

Havre des Pas Traffic Calming/Pedestrian Crossing Scheme – Report on Community Engagement

DATE:	07 October 2021	CONFIDENTIALITY:	Confidential
SUBJECT:	Havre des Pas Traffic Calming/Pedestrian Crossing Scheme; Community Engagement Final Report.		
PROJECT:	70084733	AUTHOR:	██████████
CHECKED:	██████████	APPROVED:	██████████

1.0 INTRODUCTION

- 1.1 WSP was appointed to undertake a study and the outline design of a series of raised table pedestrian crossings on Havre des Pas. The scheme was an identified output of the Havre des Pas Village Improvement Scheme and Masterplan work undertaken on behalf of the Parish of St Helier in 2018/2019. Following a study into the feasibility of the proposals and refinement of the crossing locations, the outline scheme details were presented to the public during the summer of 2021 as part of a Community engagement exercise. The engagement was intended as an informative exercise rather than a consultative process. Feedback was welcomed to inform the detailed design stage however it was agreed that there would be no formal questionnaire or request for confirmation of support as the scheme is delivering an outcome of the wider Havre des Pas Study. This report summarises the arrangements and details of the engagement and the responses received.

2.0 ENGAGEMENT DETAILS

Engagement Arrangements

- 2.1 The Community Engagement took the form of an on-line exhibition of panels with an invitation to provide comments via e-mail. The panels presented are included as **Appendix A** of this report.
- 2.2 All residents and businesses of Havre des Pas received a letter advertising the engagement and an invitation to participate, in advance of launch. Key Stakeholders were also contacted directly via e-mail to advise them of the engagement process and timings. In addition to the on-line exhibition, a drop in session was held on Havre des Pas (in the public open space opposite Cleveland Road) where physical posters of the exhibition material were on display for the community to view. The drop-in session was manned by a representative of the design team, to explain the proposals and receive feedback.

Engagement Duration

- 2.3 The engagement material went 'live' on the Government of Jersey website on 27th July 2021 and remained available until 20th September. The manned 'drop-in session was held on the afternoon (12pm to 4pm) of the 16th August on Havre des Pas.

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3.0 RESPONSES RECEIVED

- 3.1 A total of **28** responses to the on-line exhibition material were received (including on duplicate responses); **27** of these were via e-mail with **1** being via telephone.
- 3.2 At the drop-in session approximately **30 to 40** people visited the exhibition, most of whom engaged with the design team representative regarding the proposals.

Responses to the On-line Exhibition

- 3.3 Of the 28 responses to the on-line material 4 were from representatives of organisation:

- The States of Jersey Ambulance Service
- Liberty Bus
- Ros Gower Consulting Engineers (representing their clients, Morvan Hotels)
- Morvan Hotels
- The Parish of St Helier Roads Committee

The remainder being private individuals. Of the responses from private individuals 3 identified themselves as local residents. One respondent identified himself as a commuter.

The responses received are reproduced in full at **Appendix B**

- 3.4 Of the 28 responses to the on-line material:
- 6 strongly expressed support for the proposals,
 - 11 expressed that they were strongly against the proposals, including the Parish of St Helier Roads Committee
 - 9 expressed views that were neither strongly for or against the proposals but raised some concerns or other issues.

Key Issues Raised by e-mail/phone

- 3.5 Table 3.1 below summarises the main points raised in the responses (note, some responses raised more than one issue)

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Key Issues Raised	No. of Responses
<i>Traffic speeds are excessive on HdP: Agree measures are required Generally supportive</i>	8
<i>Waste of money/No benefits provided</i>	7
<i>Number of crossings is excessive/locations of crossings not right.</i>	6
<i>Concern over ambiguity of right of way (cars v's pedestrians) because crossings are courtesy crossings and not zebras</i>	5
<i>Traffic calming needed but not this solution. Ill thought out. Explore other options.</i>	3
<i>Scheme should be extended beyond Havre des pas (Green Street, Greve d'Azette, Mount Bingham)</i>	3
<i>The proposals solve a problem that doesn't exist</i>	3
<i>Do not have art crossings – concern that they will cause confusion between what is road and pavement. Will cause graffiti</i>	2
<i>Concern regarding proposed repositioning of bus stops</i>	2
<i>Will cause problems for cyclists</i>	2

Table 3.1 – Summary of key issues raised

Responses from Stakeholders/Organisations

States of Jersey Ambulance Service

- 3.6 The Ambulance Service, whilst fully supporting measures that would improve road safety, raised a concern regarding the potential impact on patients being transported over the raised tables, particularly for example those with spinal injuries. They asked whether other forms of calming could be provided that did not require vertical features. A response was provided to reassure the Service that the tables were designed to be 'bus friendly' with slack ramps and long table tops to minimise

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discomfort to passengers (and therefore patients). It was also pointed out that horizontal traffic calming features would be very difficult to implement given the narrow width of carriageway on Havre des Pas and that they would be less effective at improving pedestrian crossing amenity. Havre des Pas is not on a main route to the hospital from the east of the Island and therefore on balance it was considered the road safety benefits of the tables would outweigh the small risk if difficulty to patients being transported to the hospital.

