



# Growth, Housing and Environment Technical Note

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<b>Title</b>	La Rue du Maupertuis Trial Closure: Appraisal Analysis Note
<b>Version</b>	3.0 [FINAL]
<b>Date</b>	14 April 2020
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<b>File Location</b>	<a href="#">\\ois\sojdata\PSD\Transport\Transport Policy\Alex Forrest\St Clements Cycle Links\</a>

## 1. INTRODUCTION

### 1.1. Project Description

- 1.1.1. This note has been prepared by Growth, Housing and Environment to inform the Parish of St Clement of the outcomes of the trial closure of La Rue du Maupertuis as part of Safer Routes to School (SRTS) programme and the development of the Eastern Cycle Network (ECN).
- 1.1.2. Following extensive community consultation which showed support, La Rue du Maupertuis was closed to motor vehicle traffic (except for access) on the 3<sup>rd</sup> April 2019 for a period of 12 months, under Article 68 of the Road Traffic (Jersey) Law 1956. The trial is due to end on the 3<sup>rd</sup> April 2020.
- 1.1.3. During the trial period, a combination of surveys and assessments have been undertaken to assess the benefits and impact of the closure on the local area. This note draws together the data and evidence gathered both before and during the closure.
- 1.1.4. The aim of this note is to provide the Parish of St Clement Roads Committee with the information they need to consider making the trial closure permanent.

### 1.2. Project Context

- 1.2.1. A Consent Order has been filed with the Royal Court, on the 13<sup>th</sup> August 2018, that requires the Parish of St Clement, the Minister for Infrastructure and a third party to carry out an appraisal of the trial closure in accordance with an agreed Appraisal Methodology Statement (AMS). A copy of this methodology which is appended to this note.
- 1.2.2. The methodology in the AMS should be used when appraising the effectiveness of the trial closure, however the Parish of St Clement may wish to take additional factors into account when reaching a long-term conclusion about the future of La Rue du Maupertuis.
- 1.2.3. This additional information may include feedback from residents, some of the Government's longer term aspirations about encouraging active travel and wider goals around achieving carbon neutrality. These aspirations were formally approved by the States Assembly as part of P.128/2019 as decision making principles for transport infrastructure in Jersey.

