



PARISH OF ST HELIER

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ROADS COMMITTEE MEETING

Wednesday 12 July 2023 at 9.30am

Meeting held in the **ASSEMBLY ROOM**

A G E N D A

'A' AGENDA – OPEN TO THE PUBLIC

- A1. Apologies.
- A2. Declarations of interest.
- A3. To approve minutes of meetings held on 7 June 2023 ('A' Agenda items).
- A4. Matters arising.
- A5. For information: P/2022/0969 Ann Street brewery – Planning appeal.
- A6. For decision: Parade Gardens uneven footpath options.
- A7. For discussion: Neighbourhood Improvement Areas update.
- A8. For decision: Old St Johns Road – Access to premises consultation results.
- A9. For decision: La Rue de L'Étau update and bollard request.
- A10. For decision: To consider recent planning applications.
- A11. Agreed decisions

'B' AGENDA ITEMS

- B1. To approve minutes of meetings held on 7 June 2023 ('B' Agenda items).
- B2. Matters arising.
- B3. For discussion: Update proposals for changes to Westmount Road as part of Overdale Hospital changes. (Presentation).
- B4. Lodging items for forthcoming Roads Committee meetings.

Dates of 2023 meetings:

Friday 14 July 2023 (Visite du Branchage)

Wednesday 6 September 2023 (Roads Committee)

Wednesday 11 October 2023 (Roads Committee)

Wednesday 6 December 2023 (Roads Committee)

Wednesday 9 August 2023 (Roads Committee)

Friday 8 September 2023 (Visite du Branchage et Chemin)

Wednesday 15 November 2023 (Roads Committee)



PARISH OF ST HELIER



Minutes	
<u>MINUTES OF THE ROADS COMMITTEE MEETING – A- AGENDA</u> <u>HELD IN THE ASSEMBLY ROOM ON</u> <u>WEDNESDAY, 07th JUNE 2023 AT 9.30AM</u>	
PRESENT	Constable S Crowcroft (SC) Mr J Lagadu (JL) Mr T Vibert (TV) Mrs H Hubbell (HH) Mr Bernie Manning (BM) The Very Rev'd M Keirle (MK) Mr K Proctor (KP)
IN ATTENDANCE	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) Mr John Nicholson (MS Planning) (JN)
APOLOGIES	Mr Andrew Sugden (Chief Executive Officer) (AS) Mr P Pearce (Procureur du Bien Public) (PP)
DECLARATION OF INTEREST	None
OPEN MEETING	Having been previously circulated, the 'A' Agenda Minutes of the meetings held on 10 th May 2023 were agreed.
MATTERS ARISING	
67/2023 TO IMPROVE IN PRINCIPAL ROAD RE-SURFACING PROJECTS LIST FOR 2023-2024	<p>Previous minutes refer 57/2023</p> <p>Following agreement to commence staged work on Vallee des Vaux, when will residents be informed of the plans?</p> <p>The Committee was reminded that the approved work is subject to approval of funding at the annual Rates Assembly. Residents will be invited to the meeting.</p>
67/2023 LA COLLETTE WASTE MANAGEMENT SITE PRESENTATION	<p>Previous minutes refer 56/2023</p> <p>Members of the Committee have visited La Collette, following an invite from the infrastructure minister.</p>
67/2023 COPPELIA AND FIELDINGS SITE, MONT PINEL – PROPOSED NEW VEHICLE ENTRANCE/EXIT ONTO MONT PINEL	<p>John Nicholson, MS Planning, made a presentation to the Committee and requested its support in principle to the application, which will then proceed through the planning process.</p> <p>The owner's project team will be submitting the Planning application as soon as possible, but before doing so they require the Constable on behalf of the Parish, to sign the planning application, as it involves alterations to a Parish by-road.</p> <p><u>Background:</u> The property owner is proposing to demolish two existing residential units and provide 6 new dwellings. The proposed new access for 4 of the dwellings is off Mont Pinel. The frequency of trips in and out of the site is expected to be minimal.</p> <p>Having considered the Public Realm the team is limited in what can be</p>

	<p>undertaken in terms of offsetting the works required to the highway under Parish ownership. Planning and the client have agreed that a contribution should be made towards other Parish projects or schemes.</p> <p>The scheme falls below the Government planning obligation agreement (POA) threshold; however, the property owner is willing to contribute based on there being access to 4 units of accommodation.</p> <p>The Constable and Procurers du Bien Public are to agree a figure with the applicant in due course, subject to the Parish Roads Committee's approval for the buildouts on Mont Pinel.</p> <p>The application is ready for submission, however, given that part of the proposals include land owned by the Parish, agreement is required from the Committee. The application for proposed highway works will be subject to Road Safety Audit – stages 1, 2 and 3, by a contractor on the Parish's approved list.</p> <p>The Committee asked the following:</p> <p>Q. Will there be an advantage in terms of road widening and the ability to pull over? A. The carriageway will narrow but it will assist at the pinch points.</p> <p>Q. Has there been any feedback from the residents in the area? A The sequence of events is, if the application gains approval today, consultation with neighbours will be the next stage.</p> <p>Q Why are we approving the scheme now, when we are not aware of the resident's view? A The Committee is not being asked to approve the scheme, but as the application involves Parish land, the planning process requires the Parish's consent as owner before the application can be made. The consent is without prejudice as the planning matter will come back to the Committee for its views.</p> <p>Q This is not an improvement to visibility as there is 0% visibility currently. Are you asking for public land to be handed over in exchange for a private development? A At this stage we are asking for the principle to be agreed to move forward the planning application, there will be further discussions with the Parish, about how that will be delivered,</p> <p>Q The concept of reducing the highway by elongating the narrowness, will make it harder for people to get through. A. This is addressed by providing a passing space where the road narrows.</p> <p>Q What percentage of the private/public land will be used? A It is close to 50/50.</p> <p>Q Who will be responsible for the future maintenance and signage? A This will be discussed with the Parish and will be part of the safety audit.</p> <p>The Roads Committee is asked to approve, in principle, the proposed new access onto Mont Pinel for this proposed development which will require a pavement build-out on Mont Pinel to enable the applicant to achieve vehicular visibility splays.</p> <p>The Committee unanimously approved in principle.</p>
<p>68/2023 PART PROVIDENCE</p>	<p>As part of the Ann Court development, Andium are constructing event spaces to the west of the site, which incorporates part of Phillips Street</p>

<p>STREET AND PHILLIPS STREET NEW PRECINCT ACCESS ARRANGEMENTS</p>	<p>and Providence Street. The proposals were supported by the Roads Committee in 2017. Work on the new square at is progressing, with completion expected in December 2023.</p> <p>The Roads Committee in its planning consultation response of 28 June 2017, requested restricted access arrangements be implemented. The suggestion is that the square is treated in the way as the King and Queen Street precincts, with vehicle access permitted during set times. The Parish is to formalise the access arrangements, so the Committee is recommended to introduce time-restricted access arrangements to the pedestrianised areas. This ensures pedestrians are given priority, improves safety and will enable the precinct to be used for events, it also removes the potential for 'free-for all' parking/unloading.</p> <p>It was questioned whether restrictions would include stopping cyclists from using the civic area?</p> <p>The Roads Committee has already approved the precinct, what we are doing today, is deciding the hours and if the view is to keep consistency with Queen and King Street.</p> <p>The Committee approved the new access arrangements.</p>
<p>69/2023 CHARLES STREET PROPOSED NEW UNLOADING BAY</p>	<p>The Committee was asked to approve the proposed introduction of an unloading bay in Charles Street, adjacent to the Ann Court development. The unloading bay is available throughout the day and reverts to car parking spaces on Sunday's. This unloading bay will assist traders in Providence Street, as the Parish will seek to introduce restricted access onto the new precinct area in Phillips Street and Providence Street. The Committee is asked to approve the unloading bay: 20 minutes stay 8am to 12 midnight Monday to Saturday. The alternative would be for the unloading bay to be restricted to 6pm.</p> <p>It was highlighted that there are no restrictions on a Sunday, which prevents people trying to move premises at the weekend from doing so. It was agreed the Committee should advise the government minister of this issue, so that it can be considered when the parking strategy is developed.</p> <p>The Committee was advised that it can introduce/amend the unloading bay to be available 7 days a week. Questions were raised as to how this could be policed. The Committee was informed it would be policed by Parking control, the same as other unloading bays. A solution for policing moving forward could be the introduction of automatic number plate recognition (ANPR) cameras, The Constable advised he is meeting the Infrastructure Minister to discuss the matter and may consider taking a proposition to the States.</p> <p>The Committee approved the proposed new unloading bay in Charles Street.</p>
<p>PLANNING APPLICATIONS</p>	
<p>70/2023 A/2023/0204 SOMMERVILLE HOUSE, PHILLIPS STREET, ST HELIER, JE2 4SW</p>	<p>Display 1 Aluminium slat fascia with integrated illuminated logo. 1 site name letters, 2 internally illuminated projector signs. 3 window vinyl signs.</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 7th June 2023 (refer to documentation attached)</p>
<p>71/2023 P/2023/0397 20-22 HALKETT PLACE, ST HELIER, JE2 4WG</p>	<p>Install 4 x 25mm incoming water pipes.</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 7th June 2023 (refer to documentation attached)</p>
<p>72/2023 P/2023/0381</p>	<p>Construct two storey extension to South elevation to convert existing 1, 3 bed dwelling into 1-1 bed and 1-3 bed dwellings.</p>

6 CARMEL, POONAH LANE, ST HELIER, JE2 3XP	The Roads Committee approved the draft comments detailed in the planning report dated 7th June 2023 (refer to documentation attached)
73/2023 INFORMATION REPORTS	<p>Roads Committee: Live Matter report</p> <p>(KP) referred to item 15 – Cycle stands in front of the Town Hall, there are so many other spaces they could be installed not to spoil the Town Hall frontage. (SA) There was requests from some cyclists to have cycle stands installed in front of the Town Hall; this is a IHE road so this is something they would have to bring to us first for approval.</p> <p>(JL) referred to item 2 - South Hill parking and asked for more information. (SA) replied this is for additional parking, potentially looking at the green space so this will need looking at.</p> <p>(KP) referred to item 17 - Belmont Road, is this part of the neighbourhood improvement plan. (SA) replied yes, I will be bringing a paper to the Road Committee in July for Roads Committee approval.</p>
74/2023 AGREED DECISIONS	<ul style="list-style-type: none"> • Approved in principle Coppelia and Fieldings site new entrance/exit on Mont Pinel. • Approved new precinct access in part Providence Street and Phillips Street. • Approved Charles Street proposed new unloading bay.
NEXT MEETING	The next meeting will take place on Wednesday 12 th July 2023.

1. Sommerville House, Phillips Street, St. Helier, JE2 4SW

A/2023/0204

Display 1 no. Aluminium slat fascia with integrated illuminated logo. 1 no. site name letters, 2 no. internally illuminated projector signs. 3 no. window vinyl signs.

The Roads Committee has examined plans for the above submission and comments as follows:-

1. Committee notes this application is for the provision of signage and a protruding sign to new retail unit currently under construction.
2. That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway.
3. Applicant to be aware that under the Road Traffic (Jersey) Law 1956 Article 72 (5), the applicant can be required to remove any signage that is considered to be a hazard.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=A/2023/0374>

2. 20-22, Halkett Place, St. Helier, JE2 4WG

P/2023/0397

Install 4no. 25mm incoming water pipes.

The Roads Committee has examined plans for the above submission and comments as follows:-

1. Committee notes this application is for the installation of 4 no 25mm water supplies which will require a section of Hilgrove Street (French Lane) granite cobbles and granite footpath to be uplifted for the new services.
2. Hilgrove Street is a Parish by-Road that is listed and therefore the Parish expects the reinstatement of the cobbled road and granite paved footpaths to be to an excellent standard, using a Parish approved qualified and proven stonemason undertaking the restoration at the full cost of the applicant.
3. The applicant will need to provide the Parish with details and experience of the contractor who will be undertaking the works to restore the cobbled street and granite paving evidencing their previous experience in this type of work and provide full details and specification of the restoration of the cobbled and paved by-road.
4. The application will need to liaise with the Parish Street Inspector prior to commencing on site to agree the extent of the works and access arrangements. However the applicant is to note that there is currently an embargo on the road works, therefore works are to be planned after the summer embargo (from 1st October).

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/0397>

3. 6, Carmel, Poonah Lane, St. Helier, JE2 3XP

P/2023/0381

Construct two storey extension to South elevation to convert existing 1no. 3 bed dwelling into 1no. 1 bed and 1no. 3 bed dwellings.

The Roads Committee does not support this application for the following reasons:-

1. Committee notes this application is for a splitting the existing 1 no dwelling into two units of accommodation and construction of an extension to the property to enable a total of 2 no. units of accommodation to be provided comprising of 1 no 1-bed unit and 1 no. 3-bed unit. The existing car parking/yard which currently is sufficient for at least 2/3 cars is being reduced for the new extension resulting in a reduction of parking to one car parking space. There will also be one cycle storage unit per unit of accommodation provided.
2. The applicant has provided two cycle parking storage areas however it is not clear how many cycles each store unit will store as the Roads Committee would expect at least 1 cycle space per bedroom – especially as there is only 1 car parking space proposed. The cycle parking provision should also be able to accommodate larger cargo cycles. It is noted that the parking storage units will include electric charging.
3. Committee expresses concern as to the protection of the existing tree on the Parish footpath from this development. There are no details as to how the tree will be protected from damage during the construction phase.
4. Committee notes that there is only one parking space provided for the main property, however the Committee would expect that there is to be one parking space per unit of accommodation in view that this existing yard provides at least two parking spaces especially as there is a shortage of off-street parking in the area.
5. Committee cannot support this application as only one parking space is provided. The proposed parking space is not dimensioned and there are no visibility displays indicated. The applicant must comply with the visibility requirements as set out in '**Access onto the Highway – Standards and Guidance**' as produced by Infrastructure, Housing and Environment which is available online at:
<https://www.gov.ie/travel/roads/pages/roadhousingdevelopment.aspx>
Everything in the visibility areas so formed including gates, pillars, walls and plants growth to be permanently restricted in height to 900 mm above road level in perpetuity.
6. It is noted that the car parking space includes for an electric charging point.
7. The user of the car parking space will be expected to reverse into the parking space as parking front face will cause a serious risk to pedestrians walking on the footpath. The Roads Committee requests that if the application is approved that there is a condition imposed on the applicant that cars parking in these spaces must reverse into the parking space, if this cannot be conditioned then the Roads Committee has serious safety concerns.
8. That any new or altered access must be surfaced in a hard bound material, such as concrete or asphalt, (not loose stone or gravel) within 2m of the public highway and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used.
9. The kerb and footpath must be lowered by the Parish of St Helier or approved Parish contractor at the expense of the applicant. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used. The Parish will not allow access across the footpath by the applicant/owner without this work being undertaken first, this is to avoid damage to the kerbstones from vehicle movement.

The applicant must contact the Parish of St Helier Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant.

10. That a line of 50mm wide split blocks shall be laid flush at the junction between the private land and the rear of the public footpath for the width of the site. This is a Parish of St Helier set condition which must be undertaken by the applicant/owner prior to the parking space being used.

The applicant must contact the Parish of St Helier Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant.

11. The applicant must remove obsolete service boxes that are no longer used to provide a service to the applicant's site or alternatively realign/renew service boxes liaising with the appropriate utility company. Obsolete dished kerb and footpath entrances are to be removed with the kerbs and footpath lifted, which will result in making good to the asphalt for the full width and length of the dished area as a minimum. Applicant is to be aware that depending on the location of the property that red and/or black asphalt may be required for making good to the footpath. Although in some instances, the applicant may need to reset granite footpath paving.

The specification and extent of the remedial works must be agreed in advance with the Parish of St Helier Infrastructure department. Only Parish approved contractors are permitted to work on the public road/footpath. All remedial works are to be at the cost of the applicant.

12. Applicant is to note that the cost for removal and relocation of any street furniture or utilities for example: lamppost, bollards, bike racks, etc. and subsequent making good to road and pavement surfaces due to this application is to be at the applicants cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.

