



Deputy Carolyn Labey
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19th October 2023

Eastern Cycle Network and Planning Obligation Agreements

Dear Deputy Labey,

Thank you for your request in relation the Eastern Cycle Network and Planning Obligation Agreements dated the 13th of September.

(a) set out the criteria and mechanism which is being applied at Planning to implement the collection of funds from Developers and state if it is being applied consistently;

In answer to part (a) Strategic Policy, Planning and Performance provided the following response:

The bridging Island Plan, which was approved by the States Assembly in March 2022, is used to determine whether or not new development is required to contribute towards the further development of the eastern cycle route network. This is set out in [Policy TT2 – Active travel](#) and its preamble which clearly states that:

*Applications for new developments, such as housing or employment-related uses, will be assessed to determine their potential to contribute towards the further development of the eastern cycle route network: this will apply to **residential developments of five or more homes and employment-related uses of 200sqm and above within 1.5km (up to five minutes cycle) of planned provision of any part of the network within an area defined on the proposals map and outlined in figure TT3 below**. In appropriate circumstances the sponsors of such applications will be required to contribute directly to the development of the eastern cycle route network through the provision of a section of cycle path, in accord with adopted standards and guidelines, or to enter into an agreement to make an appropriate financial contribution to the development or enhancement of the network.*

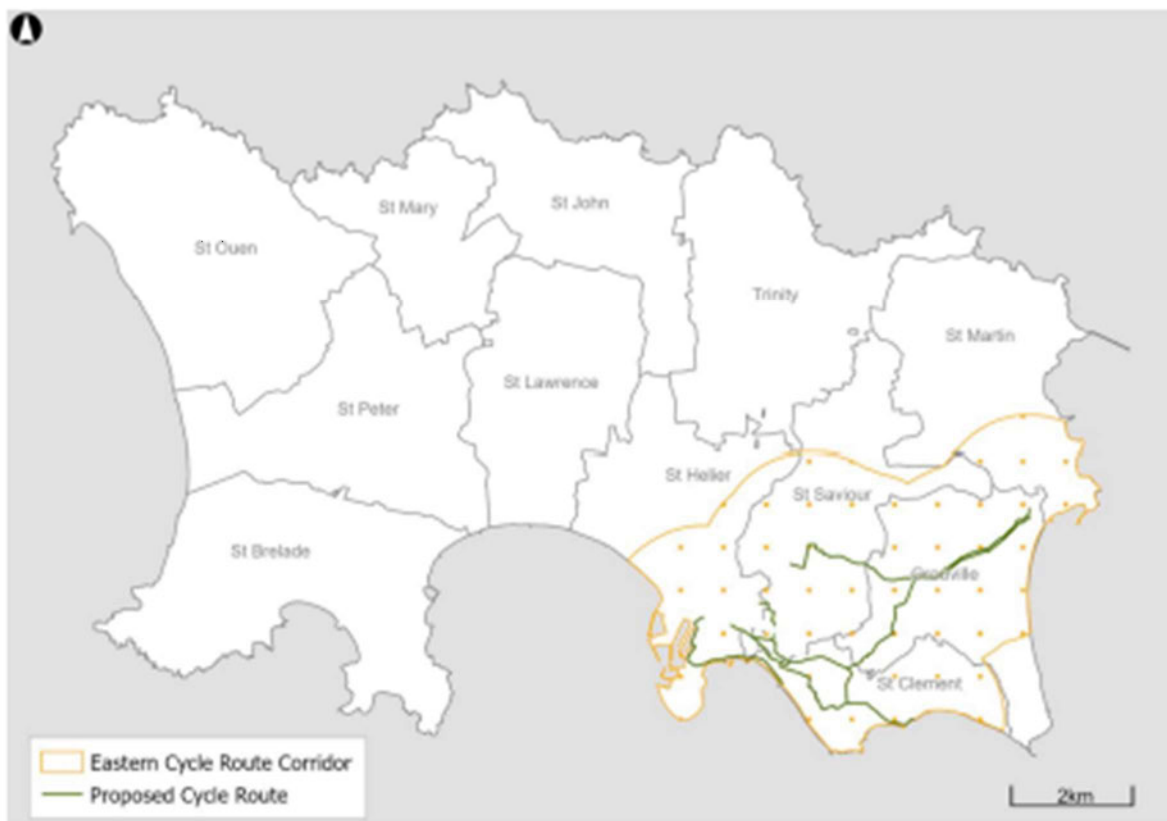


Figure TT3: Proposed development of the eastern cycle route network and the eastern cycle route network corridor

The area of the Eastern cycle route corridor is accurately defined on the [Bridging Island Plan 2022 - 2025 Interactive Web App \(arcgis.com\)](#), so it is very easy to determine those applications which fall within this area, and where they are of a scale that would render them liable to make some form of contribution.

