

STATES OF JERSEY



ST. HELIER HARBOUR: CREATION OF CYCLE TRACK

Lodged au Greffe on 7th January 2013
by Deputy G.C.L. Baudains of St. Clement

STATES GREFFE

PROPOSITION

THE STATES are asked to decide whether they are of opinion –

to request the Minister for Transport and Technical Services to abandon the plans (planning application reference P.2012/1499) to modify and extend existing sea walls to form shared pedestrian/cycle paths across parts of the English and French Harbours in St. Helier Harbour.

DEPUTY G.C.L. BAUDAINS OF ST. CLEMENT

REPORT

In my view it is unbelievable that Ministers could even be considering follies of this kind, given the number of problems facing Jersey at the present time.

Almost half a million pounds to create a cycle track (there is a perfectly good pavement on the other side of the road, so it's not for pedestrians) that essentially leads nowhere. Who would want to cycle to or from La Collette? And, assuming it is possible to find one's way amongst all the rubbish down there to arrive at the recently widened eastern access road, where does that get you?

A number of questions appear not to have been addressed. How many cyclists would use this expensive few yards of track? Is it even safe for cyclists to be riding around La Collette, given the heavy goods vehicles and health hazards down there? Would the 'user pays' principle apply and, if so, how?

What alternatives have been considered? Why can't the slipway be used as it is? (high tide does not always cover the slips and not for long when it does). Would emergency vehicles and large crane, etc. still be able to use the slips to access the harbour?

One could go on, but to my mind this is an extremely extravagant idea that fits into the 'nice to have' category as opposed to 'essential'. To spend upwards of £400,000 on such a project is not only wasteful, but in the current financial climate sends out entirely the wrong message.

Financial and manpower implications

There are no manpower implications and the proposed cost of £400,000 would not be incurred if the plans are abandoned.