



Future St. Helier

Stakeholder event: post-box outputs

September 2016

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Saturday 17 September 2016

Old Magistrate's Court, Town Hall, St. Helier



Introduction

During the second Future St. Helier public workshop, held in September 2016, opportunity was provided for participants to 'post' questions or comments, for a subsequent response.

We have sought to collate those queries and to 'post-back' responses, as follows.

If you would like further information, or would like to continue the dialogue, please contact us at futursthelie@gov.je or follow the conversation on Twitter at @FutureStHelier.

Travel and transport		
1.	Can you please look into the Uber app and the car share app to allow car share journeys?	A Taxi Regulation Review and reform programme is presently underway to provide a better service to the customer. The Sustainable Transport Plan encourages car sharing: a web-based car-sharing scheme did not take off in Jersey but mobile phone technology may be more successful. There is a caution however that offering car sharing for profit is illegal and invalidates the driver's insurance
2.	Prior to making the decision to change Midvale Road to one way (2010), were the residents of the area consulted?	The implementation of a scheme to enhance pedestrian safety in Midvale Road was approved as an amendment to the Sustainable Transport Policy that was adopted by the States in December 2010. The implementation of a scheme here is to be subject to prior consultation. Any decision with regard to one way will be made only after consultation.
3.	First Tower should benefit from some improvements such as those at St. Aubin: improved parking for residents on the sea-side and some public art.	First Tower is embraced by the work of the Future St. Helier Programme and may benefit from proposals and policies that emerge as the initiative is developed further.
4.	Prioritise and spend cash in the First Tower area: look at the road system to reduce speeds	The Minister for Infrastructure will support requests from the Connetables for lower speed limits where vulnerable road users need to be protected and where there are clear road safety benefits.
5.	Consider drop-bollards for pedestrianised areas for more flexible use of space.	The use of this type of technology has been considered previously and will be kept under review for use where appropriate
6.	Ann Street car park: can it be made underground?	Ground conditions prohibit this as an economically viable option.
7.	Create direct access to Fort Regent from the town centre	Improving access to Fort Regent is an objective of the Fort Regent Working Group
8.	Where cycle paths cross or merge with roads is potentially more dangerous: increase driver awareness	From 1 November 2016 the driver theory test changed to consist of a two part exam, the second part comprising a hazard

		perception test, which will include that presented by other road users. DFI, Road Safety Panel and States police work together to deliver a programme of road safety awareness initiatives. The western cycle route is under review to identify and improve areas of potential conflict.
9.	No discussion on school traffic: traffic to and from schools puts massive pressure on the road infrastructure.	All schools are encouraged to develop and adopt a Green Travel Plan to promote more sustainable modes of travel that reduces pressure on the road network. A review of the school bus network is ongoing.
10.	Traffic management proposals are laudable but piecemeal. Need to have a long-term vision for what should eventually be achieved in the next 20,30,50 years.	This programme of works seek to present short, medium and longer-term proposals for traffic management in town. It is envisaged that it would be supplemented by other work looking at other transport modes.
11.	Divergence between planning minimum car parking standard of 1 space/1 bedroom outside St. Helier does not promote alternative transport modes.	Parking standards are not applied on a parochial basis, but seek to reflect opportunities for other modes of travel. Parking standards are under review.
12.	Need to fill car parks from the top down. Cheaper at the top, more expensive lower down. Make free for bikes, electric cars, low carbon etc.	Cheaper parking is not envisaged as it would counter states policies to encourage more sustainable travel habits. Shopper and disabled parking are generally provided in the more convenient positions. Half-price parking is currently available for electric and low emission vehicles. Bikes are free.
13.	Island car population is highest in Europe and will only get worse with population. More drastic measures are needed. A park and ride scheme for west and east of town is essential. Exeter and Oxford have run successful schemes for over 20 years.	An assessment for the potential and appropriateness of park and ride schemes has been carried out in Jersey. Several towns in the UK have provided large car parking areas outside of the town with bespoke high frequency bus services. Such schemes depend upon the availability of large areas of low value land for surface car parking and very limited and expensive parking in the town centre. Low value land is not readily available in Jersey and land use is strictly controlled. It is not considered that a bespoke park and ride scheme is appropriate. However, anecdotally, it is understood that some people already drive a short distance to park in existing car parks and catch the bus from there into St Helier. This should be encouraged, assuming that the use of these car parks in this way does not restrict its main use in providing for the local community.
14.	When will action be taken against users of New Street going into Library Place (not taxis)?	Enforcement of traffic regulation is a matter for the police
15.	When will the residents parking zones be removed and the people using them charged £1,200 pa?	Since 1st November 2004, the Parish of St. Helier has been administering the Residents Parking Zones (RPZ) under the terms of a Memorandum of Understanding between the Environment and Public Services