Liberty Bus

- 3.7 Liberty bus requested information on the proposed timing of the construction works and whether they would require road closures. A response was provided to confirm that it was the intention to construct the tables as part of the planned resurfacing works early in 2022. Road closures would be required for the resurfacing works in any case and the construction of the tables would not require additional closures.

Morvan Hotels

- 3.8 Morvan hotels and its representatives drew the team's attention to the fact that the redevelopment of Fort D'Auvergne would include a new vehicular entrance/exit close to the location of some of the planned table crossings. A response was provided to confirm that the detailed design of the tables would take into account the proposals to ensure vehicle movements in and out of the new entrance were not adversely affected.

The Parish of St Helier Roads Committee.

- 3.9 The POSH Roads Committee resolved at its meeting on 28th July not to support the proposals. This was surprising given that the crossings/tables scheme evolved from a request by the Parish to provide the new crossings at the locations shown.
- 3.10 The principal area of concern seems to be the fact that the proposed table crossings are uncontrolled rather than zebra crossings. The form of the crossings was considered very carefully; mixing of zebra crossings with light controlled crossings within close proximity is considered 'bad practice' on road safety grounds as drivers can become confused and result in vehicles not stopping at zebras. Clear advice from the road safety advisor confirmed that if controlled crossings were preferred at all of the crossings the crossings would need to be all signal controlled (which is impractical and expensive) or all zebras (requiring the removal of the signal controlled crossing at the Lido). Consultation with Eyecan, the charity representing partially sighted and blind people, confirmed that the removal of the signal crossing at the Lido would be a significant concern and would represent a worsening of crossing amenity for blind and partially sighted people. Hence the proposed scheme seeks to retain the existing signal controlled crossing and supplement it with the

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new uncontrolled raised table crossings. This was explained to the Parish prior to the launching of the engagement.

- 3.11 The Parish Roads Committee also commented that the raised tables would provide an inconvenience to motorists, which again is a surprising comment given that as part of the Village study undertaken in 2018/2019 the Parish campaigned strongly for road to be turned into a one-way street to reduce traffic volumes, despite the fact that this would have caused very significant disruption, delay and inconvenience to vehicle travellers.

Havre des Pas Improvement Group

- 3.12 As part of the Engagement process a separate presentation of the proposals was made to the Havre des Pas Improvement Group on 8th September 2021. No formal response from the Group was sent but the presentation was well received. One member of the group sent a personal response expressing concern that the letter drop advertising the Engagement had been limited to the residents and businesses on Havre des Pas only rather than the wider area. whilst welcoming the proposals, the individual also pointed out that they were very limited in their scope and much more was needed to address the issues in the area and concerns of the Group (off-street parking, street furniture, landscaping, development of the Lido)

Key Issues raised at the drop-in session

- 3.13 Overall around 30-40 people stopped to chat and discuss the proposals at the drop-in session. The majority of which were happy with the proposals and thought the scheme was a good idea both in traffic calming and in improving pedestrian crossing provisions in the area. Only two noted their dissatisfaction one without reason and another associated with Liberty bus who displayed concerns over the number of raised tables proposed. This point was also raised by the majority of individuals in favour of the works.
- 3.14 The main points raised at the drop-in session were.
- 7No ramps seems excessive especially over the length of road. Fears that slowing that much would affect buses, increasing traffic queuing, decrease air quality due to the stop start nature of this number of ramps and also concerns that this may deter users resulting in the pushing of traffic elsewhere e.g. Roseville St, Rue du Fort etc.
 - Number requested improvements or a raised table across the whole White Horse junction/mini roundabout in order to improve pedestrian safety there.

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- A number of residents queried Green Street one-way system being reviewed as to its wider impact, since its implementation. They raised concerns regarding the increased traffic now on Rue Du Fort and increased number of vehicles speeding down Roseville St
- Other frequent queries suggested installing planters, the ever present issue of lack of parking which deters non-residents from visiting the area.

4.0 SUMMARY

- 4.1 The Community Engagement was successful at publishing the proposals to inform the local community of the upcoming works. A relatively low number of responses were received which suggests that the proposals are not considered particularly controversial by the local community. The views received and reported above were therefore were from a very small sample of the local public.
- 4.2 Most of the responses received agreed that traffic calming/crossing improvements were required but a number questioned the value of the measures proposed or whether the raised table crossings was the 'right solution'. A number of responses also felt that the proposals 'did not go far enough' and should be extended to other adjoining roads.
- 4.3 A common concern was that the number of crossings proposed was excessive and also questioned whether drivers would give way to pedestrians waiting to cross or whether there would be ambiguity over whether drivers or pedestrians had right of way.
- 4.4 None of the issues raised at the Engagement were sufficient to warrant a fundamental reconsideration of the proposals and the modest scale of the response indicates that most of the community do not consider the scheme to be highly controversial. The location, number and design of the crossings will be subject to further scrutiny and a full Road Safety Audit process. It is recommended that a summary of the key road safety concerns expressed by the community is included in the Road Safety Audit Brief for detailed examination, prior to the finalisation of design and subsequent construction.



