

STATES OF JERSEY



ESPLANADE QUARTER, ST. HELIER: MASTERPLAN (P.60/2008) – AMENDMENTS (P.60/2008 Amd.) – SECOND AMENDMENT

**Lodged au Greffe on 27th May 2008
by the Minister for Transport and Technical Services**

STATES GREFFE

DRAFT ESPLANADE QUARTER, ST. HELIER: MASTERPLAN (P.60/2008)– AMENDMENTS
(P.60/2008 Amd.)– SECOND AMENDMENT

In paragraph (iii) of the proposed conditions for the words “such as West Park and Green Street roundabout are not decreased in the interests of increased vehicular capacity” substitute the words “including West Park and Green Street roundabout are maintained or improved to optimise both pedestrian crossing facilities and vehicular capacity”.

MINISTER FOR TRANSPORT AND TECHNICAL SERVICES

REPORT

The Connétable's amendment is unnecessary in that high levels of service for pedestrians and cyclists will be an essential part of the proposals. Pedestrians and cyclists, bus users and motorists have all been considered as part of the process and will continue to be, as the level of detail is progressed.

There is a threat to the effectiveness of the scheme however in the interpretation of the amendment. Two points are of particular concern. Firstly the Connétable's report suggests that pedestrian crossings will be of the (inexpensive) Jersey type of crossing. Several pedestrian crossings will be provided as part of the scheme, which may be zebra crossings, Pelican (traffic-light controlled) crossings, or pedestrian stages at signals and crossing refuges. I cannot be bound by a commitment that all crossings will be of the "Jersey" type, which is simply white lines on the road surface, an inappropriate and unsafe means of pedestrian control in the wrong location.

The Connétable's second point is that pedestrian levels of service must not be decreased in the interests of traffic flow. There are no intentions to decrease the level of service for pedestrians, and by burying La Route de la Libération a significant improvement for pedestrians will be achieved. However, the Connétable specifically mentions the proposal to replace Zebra crossings with Pelican crossings at La Route du Fort by Green Street Roundabout. This is a significant component of the proposals, whereby a computer linked control of signals and Pelican crossings on La Route du Fort is proposed to ease traffic congestion and pollution. The crossings at Green Street roundabout will be maintained but need to be converted to Pelicans so that they can be linked to the computer controlled flow management system and enable the predicted improvements in traffic flow to materialise, to the undoubted benefit of the community. The Connétable may interpret this as a decrease in service because pedestrians will have to wait longer for the signals to stop traffic. Such an interpretation could threaten the ability to introduce an effective computer-controlled signal linking system, which is an essential component of the overall scheme.

In order to assure the House that crossing facilities have not been forgotten, I can confirm that the proposed traffic plans will include the following –

West Park Signals

Pedestrian stages at the junction to be as existing but with potential to provide better footpath space when detailed plans are progressed.

Kensington Place/Esplanade Junction

Existing pedestrian signal controlled crossings to be adapted to fit new road alignment.

Gloucester Street /Esplanade Junction

Pedestrian phases at revised junction, but pedestrians will have only 2 lanes instead of 6 to cross..

Castle Street/Esplanade Junction

Pedestrian crossing stages on all sides of the junction incorporated into the design of the junction signals.

The Esplanade (Gloucester Street to Castle Street). Generous central island to be provided along the majority of the road with zebra crossings at appropriate locations

Junction above the existing underpass

Roundabout to be replaced with signal controlled junction with pedestrian stages across all sides of the junction

Green Street roundabout

No changes on 3 legs of the junction. Zebra crossings on La Route du Fort to the east side of the roundabout to be replaced with Pelican light controlled crossings.

Cycle Routes

The current cycle route in from the west will be retained but realigned to take account of the position of the new road and whereas at present cyclists have to dismount and cross a busy 6 lane highway at the junction of the Esplanade and Gloucester Street if their destination is the Esplanade Castle Street or Sand Street areas, in the future the main traffic flow will be in the new tunnel at that point, hence they will have 2 lane roads with lower flows to cross.

I therefore would restate that good pedestrian and cycle facilities will be an essential part of the scheme and that the Connétable's amendment is unnecessary and could potentially jeopardise the process of producing a balanced,

or even workable, design. I would ask Members to approve my proposed amendment to the Connétable's amendment.

Financial and manpower implications

There are no additional financial or manpower amendments for the States arising from this amendment to the amendment of the Connétable of St. Helier.