



INTRODUCTION

“ As a unique community looking to the future, we want to play our part in reducing carbon emissions by walking, cycling, and using the bus rather than the car. Our community project board needs to understand what our community feels is the best way forward to reduce barriers to active travel in the historic centre of the parish. ” - Philip Le Sueur, Connétable

In a recent survey, Trinity parishioners identified barriers to walking, cycling and bus use in the historic heart of the parish. To respond to these concerns, the Trinity Village Improvement Board (Parish representatives with technical support from the Government of Jersey Department of Infrastructure, Housing and Environment) have been working on potential improvement options for the community to consider.

The purpose of this consultation is to explain our work to date, and illustrate the range of potential improvement concepts, in order to gather your thoughts and preferences. As the historic centre of the Parish, Trinity Village is characterised by a number of features, buildings and vistas. (As shown in the photographs to the left)

Historical landmarks include the Holy Trinity Church, at the core of the village, with parts dating back to the 11th Century, set within an attractive churchyard. Trees line the churchyard as well as the roads and lanes on the west side of the village, creating a green character. The attractive roadside frontage of the 16th century Maison Maret next to the church, with the double arch gate, boundary wall and climber, creates a distinctive vista on arriving at Trinity Village from the south. Other historic features include the AA phone box and the Millennium Cross, as well as the stone boundary walls and banks.

People are drawn to the village by a number of facilities, including The Trinity Arms pub which sits at the centre of the village, with the recent Grand Clos residential area opposite. The popular Acorn centre brings people to the village from across the island, visiting the recycling centre, nursery or café. The Village Shop is an important local facility, serving residents as well as workers passing by. The Trinity Parish Hall and Youth Centre bring the community together during events and activities.