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APPENDIX A – ENGAGEMENT MATERIAL

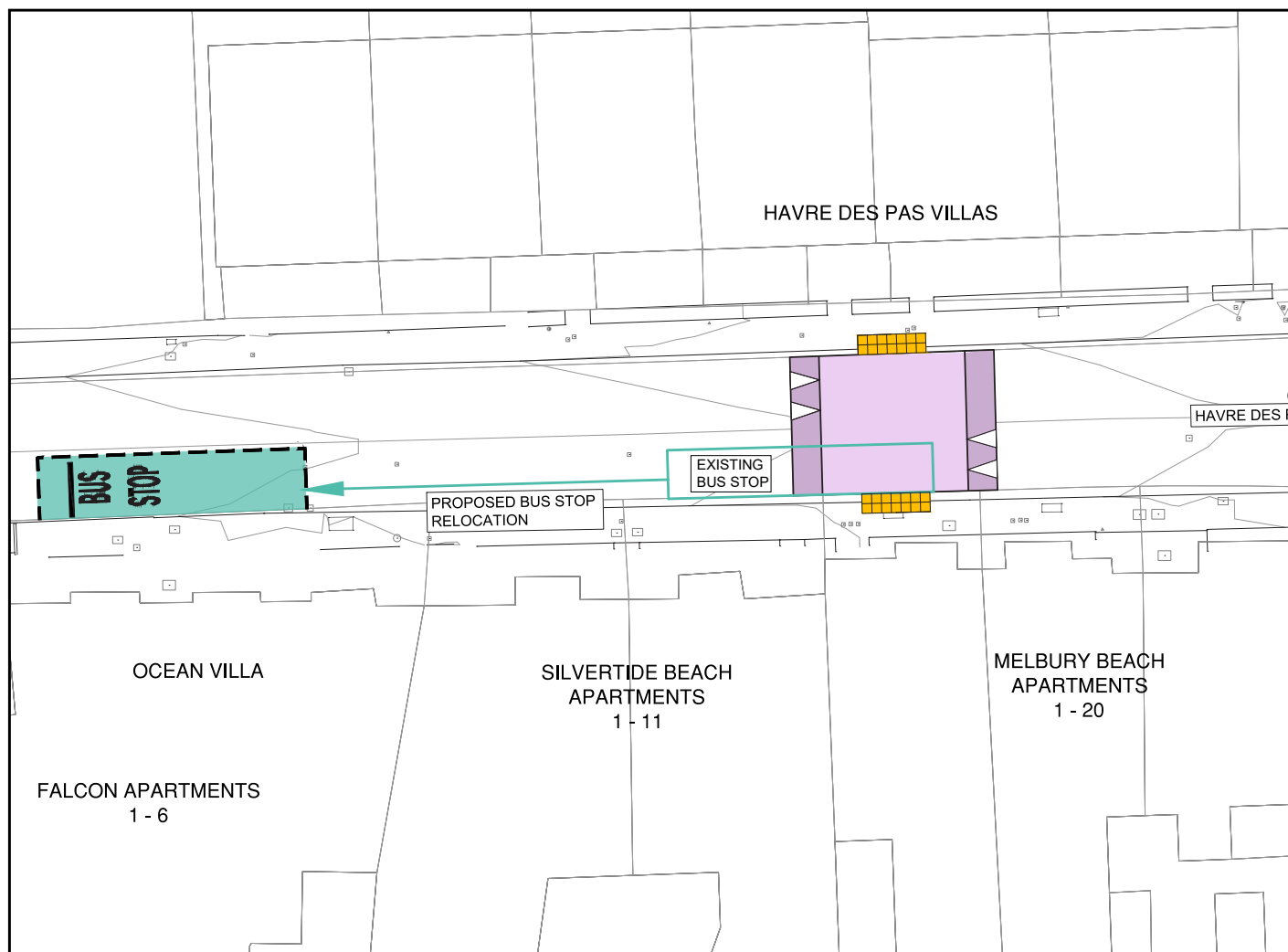
Engagement Notices

Engagement Leaflet

Engagement Panels



In order to accommodate raised tables to improve the pedestrian facilities across this road, the following alteration to the location of this bus stop is proposed.