13. That the refuse store/collection arrangements, refuse separation and recycling strategy be agreed in detail with the Parish's Refuse Manager, it being noted that the proposed car parking space will affect the refuse facility.

<https://www.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/0381>

<Committee to note that this application is recommended for no support due to reduction of car parking and no visibility splays>



PARISH OF ST HELIER INFRASTRUCTURE

Town Hall, PO Box 50, St Helier, JERSEY, JE4 8PA

Roads Committee Report

P/2022/0969 Ann St Brewery

Planning appeal

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Date of request: 12 July 2023	Road reference & title of report: 004 Ann Street Ann St Brewery development Planning appeal
Address: Ann Street Brewery, Ann Street, St. Helier, JE2 4SE	Requested by: Constable
Location map: 	Photograph/street view: 
Brief introduction/summary: <p>Committee will be aware that the Ann Street brewery site was granted Planning permission for the</p> <p><i>Refurbish and extend Sans Souci as headquarters for Autism Jersey, refurbish and extend Brewhouse and Brewery Office as micro-brewery and offices, refurbish Belmont House for café (Class A) at ground floor with residential above (1 no. 1 bed and 1 no. 2 bed apartments), and refurbish and extend 12 Simon Place for residential use (2 no. 1 bed and 5 no. 2 bed apartments). Demolish all other buildings and construct mixed-use development comprising 262 no. affordable homes (172 no. 1 bed, 85 no. 2 bed and 5 no. 3 bed apartments). Create new vehicular access to Ann Street linking to new basement including car parking for 65 vehicles and storage for 224 no. bicycles. Create network of footpaths and cycle paths within landscaped gardens, including surface-level storage for an additional 232 no. bicycles.</i></p> <p>Following the approval, resident of "Belmont Court Association" lodged an appeal against the approval decision for the following key reasons (Full details of the appeal can be found in Appendix 2)</p> <ul style="list-style-type: none"> • Loss of Privacy and personal space • Loss of daylight • Light pollution • Noise pollution • Lack of clarity around commercial use of brewery and café opening times, waste removal, odours, internal lights fitted inside the buildings <p>Information previously submitted by the Roads Committee in connection with the decision will be taken into account by the inspector shortly to be appointed to consider the appeal (see Appendix 1 for Roads Committee's Planning Consultation response).</p> <p>The Constable has invited residents of the Belmont Court Association to the meeting to hear their comments and concerns due to the Roads Committee being able to submit further representations; the cut-off date for such submission is Thursday 27 July 2023.</p>	



PARISH OF ST HELIER INFRASTRUCTURE

Town Hall, PO Box 50, St Helier, JERSEY, JE4 8PA

Roads Committee Report

P/2022/0969 Ann St Brewery

Planning appeal

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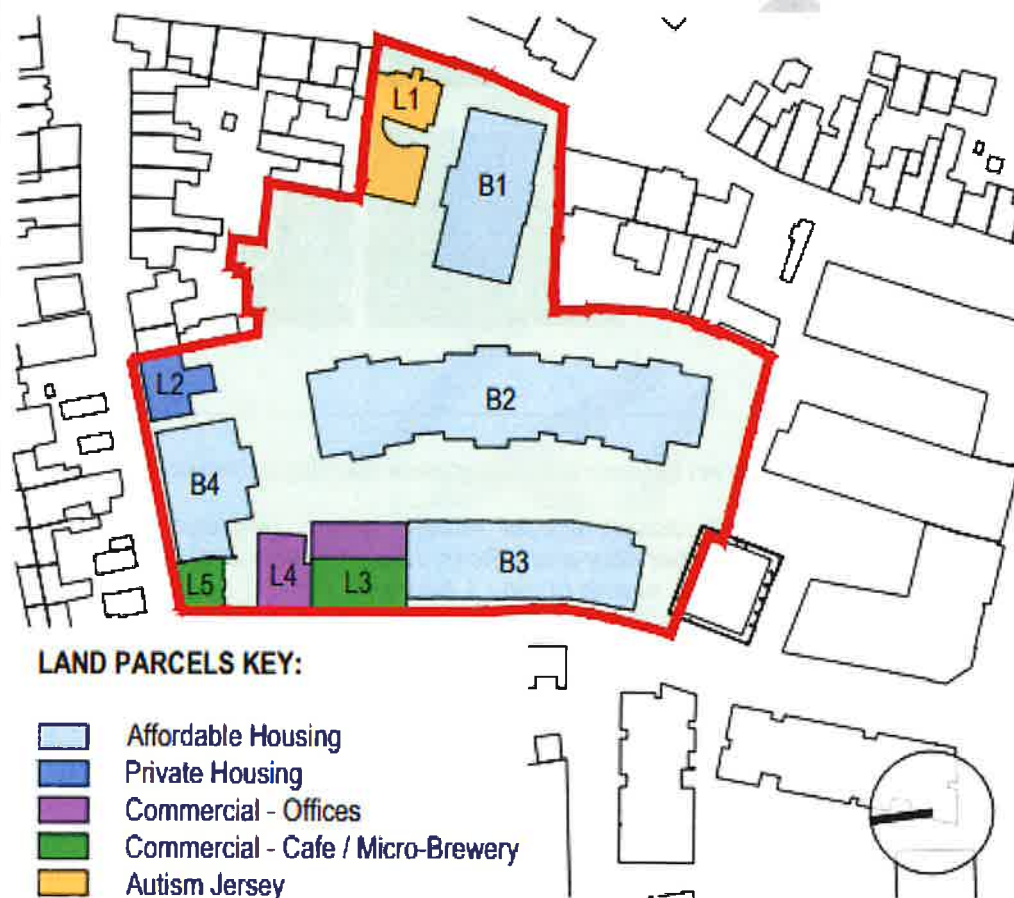
The appeal has been provisionally re-scheduled for the week commencing **2 October 2023** and the inspector will decide whether the appeal will be considered by written representations or whether a hearing is appropriate in due course.

The inspector will make a recommendation to the Minister for Environment regarding the appeal, and then the Minister will make the final decision in light of the inspector's recommendation. The Minister does not need to follow the recommendation but will explain any reason for a decision. The Minister's decision will be made public on the planning portal register.

Approved documentation:

The Roads Committee is encouraged to review approved planning application which can be found on the Planning portal, as there are moany drawings and documentation.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDocuments.aspx?s=1&r=P/2022/0969>





Approved site Plan:





Planning Obligation agreement:

SCHEDULE 5

The Owner's and Developer's Covenants with the Chief Officer

The Owner and the Developer covenant with the Chief Officer as follows:

- 1 Not to Commence the Development until the Developer has given to the Chief Officer seven (7) days' notice in writing of its intention so to do.
- 2 That the Developer shall pay and the Owner shall procure that the Developer shall pay and in default of payment by the Developer the Owner shall pay to the Treasurer of the States not less than twenty-eight (28) days prior to the Commencement of the Development
 - (a) a financial contribution in the sum of **£247,390.70** towards the provision of walking and cycling infrastructure improvements in the vicinity of the Site including street lighting upgrades to Pleasant Street and Clarence Street;
 - (b) a financial contribution in the sum of **£217,703.97** as a subsidy for public bus services in the vicinity of the Site;
 - (c) a financial contribution in the sum of **£160,038.65** towards the improvement of the Brooklyn Street/St Saviour's Road junction;
 - (d) a financial contribution in the sum of **£150,000.00** towards improvements and the installation of a Southbound bus stop and a shelter on St Saviour's Road; and
 - (e) a financial contribution in the sum of **£20,000.00** towards off site playground areas in the vicinity of the Site as the same is provided for in the Percentage for Art Statement containing the obligations of the Developer in this respect under the grant of planning permission for the Development.
- 3 Not to Commence the Development until the aforementioned financial contributions shall have been paid to the Treasurer of the States.
- 4 That the Developer shall provide and the Owner shall procure that the Developer shall provide and in default of the provision by the Developer the Owner shall provide a Voucher to the first Occupiers of each of the Residential Unit and Commercial Unit (one per Residential Unit and Commercial Unit regardless of the number of the first Occupiers) upon the request of such first Occupiers and within one calendar month of the taking of Occupation of such Residential Unit or Commercial Unit by such first Occupiers and shall on demand provide evidence of the provision of the Voucher to the Chief Minister;
- 5 That the Developer shall provide and the Owner shall procure that the Developer shall provide and in default of the provision by the Developer the Owner shall provide a Bus Season Ticket to the first Occupiers of each of the Residential Units and Commercial Units (but limited to a maximum of two Bus Season Tickets for each Residential Unit and one Bus Season Ticket for each Commercial Unit) upon the request of such first Occupiers and within one calendar month of the taking of Occupation of the Residential Unit or Commercial Unit



by such first Occupiers and shall on demand provide evidence of the provision of the Bus Season Tickets to the Chief Minister.

6 The Owner covenants with the Chief Officer as follows

1. The Owner shall or procure that the Developer shall as soon as may be reasonably possible in order to allow not later than the date upon which no more than two thirds by number of the Residential Units shall be subject to Occupation (Required Date) the construction of a pedestrian walkway (Walkway) through from Simon Place to Tunnel Street for members of the Public at large and this in order (inter alia) to facilitate pedestrian access for persons residing in the Development to the Millennium Town Park firstly negotiate and secure by hereditary contract the acquisition of such land required or any hereditary rights over the land required to create the Walkway (Required Rights) and secondly submit to the Chief Officer an application for the creation of the Walkway (Walkway Application).

2. Provided that the Owner shall have obtained the Required Rights and the Walkway Application shall be approved the Owner shall or shall procure that the Developer shall thereafter commence as soon as practical and thereafter diligently carry out and complete the construction of the Walkway by the Required Date.

SCHEDULE 6

Chief Officer's Covenants

- 1 The Chief Officer hereby covenants with the Owner and the Developer to use all sums received by the Treasurer of the States under the terms of this Agreement for the purposes specified in this Agreement for which they are to be paid.
- 2 The Chief Officer covenants with the Owner and the Developer that he will procure or arrange that the Treasurer of the States will pay to the Developer such amount of any payment made to the Treasurer of the States under this Agreement which has not been expended in accordance with the provisions of this Agreement within seven years of the date of receipt by the Treasurer of the States of such payment.



Appendix 1: Roads Committee Consultation response

PARISH OF ST HELIER

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Planning & Building Services
South Hill
St Helier
JE2 4US

Date 22.09.2022

Ref: P/2022/0969

1. Premises: Ann Street Brewery Co Ltd, Ann Street, St. Helier, JE2 4SE

Subject *Refurbish and extend Sans Souci as headquarters for Autism Jersey, refurbish and extend Brewhouse and Brewery Office as micro-brewery and offices, refurbish Belmont House for café (Class A) at ground floor with residential above (1 no. 1 bed and 1 no. 2 bed apartments), and refurbish and extend 12 Simon Place for residential use (2 no. 1 bed and 5 no. 2 bed apartments). Demolish all other buildings and construct mixed-use development comprising 262 no. affordable homes (172 no. 1 bed, 85 no. 2 bed and 5 no. 3 bed apartments). Create new vehicular access to Ann Street linking to new basement including car parking for 65 vehicles and storage for 224 no. bicycles. Create network of footpaths and cycle paths within landscaped gardens, including surface-level storage for an additional 232 no. bicycles.*

REQUIREMENTS:

The Roads Committee has examined plans for the above submission and comments as follows:-

1. Committee notes that this application is amended from the previous application reference: P/2020/1578, therefore the Committee's previous comments below have been amended in response to the revised proposals.
2. Committee notes that the development will comprise of redevelopment of the Ann Street Brewery site to:
 - a) Refurbish and extend Sans Souci as headquarters for Autism Jersey
 - b) Refurbish and extend Brewhouse and Brewery Office as micro-brewery and offices
 - c) Refurbish Belmont House for café (Class A) at ground floor with residential above (1 no. 1-bed and 1 no. 2-bed apartments)
 - d) Refurbish and extend 12 Simon Place for residential use (2 no. 1-bed and 5 no. 2-bed apartments)
 - e) Demolish all other buildings and construct mixed-use development comprising 262 no. affordable homes (172 no. 1-bed, 85 no. 2-bed and 5 no. 3-bed apartments).
 - f) Create new vehicular access to Ann Street linking to new basement including parking for 5 no. motorcycle, 65 no. car parking spaces and storage for 224 no. bicycles



- g) Create network of footpaths and cycle paths within landscaped gardens, including surface-level storage for an additional 232 no. bicycles.

In summary:

- 3 no. commercial properties,
 - 271 no. units of accommodation (175 no. 1-bed, 91 no. 2-bed and 5 no 3-bed),
 - 456 no. bicycle parking spaces (224 no. basement level and 232 no. surface level) of which 403 no. are long stay spaces and 53 no. are short stay (visitors). This is further broken down to 44 no. allocated for commercial units and the remaining 412 no. for accommodation.
 - 5 no. motorcycle parking spaces (basement level)
 - 65 no. vehicle parking provision in the basement is broken down as follows:
 - ❖ 46 no. car parking spaces (basement level): residents parking all with electric charging
 - ❖ 7 no. car parking spaces for visitors
 - ❖ 7 no. Evie Car Club spaces
 - ❖ 5 no. car park spaces for commercial
3. The Committee notes the proposal for a raised table/speed hump to be placed in Simon Place, and the Committee requests that this be designed as a formal zebra crossing. The applicant is to commission a Technical paper and an independent Road Safety Audit (RSA), stages 1, 2 and 3. The Technical paper and RSA stages 1 and 2 are to be submitted to the Parish so that the Parish can apply formally to the Infrastructure Minister for the crossing.
- The applicant is to fund and install the crossing and any associated lighting (i.e. pelican lighting), all undertaken by an approved Parish civil contractor. Once installed, the applicant is to arrange for an RSA stage 3 and results submitted to the Parish. Any shortcomings identified in the RSA are to be addressed at the expense of the applicant.
4. The crossing points across St Saviour's Road are to be agreed with Infrastructure, Housing and Environment. The Roads Committee recommends that these are zebra crossings for children's safety to access the schools and college in St Saviour.
5. The proposed crossing points are to be of sufficient width to enable cycles to cross, therefore consideration is to be given to shared-use zebra crossing points (Toucan Crossing).
6. The footpaths to Ann Street, Simon Place and Brooklyn Street are to be resurfaced and widened wherever possible – the exact design, specification and details are to be agreed with the Parish.
7. The footpaths to Simon Place and Ann Street are to be finished in granite or approved similar; the finish must be agreed with the Parish, and the finishes are to tie-in with the masterplan for the area.
8. Applicant is to note that any build-outs at junctions that are required on the public road are to be agreed with the relevant highway authority, Parish of St Helier and Government of Jersey's IHE. There may be a requirement for a Road Safety Audit to be undertaken as necessary; all to be funded and delivered by the applicant.
9. Committee notes the proposed overall Master Plan which will incorporate improved pedestrian routes once the entire masterplan is delivered, as this links this site with the Mayfair site and Ann Court site, which are all under the same ownership. This will deliver improved walking routes from the Jersey Arts Centre in Philips Street eastwards through to St Saviour's Road or northwards to the Town Park (if the Park is extended),



and subject to the applicant obtaining future planning permission for 5 Tunnell Street and 11 Simon Place to be developed.

10. The Committee expects pedestrians to have precedence over the motorists exiting or entering the site, therefore the footpath is to be continuous across entrances.
11. Committee suggests that the applicant considers placement of speed humps and a zebra crossing (such as a humped crossing) within the internal roads to ensure that traffic speeds are kept low. The humps should conform to "**Highways (Road Humps) (Jersey) Regulations 2002**" so that they are suitable for emergency services.
12. Committee requests that the applicant places a children's playground within the development, and a water feature is also considered. It is noted and disappointing that the masterplan has no children's playground incorporated on any of the sites. It is important that children have safe play areas and these should be included in the plans with such a highly populated residential area.
13. If incorporating a children's playground is not possible, then the applicant should contribute to improving the existing playground areas in the vicinity, the closest playground being at the Millennium Town Park. The applicant, working with IHE, should fund the renewal of the play equipment/surfaces and extend this very popular playground. The Town Park playground would be the closest playground for children living in this development and indeed the Mayfair development and Ann Court development, seeing that no play area has been incorporated into any of the schemes that the applicant has produced.
14. Committee requests that a community hall/facility is created for residents and visiting groups in this area to use, as this area will be highly populated and having a space for community use similar to the one that the applicant (Andium) is creating at Green Street development for residents will be of great use to the community.