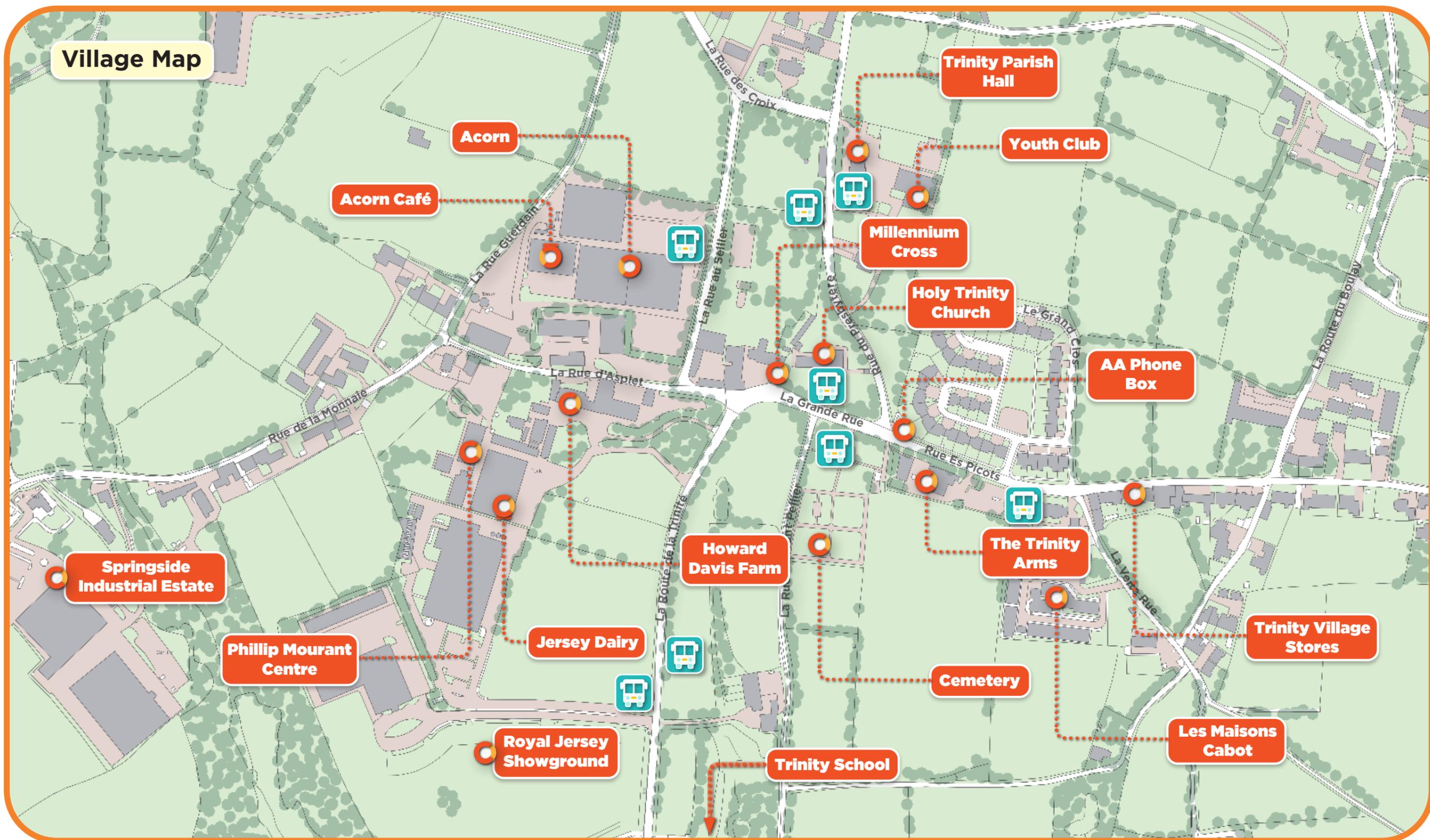




Trinity Village

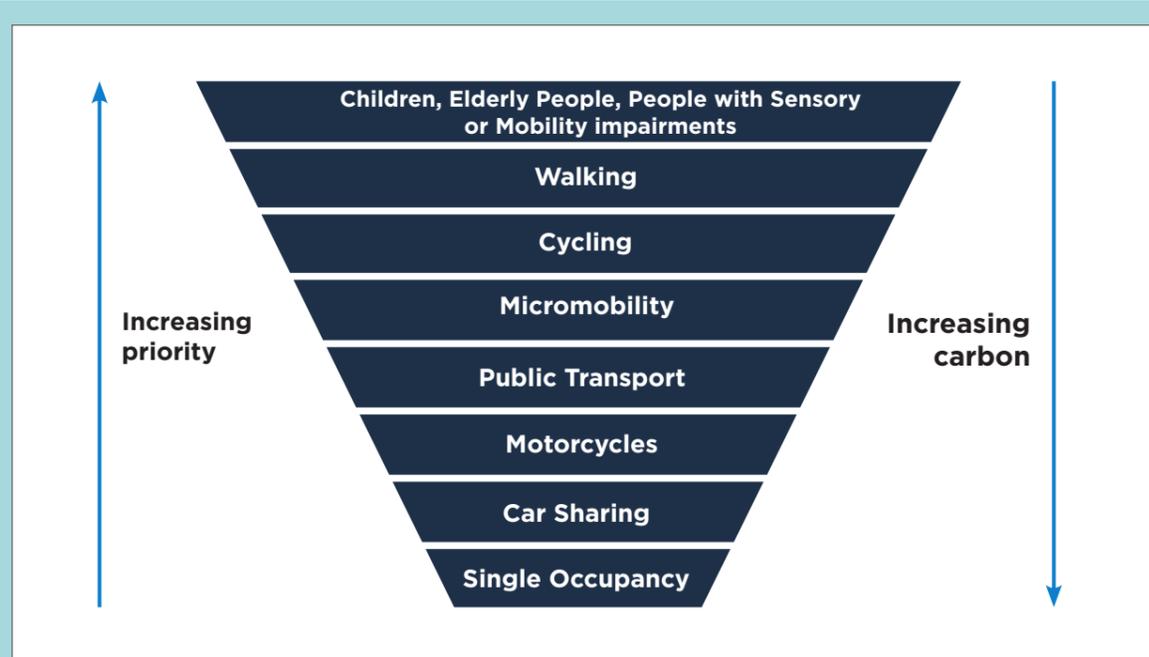
Improvement Scheme

Village Map





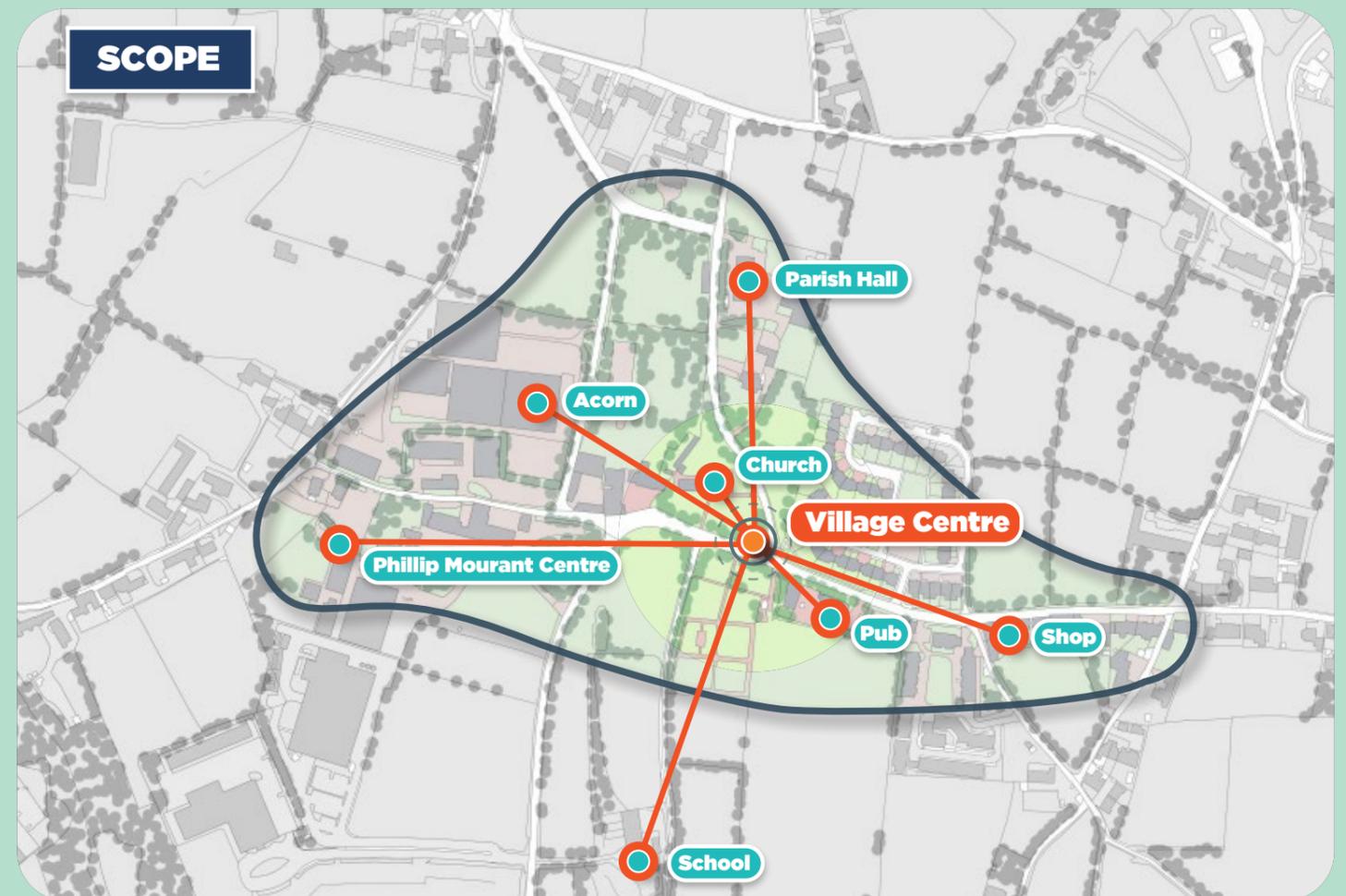
The Sustainable Transport Policy

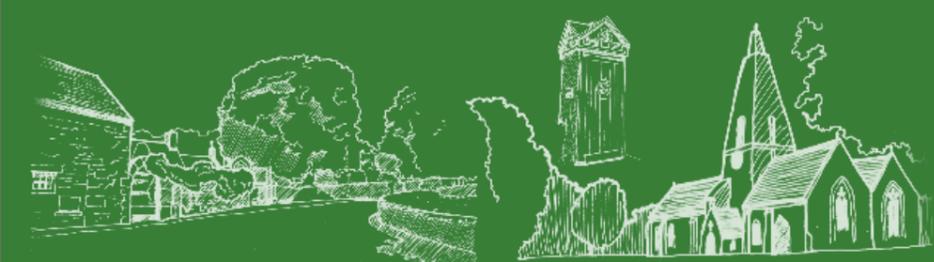


Jersey's Sustainable Transport Policy (STP) establishes a number of objectives and principles. These reflect the Jersey Mobility Hierarchy (above) which sets priorities for decision making, with greatest weight given to improving accessibility, walking and cycling, and least to private cars.

Village Board Ambition

The Trinity Village Board of Parish representatives is established to lead a community engagement process with the aim of improving the historic centre of the Parish for those who live and use the area, particularly for walking between facilities. The Board supports active travel as part of the Island's response to the climate emergency. Active travel can reduce car journeys, with their carbon and community traffic impacts, and provides health benefits from greater activity.





CHALLENGES AND CONSTRAINTS

Trinity is clearly an attractive village but there are a number of challenges to safe and comfortable pedestrian movement. The constraints are as shown below:



Traffic dominated village

Vehicles passing through the village bring movement, noise and effects on air quality. This has a disproportionate impact on the character of the village, making walking between village amenities feel uncomfortable.



Lack of footpaths

Pavements and footpaths are limited through the village, with isolated sections unconnected to others, providing only fragmented safe walking routes. The map to the right shows the current extent of safe pavements.



Traffic speed

There is currently a 30mph limit through the village but the speed and proximity of vehicles, particularly where there are no pavements, can be intimidating to people on foot.



Little sense of arrival

The approaches into the village vary in character, but with little defined sense of arrival. There is no indication of where the village starts and an awareness of pedestrians should prevail.