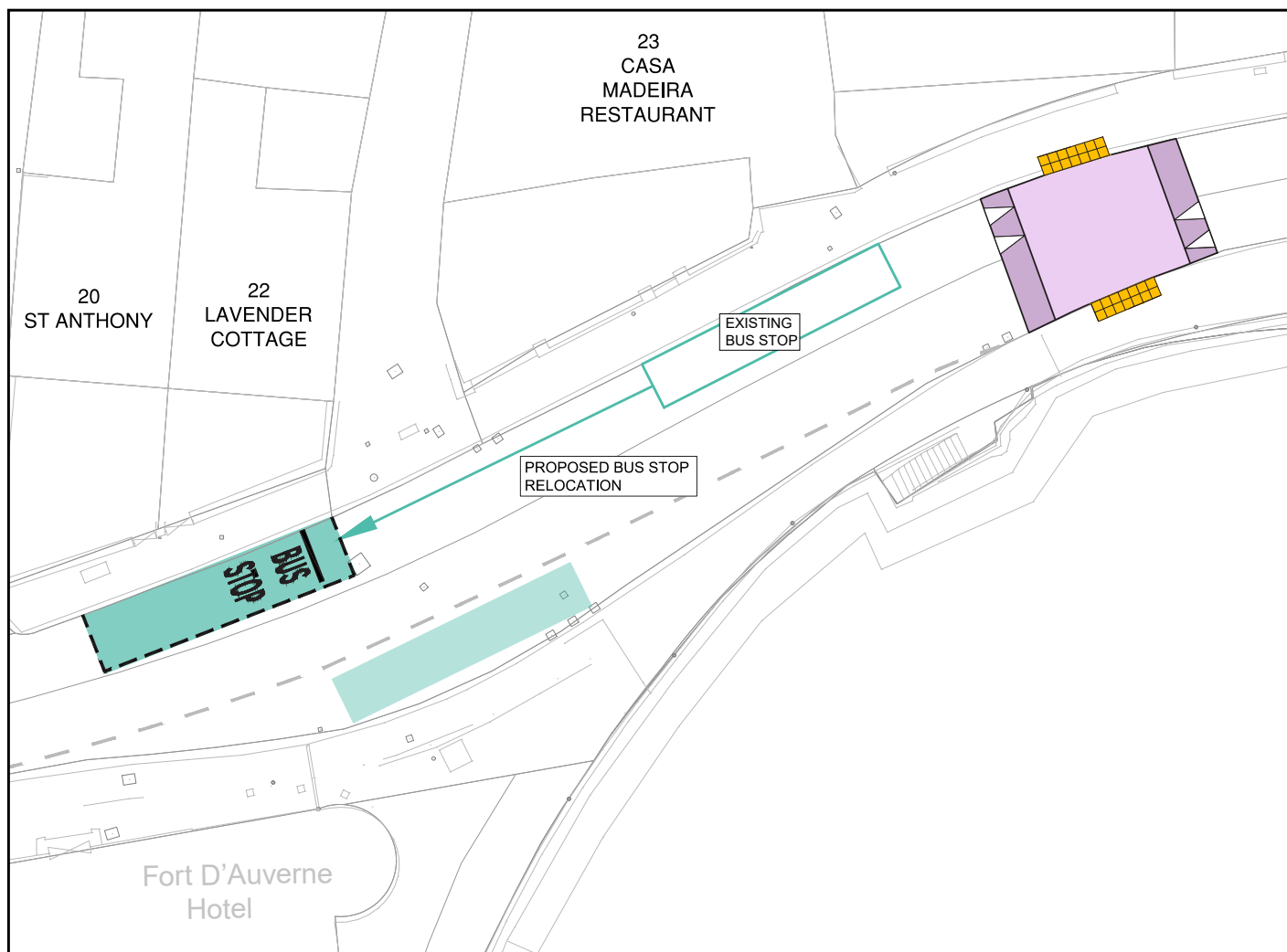
For more information visit: www.gov.je/havredespas

transport@gov.je

Infrastructure,
Housing and Environment
Operations and Transport
PO Box 412
Beresford House
Bellozanne Road
St Helier
Jersey
JE4 8UY



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During 2018 The Parish of St Helier engaged with the community to consider how to improve Havre des Pas. It considered a broad range of potential interventions, including highway changes, public realm provision, art and interpretation. The introduction of one-way systems was considered for both Havre des Pas and Green Street to make it easier for pedestrians to cross those roads.

The outcome of the consultation process was to confirm some of the masterplan proposals and to rule out others. A one-way system for Green Street was welcomed and has since been introduced. For Havre des Pas the predicted wider traffic impacts of a one-way system meant it was impractical to implement. However, other highway measures for Havre des Pas were confirmed, including a lowered speed limit and traffic calming features.

It is now proposed to install those traffic calming measures along Havre des Pas, in the form of seven raised table pedestrian crossings. These will be integrated with planned road resurfacing extending from Mount Bingham to St Clement's Road, which is in the planning stage and details of which will be communicated nearer the time.

These crossings are spaced along Havre des Pas to have a traffic calming effect, reinforcing the 20mph speed limit.