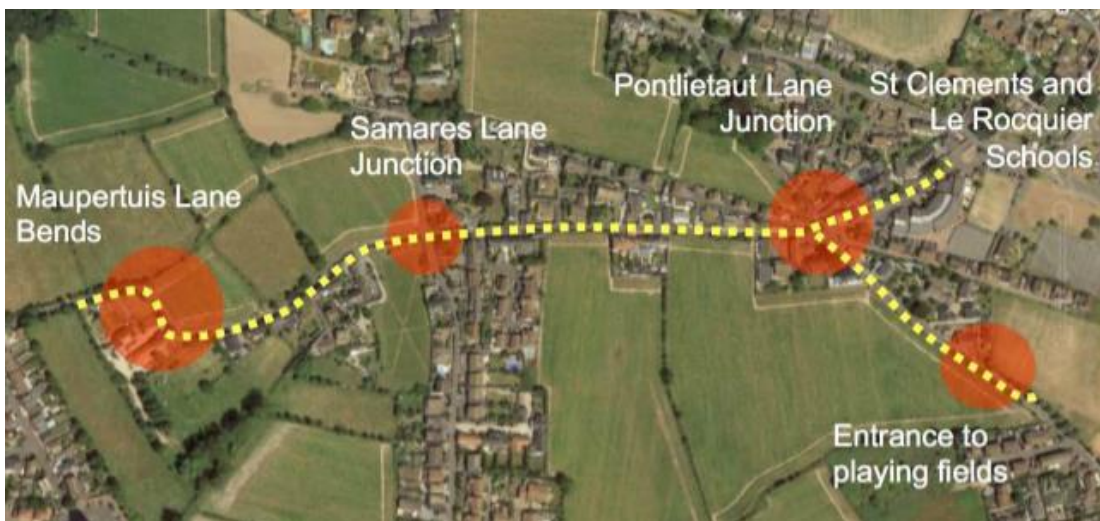


## 2. BACKGROUND

### 2.1. Safer Routes to Schools

- 2.1.1. The Government of Jersey has a programme of GHE Transport and primary and secondary Schools working to make schools more accessible by walking, and for older students by cycling or taking the bus, thus reducing traffic congestion around schools (and improving air quality) increasing active and independent travel for students.
- 2.1.2. Rue du Maupertuis forms part of a safer route from Le Rocquier School, via the Le Rocquier playing fields, passing St Clement's school, across Pontorson Lane on a raised vehicle speed reducing junction table along La Rue de La Croix, across Samares Lane on another raised table, along the lane onto Le Squez and via the newly constructed track through Samares Nurseries housing estates, to the Le Squez neighbourhood. Rue du Maupertuis is also a link that is integral to the developing Eastern Cycle Network (ECN), there is a need for a continuous route to create a safer route to school.
- 2.1.3. The trial closure has been achieved by installing two bollards, which can be raised/lowered by Parish Authorities and the Emergency Services. This allows the flexibility to respond to emergencies and to keep La Rue du Maupertuis as a backup route for emergencies, should the coast road be needed to be shut.

Figure 1 – Connected Communities; Safer Walking and Cycling Route



- 2.1.4. The Government's road maintenance teams recently (February 2020) managed to resurface the coast road without needing to open La Rue du Maupertuis, showing that using the road as a through route for motor vehicles should be excluded for all but the most severe emergencies.

