

ISLAND PLAN (P.69/2002): SECOND AMENDMENTS

**Lodged au Greffe on 11th June 2002
by the Public Services Committee**



STATES OF JERSEY

STATES GREFFE

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ISLAND PLAN (P.69/2002): SECOND AMENDMENTS

(a) *To insert new sub-paragraph (d) -*

“(d) (i) Policy TT3 - Island Route Network [page 12-7], subject to the following amendment -

in the sub-section entitled ‘Pedestrian Routes’ after the words ‘in the form of well maintained footways in the built environment’ there be added the words ‘and the provision of roadside footpaths along the frontage of the site, where none currently exists as part of any proposal for significant development on main routes,’;

(ii) Policy TT5 - Primary Route Traffic Studies [page 12-9], subject to the addition of the following sub-section -

‘New road construction to facilitate the flow of traffic and improve access at Mount Bingham’.”

and re-number the remaining paragraphs.

(b) *in sub paragraph (e), after the words the Town Proposals Map, 2/02, add -*

“except that there shall be included the following road improvement lines on the Town Proposals Map 2/02 and in Policy TT6 – Improvement Lines as follows -

1. Pedestrian Safety:

(iv) Pleasant Street (south side)

2. Primary Route:

(iii) Le Rouge Bouillon (west side north of Roussel Street);

(iv) Le Rouge Bouillon (north side east of La Pouquelaye)

3. Secondary Route/Footway Schemes/Minor Improvement Schemes:

(ix) Burrard Street (south side);

(x) New Street (both sides north of Union Street);

(xi) Midvale Road (north west and south east sides);

(xii) Val Plaisant (west side);

(xiii) Devonshire Place (south side east of Le Geyt Street);

(xvi) Green Street (east side between Le Havre des Pas and La Route du Fort).”

PUBLIC SERVICES COMMITTEE

REPORT

Summary

The Public Services Committee is in agreement with the Planning and Environment Committee that several road improvement schemes contained in the 1987 Island Plan can be abandoned. There are, however a number of schemes which the Public Services Committee does not agree can be abandoned. The Planning and Environment Committee proposes, in the draft 2002 Plan, to review a number of the deleted improvement lines in consultation with the Public Services Committee and the Parish of St. Helier Roads Committee as part of the Plan monitoring process and following any relevant traffic studies that are undertaken. This review is welcomed, but road improvement lines may be difficult to reinstate once abandoned, and should therefore be included in the Plan unless or until studies identify that they are no longer needed.

Introduction

The 1987 Island Plan indicated several road improvements in the St. Helier town area. Those needed to improve traffic flow at the critical major junctions on the ring road have now been carried out. The remaining improvement lines have been reviewed by the Planning and Environment Committee, Public Services Committee and the Parish of St. Helier. The draft Jersey Island Plan 2002 proposes (paragraph 12.30) those lines, which can be abandoned and those that should be retained (policy TT6).

The Public Services and Planning and Environment Committees are in agreement that several road improvements can be abandoned, as follows -

Bath Street (west side by Beresford Street)
David Place
Clarence Road
Savile Street/Elizabeth Place/Rouge Bouillon junction
Burrard Street (north side)
Bath Street (east side by Belmont Road)
La Motte Street (south side).

The two Committees are also in agreement that the following road improvements are necessary, as follows -

St. James Street west side/Don Road north side
St. Saviour's Road between Simon Place and Plaisant Street
Bath Street (west side)
Castle Street (west side)
Devonshire Place (south side by Val Plaisant)
New Street (west side, opposite Craig Street)
St. Saviour's Road/Wellington Road junction

Planning and Environment Committee proposes to delete the following improvements, against the recommendations of Public Services -

Burrard Street (south side)
New Street (both sides north of Union Street)
Midvale Road (north-west and south-east sides)
Val Plaisant (west side)
Devonshire Place (south side by Le Geyt Street)
Pleasant Street (south side)
Green Street (east side between Havre des Pas and La Route du Fort)
Rouge Bouillon (west side north of Roussel Street)*
Rouge Bouillon (north side by La Pouquelaye)*

* Not included in 1987 Island Plan but proposed by Public Services Committee more recently.

The Draft Plan states "The Planning and Environment Committee will review a number of the above deleted improvement lines in consultation with the Public Services Committee and the Parish of St. Helier Roads Committee as part of the Plan monitoring process and following any relevant traffic studies that are undertaken".

