



PARISH OF ST HELIER
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ROADS COMMITTEE MEETING

Wednesday 10 July 2024 at 9.30am
Meeting held in the **ASSEMBLY ROOM**

AGENDA

'A' AGENDA – OPEN TO THE PUBLIC

- A1. Apologies.
- A2. Declarations of interest.
- A3. To approve minutes of meetings held on 19 June 2024 ('A' Agenda items).
- A4. Matters arising.
- A5. For decision: To reconsider Roads Committee previous decision for a raised crossing outside of Horizon Site.
- A6. For decision: To Consider adoption of the remaining new street lighting along Rue de L'Etiau.
- A7. For decision: Consider changes to La Rue de Trachy/La Route de St Aubin junction.
- A8. For decision: La Pouquelaye Pavement improvements – Phase 1.
- A9. For decision: Old St John's Road traffic measures option.
- A10. For decision: To consider recent Planning applications.
- A11. Agreed decisions.
- A12. Lodging items for forthcoming Roads Committee meetings.

Dates of 2024 meetings:

~~Wednesday 10 January 2024 (Roads Committee)~~
~~Wednesday 13 March 2024 (Roads Committee)~~
~~Wednesday 8 May 2024 (Roads Committee)~~
~~Wednesday 10 July (Roads Committee)~~
Wednesday 7 August 2024 (Visite Royale)
~~Friday 13 Sept 2024 (Viste du Branchage et Chemin)~~
~~Wednesday 16 October 2024 (Roads Committee)~~
~~Wednesday 18 December 2024 (Roads Committee)~~

~~Wednesday 14 February 2024 (Roads Committee)~~
~~Wednesday 10 April 2024 (Roads Committee)~~
~~Wednesday 19 June 2024 (Roads Committee)~~
Friday 12 July 2024 (Visite du Branchage)
Wednesday 14 August 2024 (Roads Committee)
Wednesday 18 September 2024 (Roads Committee)
Wednesday 20 November 2024 (Roads Committee)



Minutes	
<u>MINUTES OF THE ROADS COMMITTEE MEETING – A- AGENDA</u> <u>HELD IN THE ASSEMBLY ROOM ON</u> <u>WEDNESDAY, 19TH JUNE 2024 AT 9.30AM</u>	
PRESENT	Procureur du Bien Public Peter Pearce (PP) – Chair Mr M Pirozzolo (MP) Mr J Lagadu (JL) Mr B Manning (BM) Mr K Proctor (KP))
IN ATTENDANCE	Mr Andrew Sugden (Chief Executive Officer) (AJS) Mr S Alves (Head of Infrastructure) (SA) Mr A Sty (Infrastructure Manager) (AS)
APOLOGIES	Constable S Crowcroft (SC) Mrs H Hubbell (HH) The Very Rev'd M Keirle (MK) Mrs A Roberts (Parish Secretary) (AR) Miss E Sheehan (Minutes) (ES)
DECLARATION OF INTEREST	None
OPEN MEETING	Having been previously circulated, the 'A' Agenda Minutes of the meeting held on 8 th May 2024 were approved.
MATTERS ARISING	There were no matters arising.
51/2024 NIA POMONA ROAD AND POONAH ROAD PROPOSALS UPDATE ON SCHEME	<p>SA gave an update on the proposed Neighbourhood Improvement Area. The following points were noted:</p> <ul style="list-style-type: none"> ▪ The Constable has been engaging and consulting with residents in the area in support of the scheme design. ▪ Formal consultation had started on 7 June 2024 and was due to end on 23 June 2024. ▪ There had been two consultation opportunities with the scheme designers and the plans were otherwise on display in the Customer Services Area of the Town Hall. ▪ The inclusion of trees to be planted inground presented an unknown risk (potential clash with utilities etc) and work was underway to try to mitigate this risk as much as possible. ▪ Roads Committee had previously approved the NIA concept. ▪ Following consultation final plans would be developed to incorporate both feedback (where appropriate) and any budget constraints. ▪ These proposals would require Rates Assembly approval. ▪ It was being planned to deliver the required improvements during the 204-25 financial year, with completion prior to 30 April 2025. <p>Q&A</p> <p>The Chair (PP) asked whether individual households had been informed of the formal consultation process and it was confirmed that all households in the area had received a letter drop shortly prior to the start of the formal consultation period that started on 7 June 2024. Signs had also been posted in the general area.</p> <p>JL expressed concerns about delivery access for local residents and though unloading bay(s) would be a useful addition. SA explained that residential areas did not normally get unloading bays and that</p>

	<p>people could obtain a temporary RPZ permit for this purpose. JL reiterated his concern of delivery access for residents.</p> <p>BM explained that his uncle was a resident in the area and had expressed some concerns, including inadequate turning circles for vehicles. SA advised that he had met BM's uncle during the consultation process and the design team would look to address this specific concern at the next design stage.</p>
PLANNING APPLICATIONS	
52/2024 P/2024/0432 SPRINGFIELD STADIUM, JANVRIN ROAD, ST HELIER, JE2 4LF	<p>Refurbish and extend existing play area to include replacement play equipment, log walling, safety flooring and re-routed footpath.</p> <p>The Committee approved the draft comments detailed in the planning report 19th June 2024 (refer documentation attached)</p>
53/2024 P/2024/0439 ST JOSEPH'S RESIDENTIAL & NURSING HOME, ST JOHN'S ROAD, ST HELIER, JE2 4XZ	<p>Convert part of existing Care Home from offices and staff quarters into care rooms and additional services. Remove section of old lift and install new lift.</p> <p>The Committee approved the draft comments detailed in the planning report 19th June 2024 (refer documentation attached)</p>
54/2024 RP/2024/0504 LE MASURIER HOUSE/BOA WAREHOUSE, LA RUE LE MASURIER, ST HELIER, JE2 4YE	<p>REVISED PLANS to P/2023/0586 (Partial change of use of existing ground floor commercial area to create Coffee Shop/Drop-In Centre to Commercial Unit 01. Create ramped and stepped access and reconfigure roadside planter to East elevation. Relocate residents' stores to within the car park area, to enable the formation of a new community space. Reconfigure parking.</p> <p>The Committee approved the draft comments detailed in the planning report 19th June 2024 (refer documentation attached)</p>
55/2024 P/2024/0430 UNDERCLIFFE LODGE, UNDERCLIFFE ROAD, ST HELIER, JE2 3PR	<p>Widen existing vehicular access onto Undercliffe Road and rebuild granite roadside retaining wall in rendered blockwork. Reconfigure garden retaining walls and relocate bin store.</p> <p>The Committee approved the draft comments detailed in the planning report 19th June 2024 (refer documentation attached)</p>
56/2024 P/2024/0469 LA POUQUELAYE: SCRUBLAND TO THE NORTHWEST OF CENTREPOINT, NOMOND AVENUE, ST HELIER	<p>Create Community Garden, gate and hardstanding to create a footpath access to road. Construct chalet and open shelter to Southwest of site.</p> <p>The Committee approved the draft comments detailed in the planning report 19th June 2024 (refer documentation attached)</p>
57/2024 AGREED DECISIONS	<ul style="list-style-type: none"> ▪ Poonah and Pomona Road plans were approved ▪ Recent Planning applications were approved (as amended)
58/2024 LODGING ITEMS FOR FORTHCOMING ROADS COMMITTEE MEETINGS	<ul style="list-style-type: none"> ▪ Concern was raised by JL concerning potential danger to cyclists at the corner where Regents Road met Rue de L'Est. Whilst the Chair recognised JL's concerns, he felt that any changes would present greater risks. It was agreed this matter would not be referred to a future Roads Committee agenda. ▪ KP raised a concern about the Peace Garden and that plastic had been used, when the Roads Committee had insisted that a natural product like wood should be used. SA explained that he was aware of this and should have informed the Roads Committee at the time; the problem had been that the important message on the peace pole was not easy to read on a natural product which is why the organiser had opted for a different material. It was agreed that this issue need not be raised at a future Roads Committee meeting, but that

	they would visit the Peace Garden at the forthcoming Branchage.
NEXT MEETING	The next meeting will take place on Wednesday 10 th July 2024.

Draft

1. St Joseph's Residential & Nursing Home, St John's Road, St Helier, JE2 4XZ

P/2024/0291

Following demolition of existing garages, construct part two-, part three-storey supported housing (1 X 2-bed 3-person flat and 6 X 1-bed 2-person flats) with bin and external storage, terrace balconies, hard and soft landscaping, and vehicle parking.

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

1. Committee notes that the proposal is to demolish the existing garages to construct 7 no. sheltered housing accommodation units (6 no. 1-bed and 1 no 2-bed). The proposed units are for over-55's who may still be active. Cycle parking provision is being provided in the storeroom with electric charging and 1 no. car parking space per unit and visitor parking is being provided within the main car parking area. It is noted that there is no Transport Statement provided.
2. If the cycles are to be accommodated within the allocated storeroom per unit, then the storeroom will need to be of sufficient size to accommodate the cycle as well as meet the size requirements for storage. The Committee welcomes the provision of electric charging in the storerooms. The Applicant should include sufficient space for larger cycles such as cargo cycles, mobility scooter charging.
3. It is noted that car parking is being provided near the new block and that electric charging points will be provided and one visitor space which is assumed to be new parking spaces. If the intention is to utilise existing car parking spaces, then the Applicant should undertake an analysis to demonstrate that the proposed additional car parking spaces can be accommodated within the existing car parking on the site. A Transport Assessment should be undertaken.
4. That the refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager.
 - It should be noted that the Parish cannot collect refuse unless adequate access and storage facilities are provided on-site.
 - The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
 - There should be no step between the floor of the refuse store and the footway.
 - That the refuse store is fitted with a standard Parish lock.
5. Roads Committee requests that Planning Obligations Agreements (POA) are in place for the following:-
 - a. POA to be set for improving road safety on Old St John's Road working in association with Parish.
 - b. POA to be set for improving road safety on St John's Road working in association with the Government of Jersey's Infrastructure & Environment (I&E) Team.
6. That notwithstanding the above comments, this submission should be referred to I&E 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/2024/0291>

2. 1, Town Mills Estate, Les Vaux New Road, St Helier, JE2 4NL

P/2024/0320

Remove vehicular entrance gate. Extinguish and block up existing pedestrian gate. Install fence and gate to South and West elevations.