		<p>Committee (now known as the Department for Infrastructure: DfI) and the Constable of St. Helier.</p> <p>The Parish have no plans to remove the RPZ zones as they are providing much needed facilities for residents who live in St Helier. Under the 'Memorandum of Understanding' the funding must demonstrate that the scheme is self-funding, taking into account the cost of administration, policing, production of permits, street signing and marking and loss of on-street parking revenue. The existing annual charge enables the scheme to remain self-sufficient.</p>
16.	Will the dropped kerbs have the ridge removed: lots of complaints from wheelchair pushers.	Dropped kerbs should be provided with no more than a 6mm (virtually flush) height. DFI have a programme of improving dropped kerb wheelchair facilities island wide.
17.	Why listen to Jersey-in-Transition when they are a small pressure group?	<p>Comment from all groups and individuals is given equal consideration.</p> <p>Jersey in Transition has sought to provide some useful traffic data from on-street observation.</p>
18.	When will the garages used for other purposes be forced back into garages again?	Garages associated with a dwelling house may be used for any incidental domestic purpose.
19.	When will there be proper enforcement of traffic regulations, 7 days a week and up to midnight?	Enforcement of traffic regulation is a matter for the police
Open space		
20.	Small spaces, with benches and trees, as immediately accessible open spaces would be useful.	This potential for the creation of more open spaces, including smaller spaces, will be part of the Public Realm Strategy
21.	Plant trees with benches around them	This potential for the creation of more open spaces, including smaller spaces, will be part of the Public Realm Strategy
22.	Prioritise pocket parks	
23.	Public realm funding? PfA contributing to a greater St. Helier and for overall strategy	<p>Percentage for Art is a voluntary contribution and is specific to the creation of public art, as set out in the States Cultural Strategy.</p> <p>Public realm enhancements can be delivered through the planning process using planning obligation agreements.</p>
24.	Build higher: public realm adds value to assets around perimeter	<p>The Island Plan encourages more efficient use of land, to develop at optimum densities, whilst ensuring provision of appropriate levels of amenity space.</p> <p>The Island Plan encourages more efficient use of land, to develop at optimum densities, whilst ensuring provision of appropriate levels of amenity space.</p>
25.	As we have limited space and need more open space, should we build up instead of out: taller buildings may be the answer?	
26.	Why not increase flats to 8/10 stories to protect the countryside?	
27.	Why take away the green space? Why not build up another 2 floors instead?	
28.	Connectivity and access are key	

