

## MINUTES

13 March 2024 10:00 a.m.  
Bureau du Connétable, Parish Hall

Committee Members:	Present:	Number of meetings held during 2024:	Number of meetings attended during 2024:
Kevin Lewis (KL) Connétable	Present	2	2
Rev. Martin Evans (ME)	Absent	2	0
Stuart Pirouet (SP)	Present	2	2
Paul Houzé (PH)	Present	2	2
Michael Officer (MO)	Present	2	2

### In attendance:

Marco Vieira (MV) Executive Officer

Paula Jespersen (PJ) Admin Support Officer (Minute taker)

### 1. Introduction & Declarations of Interest

The Chair opened the meeting. Apologies were received from Rev Martin Evans.

### 2. To Approve Minutes of the Previous Meeting

The approval of the minutes from the previous meeting held on 24 January 2024 were read and approved. Proposed by PH seconded by MO.

### 3. Acts of the Previous Meeting(s) / (Matters Arising)

The Committee proceeded to review the appendix notes from the previous meeting. MV provided a summary of the key actions and decisions taken during the previous meeting, highlighting any outstanding matters.

#### 3.1 St Michael's School – Zebra crossing

WSP have been commissioned to carry out a feasibility study proposal to develop designs for the new zebra crossings at La Rue de la Hougette and La Rue des Friquettes. The study will cost approx. £6/8,000 with the costs being largely subsidised by the school. A question arose regarding the necessity for the Parish to engage with WSP and whether the crossings could be placed in optimal locations agreed by the RC. It was noted that the Parish is required to adhere to States Guidelines.

#### 3.2 Deloraine Road – speed issues

A speed survey conducted between 29 February and 8 March showed that 58% of vehicles exceeded the speed limit when travelling towards St Saviour's Hill, and 45% did so travelling towards Bel Air. MV recommended installing road humps or conducting speed checks, alongside improving signage. It was agreed that Speed Indicator Devices (SIDs) are effective deterrents, leading to a decision to purchase two more SIDs costing approx. £4,000 each to be accounted for in next year's budget. Additionally, MV presented data from a previous speed survey in April 2022. **Decision:** it was agreed to proceed with the installation of a permanent solar-panelled SID. Proposed by SP seconded by MO.

**3.3 Rue de Beauvoir – speed issues**

A speed survey conducted between 23 February and 8 March revealed that the average speed was 20 mph, with the highest recorded speed reaching 72 mph.. During discussions, MO enquired about the feasibility of using ANPR (automatic number plate recognition), to which KL clarified that it is not legally permissible for this purpose in Jersey and is solely utilized in car parks. It was noted that there were minimal speed issues with a handful of speeders occurring between the hours of midnight to 6 a.m. **Decision:** to implement regular monitoring of the area, with a request for the HP to attend during times of recorded speeding incidents. Proposed by KL seconded by SP.

**3.4 Rectory Lane – drainage issues**

Following reports of drainage issues, such as pooling, near Langley House, a drainage survey was conducted. MV ran through the survey results noting the need for necessary work, including reinforcing gullies. It was highlighted that the responsibility for drainage lies with the Parish. SP raised a query about available funds for such projects. MV confirmed the existence of in excess of £250,000 in the reserve fund for unforeseen expenses. Discussion ensued regarding the possibility of allocating funds annually for drainage maintenance. MV assured the committee that a provision for drainage would be incorporated into next year’s budget. **Action:** to review the survey findings and explore available options to address the issues.

**3.5 Grande Route de St Martin junction of La Fosse a L’Ecrivain:**

Following safety concerns raised by DFI the parish collaborated with the field owner and tenant to address visibility issues by lowering the wall and replacing mirrors. The Parish Highways team completed the necessary works, with before and after photos shared by MV during the meeting. MV expressed gratitude to PH, the tenant, and the landowner for their cooperation. **Decision:** It was agreed to write a letter to the landowner, thanking them for their cooperation, and to feature a write-up on these improvements. All members were in agreement.

**3.6 Ground Penetrating Vehicle**

In response to a request by MO to explore the feasibility and cost of hiring a ground-penetrating vehicle, KL reported that such an endeavour would be deemed too expensive.

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**4. Planning Applications**

There were no Planning Applications for the members to review.