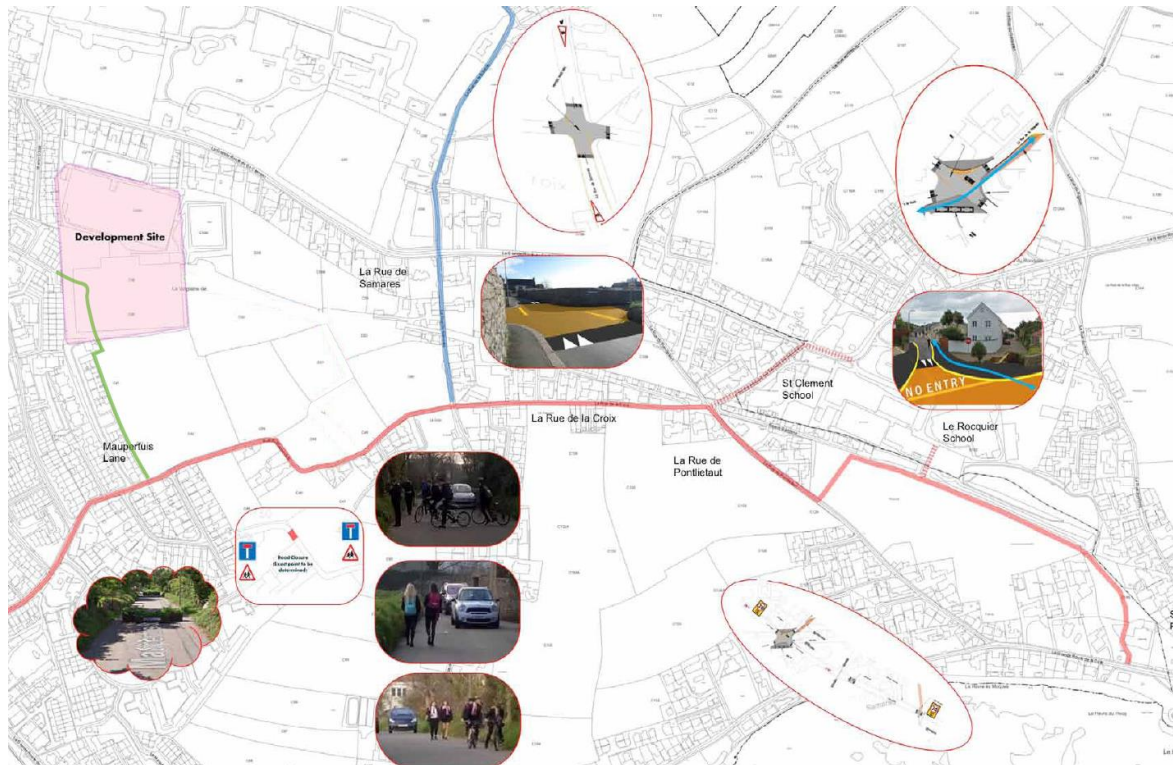


## 2.2. Eastern Cycle Network

- 2.2.1. The Eastern Cycle Network has been in development over a number of years and has delivered modest improvements since the current Island Plan and previous Sustainable Transport Policies were adopted in 2011. The ECN is currently funded by developer contributions arising from new developments built in the south east of Jersey.
- 2.2.2. It is the Government's current stated intention to accelerate the delivery of this strategically important asset. This is reflected in the *Sustainable Transport Strong Start Delivery Plan 2020*, which outlines a commitment to accelerate the delivery of the network through granting additional funding to route development. If the road is reopened to motor vehicle traffic, an important section of the route will be lost, undermining the effort to create safer routes to schools.
- 2.2.3. The former Department for Infrastructure previously assessed a number of alternative options for developing a safe segregated off road cycling route between the Le Squez/Le Marais area, La Rue de la Croix and Le Rocquier School, however the land owners have not been amenable to ceding land to enable this to happen. Therefore the closure of the La Rue du Maupertuis is the only viable way to achieve this outcome at this time.
- 2.2.4. The route links to the Le Rocquier School field path, which was completed in 2017. The public path was developed with Le Rocquier school as part of the Safer Routes to School programme, to encourage walking and cycling to school. Surveys undertaken at the time indicated that students were keen to take up active travel. Consultation showed there was parish and community support.
- 2.2.5. It was agreed with the (then) Education Department, as the landowner, that the path would form part of the emerging Eastern Cycle Network with management concerns from the school being addressed by fencing and signage.
- 2.2.6. Work has been undertaken by the Department for Infrastructure to install raised-table traffic calming measures at the junctions of Rue des Samares / La Rue du Maupertuis and the La Rue de Pontlietaut (Pontorson Lane)/ Rue de la Croix. The locations of these are indicated in Figure 2.



Figure 2 – Emerging Eastern Cycle Network



## 2.3. Sustainable Transport Policy

- 2.3.1. The States Assembly has approved (P.128/2019) to adopt a new Sustainable Transport Policy for the Island. This new policy, unlocks funding from the Government Plan to deliver a range of transport initiatives which will improve how islanders travel, reducing congestion and carbon.
- 2.3.2. Making cycling and walking a safer and more attractive choice for more people of all abilities is at the heart of this policy. The closure of La Rue du Maupertuis is a flagship example of how road space can be reprioritised to deliver on this principle, whilst simultaneously creating a quieter and more liveable neighbourhood for local residents.

## 2.4. Common Strategic Policy

- 2.4.1. The Government's Common Strategic Policy has 5 strategic priorities,
- Putting Children First,
  - Improving Islanders wellbeing and mental and physical health
  - Create a sustainable, vibrant economy and a skilled local workforce for the future
  - Reduce income inequality and improve the standard of living
  - Protect the value of our environment
- 2.4.2. Closing La Rue du Maupertuis has a number of wider benefits that aligns with the Common Strategic Policy. These include:



- ❖ Improving the safety of children, by providing a safer route to and from schools,
- ❖ Improving the physical wellbeing of islanders by creating a safer environment for walking and cycling
- ❖ Improving the mental wellbeing of residents by creating a quieter more liveable neighbourhood which isn't dominated by traffic
- ❖ Improving the mental wellbeing of the users of the lane by enabling physical exercise, a well-known cure for stress and anxiety.
- ❖ Improving local air quality by removing through traffic from La Rue du Maupertuis

### 3. TRIAL CLOSURE ASSESSMENT

#### 3.1. Introduction

3.1.1. This section in the report presents the outcomes from the workstreams identified in the AMS.

#### 3.2. Road Safety Assessment Outcome

3.2.1. A qualified independent Road Safety Auditor (MSoRSA) visited the existing road layout of La Rue du Maupertuis before the trial closure was implemented.

3.2.2. The auditor completed a review of the trial closure in June 2018 and produced a recommendation of the existing situation on the overall level of risk in the area, with respect to all highways users.

3.2.3. Using a risk assessment matrix (Figure 3), the outcome of the assessment was that the risk of collisions involving personal injury, or damage to vehicles or property along the stretch of La Rue du Maupertuis was in the **Medium Risk** category.

3.2.4. It was concluded that there was a likelihood of the following:

- A collision occurring more than once a year where the result is damage to the vehicle or personal property on, or adjacent to, the road,
- that once every four years there is a likelihood of a collision occurring involving personal injury of a slight nature, or damage to a vehicle or property,
- that once every 5 to 10 years there is a likelihood of a collision occurring involving personal injury of a slight or serious nature, or damage to a vehicle or property, and
- that the likelihood of a collision occurring in which a fatality results is less than once every 10 years.





Figure 3 – Risk Assessment Matrix (provided in CIHT guidelines on road safety audit 2008).

		Frequency of collision			
		More than one per year	One every 1-4 years	One every 5-10 years	Less than one per 10 years
Severity	Fatal	Very high	High	High	Medium
	Serious	High	High	Medium	Medium
	Slight	High	Medium	Medium	Low
	Damage	Medium	Medium	Low	Low

3.2.5. A second visit was carried out by the same Road Safety Auditor in January 2020 as part of the in-trial assessment. Using the risk assessment matrix, the outcome of this was a reduction in the risk of injury collisions or collisions involving damage to vehicle or property from Medium to the Medium to Low category.

3.2.6. The main findings of the report were that the **risks to vulnerable road users on Rue de Maupertuis have decreased**, and the **perception of safety has improved**, indicated by the 10% increase in the overall number of vulnerable school pupils (pedestrians/cyclist) using Rue de Maupertuis in the morning peak hour. It has also concluded that additional collisions involving personal injury, or damage to vehicles or property are unlikely along the diversion route because of the closure in Rue de Maupertuis.

### 3.3. Traffic Count Outcomes

3.3.1. Vehicle counts were carried out at the junction of Rue de Samares and La Rue du Maupertuis before the closure between 07:30-09:00 in May 2017 and after in March 2020 (prior to the school closures for the Covid-19 pandemic), as outlined above.

