



Minutes	
<b><u>MINUTES OF THE ROADS COMMITTEE MEETING – A- AGENDA</u></b> <b><u>HELD IN THE OLD MAGISTRATES COURT ON</u></b> <b><u>WEDNESDAY, 12<sup>th</sup> APRIL 2023 AT 9.30AM</u></b>	
<b>PRESENT</b>	Constable S Crowcroft (SC) Mr J Lagadu (JL) Mr T Vibert (TV) Mr K Proctor (KP) Mrs H Hubbell (HH)
<b>IN ATTENDANCE</b>	Mr Andrew Sugden (Chief Executive Officer) (AS) Mr P Pearce (Procureur du Bien Public) (PP) Mr J Baker (Procureur du Bien Public) (JB) Mr A Sty (Infrastructure Manager) (AS) Mr S Alves (Head of Infrastructure) (SA) Mrs A Roberts (AR) Miss E Sheehan (Minutes) (ES) Deputy Jonathan Renouf (Minister for the Environment) (JR) Kevin Pilley (Head of Place and Spatial Planning) (KP) Jude Lindsey (JDC) (JL) Richard Simmonds (Waterman Infrastructure and Environment Ltd) (Remotely) Tristen Dodd (Infrastructure & Environment) (TD) George Walker (GW) (Remotely) Juliet Harshaw (JH) (Remotely)
<b>APOLOGIES</b>	The Very Rev'd M Keirle (MK)
<b>DECLARATION OF INTEREST</b>	John Baker is a resident of La Rue de L'Etiau
<b>OPEN MEETING</b>	Having been previously circulated, the 'A' Agenda Minutes of the meeting held on 15 <sup>th</sup> March 2023 were agreed.
<b>MATTERS ARISING</b>	
<b>48/2023 PRESENTATION ON THE PROPOSED NEW PARKING STANDARDS</b>	Deputy Jonathan Renouf and Kevin Pilley from the Government of Jersey's Strategic Policy, Planning and Performance team presented to the Committee as part of the consultation process, proposals on the new parking standards.  The presentation focused on the following 4 Sustainable Transport Zones (STZs):  <b>St Helier town Centre, Town of St Helier and Les Quennevais, Accessible Local Centres and Other Areas.</b>  <b>Cycle Parking and Standards:</b> Minimum level provision per dwelling, 1 Bed – 2, 2 Bed – 3, 3 Bed - 4 and 4 Bed -5 (all zones) <b>Motorcycle parking: standard:</b> Minimum level provision for schemes of ten or more homes 0.1 (all zones) <b>Car parking: standards for St Helier Town Centre:</b> Maximum level of provision 1 Bed – 1, 2 Bed – 1, 3 Bed – 1 and 4 Bed -1. <b>Car parking: minimum standards for Town of St Helier:</b> 1 Bed – 0.25, 2 Bed – 0.25, 3 Bed – 0.25 and 4 Bed – 0.5 <b>Car parking:</b> specification, car parking space, 2.5 x 5.0m, garages are not included as part of car parking provision unless over 3.0 x 6.0m. Spaces adjacent to a home capable of expansion, 3.7 x 6.2m, 10% of car parking spaces allocated for people with disabilities, for extensions, the level of parking should relate to the potential occupancy of the whole development Car parking: electric vehicle charge points (EVCPs) <b>Car parking:</b> electric vehicle charge points (EVCPs), 20% active EVCP

	<p>provision (one in five spaces), 80% passive EVCP provision (remainder to be cabled), five or fewer spaces, one active EVCP per dwelling (where required, spaces for car clubs: all with active EVCP, spaces for disabled parking: all with active EVC</p> <p><b>Flexibility:</b> any variation from adopted standards will require justification, support for sustainable transport measures, examples such as car clubs, pool cars or cycle hire schemes, variation from maximum standards might relate to intended use or occupants, requires justification in a travel plan.</p> <p><b>The committee asked the following:</b></p> <ul style="list-style-type: none"> <li>• What discussions have taken place with developers on the impact on the quality and quantity of units being built.</li> <li>• On some of the sites there will be no parking, does this include somewhere for maintenance services, delivery services and trades.</li> <li>• Is there a basis for these policies from other authorities and if you have this hybrid approach have you looked at other examples and how would this apply to refurbished office and heritage buildings?</li> <li>• If we are encouraging disabled people to live in town to be close to amenities and have a disabled adapted car, they seem to have fallen through the net.</li> <li>• Why are we being asked to adopt new parking standards ahead of a parking strategy being debated by the states?</li> </ul> <p>The committee was informed there is a relationship between the amount of space that the Island can provide and the diverse types of facilities within homes. The Government is discussing the draft standards with developers, Andium Homes and the JDC. Consultation closes the middle of this month when the responses will be reviewed.</p> <p>It is in the guidance that there must be provision for services, and the developer will need to demonstrate that the building can be serviced.</p> <p>Authorities in the UK have their own parking standards, some use minimum standards and some maximum standards, however we need to adopt an approach which is suitable for Jersey. Refurbished and heritage buildings always have their challenges, and the guidance will cover this but there will be occasions where compromises will be made.</p>