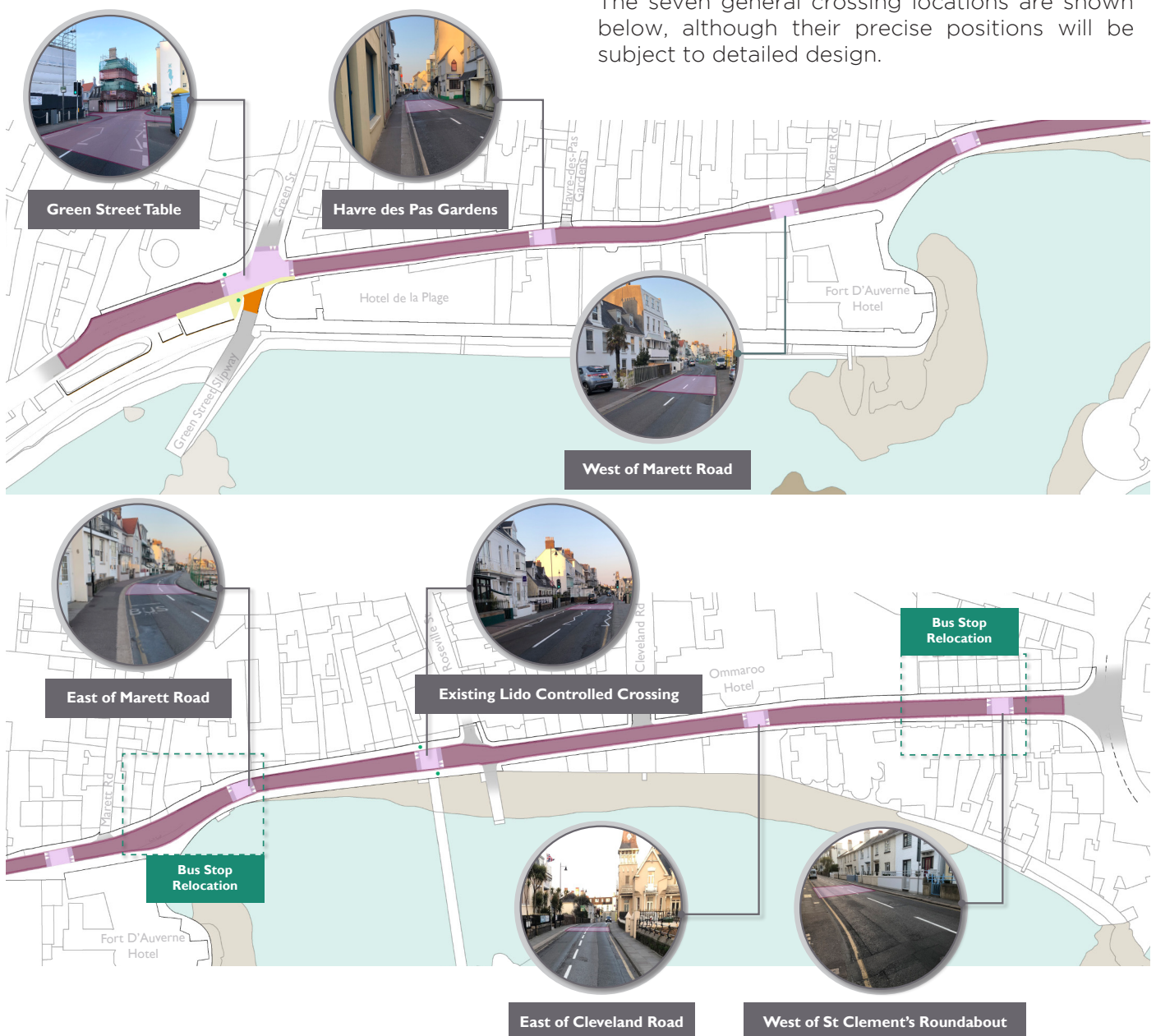
The new raised crossing locations include the two existing traffic-light controlled pelican crossings:

- **adjacent to the Havre des Pas/ Green Street junction**
- **on Havre des Pas at the Lido access**

The other five are:

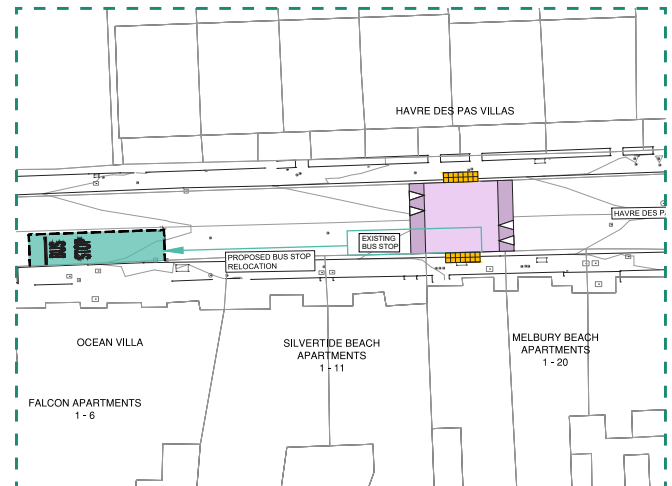
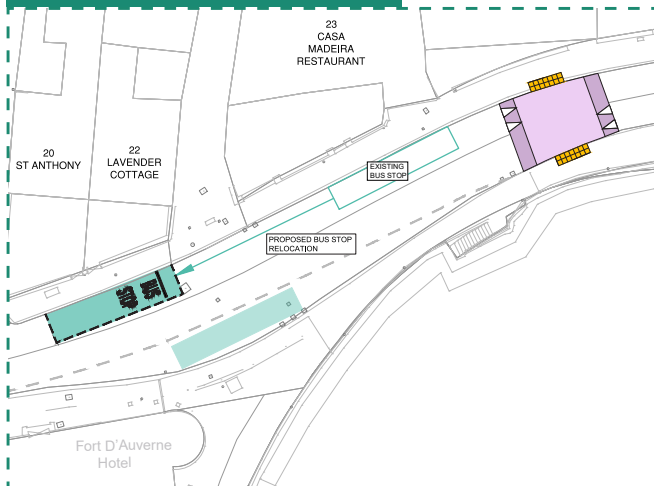
- **near the Havre des Pas Gardens junction**
- **west of the Marett Road junction**
- **east of the Marett Road junction**
- **at the Ommaroo Hotel**
- **to the west of the St Clement's Road junction**

The seven general crossing locations are shown below, although their precise positions will be subject to detailed design.