3.3.2. Figure 4 show the comparison in vehicle counts in May 2017 (orange) and March 2020 (green) at the junction.

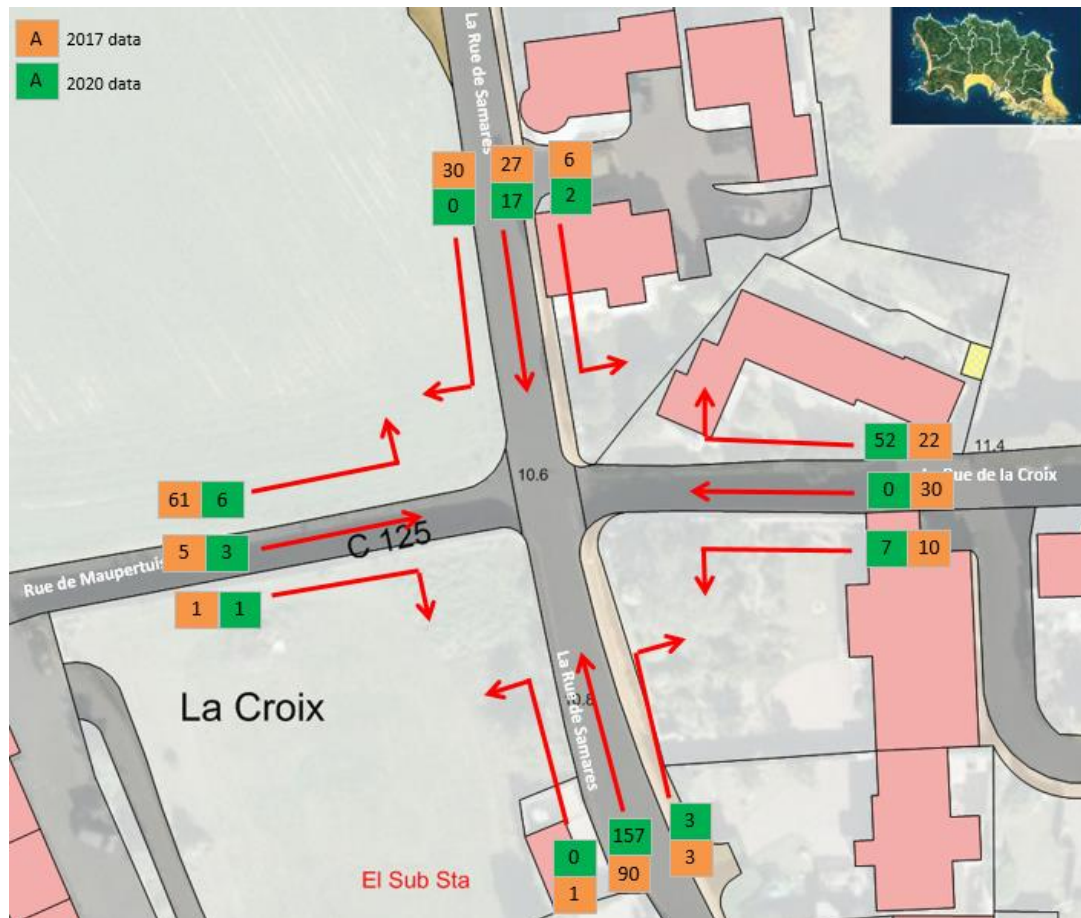
3.3.3. The counts show that, the volume of traffic has decreased on three out of the four arms of the junction after the trial closure has been implemented.

3.3.4. There was an increase of 67 vehicles travelling northbound along Rue de Samares and 30 vehicles turning right from La Rue de la Croix heading northbound along Rue de Samares in the 90 minute period.

3.3.5. The increase of 67 vehicles is equivalent to 1 vehicle every 45 seconds during the observed survey period, this is considered a minor increase and may be further explained by background traffic growth or daily variations in traffic flow.



3.3.6. Figure 4 – Vehicle Counts (excl. Bicycles)



3.3.7. The trial has shown that there is also a reduction of vehicles travelling straight on from La Rue de la Croix into La Rue du Maupertuis following the introduction of the trial. These vehicles are now turning right at the junction and have been displaced onto the northern section of La Rue de Samares.

3.3.8. There has also been a reduction of 30 vehicles turning right into La Rue du Maupertuis following the introduction of the trial, with a decrease in the overall traffic volume travelling southbound on La Rue des Samares from the north. This would suggest that a number of through-trips (or rat running traffic) have been removed from the local area.

3.3.9. Pedestrian and cyclist counts were carried out along La Rue du Maupertuis prior to the trial in June 2018 and during the trial closure in February 2020. Both surveys were carried out between 07:30-09:00 and 14:30-16:00 during school term time in order to assess the impact during peak school travel time.

