

PAROISSEE DE ST PIERRE

The Sixth Day of June Two Thousand and Twenty-Three

Following the recent Public Consultations.

An Assembly of Principals and Electors of the Parish of St. Peter will be held in the Parish Hall on Thursday 06 June at 7.00 p.m. in St Peters Youth & Community Centre to: -

- 1. Receive, and if deemed advisable, approve the Act of the Parish Assembly held on Wednesday 22 May 2024.**
- 2. To agree the following changes to La Verte Rue which are supported by the Parish Roads Committee:**
 - a- Extinguish a section of La Verte Rue**
 - b- The re-direction of La Verte Rue as a result of the proposed development for housing for a number of adjacent fields**
 - c- To adopt the new section of La Verte Rue on completion**

- 1 On the proposition of **David Robinson** , seconded by **John Refault**, the minutes of the previous Assembly held on 22 May 2024, which had been previously handed out, were approved.**

Attendees: Constable Richard Vibert, Procurers Chris Benest and Robert Surcouf , Reverend Robert Harris, Rector and Parish Executive Officer E Cheetham. Dean Hacquoil from Hacquoil & Cook, Bob Godel and Richard Cooper from Godel Architects and Kevin Ratnasingam and Vignes Kumar from K R Synergy. Rob Hayward and Tristen Dodd from Infrastructure .

The Constable began by addressing the assembly to set the scene :

We return to consider and vote on the partial extinguishment of La Verte Rue, that section becoming a foot and cycle path which would also link to a proposed new foot and cycle track exiting on La Rue De La Hague. La Verte Rue would be re-directed through the new development to exit onto La Grande Route De St Pierre. The 15mph speed limit would be retained throughout both the existing and replacement sections of La Verte Rue. Since the last Assembly as requested two consultation sessions have taken place with the Architects and this, I understand have produced valuable feedback leading to amendments particularly to the arrangements on La Grande Route De St Pierre where the Parish is a consultee only and the Road Authority is the I & E Department who have the power to make and approve any changes to that road.

The aim is not just to provide access to the new development but also to increase road safety overall in the surrounding road network.

The assembly is not convened to discuss development, as yet no plans have been submitted, when this occurs in the future there will be consultation and parishioners will have the ability to submit comments through the Planning portal.

We will start this evening with a presentation relating to the amended road plan followed by an hour during which you can raise questions or speak. Any speeches or responses will be limited to 3 minutes. Following which we will take a vote on the items listed on the Agenda. Tonight, we have representatives from Godel Architects, the builders & project managers and from the I & E department .

Bob Godel introduced himself and advised that his company Godel Architects have been appointed to develop the design for the new housing on Fields 558, 559 & 632. He has brought along:

Tristan Dodd, Head of I&E Transport Highways and Infrastructure for the Government of Jersey, and Rob Hayward, Principal Transport Planner at I&E. Between them they can hopefully address any matters in regard to IHE's policies and their role in the development of the detailed design in respect to highway considerations. Also, Kevin Ratnasingham of KR Synergy has come along again, he is an experienced traffic engineer and has worked in Jersey for many years offering advice on highway matters.

Dean Hacquoil from Hacquoil & Cook who is the developers project manager working on behalf of Andium is also in attendance.

Bob advised that the purpose of this assembly is to make a decision on the changes proposed to La Verte Rue.

This decision is required because

- Planning and I&E are seeking assurance that the proposed road plan is acceptable in principle to the Parish, and
- In order to start work on the design of the site, we need to know where the access will actually be.

As a result of the previous meeting it, was clearly expressed that further work was required before it would be possible for an Assembly vote to occur.

Drop-in sessions were held at the Parish Hall on the 16th and 17th of May. As a result of those sessions, it was clear that one of the major concerns (if not the major concern) was pedestrian safety and traffic speeds generally, but particularly on the main road.

There were also concerns expressed as to the location of the access point to the development on the main road.

Bob emphasised that pedestrian safety and vehicular speeds are primary considerations in the design of these proposals, and always have been. They are also stated goals of both the Planning Department in their development brief for the site, and of Highways in terms of their strategy for sustainable transport within the Island as a whole.

