

STATES OF JERSEY



DRAFT STRATEGIC PLAN 2015 – 2018 (P.27/2015): TENTH AMENDMENT

Lodged au Greffe on 14th April 2015
by Deputy R. Labey of St. Helier

STATES GREFFE

PAGE 2 –

After the words “in the attached Appendix” insert the words –

“, except that –

- (1) in the chart on page 14 of the draft Plan in row 4.5 in the column headed “Key Areas of Focus 2015 – 2018”, after the words “standards and quality” insert the words “with reviewed and appropriate criteria of density”;
- (2) in the chart on page 14 of the draft Plan after row 4.8 insert additional row as follows –

	Desired Outcome	Key Areas of Focus 2015 – 2018
4.9	To create a walkable Havre des Pas neighbourhood that is harmonious to the needs of its residents, enhances its heritage, and reinvigorates its visitor appeal.	<p>The commissioning of a masterplan for transport and public realm improvements with suggestions for wider regeneration of the neighbourhood and in consultation with the community.</p> <p>The allocation to the Transport and Technical Services Department, at the next MTFP, of adequate funding to carry out and complete the masterplan survey within 12 months.</p>

- (3) in the chart on page 14 of the draft Plan after the new row 4.9 above, insert additional row as follows –

	Desired Outcome	Key Areas of Focus 2015 – 2018
4.10	To create a contiguous waterfront promenade for St. Helier, providing a continuous off-road walking and cycling facility connecting Havre des Pas to Corbière.	To examine the potential for harbour head links for cyclists and pedestrians included within the Havre des Pas masterplan study and facilitated by an additional allocation to the Transport and Technical Services Department.

DEPUTY R. LABEY OF ST. HELIER

REPORT

Density

It cannot have escaped the Council of Ministers that there is growing disquiet and a perception amongst both architects and the general public that simply too many units are being crammed into inadequate space and on an inappropriate scale. This must be addressed and reviewed as part of any St. Helier initiative, and needs stating in the Strategic Plan as urgent damage limitation against the risk of creating horrendous 21st Century ghettos, with all the associated social issues, as well as harm to the character and aesthetic of the town and elsewhere.

Road rage

Green Street is cursed by the worst example of traffic mismanagement on the Island. The well-intentioned but misguided inclusion, some years ago, of traffic calming measures in the form of chicanes are not only a crude and ugly blot on an elegant street landscape, they don't work. The irresponsible motorist takes the successful negotiation of the chicanes as a cue to accelerate as fast as possible down the rest of the street. Seeing an oncoming vehicle on the opposite approach to the chicane serves as encouragement to speed up and get there first.

At any given moment on the street, one can witness traffic snarl-ups caused by the chicanes, parked vehicles, stopped delivery drivers, wide vehicles meeting sitting side by side with excessive speeding. Buses and other wide vehicles regularly, monotonously and dangerously are forced to mount the narrow pavements in a one-sided fight for space with pedestrians.

It is an intolerable situation and one that has gone on for far too long.

A long-awaited light at the end of the tunnel

If the intervening years since the introduction of the chicanes has seen an advancement and greater sophistication in traffic-calming devices, then these should be applied to Green Street without delay, but this appalling situation and the desperate need for it to be fixed also forces us to examine the whole traffic management of the rectangle formed by Havre des Pas, Green Street, La Route du Fort and St. Clement's Road – the area known as Havre des Pas.

Havre des Pas is a neighbourhood with a rich heritage and strong community feeling. The promenade and lido are unique and distinctive features. Elegant period buildings face the beach, which is part of the Ramsar designated internationally protected marine wetland.

Havre des Pas is in effect its own village, and like so many villages today needs protection from those passing through it to get elsewhere. Very many of its residents work in St. Helier: they walk to work Monday to Friday and very often don't use their own cars until the weekend to escape out of town to shop, or go to the countryside or beach. They are not the problem, they are a vital resource, and it is time to listen to this community and its concerns about –

- Safe walking
- Cycling
- Traffic blight
- Parking.

These also affect the businesses in the area, many of whom rely on tourists.