29.	Make happier streets!	These will be considerations in the Public Realm Strategy	
30.	Priortise civic spaces		
31.	More access for elderly, children and those without cars, and may be mobility issues: how to get to a space.		
32.	Need better access to sports facilities and activities for town residents		
33.	Given the priority given to the car, how do we get unaccompanied children to parks and waterfront areas safely?		
34.	Permeable parks, squares and spaces. Cycle-able, walkable, skate-able etc. Link through for movement.		
35.	Parks for the elderly: buddy benches and mixing generations		
36.	Make better use of parks and pedestrian walkways: make them productive. There is not necessarily a requirement for allotments but make existing open space more productive e.g. plant fruit and nut trees		
37.	Vitality and footfall through squares and urban areas is important: it's not just about parks		
38.	Better use of linear space and more tree planting is a priority		
39.	We need more green routes through town		
40.	We need more tree planting in urban spaces		
41.	Drop kerbs and raise roads to provide level open spaces		The potential creation of more raised surfaces will be considered as an integral part of the St. Helier traffic management projects
42.	Make better use of public land e.g. woodland at Overdale Hospital		The use of public land to provide opportunities to enhance the level of and access to public open space will be explored as part of the Public Realm Strategy
43.	Allow access to school grounds after hours e.g. Victoria College gardens		
44.	Why don't the public have access to areas of open space managed by utilities e.g. Jersey New Waterworks land; health and harbor areas		
45.	Why do we not have a standard street lamp design? We have a mish-mash of street illumination within the town.	Street furniture is provided by a number of public authorities (the parishes, Dfl along with agencies such as Ports of Jersey and SoJDC, depending upon who administers the land), which largely accounts for the variety of styles. The development of some form of design guide for street furniture may emerge from work being undertaken as part of the Public Realm Strategy.	
46.	Open spaces need to give enjoyment to all without too much artificial street furniture	A balance always needs to be struck between providing the requisite amount of	

47.	Can we have more benches on King Street and Queen Street for shoppers to rest? We need more bins and benches around the marina too.	street furniture, in the form of bins, benches and lights, whilst permitting unencumbered public access.
48.	Al fresco dining is very difficult to set up as it is expensive: why is that?	<p>Alfresco areas are administered under the Customary (Choses Publiques) (Jersey) Law 1993 and the location of the proposed Choses Publiques area will determine the complexity of the application. There are areas where the Choses Publiques is on land that is not administered by the Parish for which permission must be obtained, i.e. on States Main Roads where permission from the Dfl Minister is required.</p> <p>There could be locations where a Choses Publiques is requested where works on the highway are required in which case it is likely that the applicant may be asked to pay for the necessary alterations so that they are able to have their Choses Publiques area.</p> <p>Issuing a permit authorising a Choses Publiques means that that area is no longer accessible as public amenity space, the permitted space enables a business to generate additional income from public land. Therefore it is only right that the Parish are compensated for the loss of amenity space and the income helps go towards maintaining Parish by-roads.</p>
49.	More green space for Rouge Bouillon School: think of kids in town	<p>The challenge of securing adequate open space for town schools is noted and will be pursued where opportunities arise.</p> <p>This will be a consideration as part of the Public Realm Strategy</p>
50.	Plan for the future SoJP site: include green space	The new SoJ Police Station is adjacent to Green Street Cemetery: an important open space in town.
51.	Make more of the beach area at La Fregate: trampolines, chairs and windbreaks	This is a matter that is administered by the Economic Development, Tourism, Sport and Culture Department
52.	<p>Turn the piece of land, at the junction of Queen's Road and New St. John's Road, into a local community open space.</p> <p>Staff and students from Haute Vallee would be happy to work on this project, with the parish.</p>	The St Helier Community in Bloom group have offered to provide funding to the Parish in order to purchase the triangle land alongside the property known as Pets Cabin on Queens Road, with the intention of the land to be used as a community space.
53.	Open space priority: establish a St. Helier Countryside Park around the perimeter of the urban area by engaging landowners and securing agreements for public footpaths, linking existing green areas and establishing new wooded areas.	The feasibility of establishing a Country Park for St. Helier is a proposal in the Island Plan, and will be considered as part of the Public Realm Strategy.
54.	Evidence-based research shows the benefits of open space to health: is there a link with the Health Promotion Unit?	The health benefit – physical and mental - of parks, open space, and greenery is recognised and the FSH initiative will help to deliver policy objectives of other States departments

