



| Minutes  |   |
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| <b><u>MINUTES OF THE ROADS COMMITTEE MEETING – A - AGENDA</u></b><br><b><u>HELD IN THE ASSEMBLY ROOM ON</u></b><br><b><u>WEDNESDAY, 08 DECEMBER 2021 AT 9.30AM</u></b> |   |
| <b>PRESENT</b>   | <b>Constable S Crowcroft (SC)</b><br><b>Mr B Le Feuvre (BLF)</b><br><b>Mr J Baker (JB)</b><br><b>Mr T Vibert (TV)</b><br><b>Mr K Proctor (KP)</b><br><b>Mr B Manning (BM)</b>   |
| <b>IN ATTENDANCE</b>   | <b>Mr G Jennings (Procureur du Bien Public) (GJ)</b><br><b>Mr P Pearce (Procureur du Bien Public) (PP)</b><br><b>Mr S Alves (Head of Infrastructure) (SA)</b><br><b>Mr A Sty (Infrastructure Manager) (AS)</b><br><b>Mr J Turner (Chief Executive Officer) (JT)</b><br><b>Mrs A Roberts (Parish Secretary) (AR)</b><br><b>Miss E Sheehan (Minutes) (ES)</b><br><b>Mrs Judy Martin (Deputy)</b><br><b>Mr Smith (La Chasse resident)</b><br><b>Mr Jenkins (La Chasse Resident)</b><br><b>IHE Team</b><br><b>Our Hospital Team</b>   |
| <b>APOLOGIES</b>   | <b>The Very Rev'd M Keirle (MK)</b>   |
| <b>DECLARATION OF INTEREST</b>   | There were no declarations of interest.   |
| <b>OPEN MEETING</b>  | Having been previously circulated, the 'A' Agenda Minutes of the meeting held on 17 November 2021 were agreed.  |
| <b>MATTERS ARISING</b>   |   |
| <b>206/21<br/>ON STREET<br/>ELECTRIC<br/>CHARGING<br/>CONSULTATION<br/>RESULTS</b>   | Previous minute 191/21 refers<br><br>SC asked for feedback regarding on street electric charging. JB advised the next agreed step was to seek views in January from every RPZ user.   |
| <b>207/21<br/>FEEDBACK ON<br/>GOVERNMENT'S<br/>SUSTAINABLE<br/>TRANSPORT<br/>WORKSHOP</b>  | Previous minute 190 /21 refers<br><br>JB requested feedback to the email sent to the Government, asking the names of the people selected and on what basis.<br><br>SC asked AS if the Committee had received a response. AS replied, he was not aware of any email being sent and would send it immediately.  |
| <b>208/21<br/>PRESENTATION BY<br/>IHE OFFICERS ON<br/>PROPOSED<br/>RAILINGS AT NEW<br/>ST JOHN'S ROAD<br/>CROSSING</b>   | Officers of IHE gave a presentation to the Committee, as outlined below.<br><br>A Project Board, chaired by Deputy Inna Gardiner was established in November 2019, in response to numerous road safety concerns of local residents. The Board agreed the priority should be children crossing St John's Road by the Pet Cabin, with wider St John's Road issues being addressed secondary.<br><br>Island wide consultation took place, the results were:<br>• 89% agreed that there was a need to improve safety by the Pet Cabin |

