

**MINUTES OF THE ROADS COMMITTEE MEETING – A AGENDA  
HELD IN THE ASSEMBLY ROOM AT THE TOWN HALL ON  
WEDNESDAY, 14 OCTOBER 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)  
The Very Rev'd M Keirle (MK)

**IN ATTENDANCE:**

Mr G Jennings (Procureur du Bien Public) (GJ)  
Mr P Pearce (Procureur du Bien Public) (PP)  
Mr A Sty (Infrastructure Manager) (AS)  
Mr J Turner (Chief Executive Officer) (JT)  
Mrs A Sweeney (Parish Secretary) (ASW)  
Mr Colin Lever (VDV residents association representative)

**APOLOGIES**

Mr S Alves (Head of Infrastructure) (SA)

**DECLARATION  
OF INTEREST**

There were no declarations of interest.

**OPEN MEETING**

Having been previously circulated, the 'A' Agenda Minutes of the meeting held on 16<sup>TH</sup> September 2020 were agreed subject to a typing error and the following amendments:

Declaration of Interest: GJ declared a corporate interest on behalf of the Rectorate in the Church House planning application.

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.

**MATTERS ARISING**

**76/20 OLD STREET  
BIKE RACKS**

Previous minutes refers 63/20  
JB asked when the bike racks were going to be installed AS confirmed they had been ordered and expected delivery date was end October and would be installed as soon as they arrived.

**77/20 OLD STREET  
RISING BOLLARD**

Previous minutes refers 64/20  
JB asked when the rising bollards were going to be installed AS confirmed that they had been ordered and expected delivery date was end October and would be installed as soon as they arrived.

**78/20 BROAD  
STREET CLOSURE**

Previous minutes refers 65/20  
SC wanted to reiterate that the Parish has no jurisdiction over Broad Street, the Constable has a steady stream of people coming in asking for him to open Broad Street and he has asked his staff to make it quite clear that they need to write to the Minister, with the pandemic worsening its unlikely that it will be safe to open Broad Street, he stated that he had repeatedly asked the Minister about the signage which does not give any advice to cyclist to give priority to pedestrians. He also mentioned that some guerrilla gardeners had planted flowers in Broad Street recently to illustrate the street looked rather bleak.

**AGENDA ITEMS**

**79/20  
PROPOSALS FOR  
VALLEE DES VAUX  
TO ADDRESS  
TRAFFIC  
CONCERNS**

AS presented his report for La Vallée des Vaux, as the Committee are aware the residents of the Valley attended a Roads Committee meeting in December to raise concerns and request improvements to the valley.

The outcome of the meeting was;

- For Implementation of targeted policing
  - Infrastructure department to bring forward a report outlining options and proposals
  - An event or festival to be considered
  - Honorary Police have and are continuing to police the area
  - A Vallée des Vaux event was recently held, which we were told was a success
- Infrastructure have undertaken various works in the valley following residents' concerns

- Line markings and indications have been refreshed
- Signage cleaned and foliage restrictions removed
- Agents for Springbank Avenue have been contacted and requested to consider the installation of a junction line at the end of the private road
- A speed indication device SID has been positioned in the valley since the beginning of the year and is regularly rotated to inform drivers of their speeds in both directions

Infrastructure have given details in the latest report of three options for Committees consideration

**Option 1** To install additional signage to reinforce that pedestrians and cyclists have priority.

**Option 2** States Assembly have recently voted in favour of unmanned speed cameras. Once the legislation is in place cameras will be able to be deployed to assist Honorary Police. Lastec cameras are in the region of £15,000 each though the costs would be very likely be covered by fines income. It would then be open to the Parish to decide to allocate any surplus income for implementing its climate emergency actions.

**Option 3** Implement Traffic Calming measures in the form of narrowing the carriageway giving priority to one lane of traffic over the other. These narrowing's could be constructed in conjunction with or without road humps. A similar design has been used outside St Martins School. The cost for the design shown in the packs is approximately £30K.