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

1. The Roads Committee notes that the proposal is for alterations to the entrance to the property which includes provision of a new fence on top of the existing wall. The existing car parking space remains unaltered except for the removal of the gates.
2. The Roads Committee has concerns that the proposed new fence on top of the existing stone wall results in a deterrent to visibility for a car pulling out of the Applicant's site. The Committee cannot, therefore, support the current proposals and suggests that the fence is pulled back to ensure that visibility is not compromised/made worse for both pedestrians and oncoming vehicles.
3. The Applicant is asked to refer to the visibility requirements as set out in 'Access onto the Highway – Standards and Guidance' as produced by Government of Jersey's Infrastructure Department, available online at: <https://www.gov.je/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. The current proposals worsens the visibility.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2024/0320>

<Committee to note that the recommendation is that this application not be supported due to the proposals creating visibility issues for cars pulling out of their parking space.>

3. 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 11 no. 1-bed and 8 no. 2-bed residential units. Retain existing listed facade. Alter vehicular access onto Craig Street (amended plans).

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

1. The Roads Committee notes that the revised proposals are for 19 residential units (11 no. 1-bed units and 8 no. 2-bed units) with 35 no. cycle parking spaces with charging facilities. The development also includes pavement widening on Parish of St Helier-administered Craig Street to provide improved visibility for pedestrians, cyclists, and vehicles for the existing vehicle access. The existing vehicle bay will remain for servicing of the building, such as access to the JEC substation, and for the refuse collection.
2. The Applicant must ensure that there is sufficient space to accommodate larger cargo bicycles. Cycle provision must comply with the Supplementary Planning Guidance ('SPG') (October 2023).
3. The Roads Committee requests that a children's playground is provided within the Applicant's site. The playground is to be designed in a manner that caters for all ages and children who have mobility issues. If it is not possible to provide a playground within the development due to site restrictions, then the Parish will be seeking POA contribution from the Applicant to invest in a public playground in the nearby area that will serve families within the Applicant's site.

4. The Roads Committee is very disappointed to see that the previously proposed 7 no. car parking spaces have been omitted and therefore no parking is being provided - the Applicant advising that this is in line with the Government of Jersey's SPG Residential Parking Standards (2023) (SPG RPS 2023). Residents in St Helier should have the same rights as those in rural parishes to own and be able to park a car. The Roads Committee expected to see the car parking provision being retained as this puts more pressure on the already very busy public car parking spaces. The Roads Committee requests that car parking provision is reinstated as per the previous application.
5. It is noted that the Applicant is arranging to pay for a one-year subscription service to EVie for the 19 units, providing EVie credit to each residential unit. This credit can be used across the EVie network – for pay-as-you-go e-bikes, cars and vans, and their e-bike subscriptions where residents can store the e-bike at home or in a private bike store. The residents will need to use the nearest EVie shared transport hub. This should be in addition to reinstating the 7 no. car parking spaces to provide those residents not able to have a parking space to have access to EVie club.
6. The proposed covered loading bay depth needs to be sufficient to accommodate the commercial vehicle within the service bay without overhanging onto the public footpath. What is currently shown does not seem to be sufficiently deep enough to accommodate a commercial vehicle, which also needs to factor in loading bins for when the tailgate opens. The parking space also needs to be of sufficient height to accommodate a refuse vehicle.
7. The widening of the footway in Craig Street needs to be assessed for turning circles, especially for the existing vehicle entrance to 6 Craig Street. The Applicant is to provide details of the turning circle to ensure that turning is possible without mounting the proposed widened footpath. However, if there is to be no car parking provided within the site, then the Parish would seek for the design to be altered by introducing an unloading bay instead of the widened footpath. The Parish still requires that a build-out at the junction with New Street is provided to accommodate a tree that is to be provided by the Applicant and positioning to ensure that the tree does not impact on visibility at the junction.

Public realm improvements need to be designed and assessed by a suitably qualified Traffic Engineer as Craig Street is accessed by large HGV vehicles delivering to the adjacent commercial premises. The Parish will require the Applicant to fund and supply independent Road Safety Audits at levels 1, 2 and 3. The results of the Road Safety Audit and action taken to address any shortcomings are to be shared with the Parish - at no cost to the Parish.
8. The Roads Committee welcomes the provision of trees which must be planted at grade (pavement level), not in planters, in accordance with the Island Plan. A tree will require grafting to ensure it is level with the footpath, and the final design and detail must be agreed with the Parish.

It is important that the Applicant consults with a qualified and experienced arboriculturist to ensure that the appropriate species of tree is chosen and appropriate root guards must be provided. The Applicant is to note that the Parish requires a condition imposed on the developer to make the developer responsible for replacing the tree(s)/planting should the tree be damaged or diseased in the first 3 years.
9. The Parish requires the Applicant to allow for resurfacing to Craig Street as this road will be the main site entrance for the development and this will result in significant construction vehicles on the Parish-administered road as well as services for the site coming from the Parish by-road. The extent of the repair work and the specifications are to be agreed in advance with the Parish's Infrastructure Department. The Parish requests a POA for the resurfacing.

10. 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 footway entrances are to be removed with the kerbs and footway 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 footway, although in some instances the Applicant may need to reset granite footway 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/footway. All remedial works are to be at the cost of the Applicant.

11. 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.

12. 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.

13. The kerb and footway 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 vehicle entrance being used. The Parish will not allow access across the footway by the Applicant/owner without this work being undertaken first; this is to avoid damage to the kerbstones from vehicle movement.

Please note that footways **MUST** be continuous across all vehicular entrances as priority is to be given to pedestrians. Therefore, there is no need to provide tactile paving on either side of a vehicular entrance.

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/footway. All necessary works are to be at the cost of the Applicant.

14. 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 footway 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/footway. All necessary works are to be at the cost of the Applicant.

15. That all external rainwater downpipes along the elevation to the building to the back edge of a public footway/public roadway must discharge into the surface water drains at the cost of the Applicant. Rainwater pipes MUST not discharge onto the surface of a public footway or Road.

Any work undertaken to link to the main drains is to be agreed in advance with both the Government of Jersey's Drainage Team and the Parish of St Helier prior to any work commencing on site to agree the scope of work and the extent of making good to the public road/pavement.

16. 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:

- That any windows bordering the public road or footway 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.
- 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.
- That any "up and over" door is of a type which does not encroach over the footway or highway when being opened or closed or when fully open. Should it be a new vehicular access from a Parish by-road, the kerb and footway must be lowered by the Parish at the Applicant's expense.
- 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.

17. That the refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager. It should be noted that the Parish cannot collect refuse unless adequate access and storage facilities are provided on-site.

- The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
- There should be no step between the floor of the refuse store and the footway.
- That the refuse store is fitted with a standard Parish lock.

18. Roads Committee requests that Planning Obligations Agreements are in place for the following:-

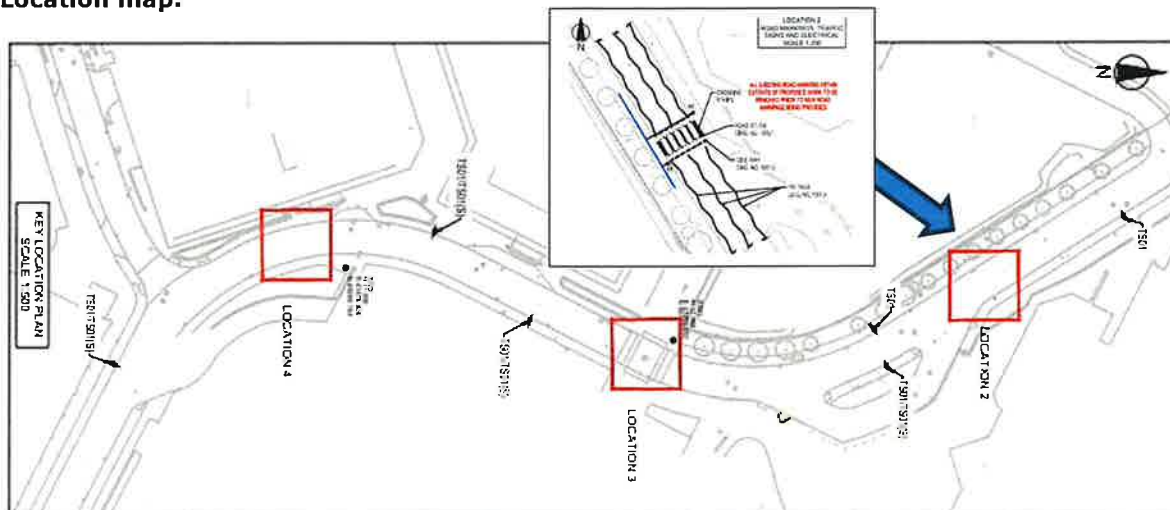
- POA sum for making good the Craig Street road surface and other public realm initiatives following the development - £ 30,000.
- POA sum if the Applicant cannot provide a children's playground within their site for the Parish to invest in a playground which will serve families - £ 15,000.