<p><b>49/2023 PRESENTAION ON PROPOSED NEW LIGHTING SCHEME, LA RUE DE L'ETAU</b></p>	<p>The committee was asked to consider the States of Jersey Development Company's (JDC) proposal to provide new street lighting from the granite crossing point up to the roundabout adjacent to the Radisson Blu hotel. The new street lighting will be placed on the pavement that is to be adopted by the Parish and the new lamp posts transferred to the Parish. (JDC) is proposing that the new lamp posts (5 no. in total) are 'Bega lamp post style'.</p> <p>The (JDC) is reviewing the remaining street lighting, as there is currently a mismatch of styles along La Rue de L'Etau. They advised that they have consulted directly with the JEC who maintain, and service the Parish's Street lighting and they have confirmed that they can service both the light and column.</p> <p>The committee raised the following points:</p> <ul style="list-style-type: none"> <li>• The design of the light should be in keeping with a marine environment.</li> <li>• The offset is 600 millimetres from the back of the curb, which for a public space requires a minimum of 1000 millimetres.</li> <li>• The impact of the use of LED lighting on neighbours and wildlife</li> </ul> <p>The (JDC) confirmed that in placing the lights 600 millimetres from the back of the curb there is still plenty of room for the people to pass. This type of LED lighting has been used in many residential areas throughout the UK and overseas and there should be no negative impact from their use, as when the modelling was undertaken it was identified where light spill would be and the cone shaped light faces downwards preventing any backlighting affecting residential properties.</p> <p>The committee agreed to adopt the new street lighting scheme on condition the JDC commits to ensuring both new and existing street lighting match. The street lighting provided is to be wired directly and not from the existing fuse board. The Committee is aware that replacing the street lighting will result in La Rue de L'Etau being excavated, and the Parish will require the road to be reinstated to a high standard.</p>

<p><b>50/2023 PRESENTATION N PROPOSALS ST JOHNS ROAD SAFTY IMPROVEMENTS</b></p>	<p>Tristan Dodd from the Government of Jersey presented proposals on St Johns Road safety improvements. A St John’s Road Safety Improvement Board was formed to work with the IHE technical team to consider road safety issues and to develop safety improvements. The committee are asked to consider the latest proposals for the lower section of St John’s Road, together with the implications and decide how best to move forward. Feedback was obtained on the original option, however, residents on West Park Avenue and Parade Road did not favour a gyratory system and so there is now modified option.</p> <p><b>Original Option</b> One-way northbound - Southern Closure Only → Footway widened on east and west to 1.5m → West Park Avenue one-way system reverse.</p> <p><b>Modified Option</b> One-way northbound - Southern Closure Only, Footway widened on east and west to 1.5m, Footways widened with public realm improvements on Parade Road, with West Park Avenue kept one-way north.</p> <p><b>Existing</b> Narrow footways, poor conditions for pedestrians and cyclists and poor conditions for traffic and on-street parking</p> <p><b>Proposed</b> Carriageway narrowed and footways widened, introduction of traffic calming/20mph, surface treatments, quality materials and street trees (where possible) with parking removed.