**Option 4** – Making the Valley one way, as highlighted in the pack this would be a major project that would require a substantial traffic study and Road Safety Assessments to explore and understand its impact on surrounding roads and residents. It would also require a major consultation exercise. The department recommendation would be that the remaining items in Option 1 should be completed where possible and wait until legislation is in place for the use of Lastec camera equipment for Option 2. Should the Committee wish to implement traffic calming as suggested in Option 3, funding would be requested within the 2021/22 cost estimates and the necessary research and consultation undertaken. Option 4 should only be considered as last resort.

Colin Lever from Le Vallée de Vaux residents association addressed the Committee, he spoke about the trial that was run a couple of Sunday's earlier and said it had been extremely successful, he went on to say what the residents would like to see in the area, the use of a speed camera on occasion's to deter speeding, discreet changes to the Vallee so that its not urbanised like St Mary, virtual footpaths which is coloured tarmac, bollards but not every ten yards only where necessary, removal of the white centre line, were the road narrows a priority passing area, although there is a slight issue with that if you have priority in both narrow areas you cannot see as a driver one end to the other clearly, so that may be an issue, strategic use of rumble strips on the straight section but not near houses which he felt was crucial.

SC asked AS what he thought of Colin's suggestions, AS said he had been in conversation with JB the day earlier who had highlighted some of the same points, JB had suggested not going down the road of asphaltting or painting the virtual path completely because of the urbanisation that they are trying to achieve, suggesting maybe just a single line and also different colour line markings and using timber bollards to fit in with the area, some items would have to be looked at with road safety assessments. SC asked if the removal of the white line seemed feasible, AS advised that this has never been done before so he would need to investigate.

JB started by making an apology to the Committee as himself Colin and others had actually walked the route some months ago and came up with a set of ideas which Colin has explained and thought he would have had time to meet up with Infrastructure to go through the details before bringing them to the Committee, he wanted to emphasize some important points, he said by removing white lines that there is proven evidence from the UK and other jurisdictions that it can reduce the speed of traffic, which can vary eight percent upwards of average speed, he suggested virtual pavements being a simple line painted in green or fluorescent colours and using wooden bollards every twelve to fifteen metres, introduce better signage, also suggesting changing the name Green Lane to something French or even Jersey French, rumble strips again keeping in with green lanes could be cobbled but with gaps for cyclists, having a fluorescent fifteen mile sign every time you come up to a rumble, were you have problems with the road narrowing and to avoid going on to pavements you really need to give priority and think this should be for vehicles travelling North because anyone travelling South would usually be travelling to work and be in a hurry. He suggested that himself and some other members of the Committee walk the vallee again to see what is practical from a monetary point of view, suggesting looking at the problem areas first working from the north.

BLF thanked Colin for the presentation and following on from what JB had said about priority moving north, he thought it a bad idea as depending on what happens in Midvale Road his fear would be that the Vallee becomes a rat run for people trying to avoid Queens Road and Rouge Bouillon and speed

**80/20 UPDATE ON  
2020 BRANCHAGE  
VISITES**

cameras cannot happen until we have legislation and suggested having chicane in the wider areas similar to what they have in St Martins as it seems to be effective in slowing people down. SC suggested adding these on to the master list which AS would go away and look at.

BM suggested if the traffic was one way then South would be best as if you are coming into town its easier to go up Trinity Hill and come down the one-way system, if it were the other way around you would have a long circuit to make. SC said the residents according to Colin would not be in support of one way.

JR said the problems with using a virtual path in Vallee des Vaux is that there is a foot path but that it moves from side to side and suggested the virtual footpath be on one side to stop people having to cross over. He also wanted to congratulate our traffic department on their excellent maps of the roads.

MK said he would support the removal of the white line as it does make you slow down, and he advised to be careful what you wish for as he had previously lived within twenty-five yards of rumble strips and speed humps either side of his house and they are very loud. Also, you need to reflect on the character of the lane next time you are walking through it, it needs to be done with huge sensitivity and awareness of the environment.

GJ said the use of fixed cameras would not only pay for themselves but would be very effective given what percentage of motorists are currently speeding along the lane, and rather than put in rather expensive and possibly controversial infrastructure out of the Committee's budget would probably be best to think of saving that budget for physical intervention for other projects that the Committee would like to prioritise and press to get the legislation through so what we know is effective in terms of cameras can quickly be installed within a reasonable budget to pay for itself in order to answer the concerns of the residents not only in Vallée Des Vaux but across the Parish.

