



Minutes

**MINUTES OF THE ROADS COMMITTEE MEETING – A AGENDA
HELD IN THE ASSEMBLY ROOM AT THE TOWN HALL ON
WEDNESDAY, 11 NOVEMBER 2020 AT 9.30AM**

PRESENT	Constable S Crowcroft (SC) Mr B Le Feuvre (BLF) Mr J Baker (JB) Mr B Manning (BM) Mr J Rogers (JR) Mr R Le Brocq (RLB)	
IN ATTENDANCE:	Mr G Jennings (Procureur du Bien Public) (GJ) Mr P Pearce (Procureur du Bien Public) (PP) Mr S Alves (Head of Infrastructure) (SA) Mr A Sty (Infrastructure Manager) (AS) Mr J Turner (Chief Executive Officer) (JT) Mrs A Sweeney (Parish Secretary) (ASW)	
APOLOGIES	The Very Rev'd M Keirle (MK)	
DECLARATION OF INTEREST	There were no declarations of interest.	
OPEN MEETING	Having been previously circulated, the 'A' Agenda Minutes of the meeting held on 14 TH October 2020 were agreed subject to a typing error and the following amendments: 66/20 BLF regarding Ann Street he said the minutes should state he expressed concern as of the future freehold ownership of the open areas and pathways, he wanted reassurance that they were going to be owned by the public and not the individual companies. 79/20 Proposals for Vallee Des Vaux -The Committee agreed that the Officer's will bring back revised proposals to the January meeting.	
MATTERS ARISING		
96/20 OLD STREET BIKE RACKS	Previous minutes refers 76/20 JB asked if the bike racks had now been installed. AS confirmed they were being installed at this very moment.	
97/20 OLD STREET RISING BOLLARD	Previous minutes refers 77/20 JB asked if the rising bollards had now been installed AS advised that they are still awaiting on delivery of the unit which is coming from Italy. Previous minutes refers 84/20	

<p>98/20 CAR SPACES PER UNIT OF ACCOMODATION</p>	<p>JB asked SA if he had spoken to planning about were they are in their new guidance on minimum standards of car spaces per unit of accommodation, SA said he had been in talks with planning and they were supposed to go out to consultation but there have been delays due to Covid and the department being moved to cover Tracking, he confirmed there is a paper they have produced and it will come to the Committee shortly, he also suggested the Committee setting up their own parking strategy which should be in line with Government and taking into account what Government is proposing, and suggested they should also look at sustainable traffic policy and walking and cycling strategy.</p> <p>Previous minutes refers 91/20</p>	
<p>99/20 ROAD CLOSURES</p>	<p>PP said they have closed David Place to re surface it and the signage on adjoining roads was totally inadequate and asked if anyone was checking up on this, AS confirmed that some changes had been made the day earlier to the diversion plan as they were not correct.</p> <p>Previous minutes refers 94/20</p>	
<p>100/20 RENAMING VALLEE DES VAUX GARDENS</p>	<p>PP said in the last meeting it was said they would consider the name change of Vallee Des Vaux Gardens but it does not appear on the Agenda to be considered. SC said that Tony Allchurch was looking at this and suggested discussing again in January. GJ suggested co-ordinating the name change with signage as there is still no signage there, he said this has been long running for many years, interpretation and signage in our parks giving information monuments to history we don't make enough of a point of the importance and the nature and history and clarity of rules of usage, this has been looked at over the years but never got to a resolution of what the signage should be. SC suggested bringing this topic back in January or the first meeting of the new committee.</p>	
<p>101/20 ROAD SAFETY ST JOHNS ROAD</p>	<p>Previous minutes refers 86/20</p> <p>BLF was happy to report that the temporary traffic lights had been taken away from St Johns Road and is now working very well, but advised that there has been no improvement on the parking outside Morrisons on Queens Road, SC said that he had raised the Queens Road traffic/pedestrian hazard at a Constables Committee meeting on Monday as the Chief of Police was there and had taken the opportunity to raise the point, he said that the Police historically have left these type of things to Parish's to try to enforce, it is now on their radar, he added that SA is currently doing a note summarising where we are with Morrisons and asked if he could share this information with BLF, Morrisons have also been contacted by IHE and told to clean up their act.</p>	
<p>PLANNING APPLICATIONS</p>		
<p>102/20 P/2020/1064 54 VILLARS,PIED DU COTIL,JE2 3JE</p>	<p>54, Villars, Pied du Cotil, St. Helier, JE2 3JE P/2020/1064</p> <p>Convert carport into garage to North Elevation. Construct conservatory to South and external storeroom to South West elevations.</p> <p>The Roads Committee has no objections to the above submission</p> <ul style="list-style-type: none"> • Committee notes that this is the conversion of a carport into a garage. 	
<p>103/20 P/2020/1072 COLLEGE HILL, ST HELIER</p>	<p>College Hill, College Hill, St. Helier P/2020/1072</p> <p>Construct 4 no. two bed residential units with associated parking and landscaping. Construct retaining granite wall and new vehicular access onto College Hill. 3D Model available.</p>	