3.3.10. The weather was dry and sunny on both days that the surveys were carried out. However, it was noticeably colder and windier during the in-trial count due to it being in February which may have had an impact on the number of cyclists.



Figure 5 – Increase in Active Travel Users



3.3.11. Active travel modes (pedestrians and cyclists) were counted travelling eastbound and westbound before the trial closure in June 2018 and after in February 2020. These counts were grouped together as active travel modes.

3.3.12. Overall, there was a **28% increase in active travel modes** travelling eastbound and a 7% increase in active travel modes travelling westbound. When looking specifically at school pedestrians, there was a **27% increase in students walking westbound** and a **55% increase in students walking eastbound**.

### 3.4. Le Rocquier School Questionnaire Outcomes

3.4.1. Le Rocquier Students were surveyed before the trial closure in February 2019 and after in February 2020. The aim of the questionnaire was to collect information from the users of the route relating to their perception of safety, in addition to how they used the route.

3.4.2. A baseline was created by asking students:

*'We're planning on closing La Rue du Maupertuis to motor vehicle traffic. Do you think this would make you feel safer?'*

A total of 119 students answered the question. Out of the students who responded 'yes' or 'no' ('Don't know' was an alternative option), **68% said the closure would make them feel safer**.

3.4.3. In the 2020 follow up survey the students were asked:

*'We have closed La Rue du Maupertuis to motor vehicle traffic – do you think this has made you feel safer?'*





A total of 250 students answered the question. Out of the students who responded 'yes' or 'no', **77% said they felt safer.**

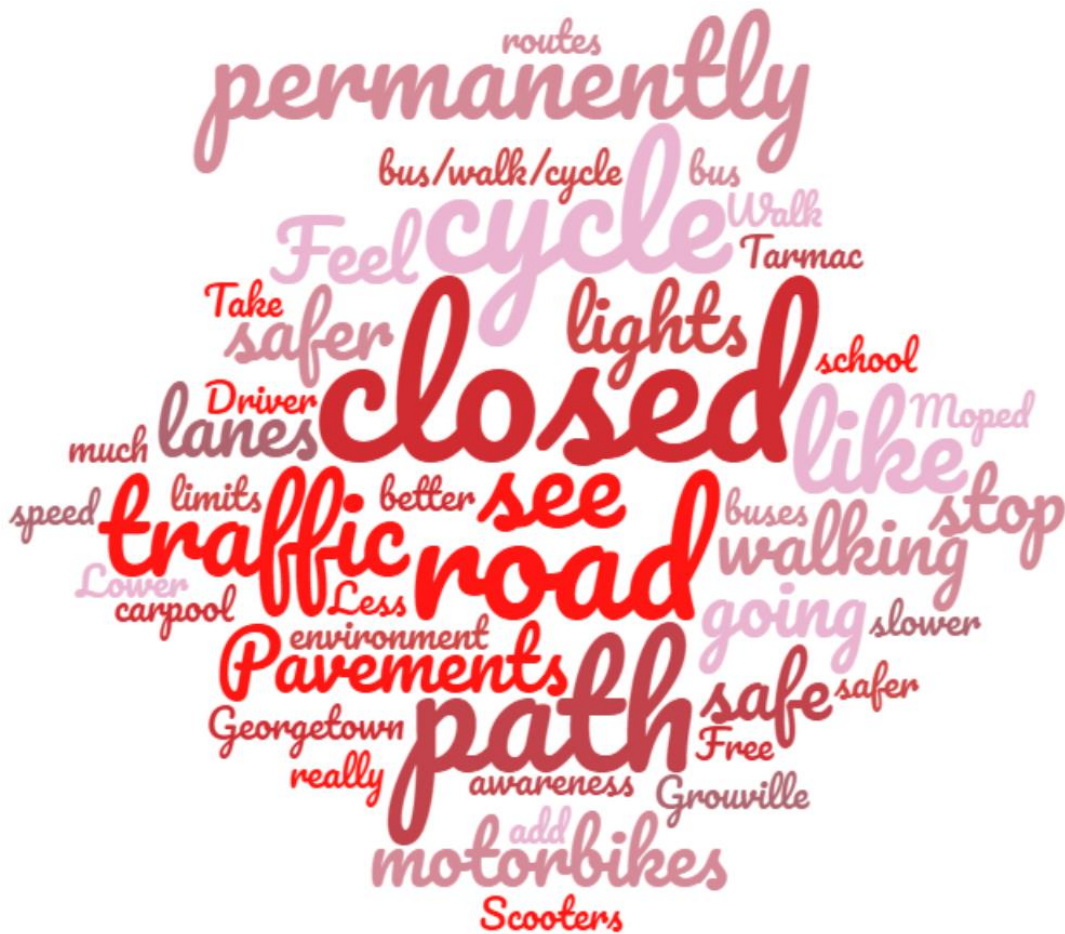
This shows, that following the introduction of the trial closure, more than 3 out of 4 students think the closure makes them feel safer and this expectation was fulfilled and exceeded in that there was another increase of 9% in the students' perception of safety along La Rue du Maupertuis observed.