The Committee anticipates that the community hall would be popular and could be used for health/fitness classes, visiting care providers, residents' meetings groups, special celebration events celebrations, school clubs, children's clubs, etc. The Community Hall would need to incorporate kitchenette, storage, small office, toilet facilities and an open area.
15. The Committee requests that the proposed amenity space/garden remains accessible for the public access in perpetuity.
16. The Committee has concern on the policing of the public areas and questions the applicant's policing authority.
17. The applicant is to work with Infrastructure, Housing and Environment to fund the provision of sheltered bus stops and work with the Department to explore improvements to the bus service. It is welcomed that a new bus stop will be incorporated into the Mayfair site reducing the distance to the bus stop to approximately 100m.
18. Committee welcomes the provision of 456 no. bicycle parking spaces (403 no. are long stay spaces and 53 no. are short stay/visitor spaces) The applicant is to incorporate bicycle parking for oversized cycles such as cargo bicycles. Committee requests that electric charge points or charging lockers for batteries be provided for e-cycles.
19. Committee requests that there is a dedicated workshop bench and bicycle wash station provided for residents to use to maintain and clean their bicycles.



20. Committee requests that the applicant works with Infrastructure, Housing and Environment to see if there is a way to link the site to the existing cycle routes (Routes 5 & 9).

21. It is noted that there are cycle access points identified on the masterplan for the area (this is shown on the masterplan drawing with the blue triangles) that are under development, in summary these are:

- ❖ 2 no. off St Saviour's Road
- ❖ 1 no. from Brooklyn Street
- ❖ 2 no. off Ann Street
- ❖ 1 no. point off Simon Place.

The Committee assumes that cyclists will be able to cycle through the site(s) which therefore assumes that the internal footpaths have been carefully assessed as they will become shared use pathways and need to be of sufficient width to ensure that cyclists can pass a pedestrian without placing the pedestrian at risk.

22. The applicant has incorporated 5 no. motorcycle parking spaces. Committee requests that electric charging is provided to the motorcycle spaces as electric motorcycles are gaining popularity. The Committee would welcome the motorcycle parking provision to be increased due to the low number of car parking spaces being proposed.

23. Committee notes that only 65 no. car parking spaces are being provided of which 39 no. will be for residents (4 no. being disabled spaces) + 7 no. shared car club spaces (EVie) provided to make up for the shortfall in car parking. It is noted that there will be 7 no. visitor car park spaces and 5 no. parking spaces dedicated to the commercial units. All parking spaces will have electric charging.

Committee requests that car parking provision is increased as Committee feels that residents should be entitled to own a car if they wish; there is an opportunity to increase car parking provision with this major development. It is noted that there will be 46 residents' car parking spaces for a total of 271 no. units of accommodation (17%) 0.17.

24. Residents are to be given 12 months' free membership to the Car Share Club to encourage car club usage.

25. The car parking within the development should be secured primarily for residents and any surplus car parking should be offered for rent to residents in the areas.

26. That the applicant must comply with the visibility requirements as set out in '**Access onto the Highway – Standards and Guidance**' as produced by Infrastructure, Housing and Environment which is available online at: <https://www.gov.je/travel/roads/pages/roadhousingdevelopment.aspx>. Everything in the visibility areas so formed including gates, pillars, walls and plant growth to be permanently restricted in height to 900 mm above road level in perpetuity.

27. It is noted that a dedicated loading bay is proposed adjacent to the new vehicular access with the applicant's site. In addition the applicant advises that the internal road also has provision for loading and unloading activity.

28. Where the carriageway surface has been damaged and disturbed due to the development the section of the road is to be resurfaced – the extent is to be agreed with the Parish. Therefore prior to the working commencing on site, a full detailed conditions survey is to be undertaken by the applicant by an independent surveyor on the conditions of the carriageway and agreed with the Parish.



29. That any new or altered access must be surfaced in a hardbound material, such as concrete or asphalt, (not loose stone or gravel) within 2m of the public highway and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used.

30. The kerb and footpath must be lowered by the Parish of St Helier or approved Parish contractor at the expense of the applicant. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used. The Parish will not allow access across the footpath by the applicant/owner without this work being undertaken first, this is to avoid damage to the kerbstones from vehicle movement.

The applicant must contact the Parish of St Helier Infrastructure's Department prior to undertaking any work to the public highway to agree the extent of work and specific detail

and specification. The applicant is to be aware that only Parish-approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant.

31. That a line of 50mm wide split blocks shall be laid flush at the junction between the private land and the rear of the public footpath for the width of the site. This is a Parish of St Helier set condition which must be undertaken by the applicant/owner prior to the parking space being used.

The applicant must contact the Parish of St Helier Infrastructure's Department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish-approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant.

32. The applicant must remove obsolete service boxes that are no longer used to provide a service to the applicant's site or alternatively realign/renew service boxes, liaising with the appropriate utility company. Obsolete dished kerb and footpath entrances are to be removed with the kerbs and footpaths lifted, which will result in making good to the asphalt for the full width and length of the dished area as a minimum. Applicant is to be aware that depending on the location of the property that red and/or black asphalt may be required for making good to the footpath. Although in some instances, the applicant may need to reset granite footpath paving.

The specification and extent of the remedial works must be agreed in advance with the Parish of St Helier's Infrastructure Department. Only Parish- approved contractors are permitted to work on the public road/footpath. All remedial works are to be at the cost of the applicant.

33. Applicant is to note that the cost for removal and relocation of any street furniture or utilities, for example: lamppost, bollards, bike racks etc., and subsequent making good to road and pavement surfaces due to this application is to be at the applicant's cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.

34. That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway.



35. That any windows bordering the Public Road or Footpath shall be of a type whose opening lights do not open beyond the face of the building. The applicant should note that contravening this condition will mean that the Parish will take action against the applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
36. That no part of the foundations of the building may project under the public highway. The applicant should note that contravening this condition will mean that the Parish will take action against the applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
37. The construction process and site servicing arrangements must be discussed with the Parish of St Helier's Infrastructure Department and Government of Jersey's Infrastructure, Housing & Environment Department at development stage.
38. The applicant advises that bin stores will be located in the basement and at ground floor adjacent to the main vehicular access entrance. The refuse vehicles will be able to use the dedicated layby located adjacent to the refuse store. Bins are stored in the basement and will be dragged up to ground floor using an electric bin tug on the day of collection.
39. That the refuse store/collection arrangements, refuse separation and recycling strategy are agreed in detail with the Parish Refuse Manager.
40. That notwithstanding the above comments, this submission should be referred to Infrastructure, Housing and Environment, since the road in front of the property is a Government Main Road.

Silvio Alves MCIAT, MCIOB, ACABE

Director

Technical & Environmental Services



Appendix 2: Appeal details (as published on Planning Portal website):

Dear Mr Alves

Thank you for your email below. Apologies for the delay in responding, any request for extension of time for submission needs to be sent to the appointed planning inspector.

*Due to a potential conflict of interest for the inspector that had been appointed, **this appeal will be moved to the week commencing 2 October 2023** so that another inspector can hear the appeal. The appeal will now be heard by inspector David Hainsworth LL.B(Hons) FRSA Solicitor.*

*I have passed your request to the inspector and he has granted an **extension for submissions of Statement of Case for all parties until Thursday 27 July 2023.***

Appeal lodged by: Belmont Court Association

Basis of Appeal:

- Loss of Privacy and personal space
- Loss of daylight
- Light pollution
- Noise pollution
- Lack of clarity around commercial use of brewery and café opening times, waste removal, odours, internal lights fitted inside the buildings

Details of appeal:

Full details can be found clicking on this link: <https://tinyurl.com/mrxmyv8c>.

Extract of the appeal is shown below:

Dear Planning Department,

I am writing on representation of Belmont Court Association to express our concerns about the proposed new buildings (Brew House and adjacent Ann Street building) in our community. While we understand the need for development and growth, we are concerned about the potential impact that these new buildings may have on the privacy and noise levels in the surrounding area on top of long-term impact due to having not enough green spaces (parks).

We believe the new development as stands, it's detrimental to our properties in the following areas:

- **Planning policies -**
- **Impact on the character of the area**
- **The design and character of a proposed building**
- **Potential for noise and disturbance**
- **Potential for significant loss of light and overbearing impact**
- **Potential for loss of privacy**
- **Traffic generation and road safety**
- **Car parking**

As residents right next to the adjacent developments, we are worried that the new buildings will overlook our homes, inside our toilets, bedrooms, living rooms and balconies to be precise thereby depriving us of our privacy by increased visibility into our flats, reduced natural light, and the loss of personal space. In some cases, as close as 8 to 10 meters away. Furthermore, we are concerned about the potential increase in noise levels during and after construction. It's important to highlight that the Brewery is directly opposite to our building, Belmont Court, and have several massive windows that depending the commercial purpose of the building could allow a high number of strangers looking right into the intimacy of what we call our homes, not mentioning odors, transportation and delivery of goods and waste removal ..



Given the impact that these new buildings could have on the quality of life in our community, we urge you to take these concerns seriously and carefully consider the potential impact on privacy and noise levels in the surrounding area. We request that you take appropriate measures to ensure that these concerns are addressed before granting approval for the new buildings such as making us part of the consultation process and taking on board our views and concerns.

So far no one from Andium or Dandara have proactively approached the residents from our Association to discuss such plans, which is very worrying and disappointing from two organizations that claim to have corporate social responsibilities values and especially given the volume of development and disruption already going in the area. We would like to acknowledge that they attended the second Belmont Road Improvement meeting organized by Constable Simon Crowcroft, following a request by myself when I attended the first meeting.

We also have reviewed the proposed mitigation plans and we find them to be inadequate and unclear. The plan does not provide clear and concise information on how potential negative impacts will be mitigated, nor does it provide detailed information on the timeframe for implementation of mitigation measures such as dust getting into our properties and bodies, structural damage internal and external in our building and who will be liable for the cost of repair work or maintenance such as cleaning our building and painting it etc.

- We do not agree with the demolition of "listed buildings" that the developer wish to destroy as this will change dramatically the area where we lived adding nearly 300 new properties on top of all developments going on in our area, we just do not have enough space to recreate with our families and we all are pushed to be crumbled in Millenium Park. To put things into perspective the applicant is proposing to build nearly 300 news flats in a small size of land, this clearly shows the interest on the profit rather than build quality size properties that families can actually enjoy.*
- Given the impact that these new buildings could have on the quality of life in our community we suggest to the Planning department:*
- The applicant on this application to be correctly and clearly identified as currently is not clear who is behind the whole project, Anduim, Dandara, both? Who is liable if things go wrong?*
- Meeting us to provide further details on proposals as the application have too many documents to be understood by a standard member of the public.*
- Reduced the amount of residential development and increase the size of parks and green areas (where people can actually make use of them and not just putting a few trees and benches) as Millennium Park is already overcrowded with less than half of forecasted developments coming completed.*
- We demand a new consultation from the Architecture Commission as seems we are ignoring the experts on this field after the 1st consultation was very negative about the project.*

"In their letter regarding the Ann Street Brewery application, the Jersey Architecture Commission said: 'The proposed homes do not meet the emerging demands of resilience, sustainable communities and providing long term beautiful places for people to live full and engaged lives.

'Overall, the commission believes the scheme is too densely developed with too many units.

'It is acknowledged that the demand for housing is very high and the need for affordable homes is acute but the response needs to move away from thinking about numbers [of apartments] to forms of development which are more sustainable.'

- **We demand on the meantime the project to be put on hold till a mutual agreement is reached between not just us but all associations and neighbors directly affected but his mega development due to the application being contrary to several policies such as:***
 - Policy G01 - Development goes against Island Plan*
 - Policy G06 - Development goes against character of the area and design quality.*
 - Policy HE1 - Development propose to demolish listed buildings*
 - Policy G07 - Flats do not match scale of surrounding buildings.*



- Policy H2 - Applicant want to overcrowd the area by building many blocks of flats in very close proximity with existing buildings.

Thank you for your attention to this matter.

Sincerely,

Plinio Sepulveda, Chairman of Belmont Court Association (Representing 15 owners)

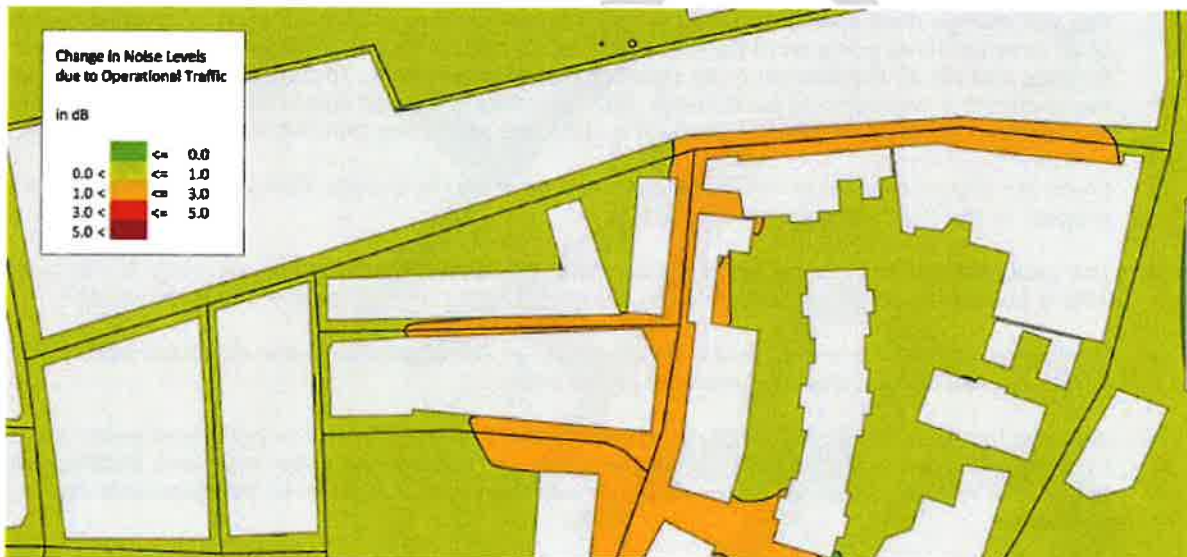
Noise: Not just the work related to demolition and construction but the increase in noise pollution associated to the introduction of nearly 270 news flats

Ann Street. St. Helier

More details require to be provided on the Micro Brewery (operating days and times, potential emissions, plant, extraction equipment etc.) and the Cafe / commercial premises (opening times, emissions, plant, cooking type, odour extraction equipment etc.)

Noise

It appears that limits set for noise during demolition and construction will be exceeded.



Daylight: Big variation between 21% to 40%.

BELMONT COURT

This residential property, located on the opposite side of the road to the development site, can be seen in photo 3 above. This recently built property is located in very close proximity to the existing buildings on the development site.

DAYLIGHT

Of the nineteen habitable rooms analysed, fifteen meet the target values for daylight as set out in the BRE Guidelines in terms of VSC and daylight distribution. The four remaining rooms meet for VSC in that they retain at least 80% of their existing levels of VSC. however, they experience reductions in daylight distribution of between 21% and 40%.



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Planning appeal

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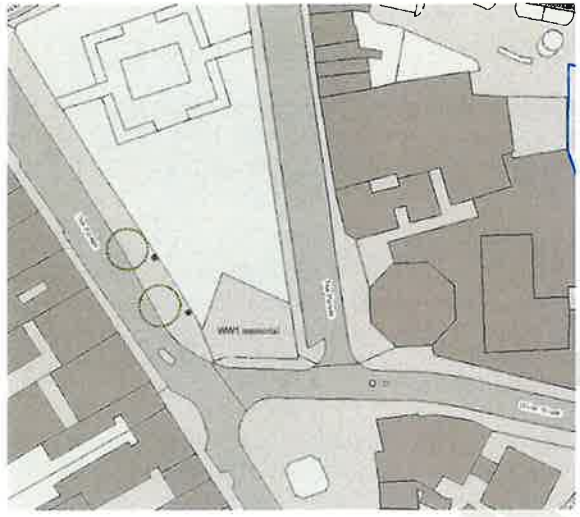
Station B (along Ann Street)



Loss of privacy: It's alarming and worrying for all residents of Belmont Court, giving the number of windows and their volume in size.