This should be determined during the course of the assessment of any planning application and identified by either the case officer; or as part of a consultation response from I&E (Transport and operations).

Where a direct contribution to the development of the network is not made, a financial contribution can be secured, and the guidance set out in [Planning Obligation Agreements \(gov.je\)](#) can be used to effect this. The level of contribution here is at 2017 prices and should be increased in line with inflation. Advice from colleagues in I&E (Transport and operations) will routinely advise of the current level of contribution required.

Where a financial contribution is made it should, as stated in the guidance, be used only for the purpose(s) intended, and the capital sum should be ring-fenced until such time that the works are delivered.

(b) list how much has been collected from Developers since 2009 to-date;

Since 2009, £1,190,522.22 for the Eastern Cycle Network has been received from a total of 34 Planning Obligation Agreements. The first payment was received in 2014 from a Planning Obligation Agreement dated 25/09/2012.

There are currently 3 Planning Obligation Agreements in place where the funds for the Eastern Cycle Network are not yet due. Should those developments proceed, a further £296,204 should be received.

The details of the above Planning Obligation Agreements are contained in the accompanying spreadsheet.

There were 4 Planning Obligation Agreements which made provisions for funds to be provided for the Eastern Cycle Network, that did not proceed. These are included on a separate page of the spreadsheet.

(c) set out exactly how it has been applied to build and advance each of the sections of the ECN and how much each section has cost;

Two Ministerial Decisions in 2017 note the amounts received from Planning Obligation Agreements which have been used towards the Eastern Cycle Network.

£180,000 from 6 Planning Obligation Agreements was used towards the cost of cycle and pedestrian improvements along Rue de Maupertuis.

£217,137.50 from 12 Planning Obligation Agreements was used towards the £250,000 cost of cycle and pedestrian improvements at St Clement's playing field at Le Rocquier School.

A section of pedestrian footway and cycleway on the front of a site at La Rue a Don, which forms part of the Eastern Cycle Network, was developed by the Owner of the site at their own cost.

There are currently £685,998.50 of funds held for use on the Eastern Cycling Network. These need to be used by dates ranging from March 2024 to November 2027. The Transport Department is aware of the deadlines by which each of the funds must be used.

To date, no funds related to the Eastern Cycle Network have needed to be returned.

(d) set out the plans for the next stage to be built and the envisaged timescale.

In answer to part (d) the Operations and Transport Directive provided the following response:

The Eastern Cycle Network development in recent years has concentrated on connectivity to the Le Rocquier Secondary and St Clement Parish and School connections, supporting active travel to school in the area. Connections towards town have concentrated on connecting through Le Squez towards town which now connect as far as FB Fields. Extensive work to link through FB Fields encountered difficulties due to conflicts with established sports facilities, however, In the medium term FB Fields has the potential within the Sports Strategy to allow a cycle route through a community recreation ground layout. Current focus is on connecting through the green lane of La Blinerie towards town. Designs and engagement with key stakeholders is in progress and if relevant agreement can be reached this improved connection (incorporating a modal filter) could have planning approval and be constructed within two years. Connection on from La Blinerie into town is being investigated.

The Active Travel Plan is being progressed by policy colleagues and would create a clear priority for ECN routes, including the full eastern quarter of the Island. Once published a resourced programme can be developed.

(To be able to provide a meaningful delivery programme for Active Travel delivery across the Island will require dedicated funding and specialist transport engineers, while there is a challenging market

place the recruitment of specialist staff and the necessary funding have and are being actively pursued).

Specific

There are two schemes currently in development, which form part of the Eastern Cycle Network:

- Planning permission granted to surface a section of the cycle track by the Pembroke pub in Grouville.
- A proposal for a modal filter (through-motor traffic restriction) and junction visibility improvement is in development covering La Blinerie and the junction of La Blinerie with La Grande Route de St Clement.

General

The Active Travel Plan, soon to be published as part of the Sustainable Transport Policy: Next Steps, will include a proposed cycle network covering the Eastern Cycle Network (ECN) area. This Active Travel Plan cycle network will be developed in collaboration with the Parishes and stakeholders. Funding is currently being sought for delivery of the Active Travel Plan.

Yours sincerely,

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