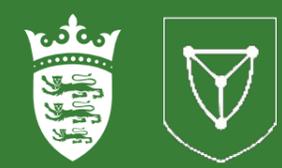


Lack of pedestrian crossings

Without defined crossings, and in combination with the lack of pavements and road traffic, the village can be fragmented for pedestrians.

Unconnected Existing Pavements





COMMUNITY CONCERNS

A Trinity active travel improvement plan survey was carried out in October and November 2021. This sought to identify concerns regarding barriers to active travel in and around Trinity.

The feedback can be summarised as follows, with the concerns ranked as shown to the right:

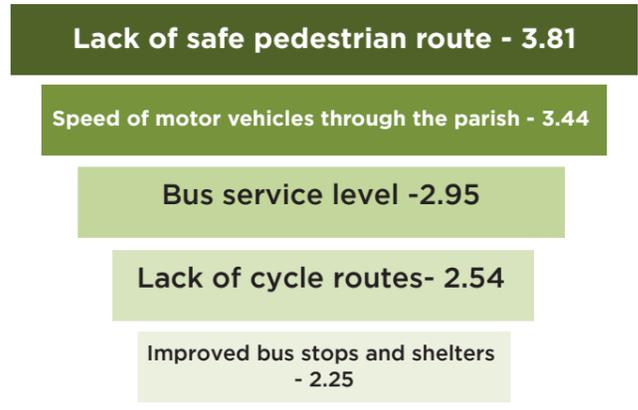
- » Improve bus service provision, including frequency of service and bus stop facilities
- » High level of support for Green Lanes
- » The majority of concerns focused on improved/safer walking routes
- » The majority of concerns were focused on the village area

There are a number of village improvements which are already in progress, separately from the potential proposals shown here.

The consultation asked Parishioners to rank the following concerns

Please rank the following concerns in order of importance to you?

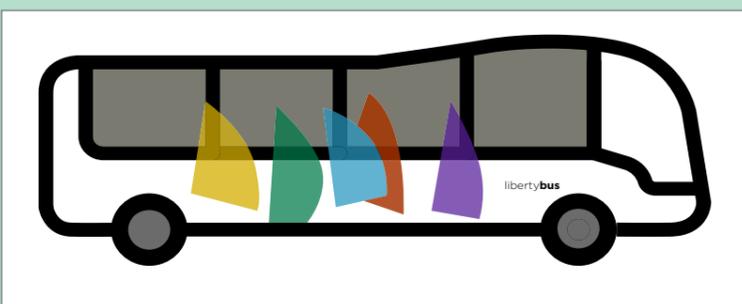
[score indicates average rating across the survey community]



Bus Provision

The village and wider parish have for some time been served by the route 4. Since April 2022, route 23 has been extended into the village to create a direct hourly bus service between Liberty Station and the Acorn bus stop in Rue Au Sellier.

These proposals include a change to route 4 to provide a northbound service to complement the existing southbound service to those living in the eastern part of the village. School bus routes will need to be revised to accommodate some of the options presented.



Safer Routes to School

The Parish and Government are currently considering potential measures and enhancements to create a safer and more comfortable walking route to the school from the village, known as a Safer Routes to School, in parallel with the village work.



Grand Clos - Pavement

The Parish is implementing an improved boundary to the frontage of Le Grand Clos on Rue Es Picots. This comprises a new retaining wall which will create space for a pavement along the roadside. Construction is underway.



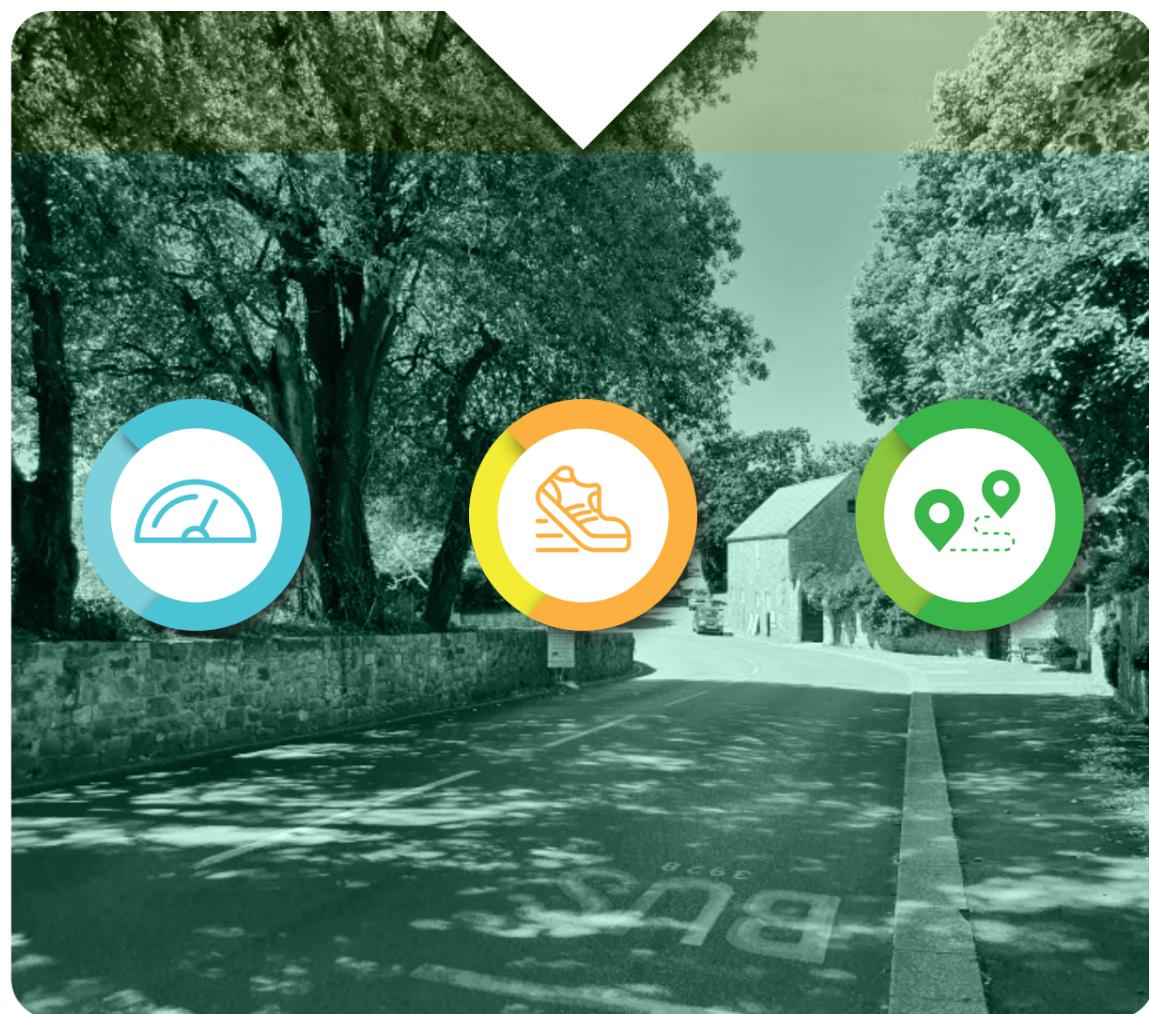


POTENTIAL INTERVENTIONS

In response to community concerns and the recognised issues, a series of concepts have been developed and presented here as Options 1, 2 and 3.