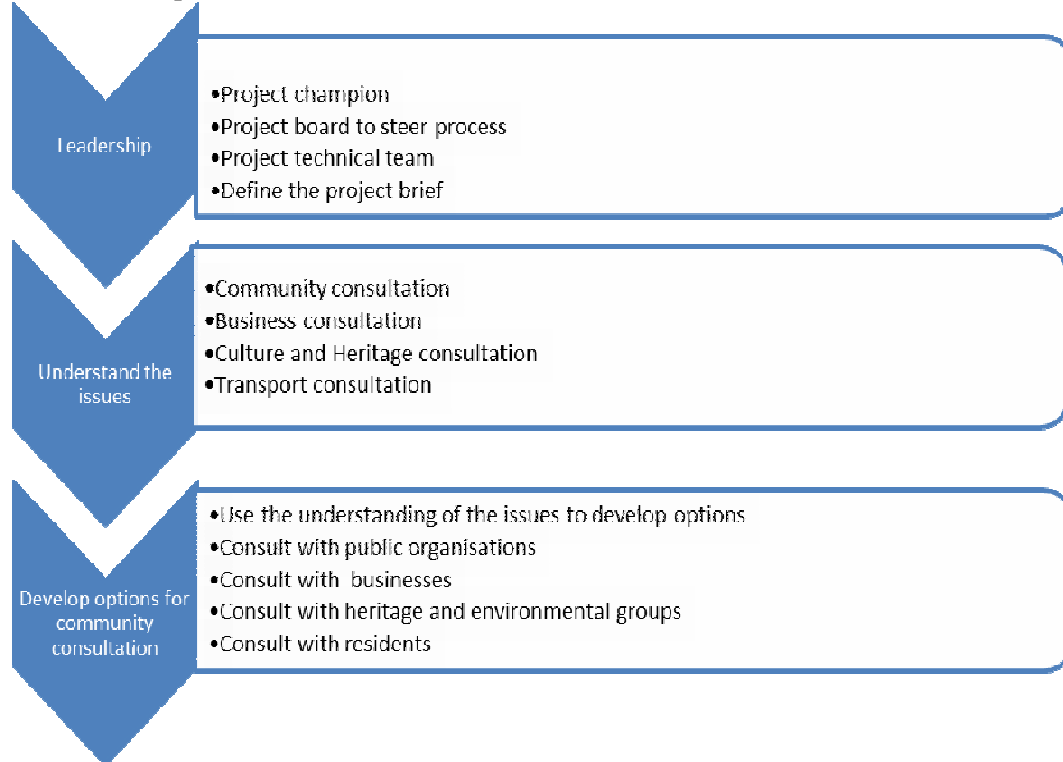
Improvement Project Vision

The neighbourhood improvement project would aim to improve/reduce traffic concerns that impact on the amenity, and improve the public realm as a catalyst for rejuvenation.

The vision would be to create a walkable Havre des Pas neighbourhood that is harmonious to the needs of its residents, enhances its heritage, and reinvigorates its visitor appeal.

Engagement and Masterplan development process

In outline the process would be:



Masterplan for transport and public realm improvements with suggestions for wider regeneration of the neighbourhood

The Community Masterplan would inform funding bids for the public realm improvements and wider reinvigoration of the neighbourhood. Potential funding sources would typically include the States, Parish and development obligation funds.

Community Masterplan Initial Phase Delivery

Adopting this model would involve a Parish/TTS Project Board guiding the engagement process and commissioning a technical team of transport planners, landscape architects and other consultants. There would need to be close involvement with heritage, tourism and transport and business bodies.

Funding support for the initial phase

Based on experience with the country village projects (and taking into account the more complex traffic and transport technical studies that would need to be carried out), a budget of £120,000 would be required.

Waterfront Promenade

Imagine being able to continue your walk or cycle-ride from Victoria Avenue – or begin your walk or cycle-ride from town or Liberation station – through the Waterfront over the harbour heads to La Collette, traversing La Route de Veulle and meeting up with the path that already exists alongside the Energy from Waste Plant, and onto the promenade all the way to the Havre des Pas Lido. Without having to negotiate the hazardous and dangerous Commercial Buildings route.

The benefits surely speak for themselves; an achievable asset providing a pleasant new access to Havre des Pas for visitors and residents alike.

The desperate need to re-unite St. Helier with the sea is much talked about, this is one step on the way to achieving that aim, with a further £30,000 required to include the harbour head links in the study.

Financial and manpower implications

The Council of Ministers has stated in the draft Plan that the funding required to deliver the Priorities will be addressed in the MTFP. I believe that ring-fenced funding totalling £120,000 will be required to carry out and complete the masterplan survey referred to in new row 4.9 above within 12 months, and funding of £30,000 will be required for the study referred to in new row 4.10.