<p>Date of request: 12 July 2023</p>	<p>Road reference & title of report: 174 Parade Parade Gardens, uneven footpath (west)</p>
<p>Address: Parade Gardens footpath</p>	<p>Requested by: Infrastructure</p>
<p>Location map:</p> 	<p>Photograph/street view:</p> 
<p>Brief introduction/summary:</p> <p>On 1 June 2023, the Parish's Infrastructure Department was contacted by a member of the public who tripped over a tree root whilst walking along the Parade Gardens footpath near the WW1 memorial, which was pushing up the tarmac unevenly.</p> <p>This resulted in a cut to the walker's chin, grazed both hands and caused her to sustain a fracture of the patella on her left knee - resulting in discomfort and at least a six-week recovery period.</p> <p>Roads Committee members will be aware that this section of the footpath is tree-lined, which can result in the asphalt lifting and breaking due to the trees' roots, some of which are quite pronounced.</p> <p>The Infrastructure Department arranged for warning signs to be placed in the main areas where there is a more pronounced uneven surface to make this clearer for pedestrians.</p> <p>Roads Committee is asked to approve a long-term solution to this problem, although the options are very limited due to the trees' roots.</p>	
<p>Report:</p> <p>Having an uneven footpath will become a more prevalent issue as more trees are introduced directly into pavements and roads. Careful thought is essential on the species of trees used and to ensure that appropriate root barriers are used to ensure that the roots can grow and spread in a downward direction by having non-compacted soil below the subgrade of paved areas.</p> <p>Tree species should be selected to fit the available space. If space is limited small-maturing trees, or species known not to damage pavements, should be planted. Alternatively, modifications can be made under or next to pavements to reduce root growth.</p> <p>Tree roots grow underneath pavements when there is oxygen, water and space for them to grow. Roots are very small initially but increase in diameter as trees grow, resulting in the lifting or cracking of pavements. When pavement lifting is excessive, pedestrian tripping hazards are created, and it then becomes a challenge to preserve the trees while continuing to allow pedestrian use of the pavement.</p> <p>The best opportunity for introducing mitigation measures to reduce the risk of pavement lifting problems is at the time of tree planting or asphalt/concrete installation.</p>	



Placing trees near properties' infrastructure will create problems in the future with roots penetrating services and creating structural issues. It is essential that placing trees on roads and footpaths is carefully thought out using the services of a professional arborist to ensure the correct species are used with appropriate mitigation.

Cutting tree roots should always be a last resort as large roots are a tree's support system. Removing these large roots may cause the tree to grow weak and die, and eventually fall over. In this instance, we cannot take this risk by cutting the tree's roots - cutting the small roots may be possible, but careful thought is still required and would only be a temporary solution as the roots will regrow.

Parade Gardens' trees on footpaths:

The tree roots have created lifting and cracking to the asphalt resulting in a member of the public tripping over the asphalt's uneven surface leading to injuries. This uneven surface will also be a challenge for those pedestrians with mobility/disability impairment and especially those with eyesight impairment.

The options before the Roads Committee are:-

Option 1: (Appendix 1) Replace the existing two bollards and install new signposts with warning signs about the uneven surface. This option does not resolve the uneven surface of the footpath but brings this more to the attention of the public. This would be a short-term solution whilst a more permanent solution is explored to avoid the loss of the trees. However, it will not assist pedestrians with a disability where an uneven surface can cause a higher risk of a trip and fall.

Option 2: (Appendix 2) Uplifting the tarmac surface and raising the pavement level would result in a hump being required to bridge over the roots; this is, however, only a medium-term resolution as the roots will again grow and break through the asphalt without mitigation measures in place.

There may be some minor roots that could be cut but this would need to be limited to roots no larger than 50mm in diameter, as there is a risk here that could result in tree decay and/or stability issues. Prior advice from an arborist is essential before any roots are cut.

This option also introduces some challenges around further risk caused by the higher kerb showing along the front edge of the footpath.

In addition, lifting the level of the pavement will create some challenges as most tree growth occurs at the tips of branches and roots. However, while the crown of a tree is usually surrounded by open air, roots need a source of oxygen in the soil to grow.

Ensuring that the trunk flares are exposed is very important (see pic on RHS). The flare/trunk flare (where the first main roots attach to the trunk) must not be buried otherwise it will result in disease and damage as the bark breaks down and can rot away. A tree's root flare needs to be exposed to oxygen to thrive.



Increasing the heights of the pavement to bridge the roots has the risk of burying the tree too deep and causing potential damage to the trunk flare; this therefore requires careful planning/design.

Accident record:

This is the first incident that we are aware of where someone has tripped on this footpath specifically due to the tree roots in the last 5 years.

Traffic volume & speed (if available):

N/A



Officer recommendation:

Currently there are temporary signs; however, these do tend to be moved. Initially, therefore, the recommendation is to approve **Option 1**, whilst the Department investigates and works up Option 2.

Option 2 will require further consideration in terms of the impact on levels and liaising with an arborist to seek an appropriate methodology to undertake the works whilst trying to create the least impact on the tree's health.

There are further areas along the footpath that will require similar treatment in the foreseeable future as roots are beginning to create 'heave' on the asphalt. This will be investigated at the same time although, if no immediate risk, the longer term solution could be implemented in the next financial year.

A long-term solution will be investigated as soon as possible, which may require the appointment of specialists and may take some time.

We will aim to include funding to physically carry out the work on-site in the financial year 2024/25 when a solution is established.

Vulnerable road user activity:

Signs will highlight to pedestrians that they are entering an uneven pavement area; however, these will not necessarily help those with a disability.

We see the signs as being a short-term option whilst a more long-term solution is explored.

Is this site typical for St Helier:

We are not aware of any areas with a similar issue; however, the Roads Committee will need to be aware that this will be a more prevalent problem as the Parish seeks to introduce more trees directly into the ground.

Safety Audit level:

A safety Audit will need to be considered for the long-term solution.

Anticipated budget cost to implement:

Option 1: Budget £2k for pole and signs + labour to install.

Option 2: To be determined as the scope of work progresses.

Funding proposal:

There is no funding in place, and the Parish will therefore use funding allocated to the roads projects which will result in less funding being available or a project having to be postponed in this area.

Programme:

Temporary signage is in place. If Roads Committee approves Option 1, we would seek to install the permanent signs within the next 1-2 months, subject to procurement of the signs and the availability of contractors.

Once a permanent solution is agreed, the signs can then be removed.

Will public consultation be required?

No public engagement is required, as this is essential work that is required to improve safety.

Is this to go back to Roads Committee?

Yes, a long-term solution will be taken back to Roads Committee in due course



PARISH OF ST HELIER INFRASTRUCTURE

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Roads Committee Report Parade Gardens, uneven footpath (west) Page 4 of 5

Appendix 1: Option 1, Sign Option





Appendix 2: Option 2, Long-term draft proposal (subject to further investigation)





Date of request: 12 July 2023	Road reference & title of report: 391 Neighbourhood Improvement Areas update
Address: Neighbourhood improvement areas: 1, 2, 3, 4 & 5, and proposed new Belmont Road NIA6	Requested by: Constable

Background

On 26 January 2022, the Parish Roads Committee approved 5 "Neighbourhood Improvement Areas" (NIAs) incorporating several residential areas across the Parish that will benefit from public realm improvements (Appendix 1.)

NIA 2: Poonah & Pomona Roads

The Committee received an update on progress with the first NIA to be undertaken (NIA2) at its meeting on 11 January 2023 and noted that all households in the area had been leafleted and residents asked to provide feedback on the kind of improvements they wished to see in their area. Several meetings had been held with residents and district Deputies and a list of potential improvements researched and costed. The Committee suggested that a smaller area within the NIA could be commenced in the first instance which would serve as a template for future NIAs. This suggestion was supported by the residents' group which is enthusiastically backing the various improvements planned for Poonah Road and Pomona Road. Once funding is secured the Parish will move to the next stage - commencing the design process.

NIA 5: Havre des Pas

The Havre des Pas Improvement Group is a well established group of residents and business owners in the Havre des Pas area which has been meeting for many years, and for which the Parish commissioned a detailed and extensive Village Improvement Scheme in 2020. Unfortunately the recommended improvements were not supported by the Infrastructure Minister of the day. The Infrastructure Department subsequently commissioned a separate piece of work asking residents to suggest improvements but to date the only significant investment in the area has been the resurfacing of the promenade with the inclusion of a new raised table pedestrian crossing outside the Ommaroo Hotel.

In response to an amendment by the Constable to the Government Plan in November last year the States Assembly has agreed to provide extra funding for improvements to the area which is due to begin next year and which will include the restoration of South Hill gardens. Work on this NIA is, therefore, proceeding slowly.

NIA 6: Belmont Road

Following representations from the residents of Belmont Gardens the Constable has initiated a further NIA for Belmont Road, to include Belmont Gardens, Museum Street and Providence Street. Several meetings with residents and businesses have taken place and properties in the area have also been leafleted to identify the key problems and opportunities to be addressed. The Committee is asked to support the addition of this NIA to the other 5 being developed by the Parish over the coming years.



Heritage Assessments

Following an enlightening presentation on the history and architecture of Havre des Pas by Stuart Fell and his colleagues at the Societe Jersiaise, the Constable requested a similar exercise be carried out in NIAs 2 and 6. The Heritage Assessment for NIA 6 was presented on 3 May this year and was well received. It is proposed to commission the Societe to carry out a similar exercise in all of the NIAs. The key details will be presented in leaflet form and delivered to all properties in the NIAs as well as being available online.



Officer support

The 3 NIAs which are currently in development are being supported (questionnaires/agendas/minutes/leaflets) by the Parish's in house administrative and engagement team, with additional technical support from the Parish's Infrastructure Department. It is not proposed to begin consultation on the next NIAs until funding streams have been identified to allow the NIAs which are in development to move to the next stages of design and implementation.

Funding:

Funding of £ 60k was included in the 2022/3 Parish budget; however, no implementation work was achieved in the past financial year so this sum will be carried forward to the current financial year. Funding will also be sought as part of the 2023/4 Parish budget due to be presented to ratepayers on Wednesday 2 August. The Constable is liaising with Government and the Jersey Development Company (JDC) following the Government's agreement to invest an additional £3m per year for 5 years into the regeneration of I&E/Parish-owned parts of the north of town. Once funding is secured for the NIA projects, we will be able to move forward with the next stages.

Programme:

The programme depends on when the funding will be in place to allow professional teams to be appointed to the various projects.

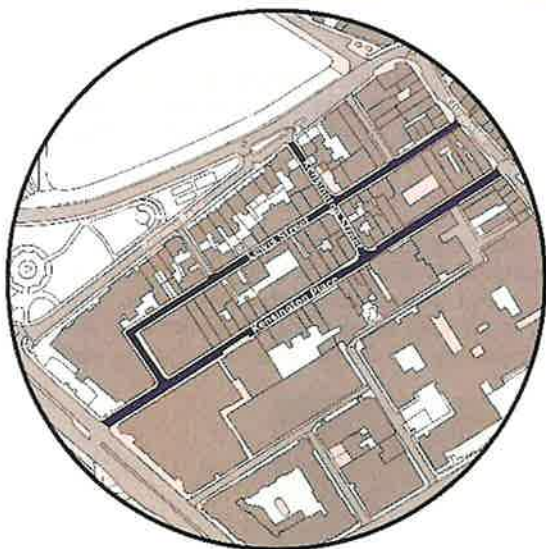
Will public consultation be required?

Yes, public consultation will be required, as well as ongoing work with the active residents groups in the NIAs.

Is this to go back to Roads Committee?

Yes. For approval of the draft schemes as they are developed in each of the NIAs.

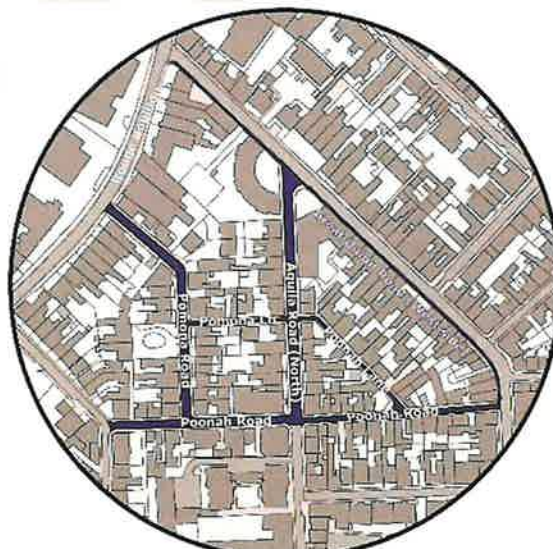
Appendix 1: Approved NIA areas, approved by the Roads Committee on 26 January 2022.



NIA 1

Neighbourhood Improvement Area 1:

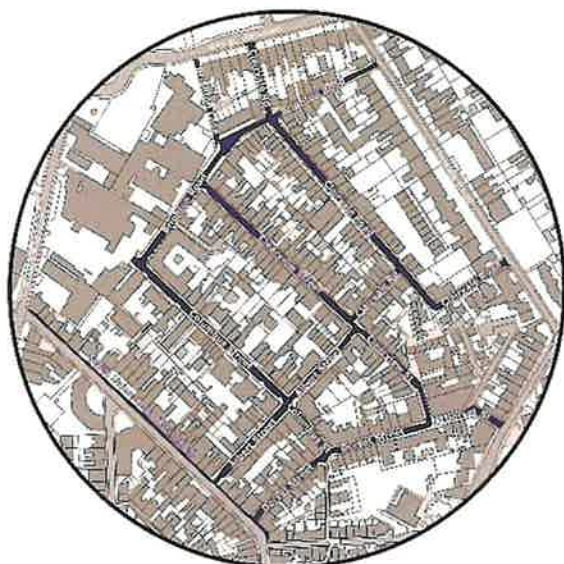
1. Lewis Street
2. Kensington Street
3. Kensington Place (IHE Road)



NIA 2

Neighbourhood Improvement Area 2:

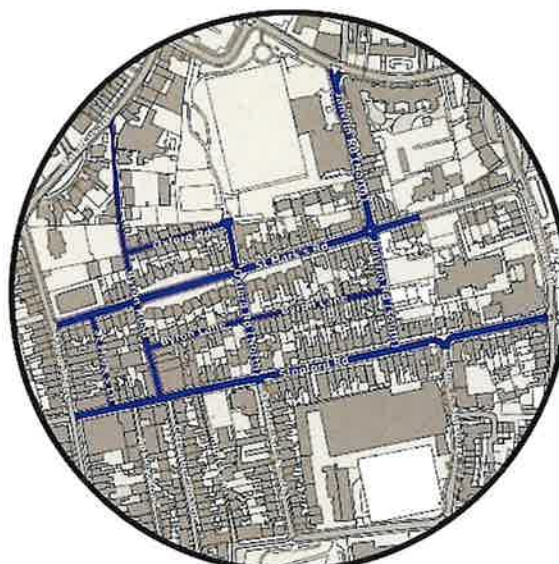
1. Poonah Road
2. Poonah Lane
3. Pomona Road
4. Pomona Lane
5. Aquila Road – North (between the junctions of Poonah Rd and Great Union Rd)
6. Great Union Road – West (between the junctions of Poonah Rd & Rouge Bouillon)



NIA 3

Neighbourhood Improvement Area 3

1. Dorset Street
2. Columbus Street
3. Albert Street
4. Clearview Street
5. Clairvale Road
6. Brighton Road
7. Brighton Lane
8. Great Union Rd – East (between the junctions of Dorset St & Rouge Bouillon)



NIA 4

Neighbourhood Improvement Area 4

1. Janvrin Road (North) – IHE
2. Janvrin Road (South)
3. St Marks Road (IHE)
4. St Marks Lane
5. Stopford Road (IHE)
6. Oxford Road (North)
7. Byron Road
8. Byron Lane