Other than safety and speeds, both at the previous assembly meeting and at the subsequent drop ins, there were points raised in terms of the advisability of providing a single access to all of the developed sites via a location on the Main road. Options for additional access points off La Route du Manoir and from La Rue des Sapins were suggested.

In the meantime, we have also looked at a possible option whereby the Verte Rue/Grande Piece/main road junction might be adapted to allow all access to the site to be via La Verte Rue.

It is worth noting at this stage that the Planners' development brief for this site, adopted in November 2023, is clear in its requirement that the access **has** to be off La Grande Route de St Pierre, that the preferred solution is to close La Verte Rue (wholly or partially) to motorised traffic, and that access via La Rue des Sapins or La Route du Manoir would not be supported.

Despite the fact that the alternative access options are not likely to be supported by either Planning or I&E Transport, we have looked in more detail to ascertain if alternatives might work, and we are clear that those options are not viable.

The access options, most of which were raised at the previous assembly or at the drop-ins are as follows.

1. An alternative access or egress (or both) on to La Route du Manoir.
2. An alternative or additional access or egress (or both) from La Rue des Sapins.
3. Re-alignment of the western end of La Verte Rue to create a roundabout scenario with La Grande Piece to allow access to all sites via La Verte Rue.
4. Access from a roundabout that would be created at the main Coop junction.

These have all been analysed and discussed with I and E Transport, and Bob explained the conclusions as follows.

1. The La Route du Manoir access will not be supported by I and E. Despite the fact that we are proposing to widen the western end of La Route du Manoir, the introduction of a new access will exacerbate congestion at the junction with the main road and have a deleterious effect on pedestrian and cycle safety. Frankly this will neither work, nor be supported by I and E.

2. La Rue des Sapins is too narrow at the point that the access would have to be created, and the junction of La Rue des Sapins with the main road is too oblique to work satisfactorily with additional traffic – it doesn't really work now. Again, this option will neither work, nor be supported by I and E.
3. The roundabout option at the junction of La Verte Rue/La Grande Piece/and the main road is not viable. This is because of the land take that would be required to create the required visibility splays, but also because it would create a 4-arm roundabout in which all arms would be reasonably heavily loaded. This is a technical issue which can be addressed by Kevin and Rob in questions, but there is also another reason why this will not work, which is related to pedestrian safety. The roundabout arrangement makes the incorporation of **safe** crossing points very difficult, if not impossible. A look at the broader strategy drawing shows that La Verte Rue is an ideal place to locate an extension of the green lane network from the East of the Parish (where the majority of housing is located) towards the West and St Peters Valley. It, therefore, in our view, makes total sense to exploit this fact and to make the La Verte Rue route a key enhancement of safe pedestrian and cycle interconnectivity. The introduction of a roundabout and the use of the western end of La Verte Rue for access to the development would severely compromise the safety and usability of this route.
So, this option does not work and will not be supported by I and E.
4. The land take of a roundabout at the Coop junction is large, mainly because of the fact that, like the Verte Rue option, there are 4 heavily used arms to the junction. Again, the incorporation of safe crossing points is difficult to achieve, particularly when allied to the location of the bus stops, north and south. The Planning brief is clear that the new development **must improve** pedestrian safety and connectivity between it and the Parish centre, by which I mean the Coop, the Church the school and the community centre. This will not be achieved by the introduction of a roundabout.

So, the reality is that all things considered, access to and egress from the site **has** to be somewhere along the Main Road, between La Petite Rue de L'Eglise and La Grande Piece.

PREFERRED SOLUTION

What we are showing on this latest proposal is an access location which, whilst not being ideal from a housing layout point of view, tries to navigate between usability, consideration for property owners on the western side of the Main Road, and technical limitations.

The location of the road access is shown just to the North of the Petite Rue De L'Eglise junction. This is the furthest North that the junction will be located.

There is a possibility that the junction can be moved further South to a position almost directly opposite the Rue De L'Eglise junction.

Those who attended the drop-ins may recall a possible layout indicating a mini-roundabout and access **directly opposite** the Petite Rue De L'Eglise junction. I and E have subsequently confirmed that they **will not support the mini roundabout option** but may support a Right-Hand Turn lane in this area dependent upon further analysis of vehicle numbers, related to the final proposed dwelling numbers in the new development.