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**5. New Business:**

**5.1 DFI officers to attend meeting to discuss: Bagatelle Safer Routes to School**

Officers from DFI, accompanied by a representative from Wavingback via Teams, attended the meeting to provide an introductory briefing on their proposals for a "**Cycling and Walking East of Town**" and "**Bagatelle Safer Routes to School**." The project team outlined the background and sustainable transport policy behind their proposals, emphasizing their goal to enhance all transport services.

**Aims and Objectives:** The project aims to reduce motor vehicle journeys, enhance road safety, improve cycling and walking infrastructure, increase cycling and walking and enhance the bus service. The project targets all St Saviour’s schools, comprising 7,500 learners and 500 full-time staff. Key stakeholders include the Government of Jersey, schools, Parish of St Saviour, and Parish of St Helier.

Issues highlighted in School Travel Reports and Bagatelle Road Safer Routes to School Survey include narrow footways, lack of crossings across Bagatelle Road at St Saviour’s School, inadequate walking provisions at

various junctions, lack of crossings at key points, and rat-running on Fountain Lane.

Proposals include footway widening and new crossings at Bagatelle Road/St Saviour's School end, junction improvements at La Rue du Froid Vent/Wellington Road and Bagatelle Road/Les Varines, new crossings at various points along Bagatelle Road and Claremont Road, and traffic control measures such as bollards on Fountain Lane to make it a no through road.

The project is divided into two phases. Phase 1 involves engagement with key stakeholders and receiving feedback, estimated to take place from March to May 2024. Phase 2 encompasses engagement and communication plans to involve homes and businesses in the area through methods such as letter drops, with a rolling program from 2024 to 2027 starting from May 2024 onwards.

**5.2 Representative from DFI to join the meeting to discuss: Bagatelle Safer Routes to School and**

Additional DFI Officers joined the meeting to discuss the following proposals:

**Installation of a New Signalised Pedestrian Crossing in Maufant Village:**

This initiative is scheduled for implementation by the end of this year or early next year. The RC enquired if the crossing would be signalled, to which it was confirmed. Concerns were raised regarding school children's awareness of crossings, prompting discussion about education on crossing safety. The DFI Officer mentioned a fund from parking charges allocated for road safety in school's schemes.

**Proposed Solutions for Teacher Parking at St Saviour's School:**

Discussions revolved around creating a field path in an adjacent field and exploring options for teacher parking. MV suggested involving the landowner to improve the junction near the proposed zebra crossing. Teacher parking issues in Chasse Brunet and certain areas of Jardins a Pommiers were extensively discussed. DFI informed about the upcoming resurfacing of Bagatelle Road next year. The RC didn't make any decisions regarding parking in Jardins a Pommiers at this time.

**Relocation of Bagot Road Crossing:** Proposals included making Belvedere Hill one-way with Aubin Lane being access only. Initial RC response highlighted concerns about creating too long a diversion for vehicles.

DFI Officers were thanked for their presentations, and it was noted that the RC would discuss the matter further.

**5.3 Grands Vaux/Deloraine Road – road safety**

**Parishioner Observation:** request received for a reduction of the speed limit to 15mph and consideration be given to pedestrians and cyclists, aiming to introduce a pedestrian/cycle route. Additionally, the suggestion was made for the scrubland at the top right-hand side of the hill to be utilized more effectively. **Recommendation/Deliberation:** It was concluded that the road is too narrow to accommodate a cycle route. Furthermore, any alterations to the road could lead to traffic dispersing to other roads ill-equipped to handle the additional volume. Additionally, reducing speed on a steep hill may result in increased car pollution. It was also noted that the scrubland (field S367) is not parish-owned, and there are plans to develop it into new grass playing fields for Grainville School. **Decision:** It was decided to defer consideration until the field is developed, HP to monitor the area and to correspond with the parishioner accordingly. Proposed by MO seconded by KL.

**5.4 La Rue de la Chouquetterie – road resurfacing**

Following feedback from the Highways team that the road may need resurfacing due to the number of trenches being dug and reinstated weakening the overall surface of the highway. A quote for the full

reinstatement of La Rue de la Chouquetterie was obtained. **Recommendation:** it was requested that this be included in the ten year reinstatement program. **Decision:** It was agreed to add this to next year's programme. Proposed by PH seconded by KL.