NIA 5

Neighbourhood Improvement Area 5

1. Havre des Pas Gardens
2. Marett Road
3. D'Auvergne Lane
4. Roseville Street (North)
5. Croydon Road
6. Croydon Lane
7. Cleveland Road (South)
8. Cleveland Avenue
9. Rodney Avenue
10. Nelson Avenue



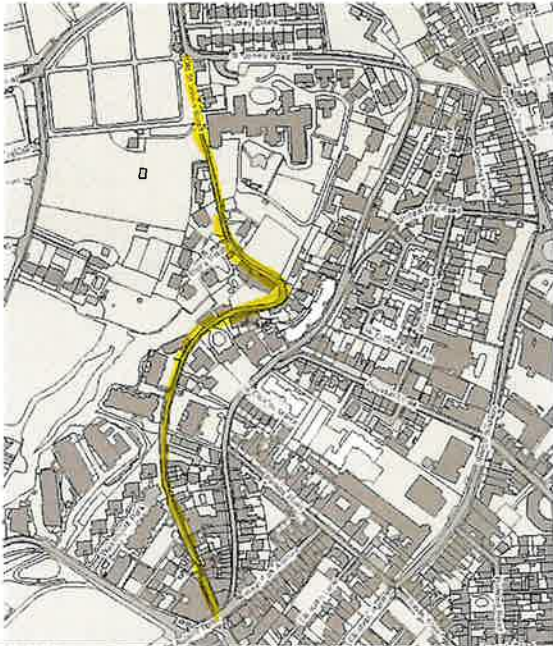

PARISH OF ST HELIER INFRASTRUCTURE

Town Hall, PO Box 50, St Helier, JERSEY, JE4 8PA

Roads Committee Report

Old St John's Road: No Entry except for
access to premises, consultation update

Page 1 of 19

Date of request: 12 July 2023	Road reference & title of report: 168 Old St John's Road No Entry except for access to premises, consultation update
Address: Old St Johns Road	Requested by: Roads Committee
Location map: 	Photograph/street view: 
Brief introduction/summary: <p>On 26th January 2022 (see Appendix 1), St Helier's Roads Committee approved the trial of a 'No Entry Except for Access to Premises' designation on Old St John's Road (OSJR), which was implemented on Monday 4th July 2022.</p> <p>The trial has been a success in that it has improved road safety and resulted in a quieter street for residents, and Roads Committee is now being asked to formally adopt the 'No Entry Except for Access to Premises' designation permanently.</p> <p>Roads Committee will be aware that roads that are designated as 'No Entry Except for Access to Premises' are difficult to police. Committee will also be aware that this creates a private road specifically for those properties off OSJR that is cleaned and maintained by the Parish and funded by St Helier ratepayers who are not legally permitted to use the road unless they are accessing a property within it.</p> <p>Officer recommendation: to approve the designation.</p>	
Consultation: <p>A letter was circulated to residents in OSJR and, as can be seen in the consultation summary below, there is support for the changes to become permanent. Two site notices were also placed along OSJR.</p> <p>In general, there has been overwhelming support for making the No Entry Except for Access to Premises permanent, and it was noted that those who objected to the changes tended to be residents not living on OSJR and objections was due to the St John's road pinch point concerns.</p> <p>On the next page we have set out the results of the consultation and in Appendix 2 of this report set out the responses in full for the Roads Committee to consider.</p>	



PARISH OF ST HELIER INFRASTRUCTURE

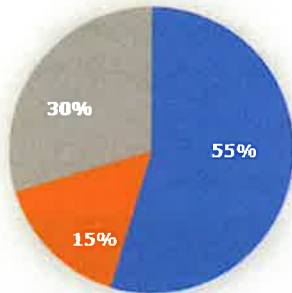
Town Hall, PO Box 50, St Helier, JERSEY, JE4 8PA

Roads Committee Report

Old St John's Road: No Entry except for
access to premises, consultation update

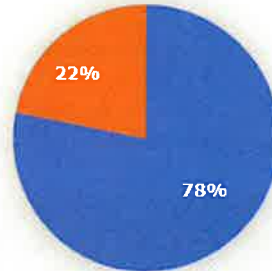
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Question 1: Do you live on Old St John's Road?



■ yes ■ no ■ No reply

Question 1: Do you wish for the "Road Closed except for access to premises" restriction to remain?



■ yes ■ no

Summary of the consultation results:

Question	Yes	No	No Response
1. Do you live on Old St John's Road?	35	10	19
2. Do you wish for the "Road Closed except for access to premises" restriction to remain?	50	14	0

Speeding: from residents feedback it was noted that speeding concerns were not high when compared to the initial investigation undertaken in January 2022, however this should be monitored although it is suspected that speeding is primary from either residents or their visitors due to the access restrictions in place – though it is acknowledged there will be a few who choose to risk continuing to use OSJR as a short cut.

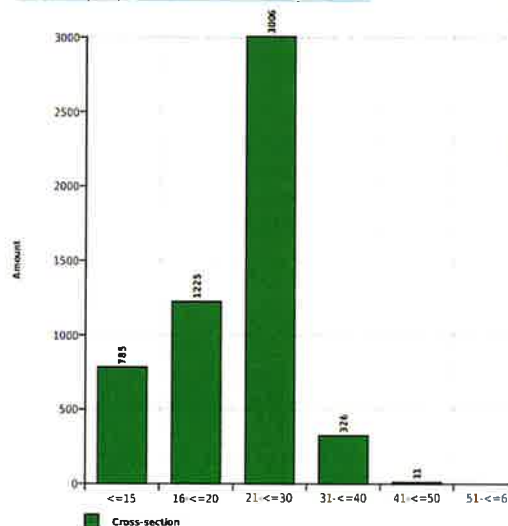
The latest traffic surveys indicate that the 85th Percentile speed is 26mph on the 20mph stretch.

10.10.22 to 10.11.22

85th percentile: **26 mph**

Maximum speed recorded: **42 mph**

Speed Histogram

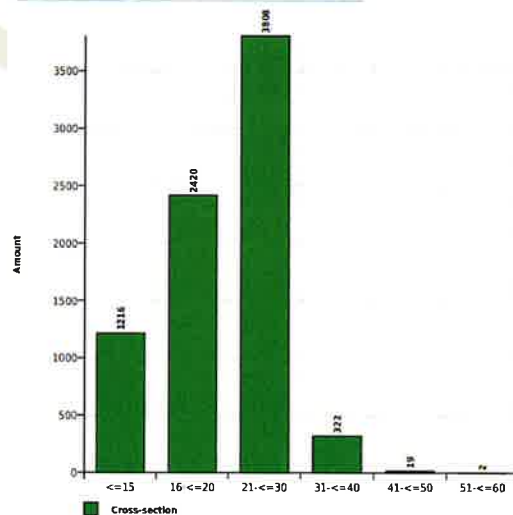


05.05.23 to 01.06.23

85th percentile: **26 mph**

Maximum speed recorded: **52 mph**

Speed Histogram



The Parish will, however, continue to work with our Honorary Police colleagues to monitor and police speeding. Ponce ANPR speed cameras are permitted: these would be used to catch speeders and the technology considered for motorists ignoring the OSJR restrictions.



PARISH OF ST HELIER

INFRASTRUCTURE

Town Hall, PO Box 50, St Helier, JERSEY, JE4 8PA

Roads Committee Report

Old St John's Road: No Entry except for
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Programme:

If approved, the Department will contact the Infrastructure Minister requesting that the designation is permanently placed in the Road Traffic (Jersey) Law 1956 and Road Traffic (St Helier) Jersey Order 1996. This will be undertaken by the Law Officers if approved by the Minister and written into the traffic order.

Legislation affected:

Road Traffic (Jersey) Law 1956
Road Traffic (St Helier) Jersey Order 1996

Is this to go back to Roads Committee?

No

DRAFT



Appendix 1: Previous Roads Committee decision

Extract of Roads Committee minutes, 26 January 2022:

<p>06/2022 SPEED HUMPS ON OLD ST JOHN'S ROAD</p>	<p>AS said, as the committee will be aware a sum of £5,000 was agreed in the cost estimates for 2022, with a view to potentially installing some temporary modular road humps, which could be adjusted and tweaked if required, and if successful they could be replaced with more permanent asphalt humps.</p> <p>Officers found 3 locations that were suitable with adequate street lighting and free from below ground services etc. Public consultation commenced on Friday 22nd October 2021. The replies were as follows :</p> <ul style="list-style-type: none"> • 17 For • 10 Against • 8 Other • Unfortunately there was no response from Emergency Services <p>Out of the 17 in favour of road humps,</p> <ul style="list-style-type: none"> • 7 agreed with the 3 proposed locations • 4 said the 2nd location should be moved further up the hill after the hairpin bend • And 3 requested a hump at the bottom section of the road • In addition to these responses Committee member Barry le Feuvre was also approached by a resident requesting an additional hump on the northern section of the road. <p>10 replies were against the proposal – the main points were;</p> <ul style="list-style-type: none"> • policing would be a better option than humps • Some felt they were not wanted outside a their homes • Several were concerned with noise and environmental issues • Some questioned accident statistics or number of speeding offences to justify the scheme • Some felt humps would be an Issue for cyclists riding up hill. • Some felt they were Unjustified costs • Several suggested if introduced on this road they would need to be introduced on every 20mph road. <p>Speed survey results on the 20mph road showed:</p> <ul style="list-style-type: none"> • an average of 24mph • an 85% of 29mph <p>If committee are in favour, traffic engineers will be appointed for RSA's 1,2 and 3, which will then go to the IHE Minister for consultation and installation, which would be completed by the end of the financial year.</p> <p>A sum of approx. £5000 per road hump would then be requested in the 2022-23 cost estimates to replace the temporary units with a permanent solution.</p> <p>Mr Weston a resident of 32 years on Old St Johns Road addressed the committee with what he thought a much cheaper option to simply put signage saying "Access to premises only". He had spoken to more than 20 residents on the issue and not one objected to the trialling of the signage.</p> <p>The Committee agreed to run a trial period by installing the "Access to premises only" signage.</p>
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PARISH OF ST HELIER INFRASTRUCTURE

Town Hall, PO Box 50, St Helier, JERSEY, JE4 8PA

Roads Committee Report
Old St John's Road: No Entry except for
access to premises, consultation update
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Appendix 2: consultation feedback

We went out to consultation on 9 June 2023, cut of date being 23 June 2023:



PARISH OF ST HELIER

Infrastructure, Tel: 811811; Email: infrastructure@sthelier.je

Consultation



Friday, 9 June 2023

Dear Parishioner

Old St John's Road: Road closed except for access to premises TRIAL CONSULTATION

On 26 January 2022, the Parish's Roads Committee approved the trial of a 'Road closed, except for access to premises' designation on Old St John's Road, which was implemented in July 2022.

Please email us at infrastructure@sthelier.je stating **YES** or **NO** as to whether you wish the restriction to remain and also let us have any comments you may wish to share on the trial. For ease, we have placed a **QR code** on the photo below for you to scan and send us your feedback.



We look forward to hearing from you.

Closing date for your submission is **Friday 23 June 2023**

The information you provide will be processed by the Parish of St Helier in compliance with the Data Protection (Jersey) Law 2018 for the purposes of this consultation.

The Parish may quote or publish responses but will not publish the names and addresses or any information which may enable an individual to be identified without their consent. Confidential responses will still be included in any summary of statistical information received and views expressed.

Under the Freedom of Information (Jersey) Law 2011, information submitted to this consultation may be released if a Freedom of Information request requires it, but no personal data will be released.



Consultation results:

01 - 09.06.23 @ 13:46

Trial successful: Yes

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?
YES

3. Do you have any other comments?

The trial closure of the above road has been an amazing success it has transformed what was a dangerous high speed race track rat run into a pleasant tranquil green lane, evoking a bye gone era of a more genteel time. People walk leisurely and safely into town with just the murmur of bird song, they no longer take their lives in hand to jump out of the way of on coming vehicles.

The trial been a triumph an unequivocal success with a little more policing it could reach almost 100% compliance and be a blue print for future small roads This St Helier road is abused not by residents but by the selfish interest of other parishioners . this scheme is a long time overdue and it is about time that the parish put the well being of its residents first.

Please supply me with more leaflets so that I can distribute to pedestrians walking down the road.

Well done keep the good work up.

02 - 09.06.23 @ 14:23

1. Do you live on Old St John's Road?
YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?
YES

3. Do you have any other comments?

There has been a noticeable reduction in traffic since the restriction was introduced which is beneficial for residents

03 - 09.06.23 @ 14:47

1. Do you live on Old St John's Road?
YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?
YES

04 - 09.06.23 @ 15:10

1. Do you live on Old St John's Road?
YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?
YES

05 - 09.06.23 @ 16:31

1. Do you live on Old St John's Road?
YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?
YES

06 - 09.06.23 @ 17:13

1. Do you live on Old St John's Road?
YES



2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

The road feels far safer for children and animals since being made access to premises only. Please keep the road as it is.

07 - 09.06.23 @ 17:48

1. Do you live on Old St John's Road?

YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

08 - 09.06.23 @ 17:51

1. Do you live on Old St John's Road?

YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

Yes i want restrictions to remain

09 - 09.06.23 @ 17:56

1. Do you live on Old St John's Road?

NO

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

NO

3. Do you have any other comments?

Something needs to be done about the traffic on new St John's Road. Too fast, too much, and pavements are too narrow

10 - 09.06.23 @ 18:17

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

NO

3. Do you have any other comments?

I am against the restriction on old st johns rd.

11 - 09.06.23 @ 19:34

1. Do you live on Old St John's Road?

YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

12 - 10.06.23 @ 09:18

1. Do you live on Old St John's Road?

YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES



3. Do you have any other comments?

The bank 3/4 of the way up past the bend needs more attention as the rubble keeps building up after a heavy rainfall.

13 - 10.06.23 @ 11:40

1. Do you live on Old St John's Road?

YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

Thank you for your letter regarding the above and we wish to keep the restriction so it's a definite YES.

We have lived in our house on Old St Johns Road for over twenty years watching it turn into a rat run with some people driving so fast on the sharp bends.

It has made such a difference having this trial with less noise and pollution.

Although I drive myself, I try to be aware of our small roads that they do not all turn into shortcuts for people to take the fastest route out.

14 - 10.06.23 @ 12:59

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

We would like to say 'YES' to the Road Closed arrangement in Old St Johns Road.

Although there are undoubtedly some drivers who ignore the notices, the majority appear to have accepted it, and the whole road is now safer, and more pleasant both for walking and when parking.

We trust that the arrangement will continue, and will include occasional checks on the vehicles using the road to establish their credentials, hopefully thereby discouraging the 'chancers'.

15 - 10.06.23 @ 15:26

1. Do you live on Old St John's Road?

YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

I live on old St John's road and I would like the restrictions to stay . It is much easier to drive in and out at cheapside, it is so peaceful especially evenings and weekends . Far safer for pedestrians to cross the road where there isn't a footpath. I sincerely hope the restrictions stay .

16 - 10.06.23 @ 16:39

1. Do you live on Old St John's Road?

YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

17 - 10.06.23 @ 18:55

1. Do you live on Old St John's Road?

YES



2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

Speed bumps should be placed on the road. I have nearly been hit several time walking down the hill from work by cars speeding.

18 - 11.06.23 @ 00:10

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

Yes I am in full agreement in keeping the road as access to premises only. There's still way too many drivers that are still using it as a short cut particularly early mornings and evenings.

19 - 11.06.23 @ 17:29

1. Do you live on Old St John's Road?

YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

20 - 11.06.23 @ 21:01

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

I confirm I am happy to retain the Road closed except for access.

HOWEVER if one lives in the Road access to the North of Old St John's ie to the top of St John's Road should still be allowed, otherwise a lengthy round trip increasing traffic dangerously at the lower Junction will occur. IE if one lives halfway up Old St John's road - to travel out of town the best route is Tower Hill, or Upper Queens Road. To travel down Old St John's Road only to then turn left up St John's Road will create greater traffic congestion and perhaps even accidents at this busy junction.