55.	Look at RIBA prize-winning social housing development to increase private balcony space	Space standards, including the requirement for external amenity space as part of new residential development, are under review.
56.	Vertical gardens need to be looked as well as roof gardens.	
57.	Ordnance Yard, behind the museum, could be a great bit of open space.	We think it is: but the use and potential enhancement of existing open spaces will be considered as part of the Public Realm Strategy.
58.	Snow Hill is an underused space and needs to be redesigned.	The use and potential enhancement of existing open spaces will be considered as part of the Public Realm Strategy.
Other comments and queries		
59.	Refresh all existing public murals; create new sculpture and art features.	The States Cultural Strategy and Island Plan policy encourages the provision of new public art.
60.	High-speed lift from Snow Hill to Fort Regent: too expensive? I don't think so.	The future of Fort Regent is presently the subject of active consideration by the Economic Development, Tourism, Sport and Culture Department: issues of access will be an integral part of the review.
61.	Make West Park useable again: deal with the seaweed	The Department for Infrastructure is exploring options to mitigate and manage the seaweed issue experienced in St. Aubin's Bay during the summer months
62.	Who is going to pay for it? Persuading politicians of value.	States departments will seek to priorities their existing budgets to support the delivery of the strategic objectives.
63.	The council of Ministers has the regeneration of St Helier as one of its 4 Key strategic priorities, which the Future of St Helier is trying to deliver; however, there is no funding in the MTFP. How can significant improvement/regeneration be delivered with no funding?	Planning obligation agreements can be used to help deliver some improvements to St. Helier's public realm in association with new development proposals.
64.	Don't forget commercial needs. Don't rely on CIL – Creative funding – public and private	The Minister for the Environment is exploring the potential introduction of a community infrastructure levy in Jersey to help support the regeneration of St. Helier. As specific policies and proposals are developed, these will help to inform decision about funding.
65.	Make better use of what we have. Why are shop owners dis-incentivised to convert upper floors to residential? i.e. King Street upper floors used as store rooms.	Island Plan policies seek to encourage optimal use of space in properties, specifically the use of upper floors, where this is possible.
66.	Make sure that with any changes you listen as best as you can to the silent majority, not just the grumpy old men.	Efforts have been and continue to be made to ensure that all stakeholders with an interest in the future of St. Helier have a chance to have their say.
67.	Why are there no opportunities for NGOs to present at these events? If you want to involve the public, involve them. <ul style="list-style-type: none"> • JIT: Andium homes Les Marrais flats green-up • JIT: Traffic monitoring • JIT: give and take table 	We are happy to engage with the third sector and to provide them with opportunities to support the regeneration of St. Helier

68.	I would reinforce comment about the need for Economic Development Department to have full involvement on all the strategic consultation and decision making	All States departments are provided with an opportunity to engage in decision-making that affects their area of interest and activity.
69.	Need to consider offering the database of the 3D model on disk for people to get around the excessive download problems for online use. can this be considered?	Work is ongoing to provide access to the 3D model of St. Helier online.
70.	Consultation of younger generation. Understand work in progress, but beyond primary/secondary school children, do we intend to consult late teenagers & young adults? – the obvious missing attendees at your workshops to date, this was vicariously raised at the last session.	Our Street Art event sought to engage with teenagers and to provide them with an opportunity to have their say on the regeneration of St. Helier.
71.	Where are the Council of Ministers?	Ministers will be appraised of the outcomes of the workshops.
72.	Is there specific KPI that drive change and if so, who manages and dictates these? i.e. environmental levels, air quality, noise pollution etc...	There are no specific KPI related to air quality and noise pollution as part of the Future St. Helier project: these are monitored and reported on as part of the <i>Environment in Figures</i> report (see www.gov.je)
73.	Where is the long term plan for La Collette?	The Island Plan provides the current planning policy framework for the development and future use of La Collette to 2020.
74.	Appoint EDAW ASAP to do a town regeneration brief.	The use of consultants will be assessed on a needs basis
75.	Why don't we control the population? Until we sort this out, we will always have a problem.	
76.	Problems: Litter, dog mess, drunks, addicts "loitering" – cyclists wrong way down streets. The list could go on, Work hard and pay rates- broad problems.	