At the moment we are not able to confirm one way or the other as to whether or not this option will work, but if it does, that would be the furthest South that the access could be located.

However, we are certain that the position indicated on our drawing **will** work with a right-hand turn lane. Again, the option of a mini roundabout will not be supported by I and E.

OTHER ASPECTS OF THE PROPOSED SCHEME

In line with the Government aim to pursue a walkable neighbourhood, other key aspects of the proposal before you today are as follows.

1. La Verte Rue would be closed to motorised traffic at the western end. This is because visibility at the main road junction is not sufficient due to the Electricity substation, and because I and E will not support the creation of a busier crossroads with La Grande Piece. The western end of La Verte Rue will become a pedestrian and cycle connection leading to a new landscaped east-west pedestrian and cycle path which will be built within the fields to the East linking the main part of the Parish development to the green lanes to the east and to St Peters Valley.
2. La Verte Rue will remain as a two-way Green Lane at the eastern end, (and at the same width) with two passing places created to ease traffic flows.
3. In order to move the traffic strategy emphasis towards cycle and pedestrian safety, there will be new pedestrian crossings located in the positions indicated on the drawings. These will deliver the following.
 - 3.1 A safe method to cross the road from footpath to footpath at the Boots/M and S site. We are actively seeking an extension of the 20mph speed limit to a position just to the North of the M and S entrance, but ultimately this need to be a States decision.
 - 3.2 A generous and safe crossing point at the western end of La Verte Rue which will link La Verte Rue to the Green lane network within La Grande Piece.
 - 3.3 Much improved and safer crossing points at the Coop junction to enable far safer pedestrian routes between the new development and the Parish Centre. Included will be a build out to the pavement at the southwestern end of La Route du Manoir.
4. There is a current proposal for the Parish to adopt La Rue des Sapins, and for it to become a green lane. This is not part of the development proposals but is being pursued in tandem.

CONCLUSION

I need to make it clear that this assembly has been called to give parishioners the chance to vote on the principle of the redirection of the western end of La Verte Rue, through the proposed development.

We firmly believe that what is proposed is a sensible solution which will provide for safe access to the new development and which will enhance pedestrian and cyclist safety throughout the Parish centre, as well as providing greater pedestrian and cycle connectivity.

On balance, and after further consultation, the drawings presented indicate what we feel will be the **only** solution that will be acceptable to Planners and to I and E Transport, with the sole exception that the termination point of the diverted road will be somewhere between the position indicated and the eastern end of La Petite Rue De L'Eglise.

We need to agree that, in principle, this strategy is acceptable, as this is the first step towards our being able to start work on the design of the new housing.

Once we have developed the design, we will be holding further public consultation to allow people to air any further views on both the architectural design **and** the access proposals. By that time, we will have been able to refine and illustrate the proposals for the position and design of the main road access junction, as well as of the various new crossing points that we indicate, and which we are required to deliver as part of the development.

This is just the start of the process, and further comments and views will be sought in the ensuing months, and through the publicly accessible planning process.

Rob Hayward from IHE could explain the position of I and E Transport, and the Department's strategic aims.

The floor was opened up for any Questions :

R Surcouf asked if there was any plan to expand the pavement on La Route du Manoir, what is the plan for the width of the road and would it create room for 2 vehicles, Mr Godel advised they have the ability to eat into the site subject to further details, the road will be wider anyway so wide enough for 2 cars and they would build out for the security of people, they would always ensure road safety.

The Constable added that as well as the road widening there will be a footpath that will run along Route du Manoir to the end of the field site for cyclists and pedestrians , this cannot be extended further as the next field is not subject to these plans and the owner is not willing to sell at this time. There will be pedestrian links throughout the site and a new footpath at the western end. R Pallot- concerned about the traffic at the crossroads, if not improving this, there will be no difference to the traffic volumes.

Mr Godel advised that they have a planning development brief, pedestrian and cyclists are indicative to this in the western end of Route du Manoir and further along to the Co-op - this all needs detailing and dimensions for safe connectivity. This particular issue is not what we are debating at this assembly, they are committed to the planning brief and will consult on this at a later date.