21 - 12.06.23 @ 08:43

1. Do you live on Old St John's Road?

NO

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

NO

22 - 12.06.23 @ 11:12

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

NO

23 - 12.06.23 @ 16:00

1. Do you live on Old St John's Road?

YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES



3. Do you have any other comments?

Yes to 1&2 you need to monitor the road as drivers are using it as a rat run rather than going up new as it isn't policed

24 – 13.06.23 @ 13:18

1. Do you live on Old St John's Road?

NO

I don't live there but use this route everyday to walk to work.

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

The changes have certainly made a big difference, especially for the children walking to school.

I would say that it should be policed as there are some that live below Park Heights don't think it applies to them.

Was interesting this morning to see the queue of cars behind the refuse collection lorry - might be a time to maybe remind those in the queue of the changes.

Some road calming measures would be welcomed at the top of the road as many road users appear to be aware that the 30mph zone doesn't start until the junction by the cemetery.

Overall a great improvement and I hope it remains in place.

25 – 13.06.23 @ 16:18

1. Do you live on Old St John's Road?

NO

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

I take a lot of walks up this road and it's much nicer without having cars taking it as a short cut and rushing past. I doubt car owners have missed using the road and I am sure the people who live there much prefer it with less traffic.

26 – 13.06.23 @ 19:28

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

NO

3. Do you have any other comments?

Following on from your request for consultation feedback for Old St John's Road. I vote NO. The restriction should not remain.

Having walked up and down this road on a Mon-Fri basis at peak times (8am, 5pm), I see very little, difference in the traffic that goes up this hill to how it was previously.

I also feel that the road is perfectly safe for both pedestrian and vehicle to share, and for 95% of the time I am sharing the road as a pedestrian with a vehicle, it is the vehicle slowing down and giving me the required space in the tighter parts of the road.

The biggest issue this closure has caused is increased congestion on the bottom of the main St John's Road which at the bottom, is not wide enough for two large sized vehicles (e.g. SUVs or modern cars bigger to accommodate additional safety features) to pass each other. This increases the congestion particularly at rush hour and with this comes extra pollution.

Should push come to shove and the overall result is 'yes' for the restriction, the alternative I would advise is to make Old St John's Road accessible for low emission vehicles e.g. electric cars. With less



emissions, and an increasing number of electric cars on our roads, this would reduce congestion up St John's Road, whilst also keeping noise to a minimum for the residents on Old St John's Road.

27 – 13.06.23 @ 20:31

1. Do you live on Old St John's Road?

YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

28 – 14.06.23 @ 08:07

1. Do you live on Old St John's Road?

YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

A 20mph limit and/or other traffic calming measures should also be imposed on new St John's Road as it is not wide enough in areas for 2 cars and will cause an accident

29 – 14.06.23 @ 09:37

1. Do you live on Old St John's Road?

YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

I ride on bike and scooter as well as having a rarely used car and I live in Churchill house. It has been much safer since traffic was reduced although I suspect some still use it as a cut through. There are 7 flats being built without garages in Old St John's road which will further aggravate traffic and parking.

30 – 14.06.23 @ 10:31

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

I have noticed that a large number of people are paying attention to the signage access to premises only, however there are still a number of drivers who just drive through, "because they have also done so" and so they feel it does not apply to me".

Speeding in the evenings is sporadic and I feel the odd road check by our excellent Honorary Police Officers. Road Humps are definitely not required.

31 – 14.06.23 @ 11:16

1. Do you live on Old St John's Road?

YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

Some drivers ignore and hard to police when there's no penalty but it has definitely been an improvement from what it was before the restriction was placed. I would very much hate it to end as the traffic flow going up was awful and dangerous/life threatening to children and animals.



32 – 13.06.23 @ 17:56

1. Do you live on Old St John's Road?

YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

Stops boy racers and makes a better environment, and there are plenty of alternative routes for normal traffic.

33 – 14.06.23 @ 13:49

1. Do you live on Old St John's Road?

YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

Thank you very much for making my street safer!!

In the past, I've had a few close calls with cars and commercial vehicles speeding up.

It still happens (my theory is that non residents take the street anyway to beat the traffic of ST Johns), but much much less!

34 – 14.06.23 @ 15:20

1. Do you live on Old St John's Road?

YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

NO

3. Do you have any other comments?

It is convenient to use either way during the rush hour traffic

35 – 14.06.23 @ 18:59

1. Do you live on Old St John's Road?

NO

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

NO

3. Do you have any other comments?

I don't live on the road. I live in Mont a l'Abbe.

I use this road daily either walking or driving if it's wet.

If you close it this will generate more traffic on the road parallel to it. That road is already very dangerous between having to pass the cars of people who park on it (often in dangerous places such as bends) and dealing with the cars that reverse onto it or drive into it from their properties (because it has many bends and there is traffic coming the other way). To generate more traffic on that road would be a serious concern. Why not make both roads one way.

Whilst on the subject West Hill and La Grande Route du Mont a l'Abbe needs to be made one way. On a daily basis there are issues with:

3 cars on the corner trying to navigate their way around. The car coming up West Hill has difficulty turning right because of the bollards which result on the car on the right not being able to pull in far enough.



The bus going one way with an oncoming car not pulling in far enough or not being able to pull in far enough.

Add pedestrians to that equation trying to navigate the cars.

It's a green lane and attracts a lot of walkers. They should be able to walk peacefully.

Add the proposed flats at the West Hill into that scenario and things will only get worse.

Make it one way, so that when you drive up West Hill you can only turn right.

36 – 14.06.23 @ 22:21

1. Do you live on Old St John's Road?

YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

I would like to endorse the continuation of the restriction of the use of OSJR as per the recent trial. Some front door opens directly onto the road (no pavement) and it can be very dangerous stepping outside when there is lots of traffic or speeding cars.

The recent trial to restrict the road use to residents only has made a big difference to the safety of pedestrians and, in particular, the children that make their way to and from Haut Valle School. There are also many elderly people living in Clubley Estate and Abbotsmount that walk down the hill to directly access town. The reduction in cars, vans and lorries must surely have positively impacted their experience.

There are alternative routes that have pavements that can take vehicles in the same direction (Westmount Hill, New St John's Road and Queens Road) and so it does not really inconvenience anyone, but does help to keep pedestrians of all ages safe.

I hope that the Parish will agree that this is a sensible course of action that is pro-active in its approach to keeping people safe.

37 – 15.06.23 @ 09:03

1. Do you live on Old St John's Road?

YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES definitely

3. Do you have any other comments?

The road is still being used as a short cut, sometimes cars driving up fast.

38 – 15.06.23 @ 09:42

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

Yes, I would like the restriction on Old St John's Road to remain. It is now much safer for the residents and also the pedestrians that use the road especially for the schoolchildren from Haute Valley. We have experienced heavy volume of traffic and those driving at speed, so much safer now.



39 – 09.06.23 @ 14:54

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?
YES

3. Do you have any other comments?

I agree with the additional proviso that the overall position would be massively improved with the fitting of speed humps/sleeping policemen.

40 – 15.06.23 @ 17:33

1. Do you live on Old St John's Road?
YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?
YES

3. Do you have any other comments?

My vote is YES the restriction should remain on Old St Johns Road, so it is closed except access to premises.

As a resident, the road is much quieter and safer since the restriction came into force, although there are still those who think the rules don't apply to them and race up it. But this happens much less now than it did. Hopefully it will continue to improve.

41 – 15.06.23 @ 17:36

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?
YES

3. Do you have any other comments?

My vote is YES. The restriction should remain - road closed except access to premises, as much safer now

42 – 09.06.23 @ 15:31

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?
YES

3. Do you have any other comments?

(NOTE: in response to comment "01" – this email received on 16.06.23) I also agree (01). There's been a significant reduction in vehicular traffic and improvement in wellbeing and safety whilst walking along the road. There are still some road users that are clearly speeding and who aren't visiting any residents of the road (having driven behind them). Continued periodic enforcement will be key to ensuring ongoing compliance and if this is burdensome then speed bumps will provide a 24/7 deterrent to reduce traffic.

43 – 09.06.23 @ 13:50

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?
YES

3. Do you have any other comments?

(NOTE: in response to comment "01" – this email received on 16.06.23) I second (01) overall sentiment but there is probably more than can be done, including more frequent patrols. As my house is closer to the road, I still hear racing cars and bikes in the night and there are still vans from the industrial park on Queens Rd using the road as a cut through. The residents only access absolutely must be maintained for the purposes of safety.

44 – 16.06.23 @ 11:42

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?
YES



45 – 16.06.23 @ 13:00

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?
YES

3. Do you have any other comments?

Thank you for the leaflet inviting my comments on the above issue - the access only designation for Old St John's Road.

I would like the restriction to remain - so my vote is YES.

The road has become far quieter and much safer for pedestrians, including the schoolchildren who walk along it every day. There is a need to enforce this directive - there are currently many cars ignoring the restricted access.

46 – 19.06.23 @ 09:46

1. Do you live on Old St John's Road?
YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?
YES

47 – 19.06.23 @ 12:29

1. Do you live on Old St John's Road?
YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?
YES

48 – 19.06.23 @ 19:33

1. Do you live on Old St John's Road?
NO

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?
YES, Very much so. The route has become a lot safer for everyone using it (including all the children on the way to and from school)

3. Do you have any other comments?

Please keep the restrictions. It also needs to be enforced by random checks (as it was at the start) as there has been increasing number of vehicles using the route that evidently aren't using it for access to homes.

49 – 20.06.23 @ 08:41

1. Do you live on Old St John's Road?
YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?
YES

50 – 20.06.23 @ 20:22

1. Do you live on Old St John's Road?
YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?
YES

3. Do you have any other comments?



This restriction seems to have been very effective in restraining both the volume and speed of traffic along this - in parts - extremely narrow road, which has a sharp bend also. Along part of the road there is no space for a pavement, and yet there is appreciable pedestrian traffic both to and from dwellings along and off the road, and through to the Haut de Valle School from that part of town. As such, there is a clear need for this traffic constraint to continue.

I am, in fact, not aware of any complaints about this restriction, so greatly hope that it will be made permanent. This is especially so with future expansion of the Hospital at Overdale in mind; it would not be appropriate for Old St Johns Road to become treated as a through route to that hospital.

51 - 21.06.23 @ 07:59

1. Do you live on Old St John's Road?

YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

NO

3. Do you have any other comments?

No, please don't make the road access to premises.

I often drive up Old St. Johns Road to avoid leaving via West Park Avenue. Since the road was made narrow at the junction with West Park Avenue it's been difficult sometimes to exit without having a near miss with cars wanting to go up Old St. Johns Road.

The area around here is a nightmare. A little while ago cones were placed to stop people parking on the yellow lines, which did nothing apart from blocking the pavement with cones when they were moved.

52 - 21.06.23 @ 13:08

1. Do you live on Old St John's Road?

NO

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

NO

3. Do you have any other comments?

The entrance at the bottom of the hill in New St Johns road is very narrow and quite a squeeze, a bit daunting for the mature drivers !.

53 - 21.06.23 @ 17:20

1. Do you live on Old St John's Road?

YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

NO

3. Do you have any other comments?

I think the road should be open to all residents to travel fully up. I find it more dangerous going out of Old St John's road and then having to turn back on myself to go back up St. John's road then it is to continue up Old St John's road. There is limited visibility to ongoing traffic and it is always a busy junction at the bottom of St John's Road so there is often traffic blocking you from turning completely (next to the parked cars). There is also often people crossing. As I need to go up the hill to get to work and to visit family, who live at Clubley estate making this route a daily commute, it would be much safer and easier for me to continue up the hill rather than having to come down to go back up the parallel hill. The second access to premises sign half way up the hill has prevented me from doing this.

I also haven't noticed much of a difference with traffic noise/ busyness so don't feel like there is any benefit to the road not being open to all.



54 - 21.06.23 @ 18:11

1. Do you live on Old St John's Road?

NO

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

This is a main walkway to from town for people living in northern st Helier like myself and children going to the schools such as haute vallee. It was dangerous before as people drove far too fast up the road and at the top it is too narrow for pedestrians and cars. I therefore fully support closing this road to through traffic permanently.

I would however say that every time I walk up and down the road that some people are ignoring the road closed signs. This needs to be addressed perhaps by gating it off halfway up or by installing speed bumps/traffic calming to deter the rat runners.

55 - 21.06.23 @ 20:02

1. Do you live on Old St John's Road?

NO

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

NO

3. Do you have any other comments?

I frequently drop off a family member who lives at Alexandra House and do not have access to the parking garages so drop her on the road there is now no way of turning around safely and without blocking the road or accessing private premises to turn around. I also used to use the hill to avoid the tightness of the bottom of St. John's road as many vans speed down and it is narrow at the bottom and have had many near misses with wing mirrors etc.

56 - 22.06.23 @ 11:09

1. Do you live on Old St John's Road?

NO, but my daughter does

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

NO

3. Do you have any other comments?

When visiting my daughter, or whenever she leaves her house, exiting onto Cheapside is difficult, and we believe carries and increased risk due to slightly obscured view and speed of traffic coming from People's Park. It was much safer to use Old St Johns Road which was one way and has a much better exit. the restriction has also led to marked increase in traffic on St Johns Road. If restriction was also intended to reduce speeding that any benefit is doubtful as offenders either ignore the restriction or speed in St Johns Road instead.

57 - 22.06.23 @ 11:23

1. Do you live on Old St John's Road?

YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

Hi yes please keep the restrictions going. cars and motorcycles race up the road daily



58 - 22.06.23 @ 17:36

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?
YES

3. Do you have any other comments?
Yes, please continue with the restrictions in place.

59 - 22.06.23 @ 17:49

1. Do you live on Old St John's Road?
YES

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?
YES

3. Do you have any other comments?
The road is significantly quieter and safer since this is as brought in. Walking at peak times especially is generally better, although there are still large amounts of cars using this as a cut through between 8-8.30am in the school run. These are generally not residents and are speeding.

Large groups of Haute Vallee students use this road for access and I've witnessed some near misses in terms of accidents.

I believe with close monitoring (the speed display helped) then this could be even better for all users and residents.

60 - 22.06.23 @ 19:31

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?
YES

3. Do you have any other comments?
Prior to the trial it was quite dangerous for pedestrians due to high traffic volumes and careless drivers exceeding the speed limit. Notably on the narrow top stretch of the road that has no pavement.

Walking to and from work and walking my dog feels far safer since the restriction was implemented.

61 - 23.06.23 @ 09:18

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?
YES

3. Do you have any other comments?
As I'm sure you are aware, I have circulated numerous emails about my thoughts on Old St John's Road.

However, in the event you need a separate email to refer to, please see below my thoughts on whether to keep the road only open to residents.

- This road is considerably quieter since this was implemented. However, you still have vehicles coming up especially at peak times and at speed.
- I think there should be a no through road sign to show people that they shouldn't use it
- People see access only and feel they can use it as access to their premises even though their house could be at Le Cloz Vase (I have seen this numerous times).
- I think speed bumps would deter people to use this road as a cut through
- There should be 20 mph sign on the road floor like near the coop at St John's village as it will remind people to slow down
- There are a lot of houses on this road and this road is used a lot by pedestrians, especially children walking to and from school. Therefore, I think it should remain as is to make it safer for people walking.
- We live in a blind spot and since the implementation, the near misses have reduced significantly. However, there have been times we have slowly pulled out and a car coming up at speed has



had to brake suddenly. This wouldn't of been a resident of the road as they would know the speed limit and know there is a house there.

Overall, I think this road should remain access only, with a no through sign added.

Road markings of 20mph should also be added and I would also recommend speed bumps.

I think the additions of the road sign and road markings and speed bumps will help significantly if the proposal to change New St John's Road to one way down and west mount one way up. As mentioned, previously, people are not going to drive up west mount if it will be quicker to go up Old St John's Road. Speed bumps would make this not a quick cut through.

If this is to become open to all, I am really concerned that the current issues will just get worse again. I'm sure it's only matter of time, we will have an accident if there are no safety measures implemented. At least there should be a speed bump just before our property entrance as drivers can't see that there is an entrance and we can't see down the road.