PP said he was in favour of the removal of the white line and likes what he calls a brown pavement all the way through, although the use of wooden bollards worries him because they have a visibility problem as he doesn't think there is sufficient street lights in that area.

JB confirmed that it is standard practice when fitting wooden bollards to have reflective strips, it is part of the rules of road safety, he suggested himself Colin the Constable and maybe some residents go on the walk again before anything is decided.

Deputy Ward joined the meeting via zoom and wanted to support the work that had gone on and said congratulations to Colin and thought that some of the options are definitely viable, he reminded the Committee that the assembly did pass the ability to designate road's, this could be something to be thrown in to the mix which is a radical change but one that is now available, he thought the pathway a very good idea, regards the detail of what the bollards are made of he thinks that is something that can be worked on, he fully supports this and thinks we should be looking at doing it in other areas within St Helier.

AS said as the Committee are aware that a new format and procedure for Visite du Branchage was agree on 24<sup>th</sup> June, and was put in place partly due to social distancing guidelines and also in an effort to rationalise and improve the fairness of penalties.

Summary of the 2020 Visites:

**Visite de Branchage** on the 11<sup>th</sup> July

250 pre-warning letters were delivered

16 predetermined points of interest were visited on the day

The party of 7 cyclists accompanied by the Honorary Police cycled 9.8 miles, inspecting 65 roads

3 financial penalties were issued along with 8 letters of advice

**Visite de Branchage et Chemins** on the 11<sup>th</sup> September

31 pre-warning letters were delivered 11 predetermined points of interest were visited

The party also visited the Honorary Roads Inspectors within each of their vingtaines were they had opportunity to address the Committee with their concerns.

58 financial penalties were issued along with 3 letters of advice

**Conclusion**

The Department was satisfied that the reduction of the Branchage to a morning event is working well, even though the inspection and administration time has increased significantly, with this year's visits proving particularly challenging in view of the ongoing pressures from the pandemic. However, from the inspections they have undertaken they are pleased to report that they have not encountered any major issues and will endeavour to follow up on the matters raised as soon as possible.

JB wanted to point out that in terms of financial implications and the procurers might back him up on this that three hundred letters were sent out and he thinks that the cost of a letter is five pounds each, so considering the low number of fines he thinks that we probably lost money this Branchage which is a historic occasion.

BLF said he thought it was a very good idea meeting the Road Inspectors for the areas he thought it was very helpful. MK asked if it was something that could be set up in future that Road Inspectors give us a tour of a particular road. AS stated that under the law they are required to do it on the second Branchage but not on the first or sometime in September.

GJ raised Patrick Freeley lane because it is not mentioned in outcome decisions, but it did raise the point about the dropped curbs at the end and the lack of them in order to enable the joined up cycle route with the school because as its been fitted no dropped curbs have been put at the filtered end which means of course the only way to get round is to go along the pavement as there is no on/off ramp to enable the cycle route to be linked up.

PP said he liked meeting the Roads Inspectors, although the law requires once a year it may be useful to have half year Roads Inspectors reports on one Branchage and half on the other, that way they would get around more on both occasions. SC agreed it was certainly worth looking at.

SC was concerned that he was still seeing infractions, an obvious one being at the top of Trinity Hill, the property on the left, its narrow but an important pavement and its completely overhung also around the Queens Road roundabout which are over the pavement and he thinks that our Street Inspector should be on these all the time he does not think it should be up to Committee members picking these up as we have a full time member of staff and they should be picking up the important ones especially on pedestrian routes, getting them cut back and the bills sent to the owner. The other point he wanted to minute was his thanks to the Dean and his wife for a lovely lunch in the Deanery garden which he thinks was a great improvement on going to a hotel for lunch and saving the parish money as well, it is a much better way of conversing and moving around respecting social distancing, it's a really good formula that the team have come up with, and he finished by thanking Andre, Silvio and their team for turning the Branchage into something that he looks forward to.

## PLANNING APPLICATIONS

### **81/20 54 ST SAVIOUR ROAD ST HELIER JE2 4LA**

#### **1. 54, St. Saviour's Road, St. Helier, JE2 4LA P/2020/0976**

Convert shop and bedsit to form 1 No. Two bed residential unit.