In conclusion, with 77% of students feeling the route is safer, students will be encouraged to use the route for walking and parents are likely to support this.

3.4.4. Students at Le Rocquier School were also given the opportunity to provide feedback on the following question:

*'Do you have any opinions or comments on this or any other aspect of making routes to school safer?'*

Analysing the responses produced the below word cloud, where the more frequent a word appears, the larger it is represented.





## 4. OTHER CONSIDERATIONS

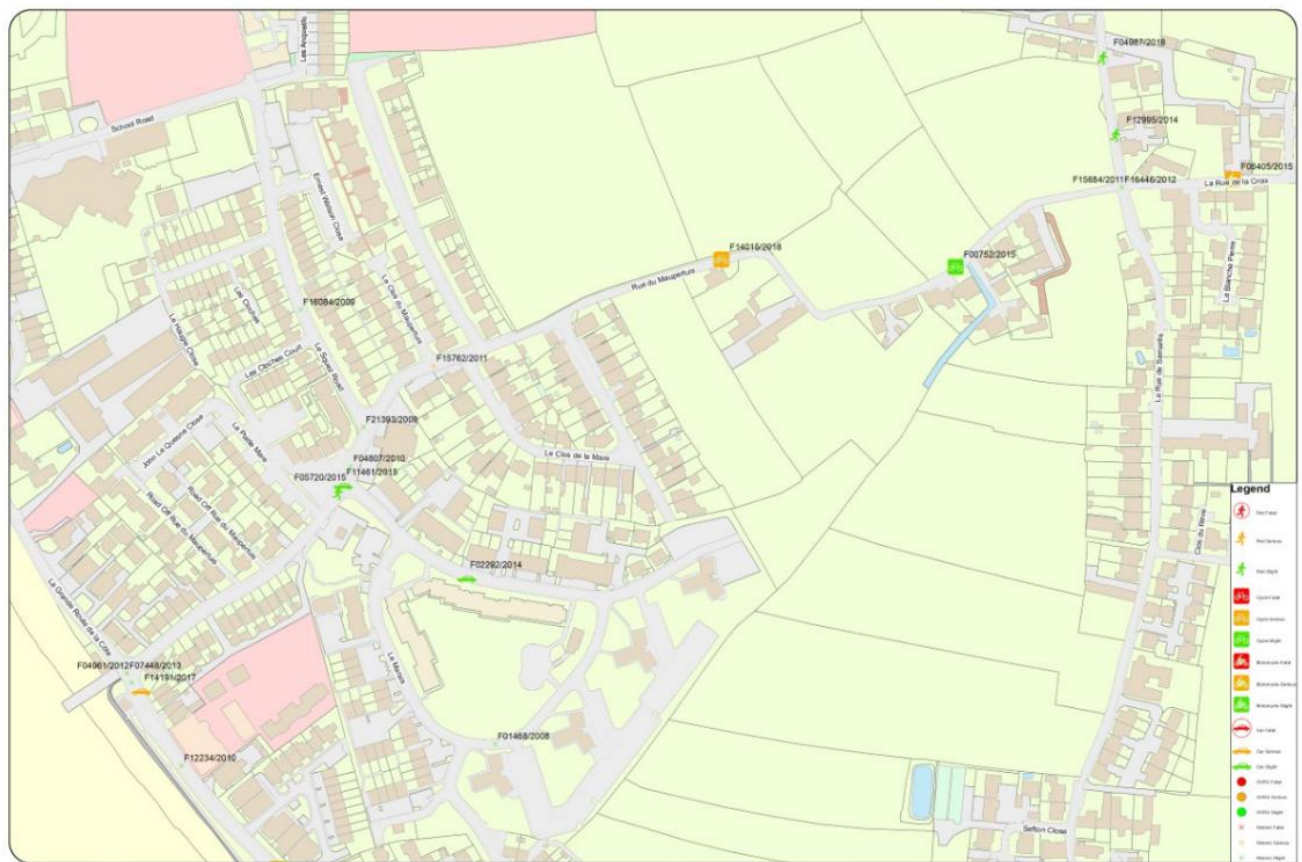
### 4.1. Public Correspondence / Scheme Feedback