When I initially raised my concerns, the late Barry Le Feuvre was in agreement with my concerns and proposals of speed bumps.

62 - 23.06.23 @ 10:49

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

NO

3. Do you have any other comments?

No – the one at the bottom is a good deterrent and I would like that to stay but the one at park heights causes an unnecessary burden for those living here on the street just below that section of road, forcing us to turn back down when many others ignore it.

If the park heights sign was removed it would be better all round for the residents of the street so that we can take our kids to school without having to try to get out at the bottom in the heavy traffic on that horrible 3-way exit.

63 - 23.06.23 @ 10:57

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

NO

3. Do you have any other comments?

No - to the restrictions by park heights.

Yes - to the restrictions at the entry to the road as this has reduced some people using this road as a shortcut.

If you have any questions please do not hesitate to contact me.

64 - 23.06.23 @ 22:04

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

YES

65 - 23.06.23 @ 22:05

2. Do you wish for the "Road Closed except for access to premises" restriction to remain?

YES

3. Do you have any other comments?

YES



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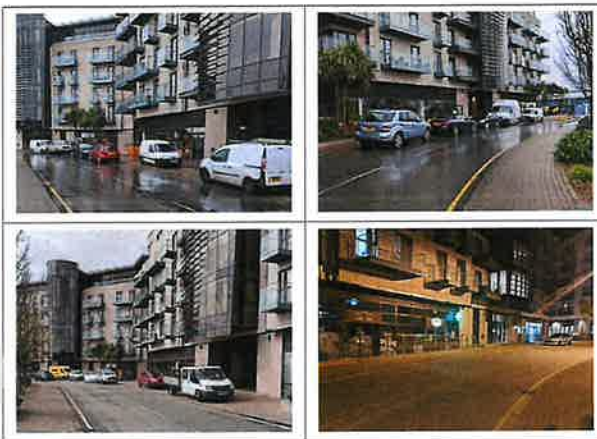
Date of request: 12 July 2023	Road reference & title of report: 126b La Rue de L'Étau Update on Improvements & bollard request
Address: La Rue de L'Étau	Requested by: Roads Committee
Location map: 	Photograph/street view: 

Figure 5 - Parking and Loading Activity Throughout the Day outside Castle Quay

Summary of improvements (update):

At its meeting held on 7th June 2023, St Helier's Roads Committee requested an update on progress on its approved list of improvements: see update below.

On 15 January 2020, the Roads Committee agreed to the following (please refer to Appendix 1 for extract of the minutes):

1. Speed limit reduction to 20mph

Update: The necessary legislation is being changed in October 2023, at which time the new speed limits will be implemented throughout the Parish (not just at this location). New speed limit anticipated to be in force from 1st November 2023.

2. 4 x raised islands (speed humps) – 3 incorporating a crossing

Update: The Jersey Development Company is funding the new crossing points as previously agreed with Roads Committee on 22nd February 2023, following Roads Committee's requirements for the crossings to be placed on raised humps.

Delays have resulted as the JDC has arranged for traffic engineers to review the crossing proposals and requirements given for the baseline changing as a result of implementation of the Horizon site and future proposals for the port. This is to ensure the design is coordinated with relevant standards and spacing and is appropriately located. Once this exercise is concluded, the JDC will update the Parish on the implementation programme.

3. Unloading bays: 1 x new outside Horizon & change of short-stay car parking spaces outside Cooper's café at Millais House to an unloading bay

Update: On 1st October 2022 Roads Committee approved the adoption of the pavement to the front of the Horizon site which now incorporates a new unloading bay.

This was further ratified by Parish Assembly on 30th November 2022 (P.04/2022). The JDC will transfer the pavement to the Parish once JDC completes the Horizon site; therefore at this stage



the pavement and unloading bay are not in Parish ownership – once they are, Article 68 will be drafted.

An Article 68 notice will also be drafted to change the short-stay parking outside of Cooper's to an unloading bay 7 days a week. Implementing the law changes will be subject to the approval of the Government of Jersey's Minister for Infrastructure and Environment, after which the Article 68 will be issued.

The Department will aim to implement the proposed new unloading bay outside of Cooper's to coincide with the new speed limit implementation in October 2023.

4. Additional cycle parking outside Cooper's

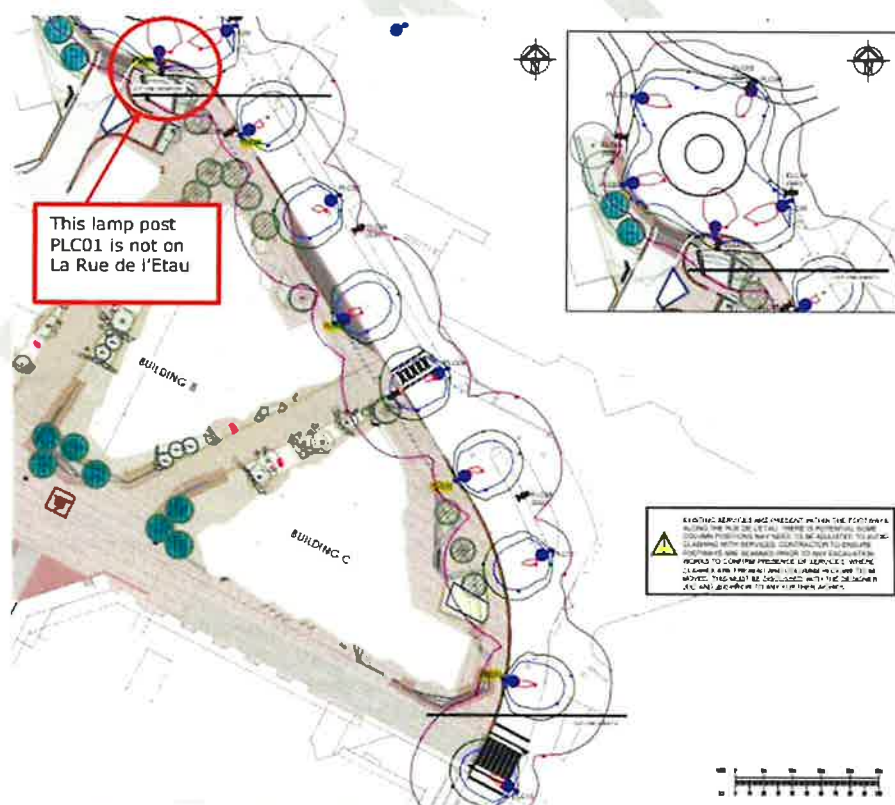
Update: This was completed and funded by the JDC; however, the additional cycle parking was provided above the underground car park and not outside Cooper's.

5. 5 Street Lights (additional): New street lighting placed on the Parish footpaths for a section of La Rue de l'Étau between the roundabout at Radisson Blu Hotel to the granite paved crossing.

Update: At the Roads Committee meeting on 12th April 2023, Roads Committee agreed to the implementation of new street lighting on Parish pavements, being arranged and funded by the JDC as part of the Horizon project.

The 5 new street lights are due to be installed by the JDC in December 2023 coinciding with the completion of the Horizon, with the remainder of the street lighting on La Rue de l'Étau targeted for installation in the second quarter of 2024.

As a reminder the approved 5 initial streetlight locations are as set out below:





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6. **NEW REQUEST: provision of bollards placed along length of La Rue de l'Étau:**

There continues to be a problem with illegal parking along La Rue de l'Étau. On 7th June 2023, a Procureur du Bien Public requested that Roads Committee consider the introduction of bollards along La Rue de l'Étau to address illegal parking.

Comments: Officers advised Roads Committee that bollards will not necessarily stop illegal parking as the road is wide and their introduction will likely just result in cars just parking alongside and protruding further into the road, thus creating a further road safety issue.



Example

Priority list:

Roads Committee approved the Department's priority list as below and, as can be seen, there is currently no funding allocated within this financial year for La Rue de l'Étau.

However, as reported above, many of the items that Roads Committee had committed to deliver are in the process of being actioned and delivered due to the majority being funded by the JDC.

It is acknowledged that this is a long process, unfortunately out of Parish control, because of both the major development of the Horizon site impacting on progression of the improvements, and also the funding required to deliver.

As a reminder, please see Roads Committee's approved priority list (subject to the funding being approved at Rates Assembly):

B. ROAD WORKS IMPROVEMENTS

<u>Priority</u>	<u>Brief detail</u>	<u>Indicative</u>	
		<u>Cost</u>	<u>Score</u>
1	Allowance for Road Safety Assessments	15,000	
2	La Pouquelaye School crossing point	35,000	38
3	Halkett Street (Rue Ivy Forster) Precinct paving	350,000	33
4	Highview Lane Road improvement	50,000	29
5	Barbizon, La Pouquelaye - Road improvement line (£ 50k)	50,000	29
6	La Pouquelaye footpath widening, prog (2 yrs) (£50k) (5,6,8)	50,000	24
7	Neighbourhood Improvement areas	50,000	21
8	Vallee Des Vaux Traffic Calming	185,000	16
9	Seaton Place planter & Paving (£ 1.5k funded from R&M)	35,000	11
Sub total :		820,000	

RESERVE LIST

10	Old St Johns Road traffic calming humps (£ 12.5k) (1,5,7)	12,500	7
11	Les Chenes creation of footpath (£ 10k) (3,5)	10,000	15
12	La Pouquelaye footpath widening, prog (2 yrs) (£50k) (5,6,8)	50,000	9
13	Don Street Regeneration (£ 150k) (5,7,9)	30,000	9
14	Hope Street investigation RSA etc. (£ 20k) (6,9)	20,000	4
15	Rue De L'Étau Improvement scheme (£ 80k) (3,4,5,6)	80,000	17
16	Claremont Road Traffic Calming (£ 15k) (1,5,6)	15,000	4

The Department will continue to push ahead where changes can be delivered, the majority of which as can be seen above are in hand.

Roads Committee is asked to consider the Procureur du Bien Public's request for rows of bollards along La Rue de l'Étau



Officer recommendation:

Reference the request for bollards:

Officer Recommendation: As Roads Committee will be aware, agreement was given for the Bollard Policy (see Appendix 2 for the full Policy as a reminder), the criteria for which is set out below:

Bollards to protect footways and verges will only be considered and introduced where they meet the following criteria, and if their introduction is considered appropriate within the streetscape:

1. A complaint must have been received regarding parking on or obstruction of the footway or verges and one or more of the following criteria be met:
 - a. There has been a relevant road traffic collision or dangerous incident involving a pedestrian or damage to the frontage of the property in the previous 12 months.
 - b. The footway is close to a school and there is evidence of parking on the footway by parents taking or collecting children and causing danger to pedestrians.
 - c. The footway has been so seriously damaged that emergency repairs have had to be made to it in the previous 12 months.
 - d. The verge has been so seriously damaged that it has proven difficult to maintain as an environmental asset to the area.
 - e. To delineate shared spaces, virtual footpaths.
 - f. Where possible, bollards are not to be used in Green Lanes to avoid cluttering the streetscape with street furniture.
 - g. There has been a security concern raised which has been supported by the States of Jersey Police and St Helier's Honorary Police.
2. Bollards should not be provided where they cause any problem or difficulty to pedestrians and cyclists, particularly those with mobility or visual impairment.
3. In line with accessibility standards, bollards should not be placed on a footway where the remaining width would be less than 1.2 metres.
4. The proposal to introduce bollards must be approved by Roads Committee. However, Officers will be given the discretion to determine bollard requests where they are a replacement of defective/damaged bollards, and where no more than 3 bollards are required that meet the above criteria.
5. In the first instance, the Parish will consider the option of using planters or trees instead of bollards. The use of bollards will be the last resort.
6. Existing bollards that do not meet this Policy will be reviewed and removed, if deemed necessary, to remove the dominance of bollards on the roads.
7. Existing bollards that are in place will be maintained and kept clean.

Officer recommendation is for robust policing of illegal parking to be undertaken, as the road has a prohibition of parking line. Placing rows of bollards will spoil the streetscape, creating rows of bollards at positions of a maximum of 1.8m centres and requiring bollards on both sides of the road for the length of La Rue de l'Étau.

Roads Committee is to be mindful that approving placing bollards for the purpose of stopping illegal parking will set a precedent and open the opportunity for other parishioners to request bollards on their streets. This will result in a risk of creating St Helier streets like Bond Street - spoilt due to the rows of bollards littering the streetscape.



Herewith some examples of bollard-lined streets and their impact on the streetscape:



La Colomberie



Bond street

Roads Committee must also be aware that bollards will create pinch points disadvantaging pedestrians, especially those with an impairment/disability. Bollards should be considered as a last resort.

Planters instead of bollards: Some Roads Committee members have suggested using planters - the Department considers these a more aesthetically pleasing option, although there is maintenance and upkeep to consider and the pavement needs to be sufficiently wide to accommodate planters which require more space than bollards.

The cost of providing a planter that is suitable and sufficiently robust for a roadside environment would be more expensive when compared to a bollard, and there would be further ongoing maintenance costs.

Examples:



Policing: Parking Control may not have resources to provide the aforementioned robust policing: it is appreciated that their remit is Island-wide and not just within St Helier.

It may be beneficial for the Parish to consider increasing its Parish Community Wardens by employing a dedicated traffic warden to target illegal parking problem areas such as the La Rue de l'Étau with a zero-tolerance approach.

Funding proposal:

If Roads Committee approves the introduction of bollards along La Rue de l'Étau the project will require funding and Roads Committee will advise which project on the priority list will be replaced with this request.

At this stage, the Department has not obtained costings for this project as it will be dependent on the Roads Committee's decision to agree the extent of the bollards - as a guide, a budget figure of circa £200 per bollard to supply and install is anticipated.



Appendix 1: Previous Roads Committee decisions

15 January 2020

**03/20 - PROPOSALS FOR
LA RUE DE L'ÉTAU**

Previous minute 90/19 refers

In June 2019 the Committee agreed a number of proposals and asked that consultation be undertaken with residents and businesses:-

A consultation meeting was held on 5 December 2019 at Millais House, Castle Quay, the event was publicised beforehand.

A questionnaire was issued to those that attended the event and the results from the 13 questionnaires completed by residents/business owners in La Rue de l'Étau indicated the following:-

- 13 supported the reduction of the speed limit to 20mph on La Rue de l'Étau and La Rue de Carteret
- 11 supported the proposal to change the short stay parking spaces outside Millais House to an unloading bay, 2 respondents were against this proposal
- 13 supported the introduction of 3 pedestrian crossings and 2 speed humps on La Rue de l'Étau

A number of other general points were raised on the questionnaire.

Parish Officers have also investigated options for additional cycle parking and two areas under States of Jersey Development Company (SoJDC) administration were identified across from Millais House.

Any proposed works will need to be phased subject to funding being available and the progress of the Horizon site.

The phased plans are as follows:-

Phase 1:

7. Introduce 20mph speed limit
8. Change granite crossing to formal zebra crossing, the granite will need to be replaced with tarmac to make the crossing and road markings clear
9. Introduction of a raised table/speed hump zebra crossing at approximately Morrison's supermarket/Cooper's cafe locations
10. Introduction of speed humps at the southern end of La Rue de l'Étau.
11. Change the short stay car parking to an unloading bay (outside Millais House).

The Infrastructure Minister will need to approve the proposed crossings and speed limit change.

Phase 2:

This will be subject to the completion of Horizon site external works expected to be 2021

1. Provision of speed hump at the northern end of La Rue de l'Étau.
2. Provision of raised table/speed hump zebra crossing located between Buildings B & C of the Horizon development, final location will need to be agreed with SoJDC.
3. New unloading bay in front of Building B of the Horizon site, location to be agreed with SoJDC.

The Committee asked that clarification be sought from Mr Lee Henry, SoJDC, regarding the provision of free parking in the underground Waterfront Car Park for a limited period, ie first 15 minutes.



The Committee felt that all the works should be funded by SoJDC as part of the Planning Obligation for the Horizon development, SC agreed to discuss the matter with Mr Henry.

The Committee felt that the provision of additional cycle parking would compensate for the loss of short stay vehicle parking.