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

Committee notes that this is the conversion of a shop and bedsit to convert to 2 bedroom unit of accommodation.

- It is noted that there is no scope to add a car park although a large store is being proposed which should accommodate cycle parking complete with electric charging point.
- 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.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2020/0976>

### **82/20 JERSEY GAS WORKS SITE, TUNNELL STREET ST HELIER JE4 8RE**

#### **2. Jersey Gas Works Site, Tunnell Street, St. Helier, JE4 8RE P/2020/1001**

REVISED PLANS 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); Block A: construct 2 storey basement and relocate building 0.7m West. Block B: omit basement, relocate north elevation 0.7m East, relocate building 2m South and lower height by 0.7m. 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 stand and has been updated as follows:
- 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 notes that the changes predominantly driven by the basement to avoid diverting the existing Town Brook and Foul sewer. These include reconfiguring the approved single basement over the entire site to a two-storey basement located to the west only. The building positions are

also altered to ensure they do not obstruct the Town Brook and Sewer including the 6m exclusion zone.

Although the two-storey basement extends below the approved parameter section there is no visual impact to the public. The changes in building position are offset with a reduction in height to Block B of 0.7m

Minor changes are proposed to the pedestrian means of access to the building have been changed to suit the building position and placed more emphasis on the primary access point to the buildings from the Public Park. Pedestrian permeability through the public park has been updated to accommodate the changes in the siting of the buildings.

The extension of the Public Park has been lowered by 0.8m which has improved the accessibility to the park for the public and as a result also improved the visual impact to Tunnell Street with a reduced boundary wall.

- Committee request that electric charging points are included within the car park and that the infrastructure is in place to enable each space to have a charging point.
- The administration of the car park is unclear and will need to be agreed, it is not clear if the applicant intends to cede the public car park to the States of Jersey for administering and policing the public car park spaces.
- It is unclear how the 10 allocated spaces for Tunnel Street residents are to be managed and how these spaces will be secured and reserved.
- Committee welcomes the addition of some motorcycle parking within the public car park; perhaps consideration could be given to providing some motorcycle parking in the residential car park.
- Committee welcomes the proposal of creating 120 residential bicycle storage spaces and would request that these are provided with charging points for electric cycles. Committee would encourage the applicant to provide at least 1 bicycle space per unit of accommodation.
- 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 appreciates that the landscaping is only illustrative at this stage, but would request 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.
- 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.
- 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 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.

83/20 HIGH  
ORCHARD  
HASTINGS ROAD  
ST HELIER JE2 4PH

- 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.
  - Refuse collection should ideally be off street, it is unclear how this is to be managed and incorporated into the scheme.
  - 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.
- <https://www.gov.je/citizen/planning/pages/PlanningApplicationDocuments.aspx?s=1&r=RP/2020/1001>

### 3. High Orchard, Hasting Road, St Helier, JE2 4PH P/2020/1057

Demolish existing and construct 2 no. two bedroom residential units with associated parking and amenity space. 3D Model available

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

- Committee notes that the proposal is to construct a new building on an empty infill site that comprises of two single garages at street level with anew development consisting of 2 x two bedroom residential units of accommodation which includes the provision of 4 car parking spaces.
  - 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.
  - Applicant is to liaise with to Infrastructure, Housing and Environment to agree to visibility splays which are to be in accordance with visibility requirements as set out in '**Access onto the Highway – Standards and Guidance**' as produced by Infrastructure, Housing and Environment. 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.
  - 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 not with standing 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.
- <https://www.gov.je/citizen/planning/pages/PlanningApplicationDocuments.aspx?s=1&r=P/2020/1057>

AS confirmed that there was nothing to highlight with the planning applications

ANY OTHER  
BUSINESS  
84/20 CAR SPACES  
PER UNIT OF  
ACCOMMODATION

JB stated we have yet to agree the new guidelines for the number of car parking spaces per unit of accommodation and asked the Constable to give some guidance on what procedure he may like him to take and that possibly the Environment Committee could come up with some suggestions that they could then propose to the Roads Committee to consider since they are the authority. SC thanked JB for raising the point and that the first step would be to ask the department to talk to planning to find out where they are on their new guidance on minimum standards. BM said he knows they are looking at introducing one hundred and fifty public spaces but we are looking at losing two hundred and forty spaces at the Ann Street Brewery site and in the future if we are looking to take of more on street parking so we can have cycle paths then we are going to need more parking and thinks they should keep to one parking space per unit when re developing. PP said we have a new Committee being elected in December which will meet in January and suggests that January meeting is the time to set these new standards if we are to change anything.

