

**WRITTEN QUESTION TO THE MINISTER FOR INFRASTRUCTURE  
BY DEPUTY R.S. KOVACS OF ST. SAVIOUR  
QUESTION SUBMITTED ON MONDAY 7th OCTOBER 2024  
ANSWER TO BE TABLED ON MONDAY 14th OCTOBER 2024**

**Question**

“In relation to the recent road traffic flow changes on Green Street, St. Helier, will the Minister provide –

- (a) details of the information collected leading to the changes, including –
  - (i) the results of any traffic monitoring carried out, indicating the speed and volume of traffic;
  - (ii) information of any consultation with residents in the area and any concerns raised;
  - (iii) the number of accidents reported in the area in the five years prior to the changes;
- (b) a breakdown of the costs associated to the road changes and associated signage; and
- (c) any information collected on the potential consequences of traffic volumes on adjacent roads between Route du Fort and Havre des Pas, and if no data was collected, advise why not?”

**Answer**

- (a)
  - (i) A Parish of St Helier led initiative to study ways of reducing the volume of traffic passing through Havre des Pas and Green Street showed that the road network could accommodate Green Street operating one-way northbound during normal conditions. However, it was also shown that this arrangement would have a significant impact on the bus service and users of that service residing on Green Street. As a result, the current one-way point closer at the junction of Green Street and Green Street Roundabout was implemented. The arrangement is in the spirit of the proposition ‘P.50/2019: Green Street Proposal to make one way’ (brought by former Deputy Russell Labey), but allows for southbound buses and emergency vehicles to pass through the restriction.

The traffic data gathered in support of the Havre des Pas village area study formed the evidence base for the Minister’s decision to support the changes on Green Street. The results of this traffic assessment are contained in the Parish of St Helier report ‘Havre Des Pas Village Improvement Scheme Volume 1: Main Report – January 2020’ and the 2018 ‘[Havre de Pas Village Study – Transport Study](#)’<sup>1</sup>. The January 2020 report will be made available to the Deputy, and can be sent to other Members on request.

- (ii) Consultation activity and feedback in relation to potential options for improvements to the Havre des Pas village area are contained in the report ‘Havre des Pas Village Improvement Scheme Volume 1: Main Report – January 2020’ and the ‘[Havre des Pas Key Stakeholder Consultation Workshop 2018](#)’<sup>2</sup>.
- (iii) Accident data was not used within the assessment of the village improvement scheme.

- (b) This information is held in legacy databases and will take some time to search and retrieve if required. At the time, the total costs were anticipated not to exceed £10,000. The costs associated with this would mainly have been internal and associated with officer time to design and implement the scheme, along with legislative drafting time to incorporate within the Road Traffic (St Helier) (Jersey) Order 1996. Additionally, a small amount of additional signage, road markings, and bollards were used to establish the traffic arrangements on Green Street. The road narrowing and give and take arrangements for traffic calming were pre-existing. The traffic studies on which the changes were based were from the Havre des Pas Master Plan development commissioned by the Parish of St Helier, thus the costs of those are not reported in this response.
  
- (c) Traffic modelling assessments were carried out in relation to potential options for improvements to the Havre des Pas village area and are contained in the report 'Havre Des Pas Village improvement Scheme Volume 1: Main Report – January 2020'.