

STATES OF JERSEY



ISLAND PLAN 2011: APPROVAL (P.48/2011): NINETEENTH AMENDMENT

Lodged au Greffe on 26th April 2011
by the Deputy of Grouville

STATES GREFFE

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After the words “the revised draft Island Plan 2011” insert the words “except that –

- (a) for paragraphs 8.55 to 8.59 (pages 305 to 307) substitute the revised paragraphs 8.55 to 8.60 set out in the attached Appendix 1;
- (b) in Policy TT3 – Cycle routes (page 307) for the words ‘Eastern Cycle Route Corridor’ substitute the words ‘Eastern Cycle Route network area’ and after the words ‘contribute towards the further development of the Eastern Cycle Route’ insert the word ‘network’;
- (c) for Map 8.1 (page 306); substitute the revised Map 8.1 set out in the attached Appendix 2;
- (d) the Proposals Map be amended to reflect the adoption of (c).”

DEPUTY OF GROUVILLE

REPORT

The Eastern Cycle Route Network is supported in 5 departments' Strategic Plans: the 'Integrated Travel and Transport Plan for Jersey', the Council of Ministers' 'Keeping Jersey Special Report', Education, Sport and Culture's 'Safer Routes to School' policy, Economic Development's 'Rural Strategy to Revitalise the Countryside' and the 'Countryside Renewal Scheme' providing access to the countryside with walkways, cycle and bridle paths, Tourism reports and Health and Social Services' 'Health for Life'.

Investing in an infrastructure that is good for our environment will provide an economic alternative for commuters especially in a backdrop of rising transport costs – rising oil, petrol and car parking fees.

Islanders should also consider making lifestyle changes where possible. Best estimates of obesity levels in the Island currently cost the taxpayer £1.5 million in direct costs and £4 million indirectly. By providing a safe, more pleasant cycle route, this would encourage more people with a healthier option. Just as the west of the Island enjoys such a well-used facility, so could the east.

An amount of money was transferred from the Car Park Extension and Improvement Plan within the Transport and Technical Services budget in the Annual Business Plan 2010 and transferred to a fund specifically for the Eastern Cycle Track.

Since then, some areas have been worked upon from La Collette to Havre des Pas and an area from Gorey to the Grouville Garage and on to the School. It is proposed to continue from the school up a dedicated path alongside Grouville Hill. Then, one path towards Le Rocquier and another towards Les Varines and Mont Millais. The route will eventually provide a network.

The draft Island Plan suggested 'a corridor' where planning gain could be taken advantage of with developments of over a certain number or commercial ventures under consideration. I am proposing to broaden that 'corridor' to an area in the east of the Island where the Cycle Network may be routed, and the planning gain on developments could be used with more flexibility as and when appropriate.

Financial and manpower implications

There are no financial or manpower implications for the States arising from this amendment.

APPENDIX 1

Proposed revised paragraphs 8.55 to 8.60 and revised Policy TT3

- 8.55 There remains, however, a desire to create an Eastern Cycle Route network. This would provide:
- an off-road safe facility that links centres of population and community facilities, particularly schools, in the east of the Island with each other and which provides a linear route to St. Helier; and
 - a shorter, more direct commuter cycle route, linking Gorey with St. Helier.
- 8.56 The first section of the Eastern Cycle Route network, from the Grouville/ St. Martin boundary at Gorey to Ville ès Renauds, has been completed in early 2011.
- 8.57 In the absence of a definitive Eastern Cycle Route network, an area, which embraces the main centres of population and community facilities in the east of the Island, as well as that area of countryside between Gorey and St. Helier, has been defined on the Island Proposals Map. The definition of an area provides greater chance for a continuous route to be ultimately developed, depending upon the opportunities that arise within it, and provides more flexibility to pursue options with a potentially greater range of landowners. It also allows for the development of a more comprehensive network of routes in the east of the Island.
- 8.58 Within the defined Eastern Cycle Route network area, and in accordance with the stated policy objective of seeking to reduce reliance on the private car, applications for new developments, such as housing or employment-related uses will be assessed to determine their potential to contribute towards the further development of the Eastern Cycle Route network: this will apply to residential developments of five or more homes and employment-related uses of 250sqm and above. In appropriate circumstances the sponsors of such applications will be required to contribute directly to the development of the Eastern Cycle Route network through the provision of a section of cycle path, in accord with adopted standards and guidelines, or to enter into an agreement to make an appropriate financial contribution to the development or enhancement of the route.
- 8.59 The States of Jersey will, in partnership with others, also seek to develop sections of cycle path within the Eastern Cycle Route network area, subject to the availability of funding.
- 8.60 The development of the Eastern Cycle Route network should be designed and implemented with due regard to its impact upon the local landscape character of the east of the Island, as set out in the Countryside Character Appraisal (10). The Minister for Planning and Environment will seek to ensure that the provision of cycling infrastructure minimises its impact on the landscape through the appropriate design and use of materials for surfacing, boundary treatment and any other associated structures. Opportunities for the

repair and enhancement of the countryside character, through the provision of appropriate landscaping, will be encouraged. The development of a public linear space may also provide opportunities for public art.

and renumber subsequent paragraphs accordingly.

Revised Map 8.1