85/20  
GULLY GRATINGS  
LA RUE DE  
FUNCHAL

AS reported that two old Jersey gully gratings were replaced in La Rue De Funchal recently as part of IHE's drainage works for the Le Masurier's site. The gratings were not specified to be replaced however as often is the case, the contractor found the hinges to be extremely worn and problematic to open and as such replaced them with new. It should be noted that these old covers have caused issues in the past due to the direction of the slots which follow the line of the traffic and have cause problems for bicycle tyres getting caught. IHE have apologised on behalf of themselves and the contractors as it has since come to light that the gratings were disposed of. IHE have one unit in stock they can instruct to be fitted if that is Committee wish however they did reiterate they were not up to highway standard. SC agreed that it was awful we had not been informed of this and did not agree to having a below par drainage cover installed that may lead to a cyclist going over their handle bars.

86/20 ROAD  
SAFETY ST JOHNS  
ROAD

BLF said he had been on a group with Ina Gardener on improvement of road safety on St Johns road and they had achieved quite a lot, they have the new pedestrian crossing for the children from Haute Vallee School but the rest is on hold until the future of Overdale Hospital is to be considered. He raised concerns of parked cars outside Morrisons supermarket and delivery vans parking at the same time as children leaving school causing them to step into the road and is an accident waiting to happen, one of the suggestions was to perhaps have someone from the shop organising outside from 2.30-3.10 Monday to Friday and suggested putting that to Morrisons otherwise we will have to send people to book their cars. Following on from visit de Branchage the Vicar of St Marks church