A Holmes-traffic management- he is passionate about the junction and also the entrance further up near Marks and Spencer's, people are always breaking the speed limit, there should be marked pedestrian crossings and a filter in turn process. Are we directing traffic down Vert Rue, this would add extra congestion, St Georges school, why bring them through the development. Mr Godel advised that they need to agree a number of strategic crossings or whether controlled but IHE would work in conjunction with them, there is a 4 multistage safety audit and an independent review as to whether safe for users and free flow of traffic, safety of users is at the top of their list.

The Constable agreed it is a chaotic junction, there is a build up of traffic, there needs to be consideration to improving the area, maybe pedestrian crossings.

Tristen Dodd of IHE advised that they have not gone that far into detail as yet, there is a spectrum of junctions, subject to further detailed design, then they would come back for further invitation of people's views.

A Anderson-He agrees that Jersey's No 1 priority is housing however he has concerns that we are approaching this as a piece meal, this should be advised as a whole project with proper proposals with the development for 130+ houses, this would cause lots of through traffic to St Ouen, he feels the exit is on the wrong side of the junction, there -should be a filter in turn system like at Beaumont- just saying that this is not a suitable solution is not good enough, the traffic needs to be slowed down.

T Dodd confirmed that they will work with the developer – look at all the options in order to prioritise the flow of traffic and safety.

B Godel advised that it may appear as a piece meal fashion but they do not know what the site can deliver until they know the access to the site, without this they cannot do a layout with approx. no. of units, they have to know where the access is. The next process is hopefully agreed, they can get a detailed design layout, housing layout, junctions etc and then will come back for any comments.

B De Gruchy- we need to look at the positives- lots of crossings, lots of re-assurances of re-aligned roads, cycle paths, pedestrian access and we need to trust the experts and they are going to come back to us with further details and an opportunity to have a say, the development looks positive.

R Mallet- should we keep La Verte Rue open ? Traffic going into the estate, north side of La Verte Rue, traffic from east to west. No reasons why a temporary traffic light system could be tested and then see what happens, kids will be playing in the area.

B Godel -We have looked at the area and this access is the only option, access only would conflict with the pedestrian and cyclist routes, traffic lights maybe be investigated as part of the longer process, there will be a large green site on South /West section and other smaller green sites. This would be at the next stage of design.

S Parrish-Has concerns that this assembly is requesting confirmation of closure from parishioners without the comfort of not knowing what is definite of what impact will be caused. She feels they need to know where the re-direct is to move forward , will there be further opportunity to discuss.

The Constable advised we have to have clarity for the developer's to move forward with plans. We need to know where the road is going to be, parishioners will get the opportunity to look at the design. Planners have to have certainty – they need to know the parish have given approval of the road re-direction.

Mr Godel advised he cannot say exactly where the road will terminate , it will not be further North and will not be further South, just a shifting of 10m.It will come down to the final position due to vehicle numbers , traffic and safety. Planning terms, cycle safety, this is what we are showing.

R Noel- He is a regular user of La Grande Piece, the existing junction is a nightmare, trying to exit with the substation is a blind spot. Any improvement in the road is a good one. La Verte Rue being a footpath will be a nice road to walk along and cycle along than the current nightmare.

R Hayward commented- all valid concerns, they would do safety performance of junctions and an independent road safety format. They have professional engineers with an extra set of eyes to look at the site and the designs etc. If there is an issue of seeing cars then give ways will be looked at. Road Safety auditors come who are invested in their work, IHE need someone with independent views from both Jersey and the UK. The UK consultants are familiar with the Jersey filter in turns.

La Verte Rue always remains as a green lane.

M Pallot- In their plans for traffic safety is there included a crossing at M&S, there will be more pedestrians trying to cross at the junction of Rue des Sapins, could they consider extending the footpath to La Rue de La Hague, she believes there could be a solution to enhance it.

B Godel mentioned it would be difficult to address due to the angle of the junction., maybe we don't encourage pedestrians onto the exit near Rue des Sapins, this is something that they can take on board and look into.