These fall into three cumulative packages, with Option 2 being Option 1 with additions and the same with Option 3 building on Option 2. The three options are summarised to the right with more detail on the following panels.

These are general approaches to reducing barriers to active travel, not detailed schemes. Once there is a community preference, the Board will work with the Minister for Infrastructure on scheme development and funding.



1 LOWER SPEED VILLAGE

Option 1 introduces a 20mph speed limit through Trinity Village to align with other Island Villages and the Island wide speed limit framework. The locations on its boundary where this limit will apply would effectively create village gateways.

2 WALKING VILLAGE

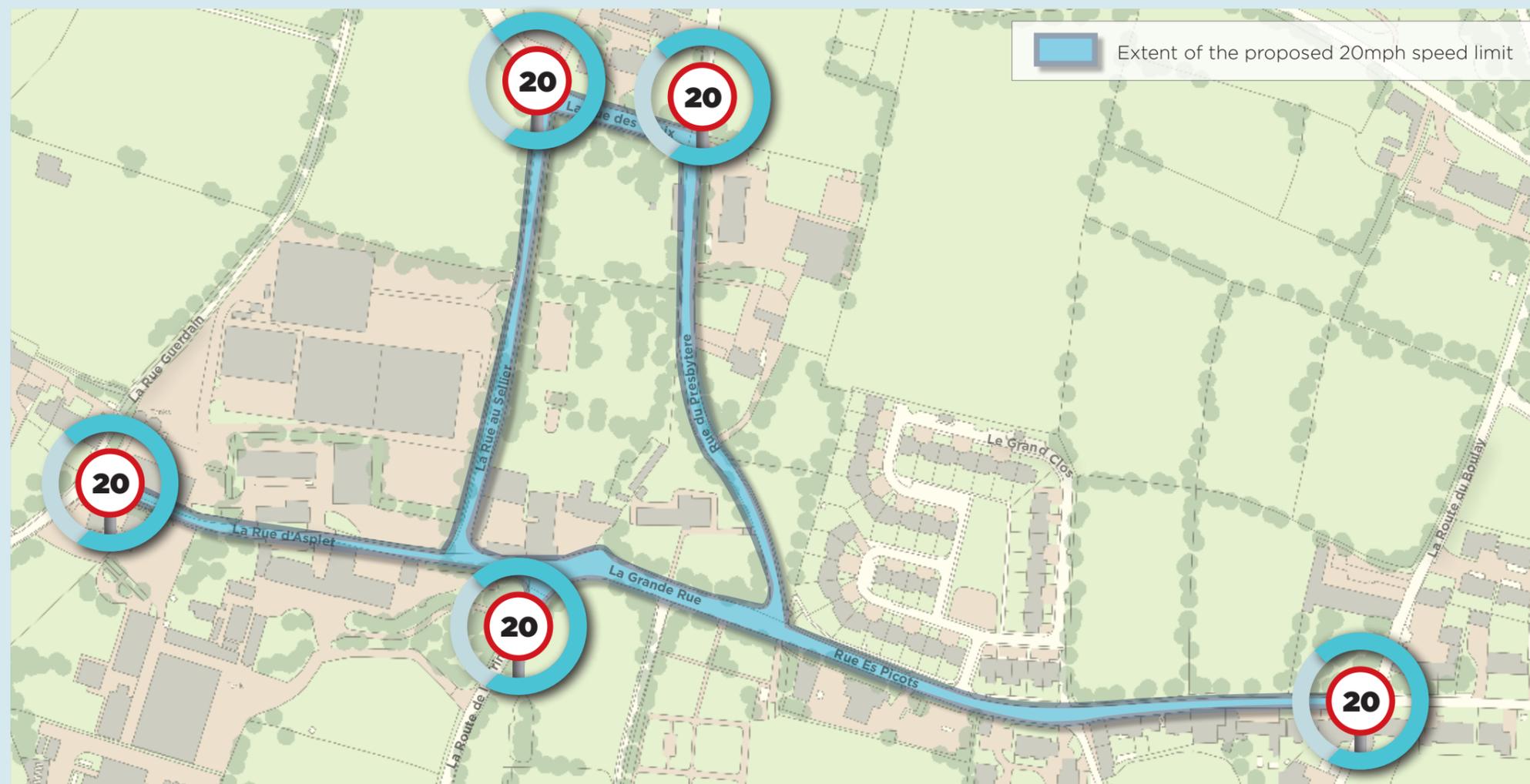
Option 2 includes the 20mph limit as above, but also creates safer walking routes around the village. These walking routes include formal pavements and virtual footways. A virtual footway is a coloured surface flush path on the roadway, demarcated with bollards where appropriate. In order to create the space for footways, this package would also include the introduction of a one-way traffic system on certain roads and may require the relocation of some of the bus routes.

3 CHARACTER ENHANCEMENT

In addition to the speed limit, one-way system and footways, **Option 3** would introduce raised table pedestrian crossings and traffic-calming measures. This would also provide an opportunity to develop nicer village gateways and other landscape features, helping to create a sense of place. All together they will help to create a much safer and full of character village.



1 LOWER SPEED VILLAGE



The map to the left shows the extent of the proposed 20mph speed limit. This applies to:

- La Rue d'Asplet from its western junction with La Rue Guerdain to La Grande Rue
- La Grande Rue
- Rue Es Picots to its junction with La Route du Boulay
- La Rue au Sellier
- Rue du Presbytere
- La Rue des Croix, between the two roads above



1 LOWER SPEED VILLAGE



This view looks towards the village along Rue Es Picot, from the point at which the 20mph limit would apply. This would be marked by standard highway signage and road markings.



From Rue du Presbytere this view looks south past the Parish Hall, with the 20mph limit applying from the junction with La Rue des Croix. Speed limit signage and a coloured road marking defines the boundary.

ADVANTAGES AND DISADVANTAGES



This package would lead to a reduction in traffic speed through the village, and a consequent improvement in both safety and pedestrian comfort



Lower vehicle speeds support a shift to walking and cycling



Reduced vehicle speed would bring benefits for local air quality



Reduced vehicle speed relies on driver behaviour through compliance with the speed limit



Slower moving vehicles generate less noise from tyres



The proposals provide no benefits for the character of the village

ISSUES ADDRESSED



The Lower Speed Village package of improvements would, with enforcement, reduce concerns about traffic speeds, and to some degree the 20mph zones would define gateways into the village. However, it would have no impact on the other identified issues.