The Roads Committee has examined plans for the above submission and comments as follows:-

- Committee notes that the proposals is to construct four two-bedroom apartments over two floors above a road level parking garage comprising of 5 dedicated spaces, one visitor spaces, 8x bicycle store and bin storage areas. There is the provision of a layby at the entrance area into the car park.
- The Committee notes the concern raised by a number residents about the amount of traffic caused due to this development, the Committee asks for a traffic assessment to be undertaken assessing the potential of additional trips and impact it will have on the road and consider any mitigation to address these concerns.
- Committee requests that electric charging points are provided for the car parking spaces and for the bicycle store area
- Committee expresses concerns with the layby design. If used by a large vehicle such as a refuse lorry it will result in blocking the footpath, it is imperative that the pavement is not compromised by a vehicle parked on the pull in bay. The pull in bay width is not consistent as it narrows and depending on where a vehicle stops on the layby it will overhang the footpath. The suggested traffic assessment should look at this and the safety implication.
- The kerb and footpath must be lowered by the Parish of St Helier or approved Parish contractor at the expense of the applicant. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used. The Parish will not allow access across the footpath by the applicant/owner without this work being undertaken first, this is to avoid damage to the kerbstones from vehicle movement.
- The applicant must contact the Parish of St Helier Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant.
- That a line of 50mm wide split blocks shall be laid flush at the junction between the private land and the rear of the public footpath for the width of the site. This is a Parish of St Helier set condition which must be undertaken by the applicant/owner prior to the parking space being used.
- The applicant must contact the Parish of St Helier Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant.
- The applicant must remove obsolete service boxes that are no longer used to provide a service to the applicant's site or alternatively realign/renew service boxes liaising with the appropriate utility company. Obsolete dished kerb and footpath entrances are to be removed with the kerbs and footpath lifted, which will result in making good to the asphalt for the full width and length of the dished area as a minimum. Applicant is to be aware that depending on the location of the property that red and/or black asphalt may be required for making good to the footpath. Although in some instances, the applicant may need to reset granite footpath paving.
- The specification and extent of the remedial works must be agreed in advance with the Parish of St Helier Infrastructure department. Only Parish approved contractors are permitted to work on the public road/footpath. All remedial works are to be at the cost of the applicant.
- Applicant is to note that the cost for removal and relocation of any street furniture or utilities for example: lamppost, bollards, bike racks, etc. and subsequent making good to road and pavement surfaces due to this application is to be at the applicants cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.

104/20 RM/2020/1073
**JERSEY GAS
 WORKS
 SITE, TUNNELL
 STREET**

- That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway.
- That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager.
- That a refuse separation and recycling strategy is agreed in conjunction with the Parish.
- The Roads Committee are in agreement with the advice given by Government's Infrastructure, Housing and Environment – Transport and operations section. As a Planning Obligation Agreement contribution to mitigate the extra trips that this development will generate and to reduce risks of future road traffic accidents that a contribution to the junction improvements of College Hill will be require pre-commencement to include kerb realignment, widening and traffic calming subject to a road safety review.

Jersey Gas Works Site, Tunnell Street, St. Helier, JE4 8RE RM/2020/1073

RESERVED MATTERS to PP/2019/0809 (OUTLINE APPLICATION: Demolish existing office building, showroom, staff accommodation and residential units on Tunnell Street and St. Saviour's Road. Construct 42 No. 1 bed, 57 No. 2 bed and 23 No. 3 bed residential units with associated underground parking and landscaping. Create public open space and underground public car park. Fixed Matters: Scale and mass, siting and means of access. Reserved Matters: External appearance and materials and landscape): External Appearance and Materials, Landscape.