Bus Stops Relocation

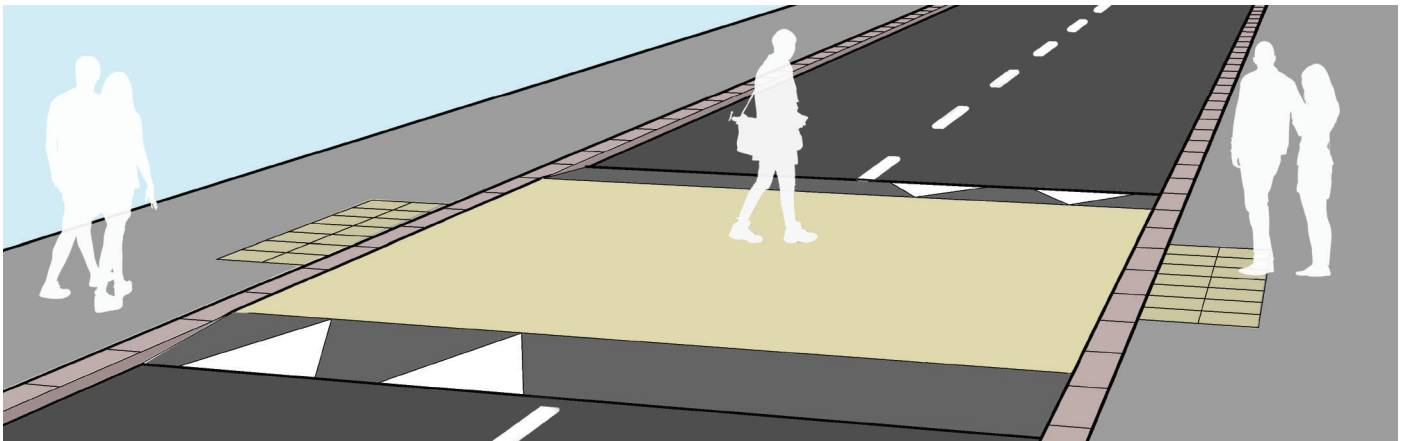


Marett Road Eastbound

The existing eastbound bus stop would be too close to the proposed pedestrian crossing, creating a risk from vehicles overtaking a stopped bus without sufficient forward visibility to the crossing.

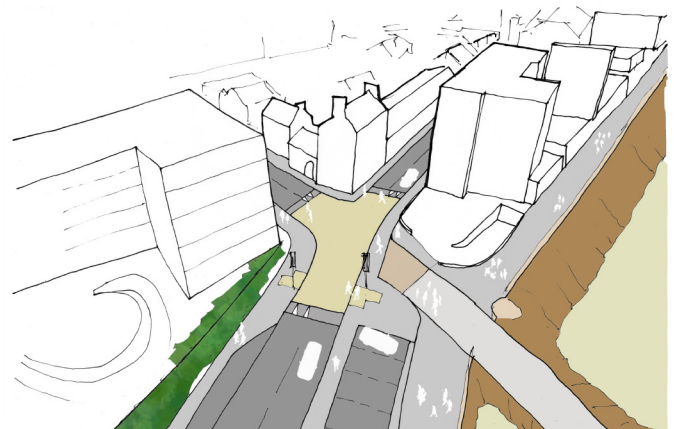
Havre des Pas Westbound

The existing westbound bus stop coincides with the proposed pedestrian crossing, which is itself constrained by proximity to the St Clement's Road junction.



The proposals can be viewed online from 27th July, at www.gov.je/havredespas

An exhibition will be held in the gardens opposite the Ommaroo Hotel, on the afternoon of August 16th, and then relocated to the Town Hall.



HAVRE DES PAS - TRAFFIC CALMING



Introduction

During 2018 The Parish of St Helier engaged with the community to consider how to improve Havre des Pas. It considered a broad range of potential interventions, including highway changes, public realm provision, art and interpretation. The introduction of one-way systems was considered for both Havre des Pas and Green Street to make it easier for pedestrians to cross those roads.

The community was engaged in February and March 2019, through a series of exhibitions and web publications, with feedback through questionnaires.

The report from the study can be found at:
<https://www.sthelier.je/havre-des-pas-report>

The outcome of the consultation process was to confirm some of the masterplan proposals and to rule out others. A one-way system for Green Street was welcomed and has since been introduced. For Havre des Pas the predicted wider traffic impacts of a one-way system meant it was impractical to implement. However, other highway measures for Havre des Pas were confirmed, including a lowered speed limit and traffic calming features. A 20mph speed limit has since been introduced.

The Government of Jersey Public Realm and Movement Strategy confirms the need to improve the pedestrian facilities across this road.