Whilst future studies may identify that some road improvement lines could be abandoned in favour of other traffic

management measures, it is recommended that the improvement lines should remain, unless or until, such studies identify that they are no longer needed. Reinstating a road improvement line presents problems, particularly if, during the period that the improvement line did not apply, a property on the road in question, had changed ownership. It would be unfair to spring new road improvement lines on property owners, who had been informed that a line no longer applied.

Those locations, which the Committee disputes, are discussed below, and are shown on the attached plans.

The Public Services Committee also proposes that any significant development on a main route, should be required to provide a road-side footpath, if none exists at present. Although the draft Plan makes reference to using planning powers to ensure developments take account of pedestrian safety (Paragraph 12.50), it is recommended that provision of a road-side footpath should be a specific requirement.

The 1987 Island Plan included a proposal (Policy TR10 of the 1987 Plan) for new road construction at Mount Bingham. This has been omitted from the 2002 draft Plan without reference. It is recommended that it be included in the current Plan pending more detailed investigation of the implications to the highway network of developments at La Collette.

Discussion

(a) Burrard Street

Burrard Street is an important secondary distributor road on the edge of the town central core where traffic has been or is proposed to be restricted. The southern section of New Street was closed to through traffic in 1996, and the diverted traffic has to use either Union Street or Burrard Street.

Turning into Burrard Street from New Street is difficult for large vehicles, which frequently mount the pavement, and the very narrow footpaths present a danger to pedestrians. Although intended to remain one-way, the opportunity to widen should be taken if ever properties are redeveloped to safely accommodate the high volume of vehicular and pedestrian traffic. Some widening has already been carried out.

The sections in dispute are immediately east of New Street, and one property immediately west of Cattle Street. Any road works or breakdowns on the narrow sections in Burrard Street cause considerable problems for circulating traffic in the town centre. Deliveries and servicing can only be carried out from the part already widened.

(b) New Street

New Street is one of only two secondary distributor roads carrying southbound traffic towards the town central core. It is heavily trafficked with very narrow footways. If, however, it is to remain one-way, at the approach to its junction with Union Street, it is important that two lanes are maintained to avoid high levels of congestion in the area. To accommodate two adequate lanes with acceptable footpath widths, the road must be widened. Within the ring road this would be one of the few locations where a road widening should be actively pursued. Widening on the east side of New Street is recommended from the Topsy Toad Public House southwards, although some improved footpath/road alignment could be achieved by a modest road improvement involving only the corner of the Oxford Public House, and the terrace areas in front of Nos. 44 and 46.

(c) Midvale Road

Midvale Road is a significant secondary distributor road. It is barely wide enough for two vehicles to pass, thus causing a hazard for pedestrians on the narrow footpaths. The Planning and Environment Committee has suggested that the road could become one-way, so removing the need for road widening. This would have ramifications for the surrounding road network, and, until a study has identified whether this is possible, the road widening line should remain.

(d) Val Plaisant (west side)

The road widening of Val Plaisant, north of Devonshire Place, is proposed to enable it to become two-way. This would enable vehicles to proceed from the Union Street area to the north and east of the town centre and give relief to Union Street, Burrard Street and other routes. A study is required to take account of recent traffic management in order that the proposal can be reassessed. The road widening line should remain until the study is completed, and its justification assessed.

(e) Devonshire Place (east of Le Geyt Street)

The proposed road widening line has been significantly reduced in scale. Should a redevelopment of properties on the south side of Devonshire Place, immediately east of Le Geyt Street, occur, the opportunity to increase the footpath width should be

taken (it is currently under 1m width with no scope to widen out into the carriageway).

(f) Pleasant Street

Pleasant Street and Clarence Road were shown in the 1987 Island Plan as potentially part of the ring road and both were subject to significant road widening lines. This proposal is no longer being pursued and Clarence Road, which has a footpath, is not now to be subject to a road widening. Pleasant Street, however, does not have a footpath along most of its length (almost uniquely for the town area) and a much reduced road improvement is recommended to allow one to be constructed. This would enable safe pedestrian access to Victoria College Preparatory school, and the rear access of several residential properties. The road is not wide enough for an adequate footpath to be constructed in the existing carriageway. The land involved consists of rear gardens and parking areas.

(g) Green Street (Le Havre des Pas to La Route du Fort)

Green Street is of insufficient width to adequately accommodate two-way traffic and pedestrians. A trial traffic-calming scheme, giving northbound traffic priority over southbound traffic, is currently in place. In addition, large vehicles are prohibited from using the road southbound.