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



Date of request: 10 July 2024	Road reference & title of report: 126b La Rue de L'Étau Reconsider raised crossing outside Horizon site
Address: La Rue de L'Étau	Requested by: Roads Committee

Location map:



Summary:

On 22 February 2023, the Roads Committee agreed and instructed that the proposed new zebra crossings proposed on La Rue de L'Étau are placed on raised speed humps/islands, as follows:-

- The crossing to the South (Location 4) will need to be on a hump,
- The crossing on the Granite stays (Location 3) on the raised existing raise granite table
- The crossing outside of Horizon (Location 2) is also to be on a raised hump.

This decision was clarified on 12 July 2023 by Roads Committee.

Proposal:

The Jersey Development company (JDC) has requested that the Parish Roads Committee reconsiders the decision as JDC advises that they are not able to install the raised pedestrian crossing outside of Horizon site (Location 2) due to:

- A raised table is not essential in this location, the addition of the other raised tables along the road already slow traffic speeds sufficiently and in particular the proximity of the adjacent table at the Marina Gardens supports this.
- It is recognised that raised tables can lead to greater levels of noise and nuisance to residents
- It is recognised that raised tables can be problematic for emergency service vehicles and deliveries.
- A raised table in this location will be problematic for the Commercial deliveries to Horizon as this location is the exit through the street between Horizon South and East.
- The extent of the impact on the newly implemented Public Realm, including changes to levels, grading, surface water drainage, will be significant and beyond JDC budget to implement.

JDC are proposing: to undertake the raised crossings at Castle Quay (Location 4) and to replace the existing granite table crossing (Location 3) and but to install a painted crossing at Horizon on the current road surface (Location 2) instead of it being placed on a raised table/hump.



Officer comments:-

It should be noted in the WSP report, the engineer advises that "*The inclusion of a raised table would provide some benefits in terms of speed reduction, as well as being consistent with other crossings along the route; however, it is not considered to be essential at this location.*"

Roads Committee is to note that the speed humps installed on carriageways should and are required to be in compliance with "Highways (Road Humps) (Jersey) Regulations 2002", as the speed humps are designed to allow access by emergency services.

The originally requested crossing in location 2 if constructed on a raised table/speed hump, installed correctly will help reduce speeds and if constructed correctly will be suitable for emergency services. Although a raised table/speed hump with a crossing will require the existing pavements on both sides to be adjusted, which would be at a significant cost to JDC.

JDC representatives are here today to outline their concerns and request Roads Committee reconsideration and are happy to answer any questions.

Appendix 1: Previous Roads Committee decisions

12 July 2023

80/2023
LA RUE DE L'ÉTAU
UPDATE AND
BOLLARD REQUEST

In June 2023 the members requested a progress update.

1. Speed limit reduction to 20mph

Update: Legislation change is anticipated in October 2023, to reduce speed limits throughout the Parish.

2. 4 raised islands (speed humps) – 3 incorporating crossings

Update: The JDC agreed to fund the raised hump crossing points and currently have traffic engineers reviewing the proposals. The Parish await details of implementation.

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

Update: In 2022 the Committee approved the adoption of the pavement to the front of the Horizon site, which incorporates an unloading bay. The Parish Assembly ratified the proposition in November 2022. On completion of the Horizon site the JDC will transfer the pavement and unloading bay to the Parish, at which time an article 68 will be drafted to change the short-stay parking to a 7 day a week unloading bay. The law changes are subject to Government approval.

4. Additional cycle parking outside Cooper's

Update: Complete; however, the cycle parking is above the underground car park and not outside Cooper's.

5. Additional 5 streetlights on footpaths for a section of La Rue de l'Étau

Update: The Committee agreed new street lighting funded by the JDC in April 2023. The additional lighting will be installed in December 2023 with the remaining lights installed in the second quarter of 2024.

Public feedback has called for bollards be placed at Rue De L'Étau. The Committee discussed the need and cost of placing bollards in the area.

The Committee reached the view that placing numerous bollards may not be the best solution, as they have not resolved traffic issues in Colomberie or Don Street. The Committee requested the Constable raise the matter of automatic number plate recognition (ANPR) with government, as this could be the perfect solution.



The Committee agreed as a temporary safety measure to place 5 screw-in bollards on the pavement in front of the planter, to aid pedestrians and to leave sufficient space for prams and wheelchairs.

23 February 2023

**14/2023
TO VIEW LA RUE DE
L'ETAU PROPOSED
ZEBRA CROSSINGS**

(SA) asked the Committee to consider the States of Jersey Development Company's (SoJDC) proposal for crossings to be at road level in accordance with the wishes of residents and members of the "Waterfront Residents Association Group". The Committee is to formally agree one of the options. Please note that SoJDC has designed and provided a Road Safety Audit based on the requirement of keeping the crossings at road level (not raised on a speed hump). If the Committee is of the view that the crossings should be raised to pavement, there will be cost implications for the redesign of the crossings to address surface water drainage being impeded by the raised crossing points. The Road Safety Audit would require amendments to suit the revised design. Delivery of the crossings would be delayed and would be significantly more expensive, as road surface water drainage would need addressing. Improvements to include 20mph speed limit and speed enforcement.

Option 1: Provide the crossings at road level and the pavements to be dished locally to crossing level.

Option 2: Provide the crossing on a raised speed hump as per the original design by IHE.

(SC) expressed that he would like this completed as soon as possible.

(MK) People seem to assume that wherever there is a raised crossing, it is part of the pavement, and they just walk across without looking at the traffic.

(JB) said most residents are against the raised humps, but he feels very strongly that we need these humps to slow down the traffic and prevent speeding in the area.

(JL) does not like road humps as they cause damage to vehicles, making them unsafe. He added the public should not be encouraged to jaywalk.

(SC) asked (SA) what the time difference in delivery would be should the Committee want raised humps, (AS) replied about 2-3 months.

Option 2: Raised speed humps were approved by the Roads Committee 5 votes in favour and 1 against.

15 January 2020

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

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:

1. Introduce 20mph speed limit
2. Change granite crossing to formal zebra crossing, the granite will need to be replaced with tarmac to make the crossing and road markings clear
3. Introduction of a raised table/speed hump zebra crossing at approximately Morrison's supermarket/Cooper's cafe locations
4. Introduction of speed humps at the southern end of La Rue de l'Etai.
5. 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'Etai.
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'Etai:-

- 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.

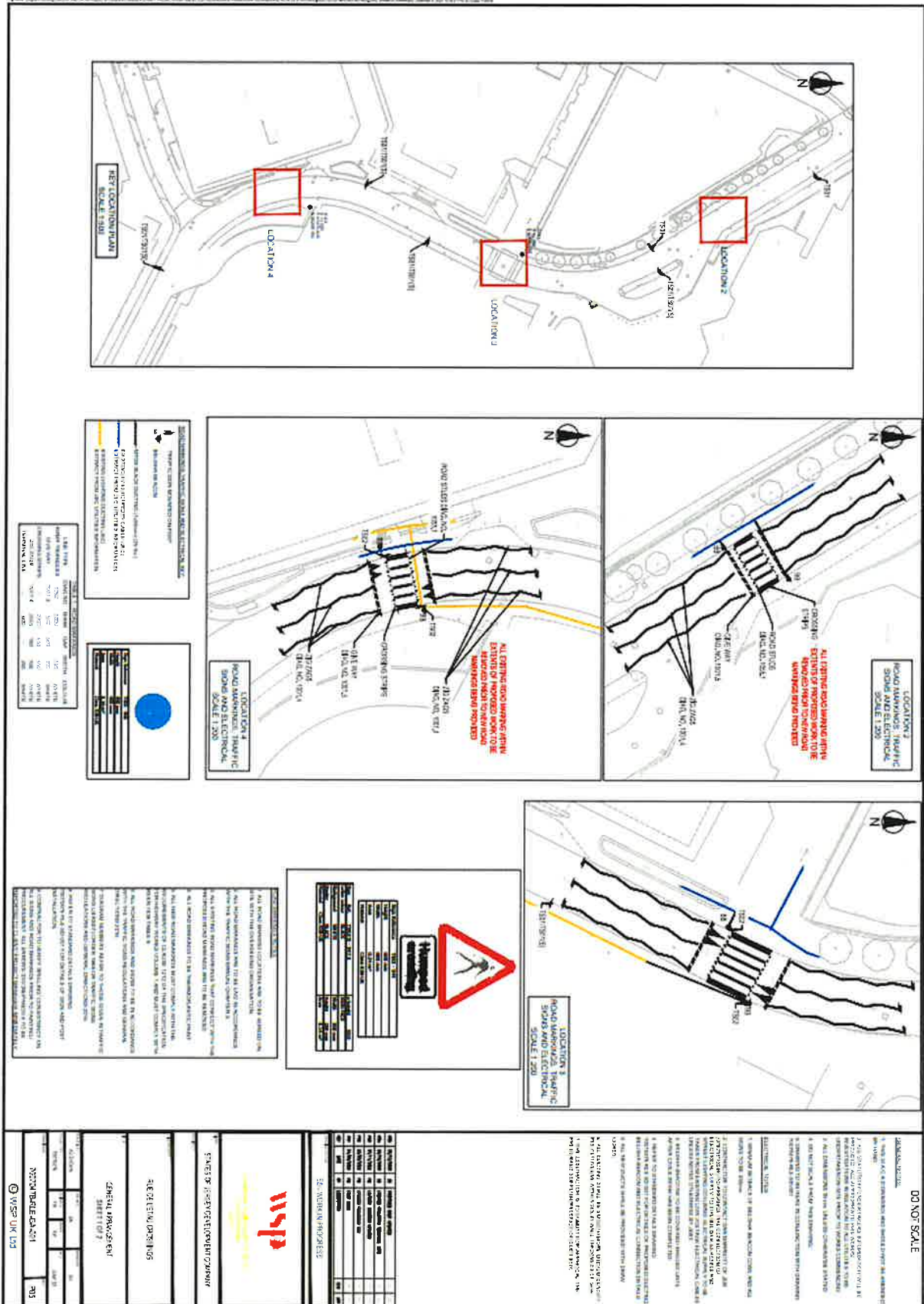
SC requested that the report considers options for crossings for cycles.