2

WALKING VILLAGE



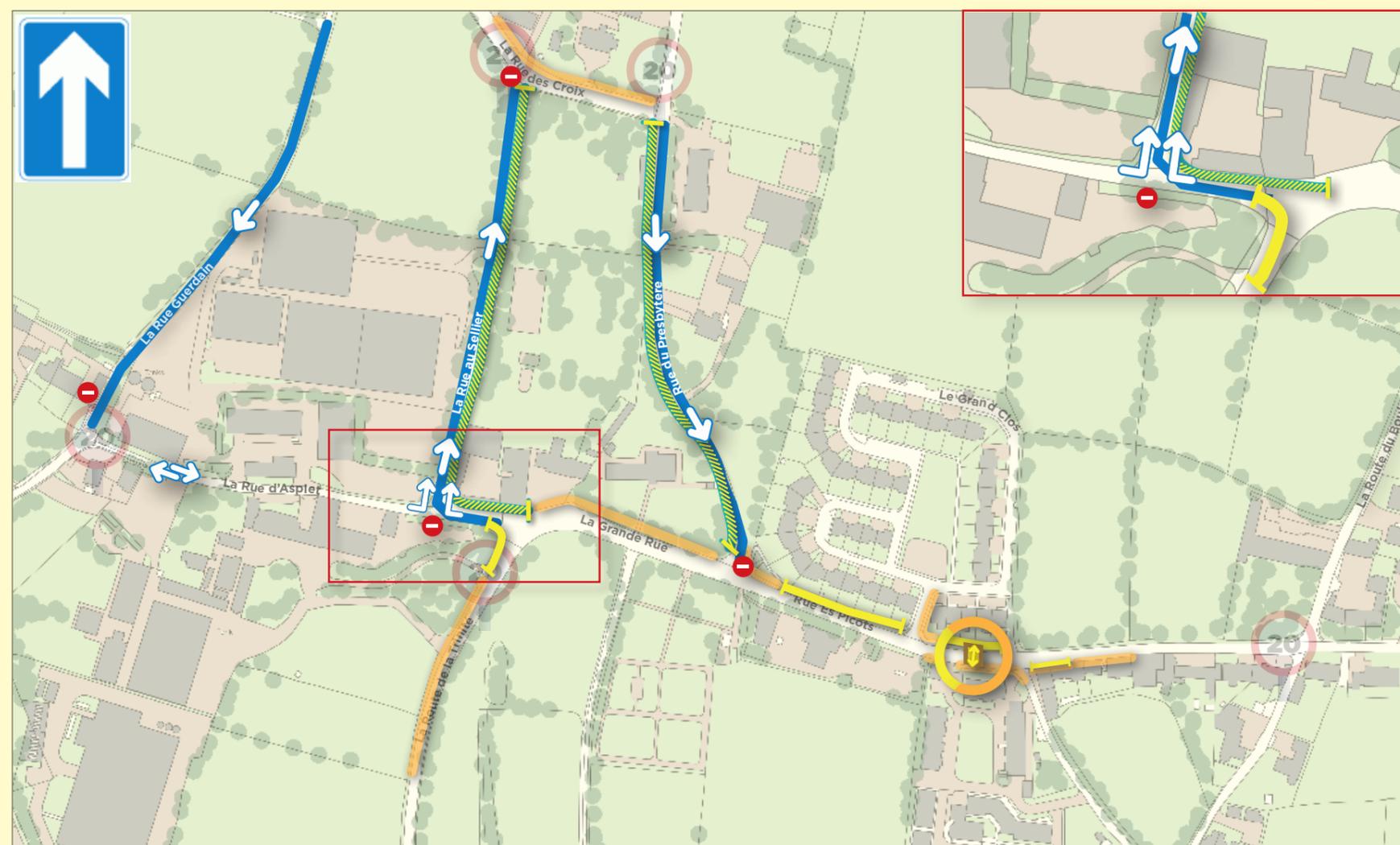
This package of improvements builds on the Lower Speed Village measures, introducing a one-way traffic system, as illustrated on the map to the right. The roads affected are:

- » Rue du Presbytere, one-way southbound
- » La Rue au Sellier, one-way northbound
- » La Rue d'Asplet, between La Grande Rue and La Rue au Sellier, one-way westbound
- » La Rue Guerdain, one-way southbound

The introduction of a one-way system creates sufficient space for virtual footpaths - coloured surface flush paths within the roadway marked with bollards on La Rue au Sellier and Rue du Presbytere. Full pavements would be created to join the existing fragmented sections. These new footways and pavements are indicated on the adjacent map.

The result of this package would be safe walking routes throughout the village, making pedestrian links between such destinations as the Village Shop, Trinity Arms, Parish Church, Parish Hall and Acorn Centre.

The affected bus routes and bus stop locations are explained on a separate panel.





2

WALKING VILLAGE



This view looks north along La Rue au Sellier. Vehicle traffic would move one way northbound, and a virtual footpath would be created on the eastern side of the lane, defined by a coloured surface and separated from the road traffic by low bollards.



This view shows Rue du Presbytere, close to the Church Lych Gate, with the new one-way traffic traveling south, towards us. A virtual footpath would be created on the western side of the lane, alongside the churchyard wall, and would continue all the way up the lane, giving access to the Parish Hall.



On Rue Es Picots, this view looks west towards the church. The new retaining wall to the right creates sufficient space for a pavement which continues along the northern side of the road, creating a safe walking route through the village.

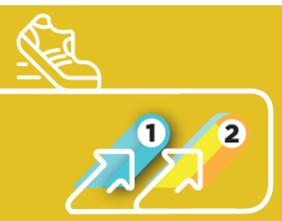


This view looks east towards the shop, on Rue Es Picots. The new pavement on the left leads to a pedestrian crossing, with a central refuge island, creating a safe link between the shop and the rest of the village.



2

WALKING VILLAGE



ADVANTAGES AND DISADVANTAGES



This package would significantly increase pedestrian connectivity throughout the village



Slightly longer driving distance to destinations such as the Parish Hall from the village