The Roads Committee has examined plans for the above submission and comments as follows:-

- Committee's comments on the previous application ref: PP/2019/0809 and recently RP/2020/1001 stand, the below comments are regarding the reserved matters:
- Committee notes that the development will comprise of 42 x 1 bedroom units, 57 x 2 bed units and 23 x 3 bed units (total = 122 units of accommodation) and that a total of 112 residential car parking spaces are being created. Committee would normally require 1 parking space per unit of accommodation but is aware that there are an additional 150 public spaces and 10 Tunnel Street residents' parking spaces being created which is welcomed.
- Committee requests that Tunnel Street for the length of the development is resurfaced and pavements renewed where services are taken from Tunnell Street. Finishes to Tunnell Street are to be agreed with the Parish Roads Committee.
- The Committee supports the proposal to extend the Town Park which will provide a huge benefit to St Helier and create connectivity from David Place/Bath Street through to St Saviour's Road.
- The Committee requests as the scheme is developed that consideration be given to providing a dedicated cycling route through the Town Park to link from Bath Street to St Saviours Road creating a safe route for cyclists.
- Additional cycle parking should be provided within the park and ideally with charge points for public use. Public art should be provided within the new extended park providing a link with the theme of the existing park.
- Litter bins, benches with covers similar to what has been provided within the existing town Park should be included to link the park.
- Security such as CCTV should be considered within the design.
- Water feature should be considered, Committee suggests using the town brook as a feature.
- Committee is assuming that the extended park will be gifted to the States of Jersey to form part of the Millennium Town Park so that it can be policed and maintained.

<p>105/20 P/2020/1100 70 BATH STREET,ST HELIER JE2 4SU</p>	<ul style="list-style-type: none"> • The Committee welcomes the proposal to not use Tunnell Street as an access route for the development. The Committee will not support any proposal that places additional traffic onto Tunnell Street. • That any new or altered access must be surfaced in a hard bound material, such as concrete or asphalt, (not loose stone or gravel) within 2m of the public highway and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used. • The kerb and footpath must be lowered by the Parish of St Helier or approved Parish contractor at the expense of the applicant. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used. The Parish will not allow access across the footpath by the applicant/owner without this work being undertaken first, this is to avoid damage to the kerbstones from vehicle movement. • The applicant must contact the Parish of St Helier Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant. • That a line of 50mm wide split blocks shall be laid flush at the junction between the private land and the rear of the public footpath for the width of the site. This is a Parish of St Helier set condition which must be undertaken by the applicant/owner prior to the parking space being used. • The applicant must contact the Parish of St Helier Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant. • The applicant must remove obsolete service boxes that are no longer used to provide a service to the applicant's site or alternatively realign/renew service boxes liaising with the appropriate utility company. Obsolete dished kerb and footpath entrances are to be removed with the kerbs and footpath lifted, which will result in making good to the asphalt for the full width and length of the dished area as a minimum. Applicant is to be aware that depending on the location of the property that red and/or black asphalt may be required for making good to the footpath. Although in some instances, the applicant may need to reset granite footpath paving. • The specification and extent of the remedial works must be agreed in advance with the Parish of St Helier Infrastructure department. Only Parish approved contractors are permitted to work on the public road/footpath. All remedial works are to be at the cost of the applicant. • Applicant is to note that the cost for removal and relocation of any street furniture or utilities for example: lamppost, bollards, bike racks, etc. and subsequent making good to road and pavement surfaces due to this application is to be at the applicants cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site. <p>Change of use of first and second floors from Class A (Shop) to Class F (To create 2 no. self-catering units).</p> <p>The Roads Committee has examined plans for the above submission and comments as follows:-</p> <ul style="list-style-type: none"> • Committee notes that the proposal is for a change of use for the first and second floors from shop to self-catering accommodations and the ground floor remaining as a 	
---	--	--