This comes from recognising the importance of improved crossings throughout St Helier:

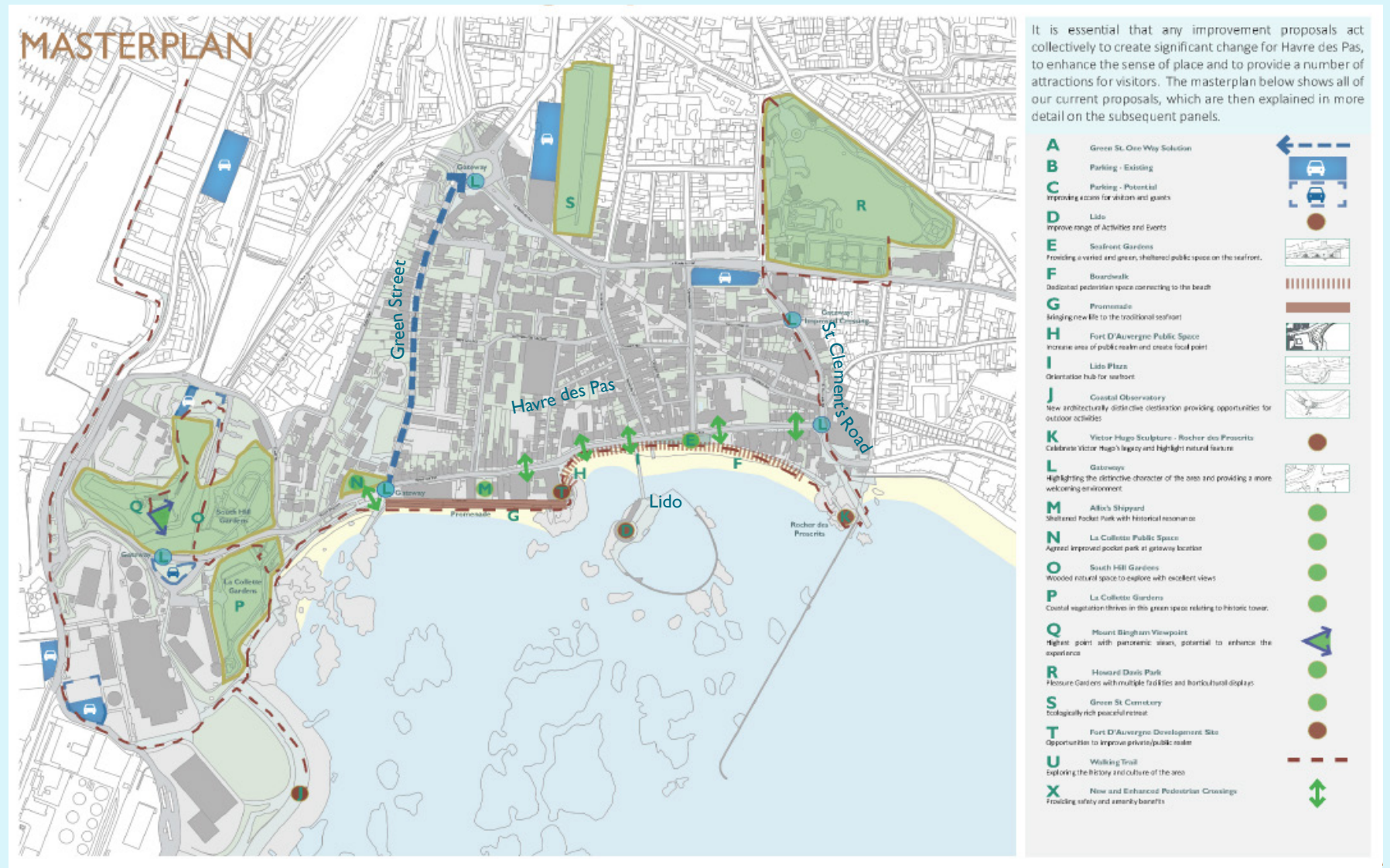
"Improved design and the frequency of crossings in key locations can help to address issues of severance which occur across St Helier."

"Addressing severances is particularly important in supporting the creation of more child-friendly urban environments and it can contribute to improving everyone's experience and confidence in walking and thereby reducing the use of motorised vehicles."

One of the specific Strategy proposals is to:

"Improve pedestrian crossing conditions at Havre des Pas / Green Street to create high quality public realm and improved pedestrian facilities at the waterfront."

The project funding would be from the Government of Jersey Public Realm Capital funding, which this project is bidding into.



HAVRE DES PAS - TRAFFIC CALMING



It is now proposed to install those traffic calming measures along Havre des Pas, in the form of seven raised table pedestrian crossings. These will be integrated with planned road resurfacing extending from Mount Bingham to St Clement's Road, which is in the planning stage and details of which will be communicated nearer the time.

Recent traffic speeds surveys undertaken since the introduction of the 20mph speed limit have confirmed that daytime traffic speeds are generally at or below the speed limit. The surveys show that compliance in the evenings and overnight, when traffic levels are low, were slightly higher. The raised tables will help reduce traffic speeds when traffic flows are light.