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|  | <ul style="list-style-type: none"> <li>• 61% thought the interim measures improved safety, and</li> <li>• 39% had no comment</li> </ul> <p>In Autumn 2020, temporary crossing arrangements were installed and views sought from the public. Feedback focused on street furniture, including railings and bollards. As a result, IHE decided to work with heritage and landscape architects to identify a solution, which would respect Chestnut Farm, but not reduce safety for pedestrians, in particular school children. Recommendations were to remove existing street 'clutter' and to rationalise the remainder. There is no ability to widen pavements, but there is opportunity to have a raised zebra crossing, which will assist with lowering speeds in the area.</p> <p>An historic building consultant concluded a review of advisory signage, road markings, lampposts and street furniture is required, with the removal of stainless-steel bollards at end of La Grande Route du Mont a l'Abbe, as well as removal of a rubbish bin and bright yellow advertising sign. These findings were similar to the heritage architect who concluded that due to the rural aspect, a timber bollard option would be the best option. A seating option could give the area purpose.</p> <p>The Historic Planning Officer and Project Board reached a compromise. Agreement was full-length railings would protect children's safety; these would be truncated railings, as a black 'estate' railing would be acceptable to heritage. Low-level 'bell' bollards are the preferred option to prevent illegal parking.</p> <p>A road safety audit identified that a lack of Belisha beacons, visibility of road markings and low-level street lighting, result in the crossing being inconspicuous to approaching drivers. Considering site constraints and heritage impacts, Astucia lighting is preferred to improve crossing lighting as Belisha beacons are not acceptable to heritage officers, or to nearby residents. An eastern beacon is required upstream of the crossing, instead of in advance, due to restricted footway widths. The proposed positioning of the Belisha beacons give no additional benefit in terms of sight stopping distances and Astucia lighting has been successfully used elsewhere in Jersey.</p> <p>The Roads Committee unanimously approved the proposed railings at New St Johns Road crossing.</p> |
| <p><b>209/21<br/>PRESENTATION BY<br/>OUR HOSPITAL<br/>OVERVIEW OF THE<br/>TRANSPORT<br/>MODELLING,ROAD<br/>AND LANDSCAPING<br/>PROPOSALS</b></p> | <p>Officers of Our Hospital gave a presentation to the Committee which covered the following:</p> <p><b>A Transport Update;</b> including details in relation to pedestrian routes, cycle parking for 175 cycles, bus stops served by several buses an hour, ambulance drop-off point and servicing areas.</p> <p><b>Access Strategy;</b> Works Proposed to Westmount Road/Tower Road to limit impacts on Tower Road.</p> <p><b>Car Parking Strategy;</b><br/> 25 standard and 24 accessible parking spaces 50m from PTS entrance<br/> 22 standard and 11 accessible parking 60m from ED entrance<br/> Multi storey car park (300 spaces), 170m from main entrance<br/> 131 standard and 8 accessible parking spaces, 300m from main entrance<br/> 175 patient parking spaces<br/> 325 staff parking spaces</p> <p><b>Westmount Road, St Aubin's Road and Cheapside;</b><br/> Public realm improvements, with an uncontrolled crossing. A Westmount Road signal controlled junction with segregated pedestrian and cycle crossings.</p>  |

Two-way running of St Aubin's road  
On-Street unloading and short-stay parking retained  
Accessible and on-street car parking  
Peirson Road/Kensington Street/St Aubin's road signal-controlled junction  
Petanque terrain relocated directly south west of proposed junction  
Active travel corridor with footway and two-way cycleway. Trees adjacent to existing parking retained

### **St Aubins Road/ Victoria Avenue**

Bus Interchange, comprising a bus stop with turning area. Realignment of St Aubin's road roundabout and Bus Lane on A1 St Aubin's Road. A Parallel crossing and extension of active travel corridor to the A1 Esplanade. Toucan (pedestrian and cycle) signal-controlled crossing and Bus lane and bus gate. A right turn on to Peirson road will be prohibited and there is an opportunity to realign footways within Victoria Park to respond to the new highway scheme

### **St Aubin's Road Parking**

There will be a loss of 2 spaces on Westmount Road and 10 spaces within People's Park. Potential locations for parking provision include Elizabeth Lane and Patriotic Street Multi Storey.

### **Highway Capacity Assessment**

Micro- simulation (Vissim) model developed for the whole study area, which enables the network to be assessed and considers the relationship between junctions and pedestrian crossings. The base model has been validated with queue lengths, video data and journey times. Future assessment, includes committed development and transport schemes agreed with IHE

### **Landscape Update - Trees**

Cat A trees of high quality with an estimate remaining expectancy of at least 40 years

Cat B trees of moderate quality with an estimate remaining expectancy of at least 20 years

Cat C trees of low quality with an estimate remaining expectancy of at least 10 years or young trees with a stem diameter below 150mm

Cat U Those in such a condition that can't be retained as living trees, in the context of the current land use for longer than 10 years.

