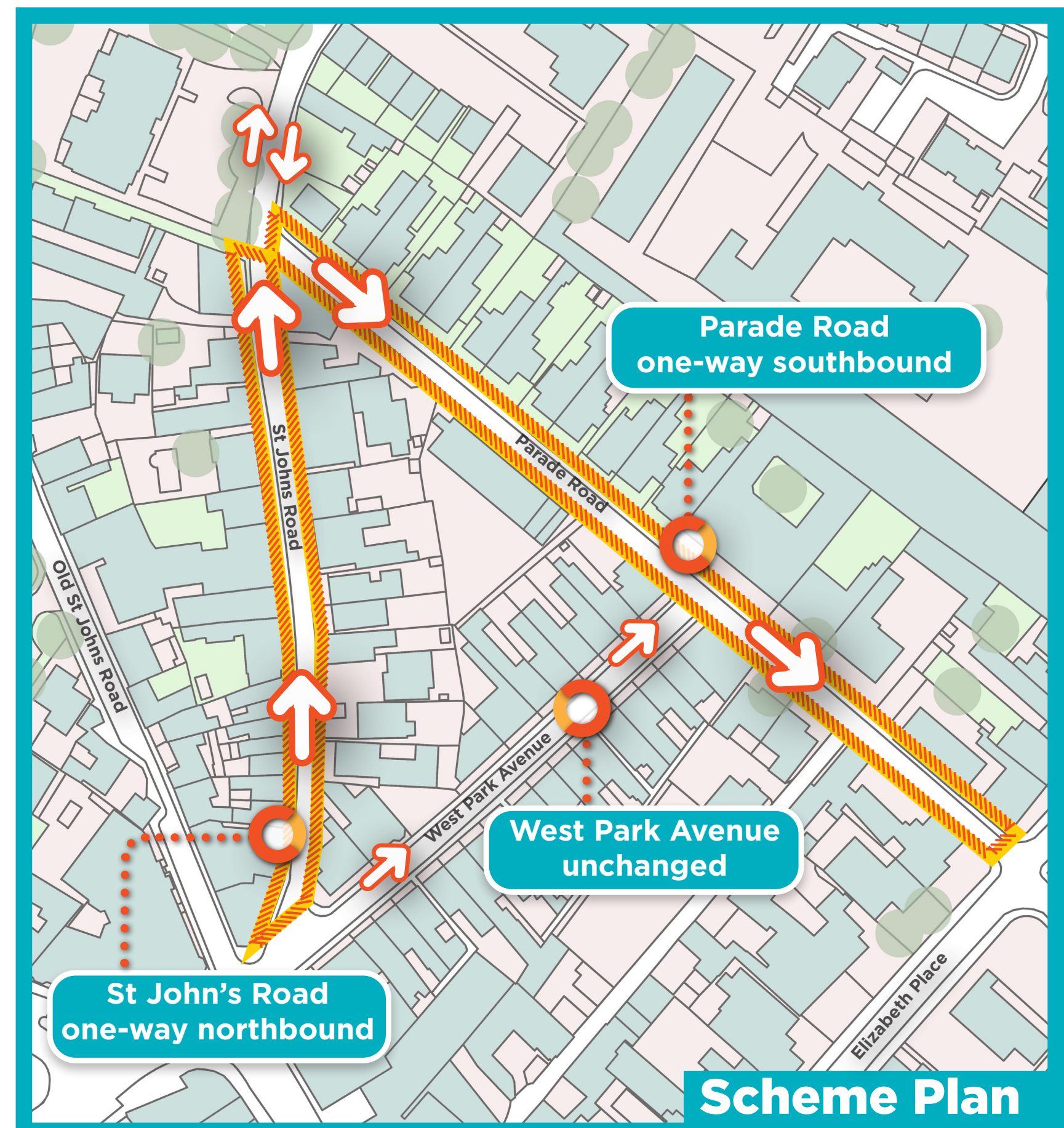
Parade Road would be maintained as one-way south-bound, with a 20mph speed limit and raised tables.

The signalised junction at the southern end of Parade Road prioritises the ring road, acting as a throttle on traffic volumes, meaning any traffic increase would be limited.

Southbound traffic from upper St John's Road would reroute along either Westmount Road or Queen's Road.

With the carriageways narrowed and footways widened on both streets, opportunities for public realm enhancement would be created.

Further community engagement would be carried out before finalising a permanent scheme design.



#### Healthy Streets

Reprioritise the street in favour of pedestrians



#### Sustainable Travel

Encourage behavioural change to sustainable modes of transport



#### Economic Resilience

Support employment and retail opportunities



#### High Quality Design

Create a high quality attractive environment that builds on local distinctiveness and character



#### Vibrancy and Animation

Stimulate activity and dwelling



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Existing View