<p><b>87/20 VALLEE DES VAUX SPEED CAMERAS</b></p>	<p>raised concerns about St Marks road and it was agreed that they would form a Committee which consists of the Deputies of number two district himself the Vicar and the Headmaster of Springfield School also André Sty as he has experience from St Johns Road and IHE have agreed they will follow up on it. SC stated that there had been an accident outside Morrisons on St Johns road which was communicated to IHE and that we are waiting for them to do something about it and thinks it's outrageous that it has not been dealt with as yet and that he will put pressure on the Minister to get on with it.</p> <p>BLB said it was always intended for everyone to enjoy the Vallée not just one section and thinks the answer is if everyone was to drive at fifteen miles an hour would we have these problems and would we have all these requests, and his opinion would be to put a couple of speed cameras up to deter people speeding and thinks this would sort the problem then we would not need to ruin the Vallée with lots of signage and paraphernalia that would destroy the character of the Vallée. He also added that it is getting impossible for tradesman to come to work in St Helier because of the parking situation and trying to park close by to properties to have access/unload their tools.</p>
<p><b>88/20 PUBLIC REALM MOVEMENT STRATEGY</b></p>	<p>JB asked the Constable, the public realm movement strategy for St Helier which is being taken by Arup on behalf of States Planning Department is taking place and only a week left for the full consultation, who represents the Roads Committee in respect of this very important consultation since its talking about changing the streetscape of St Helier, removing a lot of parking and replacing that with lots of greenery, benches, cycling routes and walkability, he asked who exactly from the Parish in terms of its elected representatives is on that consultation, also the residents of Hue Street with connection with Broad Street closure are wondering how long the bollards are going to remain in Hue Street, SC said that Arup is a piece of expensive consultancy which we are invited to contribute which he has done which was not that complementary and he will be asking the Minister of IHE whether there has been any link at all with his long standing need to bring his cycle routes and walking routes in St Helier when you have transport consultants doing this work for planning, why are they not doing the work for his department. JB asked if we could set up some procedure so in future consultations are fully informed to the Committee so they have an opportunity to engage earlier. GJ asked in what other jurisdiction would the highway authority not automatically be on a primary consultation list for this sort of intervention with planning or transport.</p> <p>SC said he would ask Infrastructure to look to their communications because obviously the Roads Committee should have been asked to contribute and added he though the bollards were put in Hue Street because of the development of the Hotel, JB stated they had appeared when Broad Street closed and he is sure that someone must have agreed to put them there. SC asked AS to investigate.</p>
<p><b>89/20 PEOPLES PARK</b></p>	<p>MK wanted to say how pleased he was that Peoples Park had remained a park and that the decision was made to go elsewhere and that saves a vital lung of St Helier.</p>
<p><b>90/20 PEDESTRIAN SAFETY</b></p>	<p>GJ asked when can we have an update on the date for the elections in December for the Roads Committee, and from a Pedestrian's point, we have darker evenings, wetter days wetter weather physical distancing is still as important as ever, pedestrians are tempting to distance along narrow pavements with no physical infrastructure distancing put in to place, in many places your right on the curb in order to keep as far away from other pedestrians on the other side which means water collecting alongside the curb, your being splashed regularly by drivers who are not aware, not taking care of pedestrians attempting to physically distant and also where you're having to step in to the road way of the pavement there's no infrastructure and you have large bubbles collecting now regularly now we are going into Winter weather and with less visibility especially for people on their way to or from work, we do have this problem of pedestrian mobility and this is something the Minister should have done a long time ago. SC said I believe you have mentioned this before and we have written to the Minister and as yet have not received a reply, but we will send another and say you have raised It again.</p>
<p><b>91/20 ROAD CLOSURES</b></p>	<p>PP said he was driving through Town last week when he came across a part of Burrard Street that had been shut and it occurred to him that all road closures are closed in the name of the Constable and was wondering whether the utility companies when they close a road notify Infrastructure, he asked if there was full communication, do we know about them all, and how is it dealt with. AS said that we certainly should do and that all the information is input on to the trafficworx system which is an automated system used by all the utilities and contractors and the Parish, IHE, utilities and emergency services., The infrastructure department get the full version and AS believes there is a public version as well and offered to send PP the link.</p>
<p><b>92/20 ZEBRA CROSSING ODEON</b></p>	<p>MK bought up the Zebra crossing by the old Odeon again, the problems now is that in the morning it is dark and people are parking right by the zebra crossing facing oncoming traffic leaving their lights on you don't stand a chance if a pedestrian was to walk out in front of you in the road and said he would like this comment added to the minutes so that we cover ourselves when an accident</p>



**93/20 SPEEDING  
SPRINGFIELD  
SCHOOL**

happens. SC said we would like some policing as well morning and evenings as it is so dangerous.

SC wanted to raise on behalf of Deputy Ward Springfield School where he has visited the Head Teacher and there are real problems with the speed of the traffic particularly when parents are collecting their children, it relates to a St Marks issue that BLF raised, it is one for IHE so we need to write to the Minister and say concern has been expressed around Springfield School and could this be part of the study and could this be done with the study that is being done in relation to St Marks road, our part is 20 mph but the states part is 30 mph. JB informed the Committee that himself Deputy Ward and many others are of a mind that we should restrict the area of drop off around schools because of the amount of pollution so there is a consensus for us to not allow school drop of within two metres of schools to allow a quite zone a traffic/pollution free zone and feel that instigating that would calm the speeding.

**94/20 RENAMING  
VALLEE DES VAUX  
GARDENS**

SC said the Rotary Club would like us to consider the renaming of Vallée des Vaux gardens to the Parish of St Helier peace gardens because Jersey become a peace island in 2005 and they do a lot of work on the gardens several times a year, it is something for the Committee to consider and he thought it a nice idea.

**95/20 PAVEMENTS**

SC said he is really concerned about the state of the pavements in the hinterland of St Helier, and would like to ask the department if the Committee agrees, to come up with a prioritised list of Parish pavements that could do with a new coat of tarmac, based not on the time they were last done but on how bad they are and would love to walk around Columbus street, Clearview Street and Clairvale Road on brand new pavements and would like the cost to do it and would also like an explanation from the department on the reinstatement policy, as there is no point spending thousands of pounds on our pavements only to have them dug up again by utility companies.

**NEXT MEETING**

The next meeting will take place on Wednesday November 11 2020 at 9.30am in the Old Magistrate's Court, Town Hall.