The one-way system would reduce the traffic dominance in the lanes



Necessitates changes to bus routes and the relocation of bus stops



Longer driving access from La Rue de La Monnaie to the Village

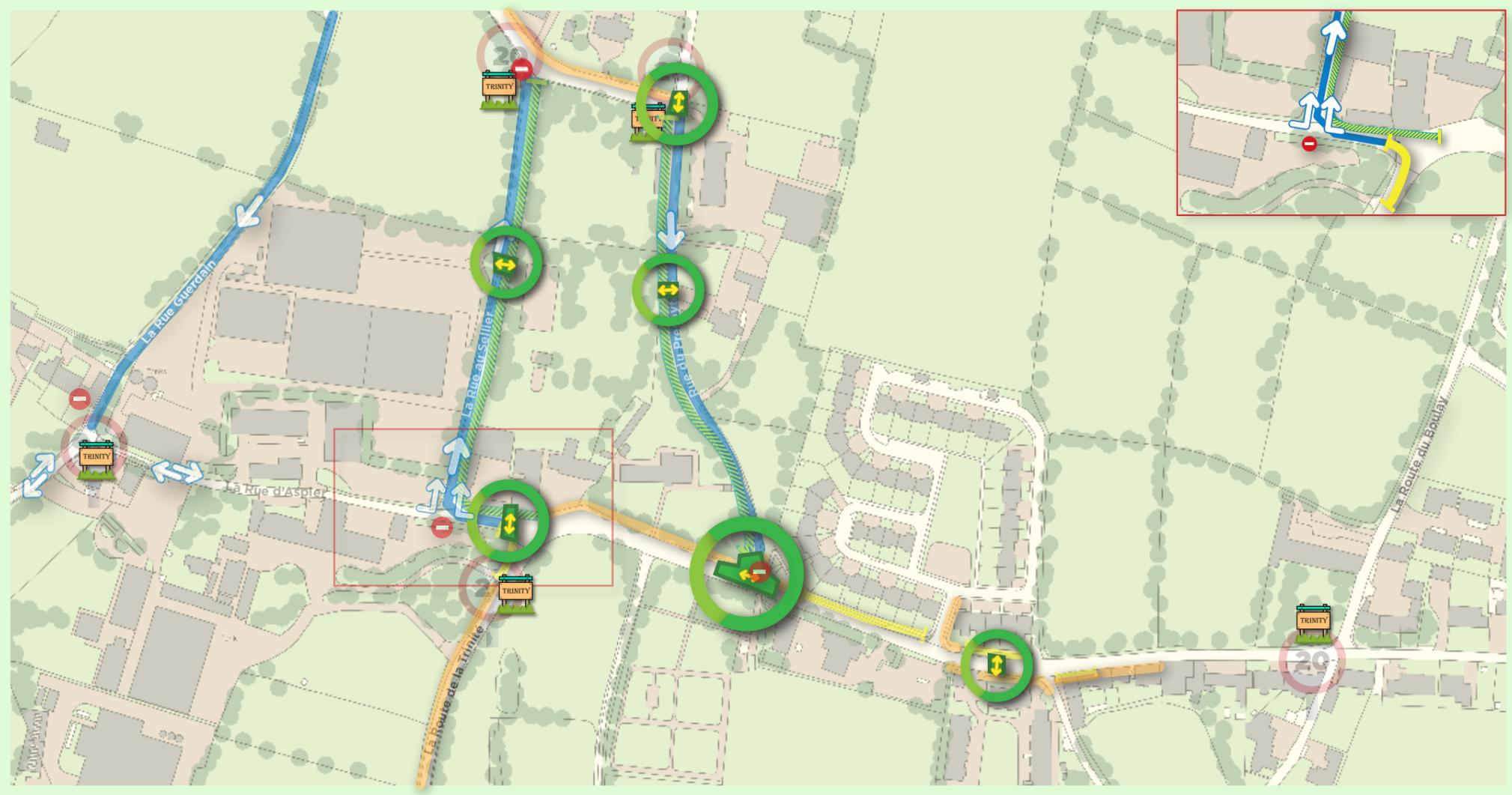
ISSUES ADDRESSED



The Walking Village package of improvements would further reduce the dominance of traffic and provide safer pedestrian routes. It partially resolves the issue of pedestrian crossings but does not add character gateways to the village.



3 CHARACTER ENHANCEMENT



This package of improvements builds on both the Lower Speed and Walking Village proposals, creating traffic-calming measures and defined pedestrian crossings. It also creates an opportunity for enhancing gateway locations on the village approaches.

The traffic measures comprise raised tables in the locations illustrated to the left. The locations are:

- » La Rue au Sellier: raised table to slow traffic speeds
- » Junction of La Rue des Croix and Rue du Presbytere: raised table and pedestrian crossing
- » Rue du Presbytere: raised table to slow traffic speeds
- » Junction of La Grande Rue and Rue du Presbytere: raised table to slow traffic speeds
- » Rue Es Picots: Raised table and pedestrian crossing



3

CHARACTER ENHANCEMENT



This view looks north along La Rue au Sellier, with a raised table on the road, slowing road traffic, and the entrance to the Acorn Centre beyond.



On Rue Es Picots, this view shows a raised table on the junction with Rue du Presbytere. The raised table extends into the side road, easing pedestrians crossing to the church side.



This view on La Rue d'Asplet looks towards the church, showing a narrowed one-way road, and a widened footpath which links to a new footway, creating a safe pedestrian link. The traffic junction priority is changed to allow traffic to flow freely from La Route de la Trinité into La Grande Rue. The change creates space for attractive public realm planting at the junction.



From La Route de la Trinité the view towards Maison Maret shows the change in traffic priority, the narrowed entrance La Rue d'Asplet, now one-way, with the footpath and planting area creating a visual gateway to the village.



3

CHARACTER ENHANCEMENT



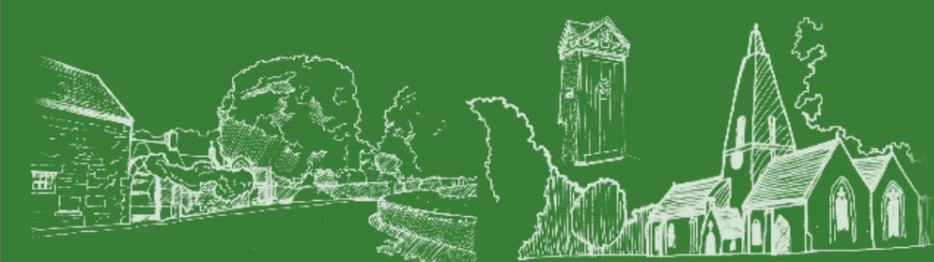
This view shows a raised table crossing on Rue Es Picots. This provides a more defined and generous pedestrian facility, slowing traffic and giving pedestrians the opportunity to cross. Due to the pavement build out and narrowing down the two lane road, the distance to cross is shorter than in option 2. In addition, the raised table crossing with more attractive finish, would be in keeping with the village and countryside character.



At the eastern gateway into the village, on Rue Es Picots, this view shows a more attractive public realm, with decorative planting and bespoke signage. This approach could be adopted at each of the village gateway locations.



This view looks towards the Parish Hall, with a raised table on the junction between La Rue des Croix and Rue du Presbytere. This will encourage vehicles to slow to the 20mph limit or less, as they enter the one-way section. The new footway on the right is separated from the road by low bollards.



3

CHARACTER ENHANCEMENT



ADVANTAGES AND DISADVANTAGES



This package would further improve pedestrian connectivity by providing defined crossings



Potential displacement of traffic to routes outside the village, avoiding the traffic calming measures



The traffic calming measures would further encourage compliance with the reduced speed limit



Less direct access route to La Rue de La Monnaie from the Village

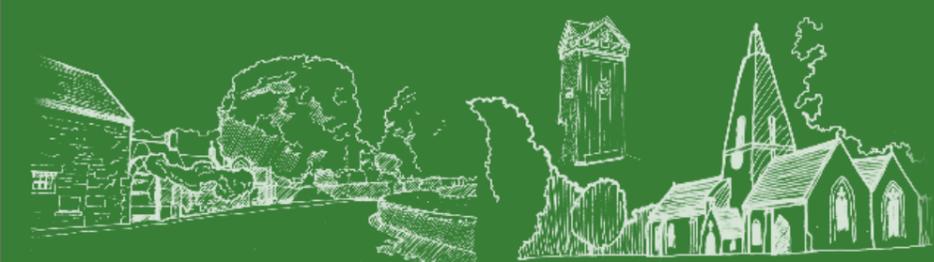


The package includes public realm enhancements to the village gateway locations, reinforcing the village character