The Committee agreed that the following should proceed:-

1. Speed limit reduction to 20mph
2. 4 x raised islands (speed humps)
3. 3 x crossings + lighting (2 on the new speed humps and 1 on the existing granite)
4. Unloading bays (1 x new outside Horizon & change the short stay outside Millais House to an unloading bay)
5. Additional cycle parking outside Coopers

SA advised that consultation will go ahead once initial consultation with GHE has taken place and funding for the works are agreed.

12 June 2019:

90/19 - PROPOSALS FOR LA RUE DE L'ETAU

Previous minute 05/19 refers

Committee were asked to consider the following proposals for La Rue de l'Étau:-

- 1 Speed limit reduction to 20mph - would be included in Phase 2 of speed limits which will be brought to Committee in August
- 2 Road Safety Audits (1, 2 & 3) for crossings, loading bays, drop off changes
- 3 4 x raised islands
- 4 3 x crossings + lighting
- 5 1 x additional crossing outside Coopers
- 6 Unloading bays
- 7 Drop off changes
- 8 Complete street lighting replacement

The Committee were advised that it was hoped Jersey Development Company (JDC) would contribute significantly as PoSH did not have any funding and SA had already been in discussion with Mr Lee Henry. The conditions of the Planning Obligation Agreement for the Horizon development were unknown as this is quite an old application but JB thought this included £68K for sustainable transport.

JB suggested a site visit but the Committee agreed that some of the crossings could not be put in place until the Horizon development has progressed.

SA said that residents and traders would be consulted about any proposals via a letter drop, on site notices and possibly an open evening.

Some points raised included the impact on the scheme if the new hospital was located on the Waterfront and the lack of inclusion of cycle routes.

SC requested that the report considers options for crossings for cycles.

NM expressed concern about the significant cost of replacement of the street lighting and said that more care needs to be taken when PoSH take on responsibility for an area in the future.

The Committee supported the proposals and SA agreed to set up the consultation meetings with residents and traders.



Appendix 2: Adopted Bollard Policy



<p>Date approved and version of the Policy: Issue date: 3 March 2022 Version: 1.2</p>	<p>Policy reference and title: (391) Bollard policy</p>
<p>Policy background:</p> <p>This adopted Policy will be applied to assess requests for bollards that the Parish of St Helier (the Parish or PoSH) receives on Parish by-roads.</p> <p>It should be noted that the use of bollards is the last resort; other options will be investigated before the bollard option is considered, eg trees and planters instead of bollards.</p> <p>The use of bollards will not be used to address illegal parking, especially if there are already existing prohibition of waiting lines marked on the carriageway, unless it is categorially proven that there are persistent and inherent parking issues. Robust enforcement will be the main method that will be used to address illegal parking in the first instance.</p>	
<p>Scope of Policy:</p> <p>Bollards to protect footways and verges will only be considered and introduced where they meet the following criteria, and if their introduction is considered appropriate within the streetscape:</p> <ol style="list-style-type: none"> 1. A complaint must have been received regarding parking on or obstruction of the footway or verges and one or more of the following criteria be met: <ol style="list-style-type: none"> a. There has been a relevant road traffic collision or dangerous incident involving a pedestrian or damage to the frontage of the property in the previous 12 months. b. The footway is close to a school and there is evidence of parking on the footway by parents taking or collecting children and causing danger to pedestrians. c. The footway has been so seriously damaged that emergency repairs have had to be made to it in the previous 12 months. d. The verge has been so seriously damaged that it has proven difficult to maintain as an environmental asset to the area. e. To delineate shared spaces, virtual footpaths. f. Where possible, bollards are not to be used in Green Lanes to avoid cluttering the streetscape with street furniture. g. There has been a security concern raised which has been supported by the States of Jersey Police and St Helier's Honorary Police. 2. Bollards should not be provided where they cause any problem or difficulty to pedestrians and cyclists, particularly those with mobility or visual impairment. 3. In line with accessibility standards, bollards should not be placed on a footway where the remaining width would be less than 1.2 metres. 4. The proposal to introduce bollards must be approved by Roads Committee. However, Officers will be given the discretion to determine bollard requests where they are a replacement of defective/damaged bollards, and where no more than 3 bollards are required that meet the above criteria. 5. In the first instance, the Parish will consider the option of using planters or trees instead of bollards. The use of bollards will be the last resort. 6. Existing bollards that do not meet this Policy will be reviewed and removed, if deemed necessary, to remove the dominance of bollards on the roads. 7. Existing bollards that are in place will be maintained and kept clean. 	



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PARISH OF ST HELIER INFRASTRUCTURE

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Roads Committee: Policy

Bollard policy
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Design considerations:

- It may be necessary to reconsider the design concept of the road if there is a need for a large number of bollards.
- Consider opportunities for fixing signs and waymarks instead of bollards, to avoid use of additional posts.
- The use of visibility bands may be required in areas of heavy pedestrian usage.
- If vehicles are required to mount the edge of the footway on rare occasions, design teams will consider local strengthening of the footway rather than introducing bollards.

Road Safety Audits:

- Depending on the situation, bollard installation may require Road Safety Audits levels 1, 2 and 3. The Road Safety Audit will be required where there is potential that the installation of the bollards will affect road safety.

Positioning:

- Located outside of clear pedestrian zone.
- A minimum clear pavement width of 1.2 metres must always be maintained for access by those with wheelchairs and pushchairs etc.
- Spacing of bollards must allow for the passage of wheelchairs, pushchairs and pedestrians but restrict the passage of vehicles - a maximum spacing of 1.8 metres centres.
- Allow 300mm clear space from the front edge of the kerb to the bollard.

Materials:

- Bollards will be stainless steel satin finish (grade 316).
- Fitted with white reflective band for increased visibility and safety as necessary.

Design:

- Blueton: Ref 256ss recessed bollard.



Installation and maintenance:

- Installation to be in accordance with manufacturer's specification.
- Maintained in accordance with manufacturer's instructions.

Dimensions:

- 1000mm high.
- 300mm root depth.
- 114mm diameter.

Departures from Policy:

- Not permitted

Review date:

Policy is to be reviewed annually

Policy implementation date:

3 March 2022

1. Crown House, Journeaux Street, St. Helier, JE2 3XQ

P/2023/0429

Convert ground floor office into a 1-bed apartment

The Roads Committee has examined plans for the above submission and comments as follows:-

1. Committee notes this application is for the conversion of the ground floor office into a 1 x 1-bed unit of accommodation, with 2 no. cycle parking spaces provided. There is no scope to provide car parking spaces.
2. The requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway.
3. Any windows bordering the public road or footpath shall be of a type whose opening lights do not open beyond the face of the building. The applicant should note that contravening this condition will be a breach under the Highways Encroachments (Jersey) Regulations 1957.
4. No doors may open outwards over the public highway. The applicant should note that contravening this condition will mean that the Parish will take action against the applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
5. Applicant is to note that the cost for removal and relocation of any street furniture or utilities, for example: lampposts, bollards, bike racks etc and subsequent making good to road and pavement surfaces due to this application, is to be at the applicant's cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.
6. The cycle parking provided should include electric charging and be of sufficient size to accommodate larger-sized cycles, such as cargo cycles.
7. The refuse store/collection arrangements, refuse separation and recycling strategy to be agreed in detail with the Parish's Refuse Manager.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/0429>

2. The Town House Pub and Restaurant, 57 New Street, St. Helier, JE2 3RA

P/2023/0442

Construct second and third floor and change use of existing ground and first floors to create 18no. one bed and 2no. two bed residential units. Retain existing listed façade. Alter vehicular access onto Craig Street.

The Roads Committee has examined plans for the above submission and comments as follows:-

1. The Committee commented on the previous application, reference P/2020/1726, which was for the conversion of the building and construction of 26 no. apartments with a bike store providing 39 no. racks, private parking for 10 no. cars using a specialist car stacking platform system and each with an electric charging point. This application was refused Planning permission.

This new application makes no changes to the form and scale of the development except for 8m2 of additional floor space on the third floor as a result of the change of roof profile from mansard to flat roof in this new submission. This new redesigned development will comprise of 18 no. 1-bed units and 2 no. 2-bed units, 60 no. secure cycle car parking spaces are provided and 7 no. off-street parking spaces. All car parking spaces will have electric charging points and 4 no. cycle charging points are being provided.

Pedestrian access will be via New Street and the existing vehicle entrance is being retained (off Craig Street) which provides access to the car parking and cycle parking facility. The applicant will widen the public footpath on Craig Street, providing safer visibility for exiting the existing entrance/exit, and the applicant will provide two cycle stands on Craig Street.

2. Public Realm improvements: Although the Parish's Roads Committee agreed the proposals for Craig Street in 2020 with the original planning permission, the final design and detail will need to be discussed and approved by the Parish to ensure quality materials are used on the public highway, and the final design be checked and approved by the Parish. The work undertaken on the public highway is to be undertaken by a Parish-approved civil contractor.
3. The Parish supports the introduction of a tree planted into the pavement (not contained within a planter) on Craig Street. The applicant will need to consult with an experienced arborist/arboriculturist professional to ensure that the appropriate root guards are in place and that an appropriate tree species is chosen to avoid future damage to the Parish roads/pavements, underground services and that the applicant's building does not suffer from tree root penetration. The Parish requires confirmation that an appropriate professional has been consulted with.
4. The Parish notes the introduction of two-cycle hoops - the design, position, and detail of these hoops to be agreed with the Parish. The Parish uses and specifies Sheffield Hoops (stainless steel). The Parish notes the introduction of 1 no. bollard, which is to be stainless steel and to Parish specification.
5. The widened footpath specification is to be agreed with the Parish in detail and the applicant is to construct the widened footpath in accordance with Parish requirements. Priority is to be given to pedestrians, and therefore, as shown on the applicant's drawings, the footpath is to be continuous across the vehicle entrance.
6. Roads Committee will expect the carriageway to be resurfaced for the whole width of the carriageway and for the extent of the development in the event that services are taken from Craig Street. The applicant is to liaise with the Parish to agree the scope of works and specification.
7. Cycle provision: The Parish welcomes the provision of a cycle hub accommodating 60 no. cycles, which hub should accommodate a mix of cycles from cargo cycles to standard cycles. Roads Committee requests that within the hub the applicant provides a workbench and cycle washing facility to enable occupiers to maintain their cycles from within the hub. The proviso of only 4 no. cycle electric charging points seems a very low provision; the Parish would expect a minimum of at least 10%. There could also be an opportunity to dedicate some of the spaces as Club cycle spaces, such as EVie cycles.
8. Motorcycle parking: The applicant should consider whether there is scope to provide motorcycle parking with electric charging.
9. Car parking: There is a reduction of car parking from the original application and Roads Committee appreciates that it is not possible to create additional car parking on the site due to the building's proposals being a conversion. The Committee therefore requests that a car share scheme is put in place and the applicant should consider negotiating this with a car club provider, to include a 12-month membership voucher for all occupiers.
10. The car parking spaces should be conditioned that they remain for the use/ownership of the units of accommodation.

11. Servicing: Committee notes that there is no servicing/unloading facility being provided. This could create problems for occupiers arranging for service engineers and deliveries to the site. The applicant should liaise with the Government of Jersey's I&E department to see if there is a possibility for an unloading bay on New Street in front of the building.
12. Any windows bordering the public road or footpath shall be of a type whose opening lights do not open beyond the face of the building. The applicant should note that contravening this condition will be a breach under the Highways Encroachments (Jersey) Regulations 1957.
13. No doors may open outwards over the public highway. The applicant should note that contravening this condition will mean that the Parish will take action against the applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
14. Any new or altered access must be surfaced in a hardbound material, such as concrete or asphalt (not loose stone or gravel), within 2m of the public highway, and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used.
15. The kerb and footpath must be lowered by the Parish of St Helier or approved Parish contractor at the expense of the applicant. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used. The Parish will not allow access across the footpath by the applicant/owner without this work being undertaken first; this is to avoid damage to the kerbstones from vehicle movement.

The applicant must contact the Parish of St Helier's Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish-approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant.
16. That a line of 50mm wide split blocks shall be laid flush at the junction between the private land and the rear of the public footpath for the width of the site. This is a Parish of St Helier set condition which must be undertaken by the applicant/owner prior to the parking space being used.

The applicant must contact the Parish of St Helier's Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish-approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant.
17. The applicant must remove obsolete service boxes that are no longer used to provide a service to the applicant's site, or alternatively realign/renew service boxes liaising with the appropriate utility company. Obsolete ditched kerb and footpath entrances are to be removed with the kerbs and footpath lifted, which will result in making good to the asphalt for the full width and length of the ditched area as a minimum. Applicant is to be aware that depending on the location of the property red and/or black asphalt may be required for making good to the footpath, although in some instances the applicant may need to reset granite footpath paving.

The specification and extent of the remedial works must be agreed in advance with the Parish of St Helier's Infrastructure department. Only Parish-approved contractors are permitted to work on the public road/footpath. All remedial works are to be at the cost of the applicant.
18. Applicant is to note that the cost for removal and relocation of any street furniture or utilities, for example: lampposts, bollards, bike racks etc, and subsequent making good to road and pavement surfaces due to this application, is to be at the applicant's cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.

19. That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway.
20. That the refuse store/collection arrangements, refuse separation, and recycling strategy be agreed in detail with the Parish's Refuse Manager.
21. The Parish requests that a POA contribution is set to go towards walking and cycling and provision of a bus shelter at the nearest bus stop. The Applicant is to liaise with Infrastructure and Environment to agree contribution.
22. The construction process and site servicing arrangements must be discussed with Parish of St Helier's Infrastructure department and with Growth, Housing and Environment at development stage.
23. That notwithstanding the above comments, this submission should be referred to Infrastructure and Environment, since the road in front of the property is a Government main road.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/0442>

3. 74, Halkett Place, St. Helier, JE2 4WH

P/2023/0447

Reduce existing ground floor commercial space and convert the remaining ground floor and first floor office spaces to create 1no. one bed and 4no. 2 bed residential units. Various internal and external alterations to include new external amenity space to second floor; fenestration replacements and render with paint finish to South and West elevations.

The Roads Committee has examined plans for the above submission and comments as follows:-

1. Committee notes that the proposal is to convert the existing building to provide a total of 4 no. 1-bed units, 3 no. 2-bed units, 1 no. studio unit and 1 no. commercial unit:

Breakdown:

Ground floor: reduced commercial unit, 1 no. 1-bed flat and 1 no. 2-bed unit.

First floor: the office space is to be converted to 2 no. 2-bed units and 1 no. 1-bed unit.

Second floor: existing accommodation will remain unchanged, consisting of 1 no. studio unit and 2 no. 1-bed units (one of the existing 1-bed units includes a study).

Cycle parking:

Space for 12 bicycles with 8 no. electric charging points.

Car parking and servicing:

There is no facility provided for car parking and unloading as the site does not have the capacity to accommodate parking spaces.

2. Cycle provision: The Parish welcomes the provision of a cycle store area accommodating 12 no. cycles: there should be facilities to accommodate a mix of cycles, i.e. cargo cycles. Roads Committee requests that within the cycle store the applicant provides a workbench and cycle washing facility

to enable occupiers to maintain their cycles.

3. Public Realm improvements: The Parish requests a POA contribution of £10,000 to replace the asphalt patched areas to footpaths on Halkett Place (North section) which is under Parish administration, replacing the asphalt with granite paving to match the existing.



POA requested to uplift asphalt patches and replace with granite in Halkett Place (North)

4. POA: The Parish requests that a POA contribution is set going towards walking and cycling. The Applicant is to liaise with Infrastructure and Environment to agree contribution.
5. That any windows bordering the public road or footpath shall be of a type whose opening lights do not open beyond the face of the building. The applicant should note that contravening this condition will be a breach under the Highways Encroachments (Jersey) Regulations 1957.
6. That no doors may open outwards over the public highway. The applicant should note that contravening this condition will mean that the Parish will take action against the applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
7. That the refuse store/collection arrangements, refuse separation, and recycling strategy be agreed in detail with the Parish's Refuse Manager.
8. That notwithstanding the above comments, this submission should be referred to Infrastructure and Environment since the road in front of the property is a Government main road.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/0447>