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: Original proposal:

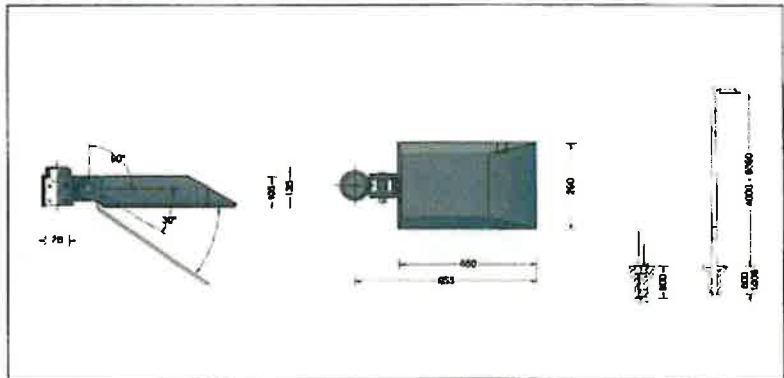




<p>Date of request: 10 July 2024</p>	<p>Road reference & title of report: 126b La Rue de L'Étau adoption of the new street lighting</p>
<p>Address: La Rue de L'Étau</p>	<p>Requested by: Developer</p>
<p>Location map:</p> 	<p>Photograph/street view:</p>  <p>Example of new Streetlight</p>

Brief introduction/summary:

Roads Committee is asked to consider the adoption of the new streetlighting that has been replaced along La Rue de l'Étau. In April 2023 Committee agreed to the adoption of the 5 new Bega streetlamp posts and lanterns fitted by the Jersey Electricity on behalf of the Jersey Development Company (JDC).



The new street lighting has been relocated to the Parish footway, wired directly into the JEC mains, and is therefore under Parish control. If adopted, the new lighting will be added to the Parish current street lighting portfolio, which currently comprises of approx. 980 street lights.

The new street lighting has been relocated to the Parish footway and are wired directly into the JEC mains therefore under Parish control.

The new Street lighting that has been installed in conjunction with Parish Officers. If adopted, the new lighting will be added onto the Parish Street lighting portfolio which I approx. 980 streetlights.



Officer recommendation:

Officer recommendation is that the Roads Committee adopts the street lighting: the lamp posts being under Parish control will ensure that they are maintained as part of the overall street lighting, thus improving road safety.

As Committee previously advised, adoption of the first 5 no. lights (outside the Horizon site) was on condition that the same lighting was rolled out in the area, which has been undertaken. They have been wired directly - not wired from the existing fuse board as per previous street lighting. (Refer to Appendix 1 for previous Roads Committee decision).

JDC has provided the same street lighting on the entire length of La Rue de l'Étau, La Rue de Carteret and on the JDC-owned roundabout outside of the Radisson Blu hotel, providing a consistent and elegant street lighting scheme.

In terms of reinstatement, there is no scarring on the footways - being paved has made it easier with scarring less visible. On the carriageway, the reinstatement has been undertaken to an acceptable standard.



View along La Rue de Carteret showing consistent lighting scheme approach



Example of street light on La Rue de L'Étau



Background:

Warranty: The lanterns (Luminaires) and accessories are warranted for 5 years (to about January 2029).

The street lighting has been located: Blue circles indicate locations of the new street lighting.





Appendix 1: Previous Roads Committee minutes

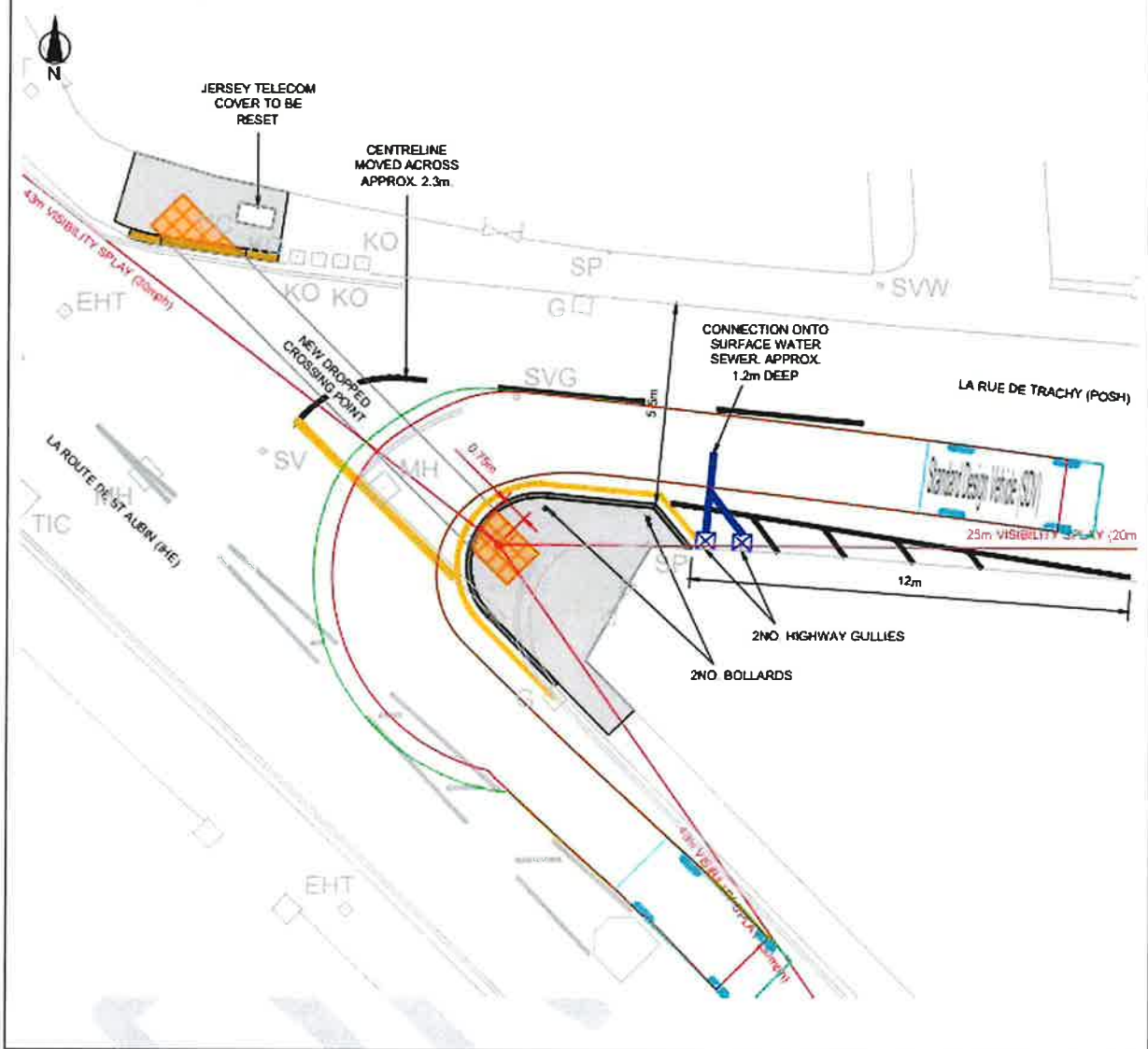
<p>49/2023 PRESENTATION ON PROPOSED NEW LIGHTING SCHEME, LA RUE DE L'ÉTAU</p>	<p>The committee was asked to consider the States of Jersey Development Company's (JDC) proposal to provide new street lighting from the granite crossing point up to the roundabout adjacent to the Radisson Blu hotel. The new street lighting will be placed on the pavement that is to be adopted by the Parish and the new lamp posts transferred to the Parish. (JDC) is proposing that the new lamp posts (5 no. in total) are 'Bega lamp post style'.</p> <p>The (JDC) is reviewing the remaining street lighting, as there is currently a mismatch of styles along La Rue de L'Étau. They advised that they have consulted directly with the JEC who maintain, and service the Parish's Street lighting and they have confirmed that they can service both the light and column.</p> <p>The committee raised the following points:</p> <ul style="list-style-type: none"> • The design of the light should be in keeping with a marine environment. • The offset is 600 millimetres from the back of the curb, which for a public space requires a minimum of 1000 millimetres. • The impact of the use of LED lighting on neighbours and wildlife <p>The (JDC) confirmed that in placing the lights 600 millimetres from the back of the curb there is still plenty of room for the people to pass. This type of LED lighting has been used in many residential areas throughout the UK and overseas and there should be no negative impact from their use, as when the modelling was undertaken it was identified where light spill would be and the cone shaped light faces downwards preventing any backlighting affecting residential properties.</p> <p>The committee agreed to adopt the new street lighting scheme on condition the JDC commits to ensuring both new and existing street lighting match. The street lighting provided is to be wired directly and not from the existing fuse board. The Committee is aware that replacing the street lighting will result in La Rue de L'Étau being excavated, and the Parish will require the road to be reinstated to a high standard.</p>
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<p>Date of request: 10 June 2024</p>	<p>Road reference & title of report: Ref: 220 La Rue de Trachy/ La Route de St. Aubin junction proposal</p>
<p>Address: La Rue de Trachy/St Aubin's Road junction proposal</p>	<p>Requested by: Government of Jersey's Infrastructure & Environment (I&E)</p>
<p>Location map:</p> 	<p>Photograph/street view:</p> 
<p>Brief introduction/summary:</p> <p>Government's I&E Department is here today to request Roads Committee's approval for improving the junction of La Rue de Trachy and La Route de St Aubin. There are currently no dropped kerb facilities for pedestrians passing along the northern footpath of La Route de St Aubin and across the bell mouth of La Rue de Trachy, and pedestrian visibility up La Rue de Trachy from the eastern side is sub-standard.</p> <p>The proposed design will provide pedestrians with the minimum required visibility splays in all directions, up Rue de Trachy and along La Route de St Aubin in both directions resulting in a significant improvement.</p> <p>The existing layout's tight left turn out of La Rue de Trachy onto La Route de St Aubin pushes the centre line across on Rue de Trachy, which has a negligible impact on the average car/small van.</p> <p>Officer Recommendation: To approve this request, on condition that Road Safety Audits 1, 2 & 3 are undertaken and that any recommendation be assessed and responded to. The cost of the intervention must be fully funded by Government of Jersey's I&E Department.</p> <p>Refer to next page for proposals.</p>	