- 4.1.1. Two rounds of formal public consultation were undertaken prior to the trial that showed support for the closure (see consultation report in the appendices).
- 4.1.2. The trial has removed a significant amount of through-traffic from La Rue du Maupertuis, creating a more liveable neighbourhood, with improved noise and air pollution.
- 4.1.3. Residents in the local area were asked prior to the closure whether they thought the proposals to calm and reduce traffic in La Rue du Maupertuis would be beneficial, and overall 72% were in support.

### 4.2. Accident Data

- 4.2.1. The image below in Figure 6 shows the latest available accident data for La Rue du Maupertuis. Information on 'damage only' incidents are not recorded in accident statistics in line with industry best practice.

Figure 6 – Accident Data





## 5. RECOMMENDATIONS

5.1.1. The point closure of Maupertuis Lane to through traffic was proposed after feasibility studies as the only currently viable option to link to the safer route to school route to Le Rocquier (and St Clement's School) from the many families living in Le Squez area and the new housing development at Samares Nurseries.

5.1.2. The Parish of St Clement Roads Committee are recommended to make the closure of La Rue du Maupertuis permanent to motor vehicles (except for access) for the following main reasons:

- An independent Road Safety Auditor found the overall risk of accidents to reduce if the route is closed to through traffic.
- The Trial has shown there has been no overall significant increase in traffic flow on La Rue des Samares or La Rue de la Croix as a result of the trial.
- The trial has seen an increase in active travel modes using the route during the observed periods.
- There has been an increase in the perception of safety of the route by students at Le Rocquier School. i.e. Students feel safer walking or cycling to school along La Rue du Maupertuis

5.1.3. The Roads committee are also recommended to make the closure permanent as doing this aligns with the adopted policies of the States of Jersey, notably through;

- Putting 'Puts Children First', by improving their physical and mental wellbeing
- According with the principles of the sustainable transport policy
- Pursuing the development of Safer routes to Schools and development of the Eastern Cycle Network

## 6. APPENDICES

- ❖ Appraisal Methodology Statement
- ❖ Road Safety Assessment (Pre-Closure)
- ❖ Road Safety Assessment (Post-Closure)
- ❖ Pedestrian and Cyclist Counts (Pre/Post Closure)
- ❖ Traffic Counts (Pre/Post Closure)
- ❖ LRS Questionnaire Responses (Pre-Closure)
- ❖ LRS Questionnaire Responses (Post-Closure)
- ❖ 2017 Consultation Report