

Dear Richard,

Thank you for your message, explaining the concerns of your parishioners.

To try to and allay those concerns, as well as remind parishioners of the work which has been undertaken I would note the following:

The problems associated within the area have been analysed by Road Safety Advisers including:

- Site constraints – road widths, bus stops, pavements, location of pelican in relation to Route du Marais, lighting
- Surveys – topographical, user surveys
- Site observations – use of car park and laybys, pedestrian desire lines, vehicular visibility, vehicle movements
- Accident data

The most effective solution is being proposed – a zebra crossing with a central island with laybys removed. This more clearly set out in the materials attached, which were used to explain the scheme at the time it was being consulted upon and publicised.

I would also note that the proposals have undergone a formal Stage 1 Road Safety Audit to check main safety aspects. There will subsequent checks following their implementation to review whether any adjustments are required in operation, this is part of the Department's normal operating procedures and in-line with national best practice.

The advantages of these arrangements are:

- Crossing on walking desire line with central island refuge
- Narrowing the road with an island will highlight to drivers that this is the village centre and they should slow down
- New bus shelter
- Buses stopping in road with safer landing
- Bus stops downstream of zebra crossing & stationary bus does not block pedestrian visibility
- Easier use of car park for most vehicles

Of course there are always trade offs in these types of work, which strive to establish the best balance in term of pedestrian safety and smooth traffic flows. The compromises are:

- Slight delay to traffic behind loading & unloading bus
- Limited unloading bay with bus laybys removed – small deliveries will have to use car park
- Larger vans leaving the car park will have to find gaps in the traffic to cross centre line of Route du Marais to get back onto Route de Vinchelez

In totality the advantages outweigh the disadvantages, and these comprises were made in the light of community feedback.

I would further note that the highway is under the administration of the Minister for Infrastructure and a consultation was carried out with the Parish in good faith, as before we undertake any works we need to understand the views of users. The scheme being implemented was agreed to following two consultations, letter drops with the opportunities for on line or postal responses etc. as well as

full and robust discussion at a Parish assembly, whose view were taken on board during the development of the work. From the Departments' perspective the extensive consultation period is now closed (as advertised) and this project has now moved to the delivery phase.

Kind regards,
Tristen

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