Proposed design





<p>Date of request: 10 July 2024</p>	<p>Road reference & title of report: La Pouquelaye Pavement Improvements – Phase 1</p>
<p>Address: La Pouquelaye</p>	<p>Requested by: Roads Committee approved 2024/25 project</p>
<p>Location map:</p> 	<p>Photograph/street view:</p> 
<p>Brief introduction/summary:</p> <p>La Pouquelaye is an important walking route for students accessing D’Auvergne School hence Roads Committee approved Phase 1 of the La Pouquelaye Pavement Improvement Projects, which will involve widening the existing footway between Lower King’s Cliff and the access to the School, making it easier and safer for pedestrians. The chicane islands currently in place will be removed (if possible), and other bollards and road markings will be used to protect access to the properties on La Pouquelaye’s east side.</p> <p>This work is expected to commence during the school holidays in July and August, and disruption for residents will be kept to a minimum during implementation, although some closures will be necessary.</p> <p>Roads Committee is asked to formally approve the proposal, which will also be subject to Rate Assembly approving the 2024/25 budget.</p> <p>Refer to Appendix 1 for further details.</p>	
<p>Details of the request:</p> <p><u>Existing context:</u></p> <p>The existing footway runs along the west side of La Pouquelaye and is generally between 1.0 and 1.3m in width. The carriageway is typically 4.5m in width but narrowed to around 3.5m using islands.</p> <p>On the east side, there are several pedestrian accesses and one vehicle access in the area to the south of Richmond Road, currently protected by the temporary islands. Some of the accesses have steps at the threshold, while others are at carriageway level.</p> <p>There are vehicle accesses on the west side, where the thresholds generally slope down towards the existing footway level.</p>	



Proposed new footway widths:

The new revised footway width will increase to 2.2m at the bottom section, and a minimum of 1.8m in the upper section - a significant improvement on the current width

The footway can be widened to around 2.2m between Lower King’s Cliff and the southern end of the eastern property accesses south and Richmond Road, a distance of 50m.

To the north of Richmond Road the footway can be widened to at least 1.8m for a distance of 140m.



Before – chicane islands and narrow pavement



After – wider pavement for pedestrians, edge line moved away from wall opposite (artist's impression)

Public notification strategy:

Due to time constraints, we are planning to do a letter drop to residents and place site notices in early July to advise of the upcoming work needing to be undertaken during the school summer half-term.

Speed limit of road:

15	20	30	40	N/A
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Officer dealing with request:

SA

Visibility splays: *(Is there adequate visibility for pedestrians or vehicles at a junction / bend etc)*

The Traffic Engineer will be undertaking Road Safety Audits to make sure that the proposals do not introduce a road safety risk. The Designer will check vehicle tracking and turning circles.

Vulnerable road user activity:

This route is a popular and well used school walking route, and the work is necessary due to the narrow width of the existing pavements forcing pedestrians to walk in the road to pass each other, and thus creating issues with push chair/wheelchair access.

Local view:

Deputy Inna Gardenier requested improvements to this area in 2019/2020 which involved widening footways around D’Auvergne School and Richmond Road. Doing this will align with the ‘safe route to school’ policy and will be utilised by students and parents from three schools: D’Auvergne, Janvrin and Haute Vallée.

The existing footway is not wide enough for parents with a buggy, mobility scooters and children to walk together.

Roads Committee may recall that we introduced the new zebra crossing to D’Auvergne School last financial year and, before this, introduced a continuous footway along La Pouquelaye from the junction of Queen’s Road to D’Auvegne School as part of an improvement line.



The last property along the improvement line is “Barbizon”, for which Committee has requested we pursue negotiations with the owner to acquire land or, as a last resort, compulsorily purchase the land, to create the footway to complete the improvement line. This will be for next Phase of the project in 2025/26 but will be subject to future budgets being approved and negotiations with the current owner.

Funding proposal:

Committee has approved this project as a priority on this year’s project list – a sum of £ 150k. The Parish is committed to circa £ 30k, leaving a sum of £ 120k for delivering Phase 1.

This will be subject to Rates Assembly approval on 10 July for the 2024/25 budget.

Programme:

If funding is approved, we will be on-site from commencement of the school summer holidays this year and also for the duration of the school half-term break. If we run out of time, we can finish off by returning in the October half-term break.

Committee will appreciate that this project will create challenges in terms of traffic management, and will require the suspension of some parking on Richmond Road to create an alternative route for motorists whilst these works are on site.

Legislation affected:

No legislation changes are needed

Will an additional report be required?

No

Will public consultation be required?

We will provide public notification of the works proceed.

Is this to go back to Roads Committee?

No



Appendix 1: Traffic engineer Technical Note

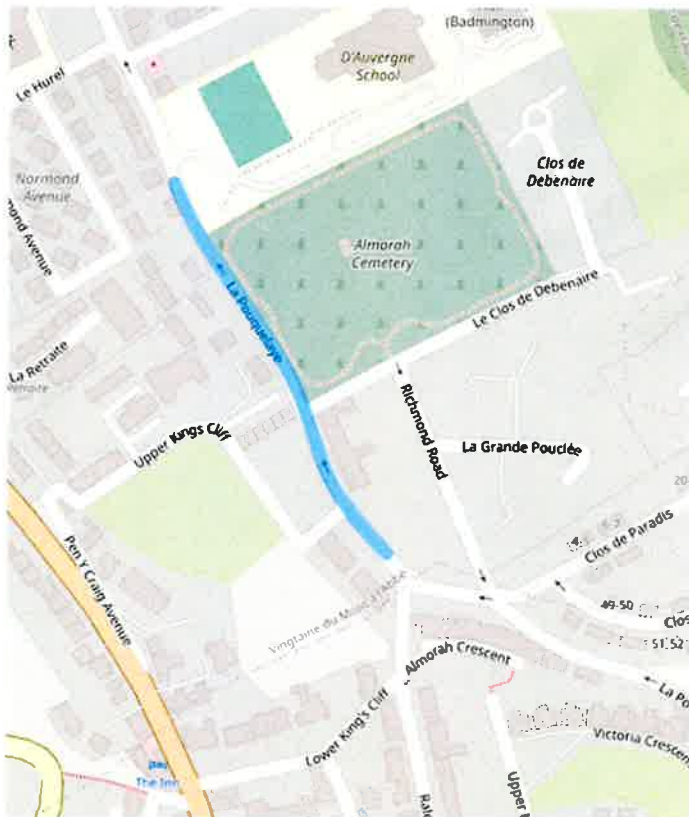
Technical Note	
JOB TITLE	La Pouquelaye footway widening
PROJECT NUMBER	70033872-LPO
DATE	26 June 2024
CLIENT	Parish of St Helier <ul style="list-style-type: none"> • Silvio Alves • Andre Sty
PREPARED BY	Jackie Ackland
AUTHORISED BY	Barry Nolan

1. Background

WSP has been requested by the Parish of St Helier (PoSH) to provide a detailed design for footway widening along La Pouquelaye between Lower Kings Cliff and D’Auvergne School.

The intention is that this will be constructed during the school holidays in July and August 2024.

2. Site Conditions



La Pouquelaye is one way northbound, running uphill towards D’Auvergne School. There is a 20mph speed limit, and a road hump is positioned in advance of a recently installed zebra crossing immediately north of the school entrance.

Large numbers of students walk along La Pouquelaye to D’Auvergne School at the northern end of the scheme, and this route is also used in the opposite direction by parents and younger children walking to Janvrin School, further south along La Pouquelaye. The extent of the scheme is shown in the adjacent image.

Figure 1 - Map of scheme extents



The existing footway runs along the west side of La Pouquelaye and is generally between 1.0 and 1.3m in width. The carriageway is typically 4.5m in width, but narrowed to around 3.5m using islands constructed some years ago in temporary materials, with keep left / right bollards, with the intention of providing traffic calming.

Figure 2 - La Pouquelaye, with traffic calming islands

On the east side there are several pedestrian accesses and one vehicle access in the area to south of Richmond Road, which are currently protected by the temporary islands.

Some of the accesses have steps at the threshold, while others are at carriageway level.



Figure 3 - Islands protecting pedestrian accesses on the east side



On the west side there are vehicle accesses, where the thresholds generally slope down towards the existing footway level.