<p>106/20 RP/2020/1117</p> <p>19-21 COMMERCIAL STREET & 31-41 BROAD STREET</p>	<p>commercial unit.</p> <ul style="list-style-type: none"> • Committee requests that cycle parking is provided for residents of the units of accommodation and that electric charging points are provided for the car parking spaces and e-cycles. • It is noted that the plans do not indicate any off street refuse store for the commercial units and the self-catering units. The applicant MUST provide dedicated off street and accessible bin storage. The Parish cannot collect refuse from this facility without dedicated off street bin storage being created. • That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager. • That a refuse separation and recycling strategy is agreed in conjunction with the Parish. • That notwithstanding the above comments, this submission should be referred to Infrastructure, Housing and Environment since the road in front of the property is a Government Main Road. <p>19 - 21 Commercial Street, & 31 - 41 Broad Street, St. Helier, JE2 8XG RP/2020/1117</p> <p>REVISED PLANS to P/2011/0817, as renewed by RC/2016/1027 (Demolish existing buildings. Construct six storey plus roof plant comprising of retail units and offices with basement parking. Remove 33 Broad Street. Restore facades of 35-37 Broad Street and 'Harbour Wall' structure): Omit basement, re-provide car parking, cycle storage and plant space at ground and first floors. Various external alterations.</p> <p>Committee notes that the proposal is for the creation of new office block with public access through the site. The difference from this application to the previously approved application ref: P/2011/0817 is the omission of the basement, which was approved across the full extent of the site and was to contain car parking and plant. The omission of the basement has meant that car parking is now provided on a much-reduced basis on the ground floor to Commercial Street and plant is accommodated on the first floor, also to Commercial Street.</p> <p>Other changes are focused on the public interaction with the development, including reconfigured entrances and façade details and the omission of the atrium over the public walkway - with the introduction of a colonnade to the same space. Within this public route the retail / food and drink uses have been moved to address Broad Street. There is also a change to the fire escape route to the western boundary.</p> <p>Roads Committee comments on the approved application ref: P/2011/0817 updated as follows:-</p> <ul style="list-style-type: none"> • Committee is concerned with the substantial reduction of car parking reducing from 111 spaces in the original approved basement, to just 38 car parking spaces (6 of which are for disabled users) on the revised ground floor. Committee requests that the car parking provision is increased or the applicant should consider other facilities due to the shortfall such as car share, and provision of more motorcycle parking (only 11 spaces are provided), all of the parking should be provided with electrical charge points. • Committee requests the applicant reconsiders reinstatement of all or some of the basement for car parking so that all car parking is kept under the building; this enables the Ground Floor to be used more effectively for amenity space or additional facilities. • The applicant is to consider introducing car share scheme, similar to the Evie car share scheme due to significant reduction in the number of car parking spaces being provided. • Committee notes the increase the cycle storage provision, from 108 spaces in the ground floor, to 150 spaces at the ground floor, the cycle parking provided is welcomed and should include electric charge points for e-cycles being provided. Committee notes that the applicant mentions that there is space for expansion if required, Committee asks that the expansion is put in place. 	
--	---	--

- The applicant will be required to continue the footpath across the vehicle entrance and put in place the safeguards to ensure pedestrians have priority over vehicles entering and exiting the site.
- That the applicant must comply with the visibility requirements as set out in 'Access onto the Highway – Standards and Guidance' as produced by Infrastructure, Housing and Environment which is available online at:
- Everything in the visibility areas so formed including gates, pillars, walls and plants growth to be permanently restricted in height to 900 mm above road level in perpetuity. Committee expresses concerns that visibility will be compromised by the layby on Commercial Street.
- It is requested that the 'percentage for art' fee contributes towards street sculpture to be located in the area, possibly incorporating a water feature. It is suggested that a working group is set up to look at this with input from the Parish Roads Committee.
- The creation of a pedestrian corridor linking Broad Street and Commercial Street is welcomed and supported although it is noted that folding security screens are proposed at the main access points, presumably to restrict public access at certain times. The Parish request further information on proposals for this pedestrian permeability.
- Details of the proposed service lay-bys on Commercial Street are to be discussed and approved by the Parish.
- That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway.
- That any windows bordering the Public Road or Footpath shall be of a type whose opening lights do not open beyond the face of the building. The applicant should note that contravening this condition will mean that the Parish will take action against the applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
- That no part of the foundations of the building may project under the public highway. The applicant should note that contravening this condition will mean that the Parish will take action against the applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
- Commercial Street was resurfaced in 2010/11. Construction traffic in and out of the site (which is likely to concentrate on Commercial Street) will cause serious deterioration of the road and sub base. The developer will be expected to allow a sum in the contract which will provide for the satisfactory reparation and/or reconstruction of the roadway upon completion of the development.
- A robust and failsafe strategy to minimise inconvenience and nuisance to adjacent businesses during the construction phase is to be developed to the satisfaction of the Parish. The Parish reserves the right to impose vehicle size and weight restrictions for all site traffic and every effort should be made to re-use/recycle site arisings so as to reduce vehicle movements.
- A strategy to clean the façade of the building without the necessity for external equipment which must be operated from the roadway must be developed.
- The construction process and site servicing arrangements must be discussed with Parish of St Helier Infrastructure at development stage.
- That any new or altered access must be surfaced in a hard bound material, such as concrete or asphalt, (not loose stone or gravel) within 2m of the public highway and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used.
- The kerb and footpath must be lowered by the Parish of St Helier or approved Parish