Commercial Buildings is considered to be the main route to and from La Collette reclamation area, which will be the subject of significant developments in the years to come, inevitably generating increased levels of traffic, particularly of heavy goods vehicles. Commercial Buildings has very significant underground services and already carries high numbers of vehicles with a high proportion of heavy goods. Any maintenance of the road, or the services under it, would require road closures and alternative routes to be available. Similarly any closure of the Tunnel requires an alternative route. Le Havre des Pas is identified in the 2002 Jersey Island Plan as a Tourist Destination area and, as such, is unsuitable for heavy goods traffic. Green Street, although predominately residential, would be acceptable to take some displaced traffic if a wider carriageway and footpaths were provided. This could be provided by the acquisition of terraced gardens or parking areas, without demolition of buildings. Any person acquiring a property on the length affected would have been advised of the potential road improvement, which was listed in the 1978 St. Helier Traffic Plan and again in the 1987 Island Plan.

Although Commercial Buildings is preferable to Green Street as a route to and from La Collette area, it would be unwise to encourage significant development at La Collette with only one route available to access the area. It is therefore recommended that the proposal to improve Green Street is not abandoned.

(h) Le Rouge Bouillon (north of Roussel Street)

Le Rouge Bouillon, north of Roussel Street, reduces in width to less than 5m. This is insufficient to accommodate large vehicles, thus causing a hazard both to vehicles and, particularly, to pedestrians on the narrow footpaths. A road improvement can be effected on the west side without the demolition of any buildings.

(i) Le Rouge Bouillon (east of La Pouquelaye)

As above, Le Rouge Bouillon, east of La Pouquelaye, reduces in width to less than 5m. This is insufficient to accommodate large vehicles, thus causing a hazard both to vehicles and, particularly, to pedestrians on the narrow footpaths. A road improvement can be effected on the north side without the demolition of buildings, although substantial granite walls and trees would have to be replaced in front of the previous Jersey College for Girls site. The site is in States ownership and the opportunity to carry out a road widening should be taken.

Footpath provision at developments

The Public Services Committee proposes that any significant development on a main route, should be required to provide a road side footpath, if none exists at present. Although the draft Plan makes reference to using planning powers to ensure developments take account of pedestrian safety (Paragraph 12.50), it is recommended that provision of a road side footpath should be a specific requirement. There are a considerable number of main routes without a footpath. It is important for the encouragement of walking and the use of public transport that this provision is improved.

Road construction at Mount Bingham

The 1987 Island Plan included a proposal (Policy TR10 of the 1987 Plan) for new road construction at Mount Bingham, as shown on the following plan. This has been omitted from the 2002 draft Plan without reference.

The traffic generated from development proposed or underway on the West of Albert site and potential development on La

Collette, will significantly increase congestion, particularly at the Weighbridge and Mount Bingham. The Mount Bingham improvement would give some measure of relief to the predicted increases in congestion, improving access to La Collette from the East, and eliminating the hairpin bend at the South Hill/Pier Road/Mount Bingham junction. More detailed investigation of the options available will be required in conjunction with the finalisation of the proposed developments at La Collette. The Public Services Committee has identified the road construction in its Strategic Plan 2001 to 2006.

It is recommended that it is included in the current Plan pending more detailed investigation of the implications to the highway network of developments at La Collette.

Conclusions

The Committee does not wish to carry out wholesale road-widening schemes with little consideration for the streetscape. This could be argued to be the case for road-widening schemes in the past. All the above road improvements will improve pedestrian safety in the town area and enable the primary and secondary road system to cope safely with modern day levels of traffic. With traffic flows being reduced in the town centre it is vital that the remaining road network can cope if the Island is to maintain a vibrant economy. Some road improvement will be a small price to pay for the overall benefit to the community. The majority of the above schemes would be implemented as properties are redeveloped. It may be possible to identify traffic management proposals that would enable some of these schemes to be abandoned during the Plan period. Such possibilities would be thoroughly investigated prior to the implementation of any of these schemes.

Provision of a roadside footpath at developments on main routes is consistent with the States' sustainable transport policy, which aims to reduce dependence on the private motor car.

The proposal to construct a new road at Mount Bingham should remain in the Plan pending more detailed analysis of the implications on the highway network of the waterfront and, particularly, La Collette developments.

This amendment to the Island Plan has no implications for the financial or manpower resources of the States as an employer. However, implementing the various schemes would have a substantial cost, which would have to be programmed on the basis of availability of funds and urgency of the improvement.