### **Ecology and Greening**

Biodiversity = Net Gain, Urban greening factor

= 0.78 (included Val Andre woodland)

= 0.59 (excluding Vale Andre woodland)

### **Westmount Road and Planning time line**

Hospital – Full planning application submitted

Demolition – Planning application submitted

Health Services Reprovisioning – Planning application submitted

### **Planning Policy Position**

Current Island Plan 2011, Daft Bridging Island Plan 2021, Policy in application informs the Inspector an Inspector makes recommendations to Minister based on a consideration of benefits v harm (the planning balance) and decisions are made in the public interest

### **Application Documentation**

The planning application has been validated by GoJ (refP/2021/1670 and all documents are now available on the planning portal. The application is subject to a 21-day consultation period.

### **Construction Phasing**

Lower Westmount Road would be Realigned, Upper Westmount Road would have a diversion and St Aubins Road would have street works undertaken.

The Main Hospital and Energy Centre would be built, followed by a Multi Storey Car Park, Mental Health Centre and Knowledge Centre.

### **Building**

Illustrative master plan and mental health centre and MSCP

### **The Committee raised the following questions/comments, to which answers were provided:**

1. **Q:** The Committee felt the previous presentation showed localised traffic plans and the current presentation is not improved; it does not show the knock-on effect to people coming from Rouge Bouillon, Kensington Street etc.  
**A:** The wider transport assessment is being undertaken by IHE. We will come back on this point following the assessments.
2. **Q:** Referring to 84 parking spaces in Elizabeth Lane, it seems a very optimistic view of loss of parking spaces.  
**A:** There will be a temporary situation of spaces lost whilst the active travel corridor is being created, transport improvements at the bottom of the road are created, the multi-storey car park at the hospital is built and the existing hospital moved. The permanent position when the hospital is built and car parking exists, is it will release capacity at Patriotic Street car park.
3. **Q:** The Committee previously asked you look at the junction of Queen's Road and St Johns Road by the pet shop and Haut Vallee School; this has not been covered in the presentation.  
**A:** The transport modelling evidence and the approaches from Queen's Road have been presented today; further details are available in the transport assessment, which forms part of the planning application.
4. **Q:** The number of cars and traffic going to the Hospital will increase; have any surveys or estimates of numbers been undertaken? The plans are still for just around the Hospital, as all roads in Jersey lead to the Hospital and there is nothing suggested to provide the Committee with comfort that there would not be one big traffic jam.  
**A:** A microsimulation model and transport surveys have been undertaken. The data/evidence and information provided, has been used to model the intention that has been proposed and presented
5. **Q:** We are advised there is no turning right from Tower Road into Westmount Road, resulting in those living in the area, needing to come into town to get to the Hospital.  
**A:**This has been addressed in Senator Lyndon Farnham's letter
6. **Q:** Where can we find specific green and workplace travel plans?  
**A:** The green and workplace travel plan is in the St Helier travel plan assessment.
7. **Q:** The government have a policy of putting children first; there is an excellent cycle path going up Westmount but are suggesting cycles come down the road with heavy traffic.  
**A:** We wanted the cycle route to go up and down, but it is not possible due to the width. It would affect two further properties and the visual impact. Bristol have a similar one-way up and they use the bus route on the way down.