</p> <p>The extent to which traffic would be redistributed is difficult to predict, a 3-month trial to gage the impact of the new arrangement is due to commence in the summer school holidays when traffic is lighter, (allowing drivers to adjust) and then extending into the early autumn (once schools return). The trial run would be advertised with an exhibition and letter drop to stakeholders, setting out the proposals, reasoning, and potential long-term benefits. The trial run would be implemented using temporary ‘bolt’ down bollards, speed cushions and signs and road markings There would be a traffic survey undertaken before implementation and during the trial, as well as a road safety assessment of the temporary proposals and observations whilst in-use.</p> <p>The committee were keen to progress a long-standing safety concern of the lower end of St John’s Road and recognise that any resolution to the current concerns was likely to be unpopular for certain sections of the community. There was a wide-ranging debate in relation to Parade Road, in which matters such as road safety, care home and the school were discussed. The Committee were satisfied that the solution proposed was developed by Government professionals who had assessed it as the most viable option. They further recognised that the safety of St John’s Road required a partnership approach with I&amp;E, whilst recognising that the Committee’s decision making was limited to Parade Road and West Park Avenue.</p> <p>Consideration was given by the committee to I&amp;E’s expectation is that much of the traffic coming down St John’s Road will likely move to using Westmount Road (path of least resistance principle); there was also recognition that the only way to assess the impact and effectiveness of the proposal would be by commissioning a practical trial.</p> <p>The committee gave their approval for the trial to go ahead and stressed it is important to undertake the trial in term time.</p> <p>The committee acknowledge the hard work and dedication that former Roads Committee Member, the late Barry Le Feuvre had put into the St Johns Road Safety improvement scheme</p>
<p><b>51/2023 TREE PROTECTION PROCESS</b></p>	<p>The Constable requested that this matter be brought to the committee’s attention as members may want to contribute to the consultation process which ends on 23 April 2023. Committee members are encouraged to review the proposed changes to legislation which would require anyone wishing to chop back or cut down a tree to seek planning permission.</p> <p>The committee agreed the following response be made on their behalf and that they would also respond to the consultation individually:</p> <ul style="list-style-type: none"> <li>• The committee is supportive of the proposed 'tree protection process'</li> </ul>

	<p>and requests that an Island map is produced showing the trees will be protected.</p> <ul style="list-style-type: none"> <li>• Developers should provide a detailed survey of the trees within their site as part of the Planning submission process.</li> <li>• The committee questioned how Planning will enforce the 'tree protection process' - will Officers have sufficient experience to check that developers/landowners are not contravening/bypassing the process?</li> </ul>
<b>PLANNING APPLICATIONS</b>	
<b>52/2023 P/2023/0082 12, BELMONT ROAD, ST HELIER, JE2 4SA</b>	<p>Change of use of the ground floor from Class A shop to residential use and reinstate the entire property as 1 No. four bed dwelling.</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 12<sup>th</sup> April (refer documentation attached)</p>
<b>53/2023 P/2023/0187 CHANCEAUX, LA VALLEE DES VAUX, ST HELIER JE2 3GA</b>	<p>Convert existing lower ground floor studio flat into 1 no. one bed unit with single storey flat roof extension to South of Flat 1, amenity space and storage. Install 3no. rooflights to North elevation.</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 12<sup>th</sup> April (refer documentation attached)</p>
<b>54/2023 INFORMATION REPORTS</b>	The committee had no comment.
<b>55/2023 AGREED DECISIONS</b>	<ul style="list-style-type: none"> <li>• Adopted the proposed street lighting scheme at the Waterfront.</li> <li>• Approved the trial of St John's Road safety improvements.</li> <li>• Supportive of the tree protection process</li> </ul>
<b>NEXT MEETING</b>	
	The next meeting will take place on Wednesday 10 <sup>th</sup> May 2023.