**5.5 La Freminerie – road resurfacing**

**Observation:** erosion to the asphalt has resulted in the asphalt breaking up and poses a safety risk. **Recommendation:** the Parish has been collaborating with the landowner to establish a formal boundary, to be defined by kerbing. Additionally, it was recommended that the road be resurfaced, with an estimated cost of £5,000. **Decision:** it was unanimously agreed for the asphalt and kerbing works to proceed. Proposed by SP seconded by PH.

**5.6 La Pointe – residents parking**

**Parishioner observation:** request received for residents parking enabling residents to park outside of their properties. **Recommendation/Deliberation:** if a resident's parking scheme was introduced this would bring in a revenue to the Parish which could be set off against drainage and infrastructure expenses. It was noted that a full feasibility study would need to be undertaken. **Decision:** RC to attend on site in order to review this at the next RC meeting. Parishioner to be advised. Proposed by SP seconded by MO.

**5.7 Patier road – one way**

**Parishioner observation:** request received for Patier Road to be made one-way and for the relocation of the school pick-up area to ease traffic congestion in the vicinity. **Recommendation:** the Parish is currently collaborating with the Minister of DFI for Safer Routes to Schools to address such concerns. **Decision:** it was decided to defer any decision until after consultation with the Minister.

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**5.8 Elizabeth Street – wheelchair accessible pavements**

**Parishioner Observation:** request received to lower the kerbs to accommodate wheelchair users. **Recommendation:** in the interest of general safety for all parishioners, it was recommended that the Parish explore the feasibility of different types of crossings. MV will assess the feasibility, and the RC will conduct an on-site visit. **Decision:** defer to the next meeting. Proposed by SP seconded by MO.

**5.9 Amendment to Road Traffic (Public Parking Places)(Jersey) Order 2006**

**Request:** Parking in La Ruelle du Sacrement and St Saviour Parish Hall car park is presently restricted to a total period of 12 hours in any continuous period of 24 hours. Upon a request from Rev Evans, it has become evident that our initial parking restrictions need re-evaluation. The current 12 in 24-hour parking limit, while intended to manage parking availability efficiently, has not sufficiently deterred prolonged parking. This oversight has led to challenges in maintaining available parking for those genuinely accessing our facilities. Observations since the implementation of the 12 in 24-hour restriction have also shown a pattern of drivers alternating their parking between the parish hall and Rue de Sacrement to circumvent the system. **MV officer recommendation:** It was recommended to implement a more stringent 3 hour parking limit over a 24 hour period. **Decision:** It was agreed to implement a 3 hour parking limit. Proposed by KL seconded by PH.

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**5.10 Roads Inspectors Roads Reports**

SP reported that all Roads Inspectors, with the exception of one, had returned the correct Roads Report Forms. SP compiled a summary of items requiring attention from these reports, which will be passed on to the Infrastructure Team for necessary works. **Decision:** SP, PH, and MO to meet next week to review the reports and provide an approximate assessment of urgent matters and associated costs.

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**6. Any Other Business**

## 6.1 Oakfield – temporary access

Jersey Property Holdings (JPH) has requested to defer pedestrian access to Highlands footpath whilst works are carried out to the Oakfield site, scheduled to commence in July. **Recommendation:** SP proposed that this request be contingent upon the receipt of a schedule of condition before the works commence. **Decision:** it was agreed to grant permission for a temporary pedestrian access route on the condition that a schedule of condition is provided. Additionally, full reinstatement of the area is required upon completion of the works, and the Parish stipulates no vehicular access during this time. Proposed by SP seconded by KL.

## 6.2 Beach Road - works

### Dfl Site Supervisor letter to Parish concerning Drainage Separation project in Beach Road

10759 Beach Road SWS: Update and contractor remobilisation

*"I am writing to provide an update on the progress of the Beach Road Surface Water Separation scheme, as well as the outstanding works required and the planned next steps to progress the works.*

*At present, the new surface water pipework has been laid to approximately 5 meters south of the junction with Dicq Road. The new surface water drainage is operational with existing road gullies and surface water connections discharging into the surface water network and transferring surface water flows to Baudrette Brook outfall. The pipe has been capped underground at the north end to prevent ingress of debris into the new pipeline whilst awaiting the Contractor's return to site to complete the Dicq Road crossing and separation of road gullies in the northern section of Beach Road.*