T Du Feu- given the explanations he feels he cannot agree. La Verte Rue, could they do something to widen the road on the South side, take a piece of land turning L/H into double lane traffic (Route du Manoir), La Verte Rue was they very first green lane, if we start tampering and sending traffic through the housing estate is disrespectful to the previous Constable Mac Pollard

B Godel- Issue of La Verte Rue- western egress- visibility of substation, exit from La Grande Piece directly opposite becomes technical – 4 loaded junctions not supported by IHE, fundamental problem, he recognises difference of opinions, adopting approach taken to date and enhancing the green nature of La Verte Rue, keeping it as a country lane , extending footpath to La Rue de La Hague, he believes there is a solution to enhance it but technical issues insurmountable to allow traffic.

R Hayward stated they are trying to enhance the green lane network; the first section of La Verte Rue will be open to pedestrians as a footpath.

B Godel commented that the traffic is pretty low except for the St Georges drop off/ collections. They would possibly choose a different route anyway as it will still be a 15mph road though the development and designed in a way to force people to keep to such a low-speed limit.

R Surcouf wanted to point out that the cycle / walking route is separate to the 15mph lane so this will be a lot safer than what it is now. This is a development to Mac Pollards vision and a statue or something could be done to commemorate him. This is an enhancement to the road.

R Huelin- The number one risk of any large IHE project is securing planning permission. Planning then send onto an independent Inspector , transport and safety aspects . Everyone’s concerns are valued and there would be plenty of time for all to look at the details . He asked that we assist the team to move forward.

The access point onto La Grande Route de St Pierre has not changed since the area was looked at in 2017 to approve planning permission for the Parishes First time homes (and in 2016) . In 2019, agreed to work with the future Bridging Island Plan the access point has not changed. The fields were debated to be rezoned to open the door to allow planning for building, we are on a journey and getting close so we should not hinder it and should support Andium homes in getting these much-needed homes built. Safety is paramount, he used to live in the UK where speed cameras were in place and although he loathes them, they worked, people slowed down !, perhaps the Constable could put a proposition to the assembly to bring in speed control cameras, this would assist within the village and for the entrance and exits of the development.

P Lynch-he supports what Mr Huelin has said, there was a lot of misgivings at the first assembly however he wanted to thank Godel for their presentations . He feels that a filter in turn or traffic lights are needed.

B Godel has not completely discounted the efficiency of a r/h turn lane. It is busy at M&S due to less parking , queues. Transport assessments required need base line traffic levels, Saturday business levels need taken into account with existing traffic conditions and the geometry of the junction.

K Ratnasingham-They have had a look at what happens at the junction of La Grande Piece, basis for them to deliver expected generation of traffic, this provides a certainty in numbers, they need total number of units to be built and the access of the road first so they are not at the stage to say how the traffic is going to be affected.

The Constable stated that La Vert Rue is a starting point. Without this the rest of the plans cannot go forward. Planning will expect the Parish to endorse the access plans. There will then be more plans and more consultations made available

G Rondel-Feels that if we do not extinguish the road this would mean families with children would have issues with traffic and their safety.

P Pike asked if we did vote for the road to be extinguished and then did not agree with the plans, could the decision be reversed, the Constable stated yes.

Another parishioner mentioned that there is an extra field (558) involved than previous planning applications,

R Surcouf pointed out ideas to be considered : La Verte Rue West to East , kids would be dealing with crossroads, a lot more traffic coming through.

T Dodd advised there is a spectrum of solutions

As time had passed for Q&A's, the relevant votes were taken with the previously handed out voting slips to those who are eligible by way of checking them off the relevant registers prior to the start of the meeting.

Extinguish a section of La Verte Rue

For **58**

Against **38**

This vote was proposed by **John Refault**, seconded by **Joann Capern**.

It was agreed for the next two votes to be counted and proposed/ seconded together.

The re-direction of La Verte Rue as a result of the proposed development for housing for a number of adjacent fields

For **53**

Against **39**

To adopt the new section of La Verte Rue on completion

For **61**

Against **32**

Proposed by **Ashley Anderson** and seconded by **Martin Zimmer**.

As there were no further business the Constable thanked everyone for attending.

This concluded the business of the Assembly.

06 June 2024

**R P Vibert
Connetable**