<p>107/20 P/2020/1164</p> <p>20 HILGROVE STREET ST HELIER JE2 4SL</p>	<p>contractor at the expense of the applicant. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used. The Parish will not allow access across the footpath by the applicant/owner without this work being undertaken first, this is to avoid damage to the kerbstones from vehicle movement.</p> <ul style="list-style-type: none"> • The applicant must contact the Parish of St Helier Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant. • That a line of 50mm wide split blocks shall be laid flush at the junction between the private land and the rear of the public footpath for the width of the site. This is a Parish of St Helier set condition which must be undertaken by the applicant/owner prior to the parking space being used. • The applicant must contact the Parish of St Helier Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant. • The applicant must remove obsolete service boxes that are no longer used to provide a service to the applicant's site or alternatively realign/renew service boxes liaising with the appropriate utility company. Obsolete dished kerb and footpath entrances are to be removed with the kerbs and footpath lifted, which will result in making good to the asphalt for the full width and length of the dished area as a minimum. Applicant is to be aware that depending on the location of the property that red and/or black asphalt may be required for making good to the footpath. Although in some instances, the applicant may need to reset granite footpath paving. • The specification and extent of the remedial works must be agreed in advance with the Parish of St Helier Infrastructure department. Only Parish approved contractors are permitted to work on the public road/footpath. All remedial works are to be at the cost of the applicant. • Applicant is to note that the cost for removal and relocation of any street furniture or utilities for example: lamppost, bollards, bike racks, etc. and subsequent making good to road and pavement surfaces due to this application is to be at the applicants cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site. • That the refuse store and collection arrangements are agreed in detail with the Parish Refuse Manager. • A detailed refuse strategy must be developed with the Parish to include separation, re-use and recycling with separate proposals for any retail area which may be sub-let. The refuse separation and recycling strategy is to be agreed in conjunction with the Parish. • That notwithstanding the above comments, this submission should be referred to Infrastructure, Housing and Environment since the road in front of the property is a Government Main Road. <p>20, Hilgrove Street, St. Helier, JE2 4SL P/2020/1164</p> <p>Install 1 no. retractable awning to West elevation.</p> <p>The Roads Committee supports this application subject to:-</p> <ul style="list-style-type: none"> • That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway. 	
---	---	--

	<ul style="list-style-type: none"> • That the proposals are presented to the States Police as one or more of their CCTV surveillance cameras are trained on the area and close up viewing may be impaired by the blind(s). • Applicant to be aware that under the Road Traffic (Jersey) Law 1956 Article 72 (5), the applicant can be required to remove any signage/overhangs that is considered to be a hazard. • The awning must be retracted into the boxing when the premises are closed. • Planning approval does not give permission for a structure to encroach on the highway or footway. Any sign, structure or object which overhangs a public footway or highway requires approval from the Parish of St Helier Infrastructure department under the Highways (Jersey) Law 1956. This is required irrespective of how long a structure has been in position and irrespective of how high it is. 	
<p>ANY OTHER BUSINESS</p>		
<p>108/20 TUNNEL STREET PARKING</p> <p>109/20 FOUNTAINS HALKETT STREET/CHARING CROSS</p> <p>110/20 PURCHASE OF FIELD SURVILLE CEMETARY</p>	<p>BLB was concerned with cars spilling on to the pavement from Ruellans Garage in Tunnell Street and thought it something we need to police. PP said Robert's idea of yellow lines on back edge of pavement's was a good idea and makes it more visibly enforceable. SA advised with doing that you would then set a president to every single development with car parking space that backs on to a pavement. JB noted the same problem in Dumaresq Street with M&S collections and it was suggested to get the Wardens to start booking more people on pavements. BLB suggested doing a public relations exercise for all the haulage companies and let them know they will not be exempt. SC said unfortunately unless the States enforce this it will not help and suggested talking to parking control and asking what their policy is on people parking on the pavement. JB suggested it's about time parking charges were in line with the States and start charging £60 instead of £30. PP said as it is Island wide it would need to go before Committee of Constables.</p> <p>BLB asked if there had been any progress on the installation of fountains in Halkett Street and Charing Cross. SC said the drinking water fountain that was to be installed in Halkett place had been put on the back burner and the Charing Cross fountain installation was stopped because of the pandemic which would have caused a blockage at the end of a very busy road which is why the Minister closed Broad Street, but hopefully in the spring we can develop it.</p> <p>SA advised the Committee that they are planning to go to the Parish Assembly on 25th November for the purchase of a field which is next to Surville cemetery, the field will help with the possibility of extending the cemetery in years to come, he advised that they have recently extended the cemetery and it will be probably be another 15-20 years before they will need to extend again, but this field purchase was a rare opportunity that came up that the Parish did not want to miss. PP noted that part of the field was in St Johns and asked the rates situation, SA confirmed the field was registered in St Helier so it would pay rates in St Helier, he also added that whilst the field is not in use they are looking at creating an orchid. JT said that he has a local charity who are keen to start creating a community garden.</p> <p>Vicky Trehorel The Town Centre Manager Joined the meeting to present the following proposal: Proposal: The town centre manager (TCM) would like to install speakers in the town centre for a six-week period over the Christmas season to replace music in the absence of Carol Singers and busking due to Covid conditions. Stage 2 will be installing and maintaining these speakers and all speakers can be adjusted to ensure volume is acceptable. There will be 7 'sound zones' created that contain 2 or 3 speakers and will enable distance between zones to avoid noise pollution or the jarring of music. All music levels will be ambient and used only as background music for the town centre, not for projecting messaging or loud music. This</p>	