Figure 4 – Vehicle accesses with raised thresholds



3. Design Parameters

The agreed design parameters are set out below:

- Optimum carriageway lane 3m, with an additional 0.5m with an edge line offset from the eastern boundary wall
- Protection maintained to residential accesses on the east side
- Kerb face to be 75-100mm along the edge of the widened footway where practical

An initial sketch based on the topographical survey provided by PoSH to WSP has identified the following:

- The accesses to the south of Richmond Road extend over a length of approximately 60m. Maintaining the protection to these properties at the existing width means that the available carriageway is 3.2m in width. The footway is 1.2m. Minimal widening over this length may not be of sufficient benefit to justify the additional disruption. Reducing the protection width provided to the residential property accesses is not recommended without proper consultation and consideration of the needs of individuals at these properties. This length, and the tie in to widening further north will be considered during the detailed design phase.
- The presence of utility chambers close to Richmond Road would mean that it is not possible to provide a kerbed footway in front of the properties on the eastern side that would connect to the Richmond Road footway, within the current programme of delivery in July / August 2024. If a kerbed footway is required, the chamber would need to be moved in order to accommodate a kerb, which would be very costly and delay the project. Instead, it is recommended that a virtual footway area, similar to that recently installed in Valle Des Vaux is provided, with bollards used to protect the area. The edge line should be provided prior to removal of the existing islands, assuming the same width of protection is maintained.
- To the north of Richmond Road, over a 30m length, manholes for surface water drains limit the degree to which the footway can be widened. Moving the manholes would delay the programme and is not recommended at this stage.
- Maintaining a 75-100mm kerb face along the footway will require the whole footway to be raised up and re-surfaced, and may involve level changes at the tie-ins to the areas where the footway is not being widened. This is due to the crown -profile of the road, illustrated below:

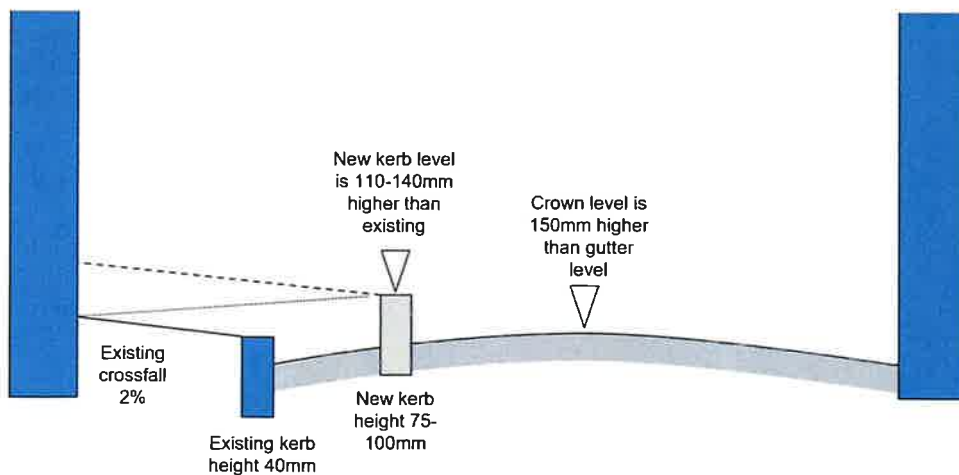


Figure 5 – illustration of carriageway and footway levels



This illustrates that the crown levels at the centre of the road taken from the topographical survey are typically 150mm higher than the gutter levels next to the existing kerb. Therefore, moving the kerb out into the road will result in a higher gutter level and a higher kerb level.

The existing kerb height is only around 40mm, whereas the required height of the new kerb is 75-100mm. This further increases the level of the new kerb above the existing level.

Maintaining the footway crossfall of 2%, which prevents rainwater from the road draining into the adjacent properties results in a higher level at the back of the footway. This is indicated with a dashed line. Maintaining the existing level, shown with a dotted line, would result in surface water run off into adjacent properties, which could suffer damage as a result.

Alternatively, the whole road would need to be re-profiled, which would be more expensive and time consuming, and could involve lowering utility covers and equipment.

4. Initial sketches attached

The initial sketches, based on the topographical survey indicate that the footway can be widened to around 2.2m between Lower Kings Cliff and the southern end of the eastern property accesses south or Richmond Road, a distance of 50m.

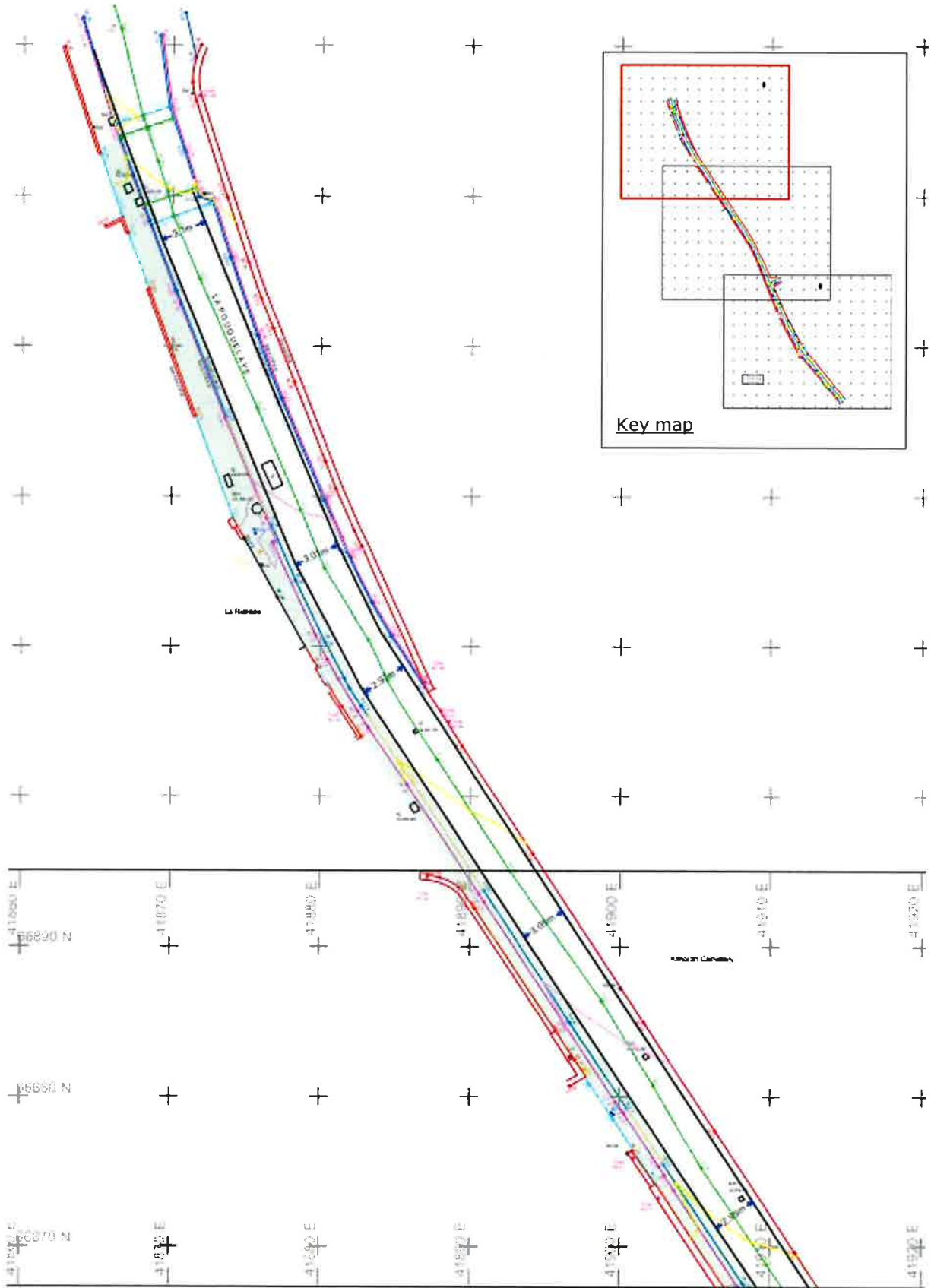
North of Richmond Road the sketches indicate that the footway can be widened to at least 1.8m for a distance of 140m.