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|  | <p>8. <b>Q:</b> What are the expected travel volumes at Cheapside, and can you give us a percentage increase.<br/> <b>A:</b> We will come back to the Committee with the increased volume.</p> <p>9. <b>Q:</b> The children’s playground was refurbished a couple of years ago at the cost of 60K, what is the impact on taking some of that land and can some of the trees be transplanted?<br/> <b>A:</b> There has been a careful review of all the playground equipment; a couple of pieces will need to be moved a little, but the playground will stay where it is. Unfortunately, some of the mature trees will be lost, but they will be replaced. We are exploring transplanting trees, but some of the older trees will be difficult to transplant. To clarify, the road is not expanding closer to the children’s playground; the cycle route takes that additional space.</p> <p>10. <b>Q:</b> There is a 21-day consultation period, we typically have six weeks to comment. Can you please clarify the closing date for Government comments on the plan?<br/> <b>A:</b> It is a planning department lead consultation. The media released a timeline yesterday that includes a period of consultation.</p> <p>11. <b>Q:</b> What is the demolition period, and are any of the buildings in use now.<br/> <b>A:</b> There is no timeline for demolition, but it can’t take place until facilities at Les Quennevais are available.</p> <p>12. <b>Q:</b> There are 175 car spaces for patients and 325 car spaces for staff; we presume the remaining spaces are for staff. In addition, is the parking chargeable or free?<br/> <b>A:</b> The lower car spaces are for patients and the other floors for staff. Currently looking at parking policy, charges may be similar to Sand Street car park.</p> |
| <p><b>210/21<br/> LA CHASSE<br/> BOLLARDS AND<br/> BARRIER OPTIONS</b></p> | <p>On 15th October, the Constable, Deputy Judy Martin and AS visited La Chasse to meet a resident who wished to raise road safety concerns. A child had run down a private path and down several steps onto the parish footpath, narrowly avoiding being hit by a vehicle that had mounted the footpath to pass an illegally parked vehicle.</p> <p>Resident’s, Mr Smith, Mr Jenkins, Mr Lagadu and Deputy Judy Martin, joined the meeting to ask the parish to consider installing a railing along the kerb edge opposite the private path to prevent similar incidents. AS reported that railings are not possible due to visibility regulations for vehicles exiting a private garage, adjacent to the pathway.</p> <p>SA recommended installation of 3 to 4 slightly ‘shortened’ bollards at a maximum height of 900mm, which will not impede visibility, but will prevent vehicles mounting the footpath and suggested the owners of the private path investigate a gate or barrier on their land to reduce further risk.</p> <p>Residents referred to illegal parking on the footpath and roadside; requesting bollards be installed. SA advised the Committee, this is a common request on roads within the parish, he reminded the Committee they have declined similar requests, and as such, Infrastructure feel that bollards should not be introduced, but targeted policing be increased.</p> <p>The Committee agreed to look at developing a policy on using bollards in residential streets where cars mount the pavement. The Committee unanimously agreed on the recommendation to install 3 to 4 shortened bollards at La Chasse.</p>   |
| <p><b>PLANNING</b></p>   |   |

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| <b>APPLICATIONS</b>   |   |
| <b>211/21<br/>P/2021/1612<br/>THE FARM HOUSE,<br/>PALM GROVE, ST<br/>HELIER JE2 3ZZ</b>                         | <p>Partial change of use of field H1245 into to domestic curtilage in association with the farmhouse and cottage. Create new parking area onto Palm Grove. Create new footpath access and woodland area to National Trust land.</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 08 December (refer to documentation attached)</p>  |
| <b>212/21<br/>P/2021/1620<br/>INGLEBY<br/>RESIDENTIAL<br/>HOME,<br/>BELLOZANNE ROAD,<br/>ST HELIER, JE2 3JW</b> | <p>Construct extension to West Elevation. Construct first floor extensions to North and South elevations. Raise roof to create second floor habitable space. Demolish outbuilding to North of site. Remove external staircase to North Elevation. Various internal and external alterations. Create covered bicycle rack to West of site.</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 08 December (refer to documentation attached)</p>  |
| <b>213/21<br/>P/2021/1617<br/>SOUTH HILL<br/>OFFICES, SOUTH<br/>HILL, ST HELIER</b>                             | <p>Demolish existing buildings, except former military barracks. Construct 70 one bed, 56 two bed and 27 three bed residential apartments with associated courtyard garden, basement car parking, cycle storage and other ancillary services. Create ground floor podium café and public toilets. Change of use of existing former military barracks into internal facility space in association with café. Carry out rock stabilisation works to East and South of site. Re-model and replace park and children's playground to North of site. Install 2 pedestrian crossings on South Hill and 1 pedestrian crossing on Pier Road. 3D Model available.</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 08 December (refer to documentation attached)</p> |
| <b>214/21<br/>INFORMATION<br/>REPORTS</b>   | The committee had no comment.   |
| <b>215/21<br/>AGREED DECISIONS</b>  | <p>The following decisions were agreed:</p> <ul style="list-style-type: none"> <li>• Agreed with the recommendation to install 3 to 4 shortened bollards at La Chasse.</li> <li>• Agreed to support IHE with St Johns Road proposed railings at New St Johns Road.</li> <li>• Agreed to develop a policy on using bollards on residential streets where cars mount the pavement.</li> </ul>   |
| <b>NEXT MEETING</b>   | The next meeting will take place on Wednesday 26 January 2022 at 9.30am Assembly Room Town Hall.  |