<p>112/20 HUE STREET BOLLARDS</p> <p>113/20 BIKE RACKS CASTLE QUAY</p> <p>114/20 VALLEE DES VAUX</p>	<p>project will be funded by Government of Jersey as part of a partnership for delivering Christmas under difficult circumstances.</p> <p>Reasoning: A survey was carried out by the TCM to understand what might encourage people to support local businesses over the Christmas period and whilst 69.5% of responders said they were likely to carry out their shopping on line this year, 86% said music would improve the town centre atmosphere whilst carrying out shopping. The TCM advised that it was her job to act on anything that may support economy in the high street after a difficult year and so planned to deliver the project based on this feedback. The participants were broken down into 5 generation groups and in the 56-74 age bracket and in the 75+ bracket, they listed music in the town centre in the top three things they would like to see in town.</p> <p>Permissions: The TCM had discussions with Beresford Street Kitchen about having ambient music and how it may affect some of the individuals they work with and received a ringing endorsement for this action, emails were also sent to Mind Jersey and Autism Jersey advising of plans and asking for any feedback regards timings for speakers as well as reassurance of quiet hours both in the morning and evening. A deadline was given and passed without any concerns being raised. All businesses who will be housing speakers and/or kit for this project gave permissions and endorsements for this.</p> <p>SC asked were the funding was coming from, VT confirmed that the Government were funding. JR said he was satisfied with seven speakers for the period of Christmas only, what he had objected to was the letter to the Bailiff which implied this would be permanent. BM asked to see a copy of the survey. VT said she would send him a copy. PP asked if we had a licence to play music in public places. VT confirmed that the Parish held a current license.</p> <p>JB said the Constable had very kindly organised some new planters, to be placed in Hue Street, he said unfortunately there is a problem as the planters are a semi-circle and the way the trees have been placed they are now too close to the pavement and are going to touch peoples faces when they walk past, he suggested the need for a policy on how and when we plant. SA made a note and will follow up</p> <p>JB said they had identified two parking areas for bike racks at Castle Quay opposite Coopers on JDC land, which would be available for cycle parking, and said they had managed to get one of the areas for Evie bikes, he added that there were only four bike racks outside Coopers but the racks have now disappeared after someone complained of a bike being there for some time, he added that his company Millais House Ltd are able to offer cycle racks to the parish or the States should they wish outside coopers on private land where he has identified room for eight to twelve bikes. SA thanked John and said he would need something from JDC or owner of that section of land to say they are offering it to the Parish and we would need to check conditions, agreement, and contract also need to check as it's an emergency route for the fire service and don't want to compromise safety. JB said he has checked and is assured there is room for eight to twelve bike racks.</p> <p>JB suggested that himself and AS start the process of examining possibilities of the Vallee, he suggested looking at the top end of the Vallee to start with and temporarily moving the white line, trying a virtual pedestrian pavement and installing rumble strips and ask the Honorary Police to monitor the area as currently 92% of drivers do not adhere to the speed limit, he asked the Constable's approval to move forward with these ideas. SC said as previously discussed we would bring this back to the meeting in January. SA said that there would be a couple of consultations that would need to be discussed before going ahead.</p>	
<p>AGREED DECISIONS</p>	<p>None</p>	
<p>NEXT MEETING</p>	<p>The next meeting will take place on Wednesday December 09 2020 at 9.30am Assembly Room</p>	