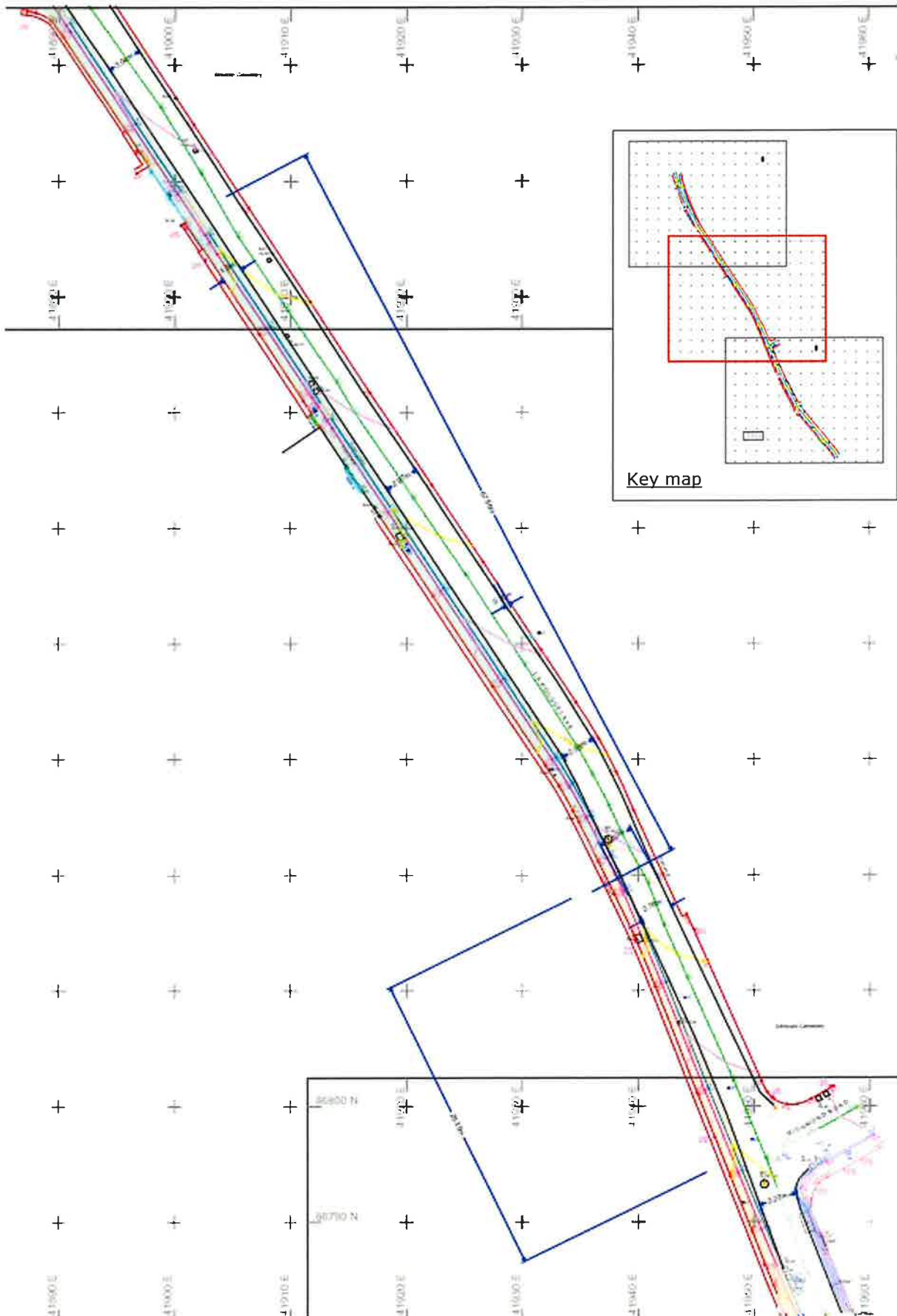
The widened areas, shown in green on the sketches are therefore approximately 190m in length.

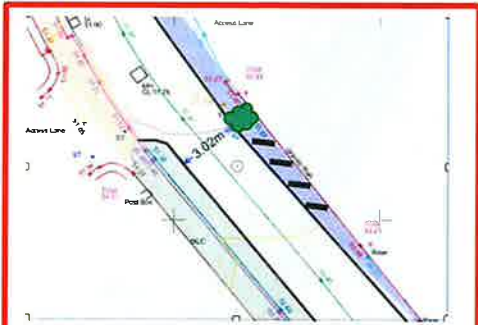
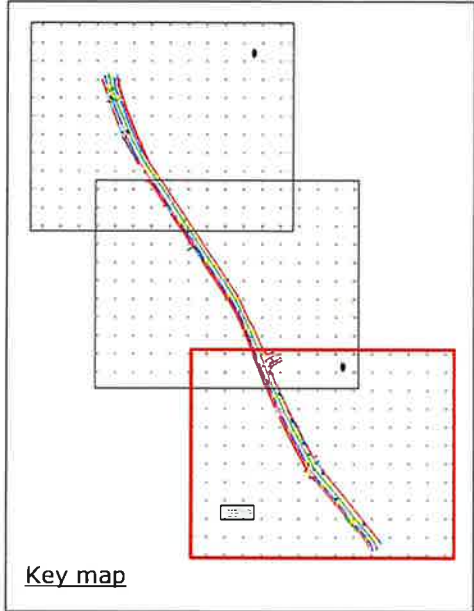
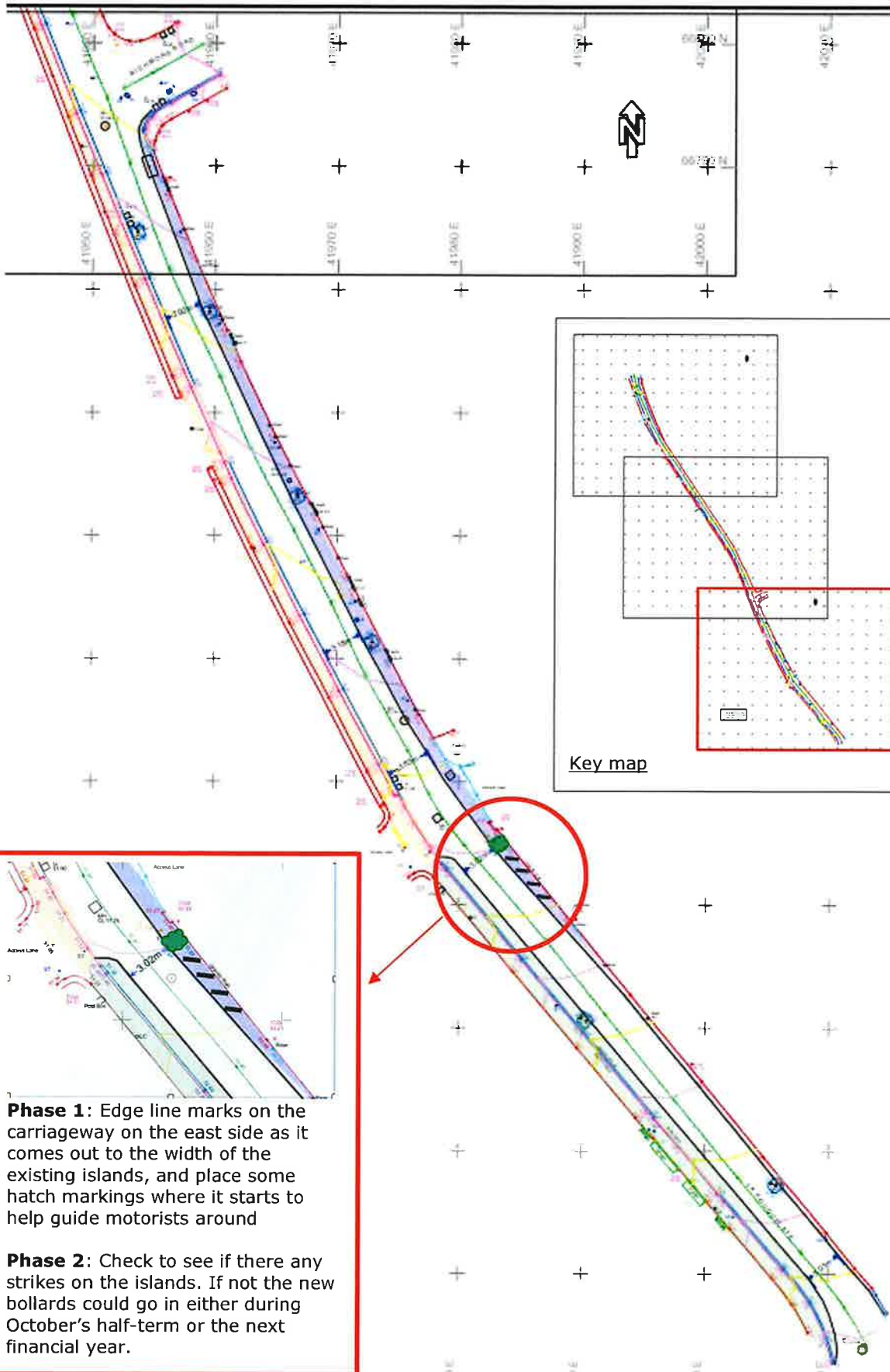
The area on the east side, shown in blue, protects the accesses and should be retained.

The length of footway that could be widened to a lesser degree, or may not be able to be widened at all, shown in yellow, is approximately 100m in length. This section of footway is between 1.0m and 1.3m wide.

Dimensions and lengths quoted are subject to confirmation on completion of the full 3D design.









Phase 1: Edge line marks on the carriageway on the east side as it comes out to the width of the existing islands, and place some hatch markings where it starts to help guide motorists around

Phase 2: Check to see if there any strikes on the islands. If not the new bollards could go in either during October's half-term or the next financial year.



<p>Date of request: 10 July 2024</p>	<p>Road reference & title of report: 168 Old St John's Road: Temporary Speed Humps trial</p>
<p>Address: Old St John's Road</p>	<p>Requested by: Residents</p>
<p>Location map:</p> 	<p>Photograph/street view:</p> 
<p>Brief introduction/summary:</p> <p>Roads Committee will be aware that the St John's Road trial, which closed the road to Northbound traffic, has created significant problems for residents living on Old St John's Road, which is a No Entry except for access.</p> <p>The road has been abused regularly since the trial commenced, placing pedestrians, especially school children, at risk as they have to get out of the way of speeding vehicles travelling up the road.</p> <p>Policing of the access to premises is creating challenges in terms of officer availability - and motorists still ignore the road sign and knowingly break the law by accessing the road as a shortcut.</p> <p>To initially address the road safety aspect in terms of speeding vehicles the Parish wishes to resurrect the idea of speed humps as previously presented to the Committee in January 2022. At that time, Committee decided to instruct officers to introduce the 'No Entry except for Access' instead of speed humps.</p>	
<p>Details of the request:</p> <p>The proposal is to deploy, as soon as possible, temporary speed humps in the locations previously identified, which will enable us to monitor their use/location and make any necessary adjustments.</p> <p>If successful in slowing speeding vehicles, we propose to then install permanent speed humps at the end of the trial which should coincide with the St John's Road Northbound traffic 6-month trial (up to approx. November/December 2024).</p> <p>Near the end of the St John's Road trial, the Parish will undertake consultation on the temporary speed humps to get residents' views as to whether these should be implemented permanently.</p>	



Funding proposal:

There is currently no budget in the cost estimates for this. However, the Parish will need to order new temporary speed humps and therefore any costs would be taken from the proposed budget which will result in compensatory savings needing to be found which will impact on approved work. At this stage officers are investigating the most cost-effective option.