*Our contractor, Brenwal, are planning to remobilise and complete the Dicq Road crossing and final section of surface water separation in Beach Road (North) during May and early June 2024 in order to coincide with the school half term dates as this will reduce the impact on traffic flow through Dicq Road. Brenwal have obtained a TrafficWorx permit (reference: P138701-GDR2-D) for these works.*

*There are also some areas of outstanding works to complete on the southern section of Beach Road. These include:*

- *Road Line marking;*
- *Complete the granite facing of the Baudrette Brook wall; and,*
- *Remedial repairs to the asphalt-kerb joint in some localised areas (detailed below).*

*During the pipe laying operation, it was noted that in some areas that the existing asphalt appears to have separated slightly from the existing kerb-line with a maximum gap of approximately 10mm. It is understood that the settlement of the existing road construction was caused during the process of completing the Enhanced Surface Reinstatement as a result of the vibration from the asphalt planer causing the existing asphalt (100mm thick surface course) and / or sub-base (existing ground, which is predominantly clay) to consolidate.*

*A total of approximately 100m of effected area has been surveyed, which is split between multiple areas. At present, an interim repair was completed by infilling the voids with a grout mixture to prevent water ingress into the ground beneath the asphalt. However, it is the intention that a permanent repair is completed to leave Beach Road in a good state after the works have been completed.*

*The I&E Liquid Waste team plan to complete the permanent repair by removing and relaying a 500mm wide strip of asphalt in the affected areas. However, we wish to confirm whether such remedial measures are deemed acceptable by the Parish of St Saviour prior to instructing Brenwal to proceed with the remedial works".*



**Request:** from DFI on whether these remediations are acceptable to the Parish of St Saviour?

**Decision:** The Committee considered the proposed remedial works, and whilst it expressed disappointment of the delays and unforeseen damage, however, accepted that it was essential such works to be carried out with the proposed time frame.

**6.3 Roseville Villas – bins** SP wanted to update the RC that since the last letter sent to the residents from KL the problem of the bins being left out on the pavement has now been resolved.

**6.4 Planning Application P/2023/0843** PH enquired if there was any update on Planning application P/2023/0843 field S409 La Rue des Friquettes. It was noted that the applicant had requested the RC's representation at a Planning Hearing. The request was declined, with the applicant being advised that the RC must maintain impartiality

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**6.5 Allocation of funds** MO proposed an annual vote to allocate funds for a rainy day fund. MV informed the RC that funds are already allocated annually to the Roads Account during the Parish Rates Assembly. These funds are intended for works identified by Road Inspectors and for a structured maintenance program for roads, including drainage. MV also mentioned that he had been collaborating with DFI Drainage, who expressed satisfaction with the Parish's attention to drainage issues. **Decision:** MV to provide quarterly updates to the RC on the Roads budget.

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**7 Sunshine Avenue** The committee addressed concerns from residents regarding the increased use of Sunshine Avenue and Little Sunshine Avenue as a shortcut, exacerbated by Chasse Brunet becoming a cul de sac. Speeding and obstruction issues, including difficulties for emergency services and refuse trucks, were noted. After reviewing the 2019 study by WSP, the committee discussed various options outlined in the report, including the need for speed humps and prohibition lines to regulate parking. **Decision:** It was decided to implement Option 1 of the WSP report under a temporary order for 12 months, under Article 68 of the Road Traffic (Jersey) Law 1956. Additionally, due to limited visibility, the junction of St Saviour's Hill and Little Sunshine Avenue will be designated as one-way traffic, directing vehicles from the junction towards Sunshine Avenue. The committee also agreed to upgrade existing speed humps to 75ml table top humps to align with regulations outlined in the Highways (Road Humps)(Jersey) Regulations 2002 law, as the road is to be resurfaced. MV was instructed to write to the Minister. Proposed by PH seconded by MO.

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**8. Next meeting:** 24 April 2024 at 10 am.  
PH advised that he would be away for this meeting and sent his apologies in advance.

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**10. Close of meeting:** The Connétable thanked all attendees and closed the meeting at 4.20 p.m.



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**Kevin Lewis (KL) Connétable**  
Signed by the Connétable as  
President of the Roads Committee