ISSUES ADDRESSED

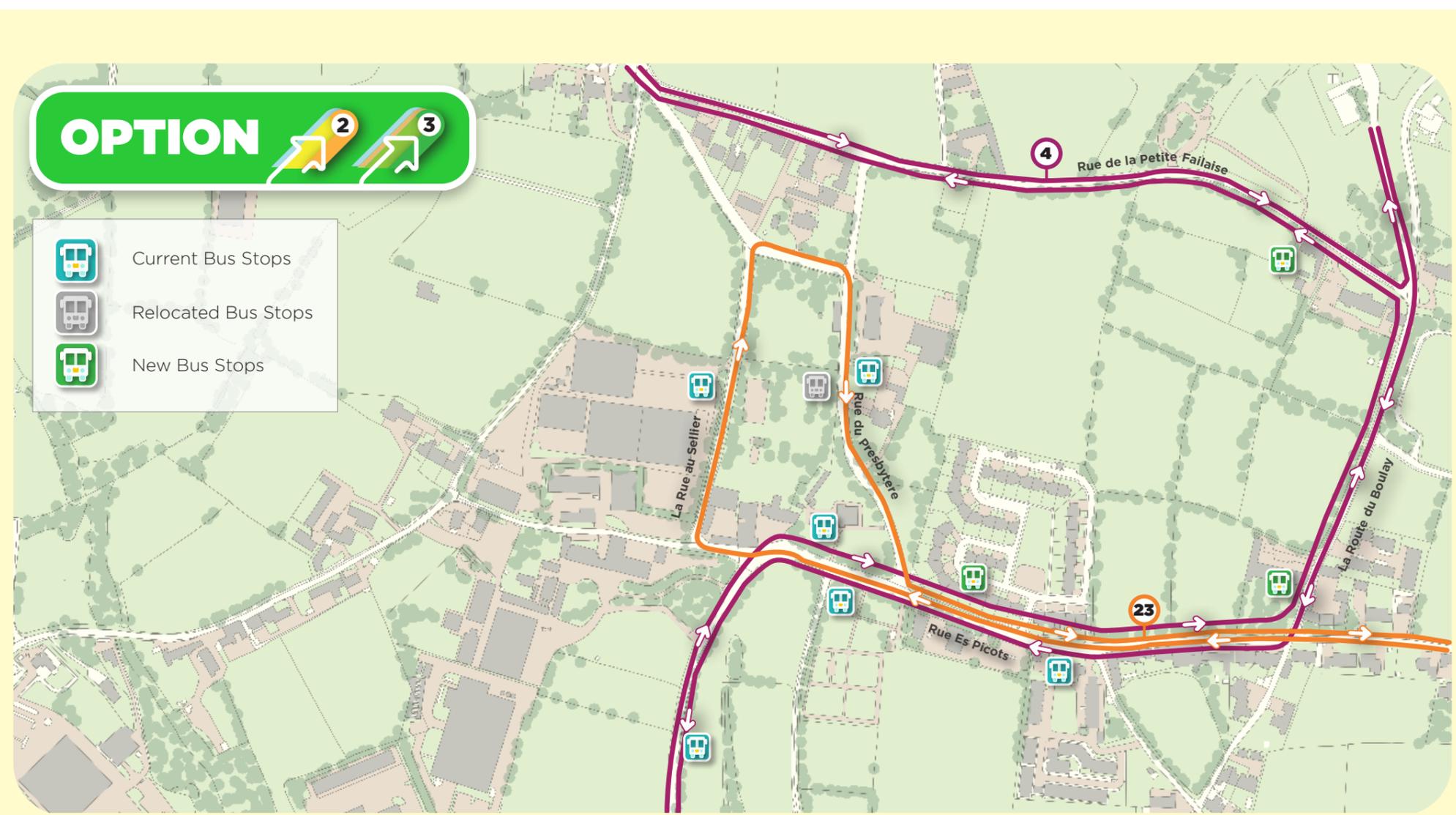


The Character Enhancement package would resolve the issue of pedestrian crossings and create an enhanced sense of arrival to the village.



BUS TRANSPORT

The three potential enhancements have differing implications for both the public and school bus services.



Public Bus Services

Option 1, Lower Speed Village, does not require any changes to the bus routes or bus stop locations, changes are primarily in the village speed limit. However, the lower speeds will provide safety and comfort benefits for those walking to the bus stops, and where the buses are stopped.

For both Option 2, Walking Village, and Option 3, Character Enhancement, the same changes to bus routes are required as follows:

Bus Route 4: Due to the one-way system, the section of route 4 that currently runs north on Rue du Presbytere, past the Parish Hall, would be rerouted onto Rue Es Picots, La Route du Boulay and Rue de la Petite Falaise. The remainder of the route would be unaffected.

Bus Route 23: This route is unchanged. It would continue to enter the village from the east, on Rue Es Picots, circulate with the one-way system north on Rue au Sellier, along Rue des Croix and south on Rue du Presbytere, and then exit the village to the east.

Bus Stops

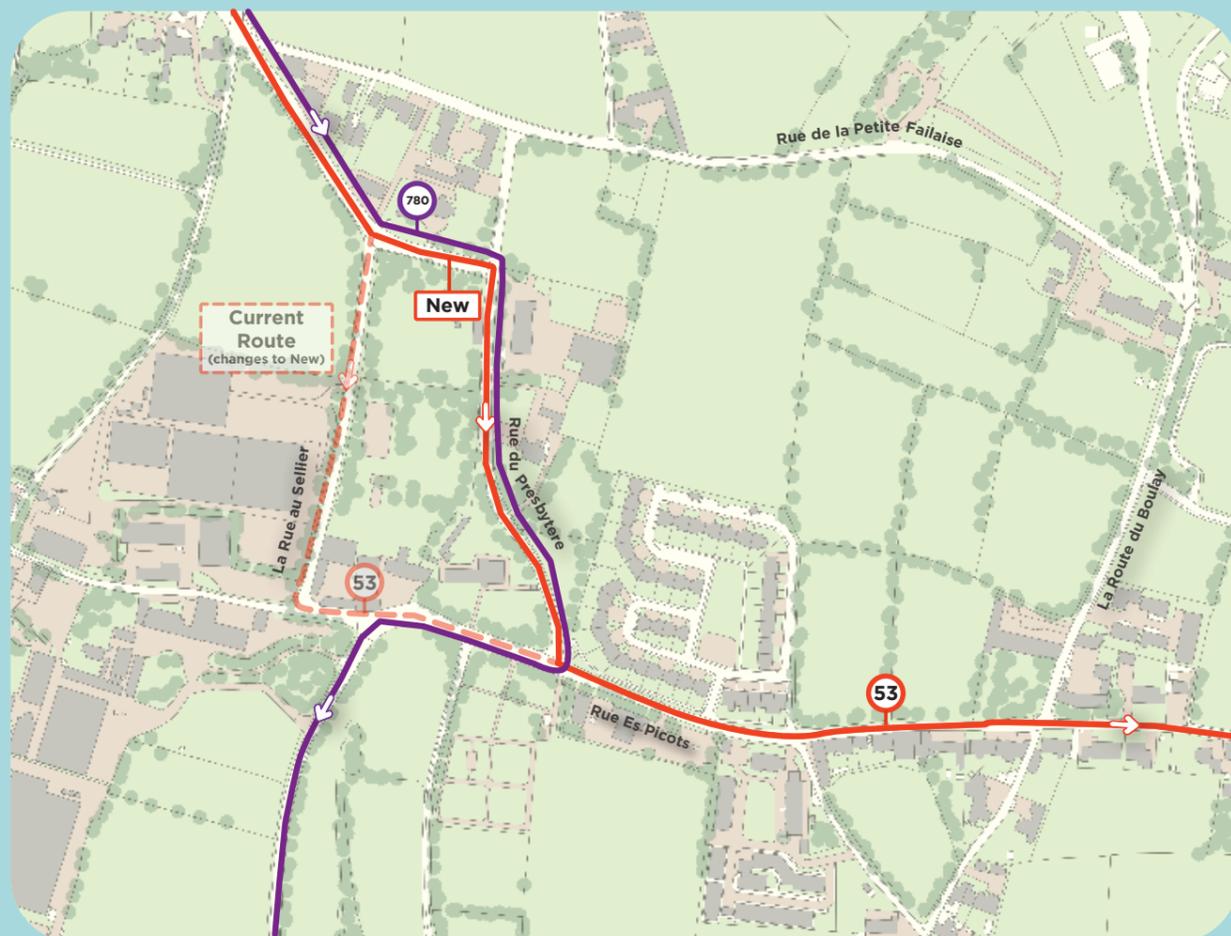
The changes above necessitate the following alteration of bus stop locations:

- » The northbound bus stop on Rue du Presbytere would not be used.
- » Additional bus stops will be required to serve the revised northbound route 4. A bus stop is proposed near Le Grand Clos, on La Route du Boulay and Rue de la Petite Falaise.



School Bus Routes

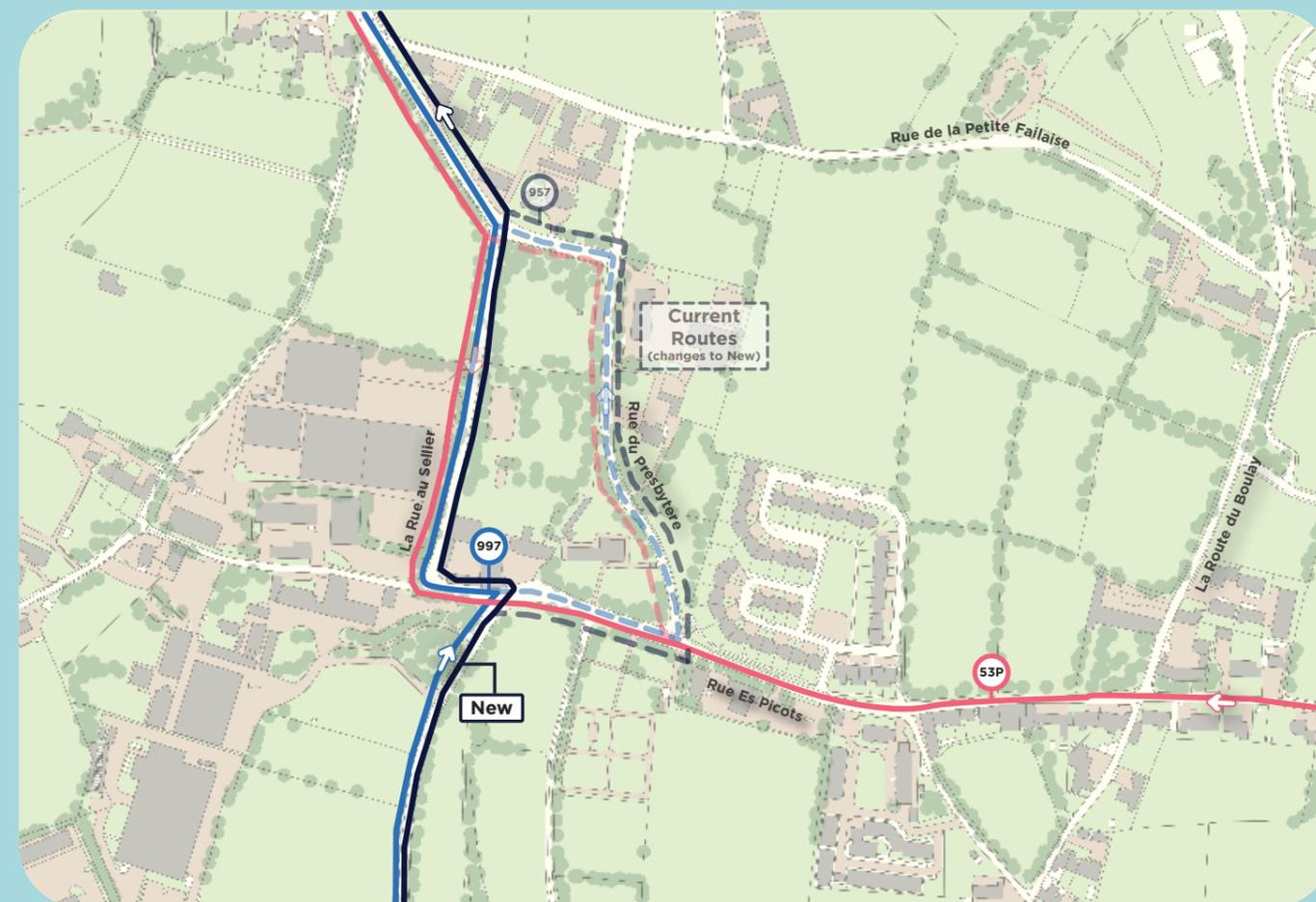
Changes to the school bus routes would be necessitated by Options 2 and 3 (Walking Village and Character Enhancement).



Morning Services:

Route 53 (to Grainville School): Currently travels southbound on Rue au Sellier. The one-way system would require this route to travel southbound on Rue du Presbytere instead. The bus stop currently at Trinity Church North would be relocated further east to accommodate this route.

Route 780 (to Jersey College for Girls & Beaulieu School): Would be unaffected.



Afternoon Services:

Route 53P (from Grainville School): Currently travels northbound on Rue du Presbytere. The one-way system would require this service to travel northbound on Rue au Sellier instead. The bus stop on Rue du Presbytere would be relocated to Rue d'Asplet.

Route 957 (from Beaulieu School): Would be affected in the same way as 53P above.

Route 997 (from Jersey College for Girls): Would also be affected as 53P.



FEEDBACK

A successful consultation and workshop were held in Trinity Village on Saturday 5th November 2022 and were attended by over 40 parishioners. The parishioners were passionate about what is valued and should be preserved in the village and shared their experience of barriers to active travel when walking, cycling and catching buses around the village. They considered in great detail the village improvement options, indicating their preferred choice and what could be improved for their preferred option. The results from this community consultation and workshop can be found on Citizen Space at <https://haveyoursay.gov.je/>.

This online consultation is for Trinity Parishioners and the wider Island community to comment on the options provided and to indicate their preferred choice, from keeping things the same to significant changes to improve walking, cycling, bus access and the quality of the village public realm.

Feedback from the community consultation and the online questionnaire will be reviewed by the Board and the preferred choice will be presented to the Minister. The Minister will make a funding decision.

How to Have Your Say



Parish and Islandwide comments can be



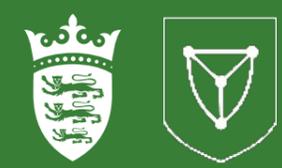
Emailed to
DFI@gov.je



Or posted to
Government of Jersey,
Infrastructure,
Housing and Environment,
Operations and Transport,
Beresford House, Bellozanne Road,
St Helier,
Jersey,
JE3 3JW

FUNDING

The Trinity Village Improvement Board will seek funding for the preferred option from the Minister of Infrastructure.



NEXT STEPS