Programme:

If approved, the Parish would look at deploying the temporary speed humps as soon as possible.

Legislation affected:

Notification to the Infrastructure Minister will be required

Will public consultation be required?

Yes, near the end of the trial. Site notices will be in place advising of the locations and, as the humps are removable, we can undertake any necessary adjustments during the trial.

Is this to go back to Roads Committee?

Following the trial and consultation, we will bring this back to the Committee with a view to possibly installing permanent speed humps which may need to wait for the next financial year 2025/26.

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 Feurve 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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1. 14 Temple Bar Public House, Stopford Road, St. Helier, JE2 4LZ

P/2024/0557

Demolish ground floor public house and ancillary 3 bedroom first floor staff flat. Construct 2 No. 3 bedroom, 3 storey semi-detached dwellings with associated amenity area and external storage. Second floor roof terrace provided to South Elevation. Various external alterations. 3D MODEL AVAILABLE.

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

1. Roads Committee notes that the proposal is to demolish existing disused Temple Bar and 1st floor staff accommodation. Construct 2no. 3 bed terraced houses with associated amenities. Various external alterations including to adjoining garden walls.
2. Committee requests that secure cycle parking is provided per unit of accommodation on a ratio of at least one cycle space per bedroom, and that the cycle parking provided is of sufficient size to accommodate cargo cycles. Electric charging must be provided for e-cycle charging. This is especially important as the applicant does not provide car parking
3. Committee notes that the applicant does not seek to provide any onsite car parking (which is contra to the current SPG notes that sets a minimum level of 0.25 spaces per unit should be provided). Residents in St Helier should have the same rights as those in rural parishes to own and be able to park a car. The Roads Committee expected to see the car parking provision being provided otherwise this puts more pressure on the already very busy public car parking spaces and the Residents Parking Zone (RPZ) which already has a very long waiting list, which is currently more than 2 years.
4. If the Applicant cannot provide car parking, then the Applicant is to provide a one-year subscription service to EVie and providing EVie credit for each residential unit. This credit can be used across the EVie network cars and vans, and the residents will need to use the nearest EVie shared transport hub.
5. The applicant must undertake a condition survey of Chevallier Road to record the condition of the footway and carriage way which will be impacted during the demolition and construction of the building and share this with the Parish prior to commencing on their development. The applicant will be required to repair and reinstate any damage caused to the Parish infrastructure (footways, carriage way, line marking, etc) to the satisfaction and approval of the Parish.
6. 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:
 - That any windows bordering the public road or footway 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.
 - 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. 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 footway entrances are to be removed with the kerbs and footway 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 red and/or black asphalt may be required for making good to the footway, although in some instances the Applicant may need to reset granite footway 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/footway. All remedial works are to be at the cost of the Applicant.

8. 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.
9. Applicant must note that Planning approval does not permit the Applicant to undertake any alterations on the public road or footway without the PRIOR agreement and permission from the Parish of St Helier. The Parish will need to agree the exact details and specifications in advance to any work commencing on the public roadway or footway.
10. The construction process and site servicing arrangements must be discussed with Parish of St Helier's Infrastructure Department at development stage.
11. Alterations/surfacing to the Parish footway and/or carriageway must ONLY be undertaken by an approved Parish contractor. The cost associated with any necessary alteration(s) or resurfacing to the public footway or carriageway will be at full expense of the Applicant.
12. That the refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager.
 - It should be noted that the Parish cannot collect refuse unless adequate access and storage facilities are provided on-site.
 - The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
 - There should be no step between the floor of the refuse store and the footway.
 - That the refuse store is fitted with a standard Parish lock.
13. That notwithstanding the above comments, this submission should be referred to the Government of Jersey's Infrastructure & Environment Department 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/2024/0557>

2. 24 Glenferrie Rest Home, Peirson Road, St. Helier, JE2 3PD

Demolish existing garage. Construct 1no. two bed cottage.

P/2024/0573

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

1. Roads Committee notes that the proposal is to demolish the existing single storey flat roofed garage which is accessed from Lewis Street, together with a rear pedestrian access, and garden area containing oil tanks and refuse bin storage. Construction of two and a half storey, two-bedroom cottage. A secure cycle store is proposed; however, there will be no car parking as this cannot be accommodated.

The applicant advises that the existing garage on Lewis Street is not used; therefore, they would like to utilise the area by separating the site and demolishing the existing garage and constructing a new dwelling

2. Committee requests that secure cycle parking is provided at a ratio of at least one cycle space per bedroom, and that the cycle parking provided is of sufficient size to accommodate cargo cycles. Electric charging must be provided for e-cycle charging. This is especially important as the applicant does not intend to provide car parking.
3. The proposed bin/cycle store is **unacceptable** as the doors must not open **outwards** therefore encroach across the public footway. The applicant **MUST** redesign the bin/cycle store to ensure that opening doors/windows do not encroach out across the public footway.
4. If the applicant cannot provide car parking, then the Applicant is to provide a one-year subscription service to EVie and providing EVie credit for the residential unit. This credit can be used across the EVie network cars and vans the residents will need to use the nearest EVie shared transport hub.
5. The Applicant must undertake a condition survey of Lewis Street to record the condition of the footway and carriageway which will be impacted during the demolition and construction of the building and share this with the Parish prior to commencing development. The Applicant will be required to reinstate and reinstate any damage caused to the Parish infrastructure (footways, carriageway, line marking, etc) to the satisfaction and approval of the Parish.
6. 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:
 - That any windows bordering the public road or footway 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.
 - 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. 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 footway entrances are to be removed with the kerbs and footway 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 red and/or black asphalt may be required for making good to the footway, although in some instances the Applicant may need to reset granite footway 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/footway. All remedial works are to be at the cost of the Applicant.
8. 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.

9. Applicant must note that Planning approval does not permit the Applicant to undertake any alterations on the public road or footway without the PRIOR agreement and permission from the Parish of St Helier. The Parish will need to agree the exact details and specifications in advance to any work commencing on the public roadway or footway.
10. The construction process and site servicing arrangements must be discussed with Parish of St Helier's Infrastructure Department at development stage.
11. Alterations/surfacing to the Parish footway and/or carriageway must ONLY be undertaken by an approved Parish contractor. The cost associated with any necessary alteration(s) or resurfacing to the public footway or carriageway will be at full expense of the Applicant.
12. That the refuse store/collection arrangements, refuse separation and recycling strategy are to be agreed in detail with the Parish Refuse Manager.
 - It should be noted that the Parish cannot collect refuse unless adequate access and storage facilities are provided on-site.
 - The Applicant is to indicate on a plan showing a properly constructed enclosure for the storage of refuse prior to collection.
 - There should be no step between the floor of the refuse store and the footway.
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3. La Collette Reclamation Site 2, La Route de Veulle, St. Helier, JE2 3NX

P/2023/1070

Increase in height of an existing mound known as the East Headland by waste containment cell construction, hazardous waste disposal in the cells, capping of cells, placement of restoration soils and landscaping, the formation of mounds of inert waste soil to the south and west of the reclamation site, vehicle access path with associated railings and enhancements to existing rock armour structure REVISED DESCRIPTION Increase in height of an existing mound known as the East Headland by waste containment cell construction, hazardous waste disposal in the cells, capping of cells, closure and aftercare of Headland by the placement of restoration soils and landscaping, The formation of mounds of non-recyclable inert waste to the South and West of the existing recycling and reclamation site with final landscaping. The formation of a vehicle access path around headland, with associated fencing, and railings and enhancements to existing rock armour revetment structure. Environmental Impact Statement submitted.

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

1. Roads Committee notes that the proposal comprises the construction of landscaped mounds to provide additional capacity for waste disposal, ecological enhancements, local habitat creation and extended coastal access within the La Collette Land Reclamation Site. Proposed Development includes the following:
 - The increase in height by 4.5m of an existing mound referred to as the 'East Headland', formed from waste containment cells and the hazardous waste disposed of in the cells.
 - The formation of a 'South Mound' and 'West Mound' with non-recyclable inert waste to provide visual screening of the waste operations within La Collette;
 - The creation of a 1000m long and 5.5m wide multi-user friendly coastal path; and
 - Landscaping and restoration of the East Headland, South Mound and West Mound with a focus on ecological enhancement and habitat creation.

It is noted that the site is an existing industrial area and is the location of the majority of the Island's solid waste management facilities.

The proposed coastal path will extend the existing track around the perimeter of the site and provide access up to the shoreline on the eastern side of the peninsula.

The Applicant will provide the addition of landscaping to the site will create a buffer, softening the transition between the sea around the South East coast of the Island and the industrial setting of the La Collette site.

The site is designated under the Bridging Island Plan 2022 as a waste management site. La Collette is the designated site on the Island which has been developed to treat and deal with the Island's waste and recycling. The Proposed Development is therefore a continuation of the agreed approach and strategy for the Island.

2. The Roads Committee request that the proposed coastal pathway is accessible to the public and a continuation of Havre des Pas' coastal path. the Coastal path is to be of sufficient width to accommodate cycles and connect to existing cycle network where possible. The provision of seating areas and cycle parking is to be provided along the pathway.
3. The Road Committee welcomes the provision of woodland and scrub to screen steep inland profiles, on the northern sides of the eastern and western landforms, and on the northern edge of the southern landform. A total of 12,921 square metres of woodland, and 16,745 square metres of scrubland are proposed. It is vital that the new coastal path is screened with the appropriate planting that can survive in the coastal conditions.
4. That notwithstanding the above comments, this submission should be referred to I&E 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/2023/1070>