The new raised crossing locations include the two existing traffic-light controlled pelican crossings:

- adjacent to the Havre des Pas/ Green Street junction
- on Havre des Pas at the Lido access

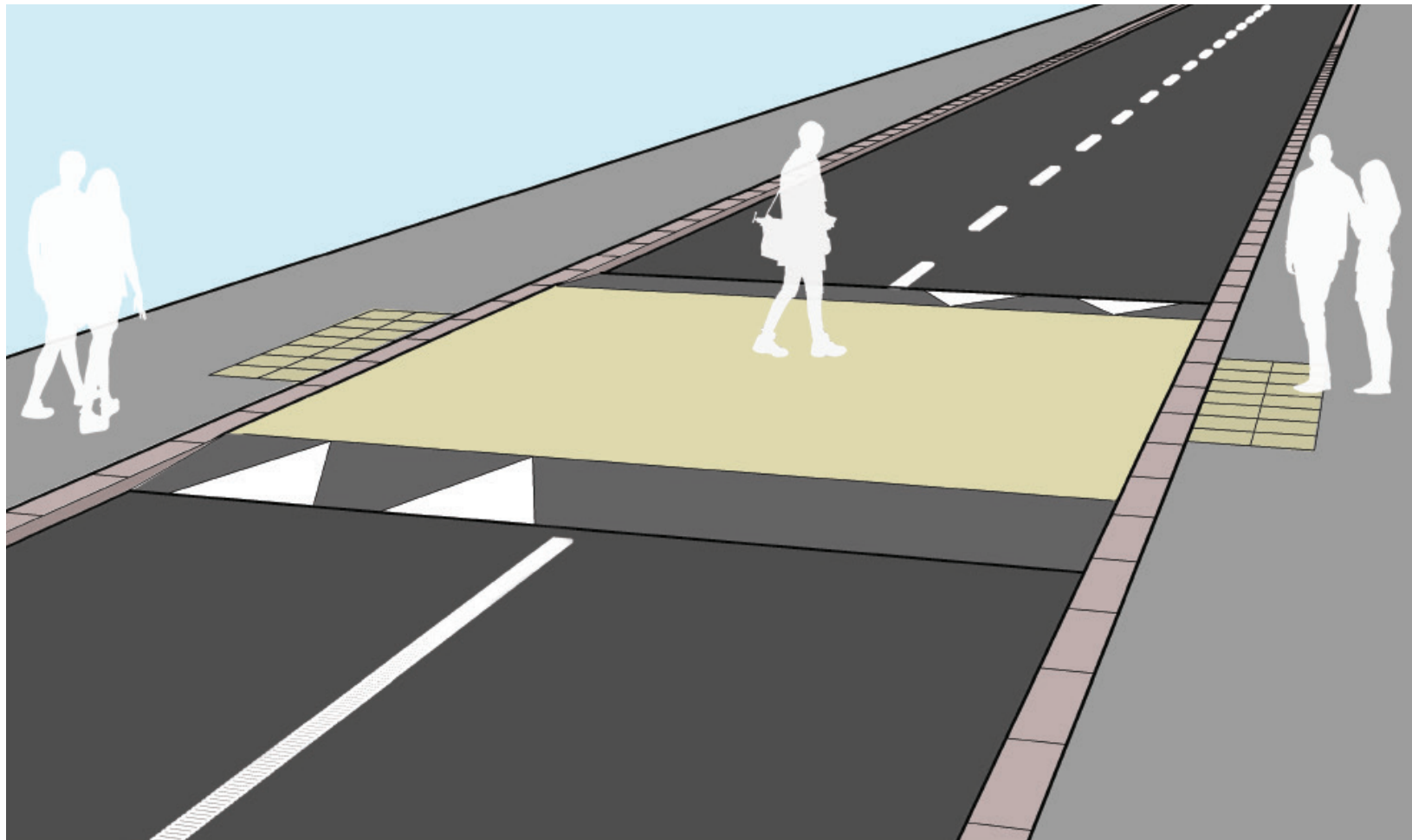
The other five are:

- near the Havre des Pas Gardens junction
- west of the Marett Road junction
- east of the Marett Road junction
- at the Ommaroo Hotel
- to the west of the St Clement's Road junction

These crossings are spaced along Havre des Pas to have a traffic calming effect, reinforcing the 20mph speed limit.



HAVRE DES PAS - TRAFFIC CALMING



The five new crossing locations will each take the form of a raised table, with a 6m road length and ramps on each side. These are designed to slow traffic but without creating an unnecessarily abrupt deflection or noise effects and to accommodate the bus service. They also provide a level surface from pavement to pavement. Chevron markings on the ramps alert approaching drivers.

The tables will slow vehicles and alert drivers to the possibility of pedestrians crossing at these locations and drivers and pedestrians should make eye contact so that they are each aware when someone is about to cross the road. A similar example of a courtesy crossing is the crossing on the waterfront to the park next to the Aquasplash.

Courtesy crossings are proposed as it is not good practice to combine zebra crossings in sequence with traffic light controlled crossings, due to the potential confusion for both drivers and pedestrians.

The traffic light controlled crossings are retained to keep their established benefit for less able and visually impaired pedestrians.

An extended raised table is proposed for the Green Street/ Havre des Pas junction, to accommodate the existing traffic light controlled crossing and pedestrian movements across Green Street and the slipway and make drivers more aware of the various crossing movements around the junction.

Benefits

- ✓ Reduction in traffic speeds
- ✓ Provision of frequent crossing opportunities
- ✓ Pedestrian environment emphasised

HAVRE DES PAS - TRAFFIC CALMING



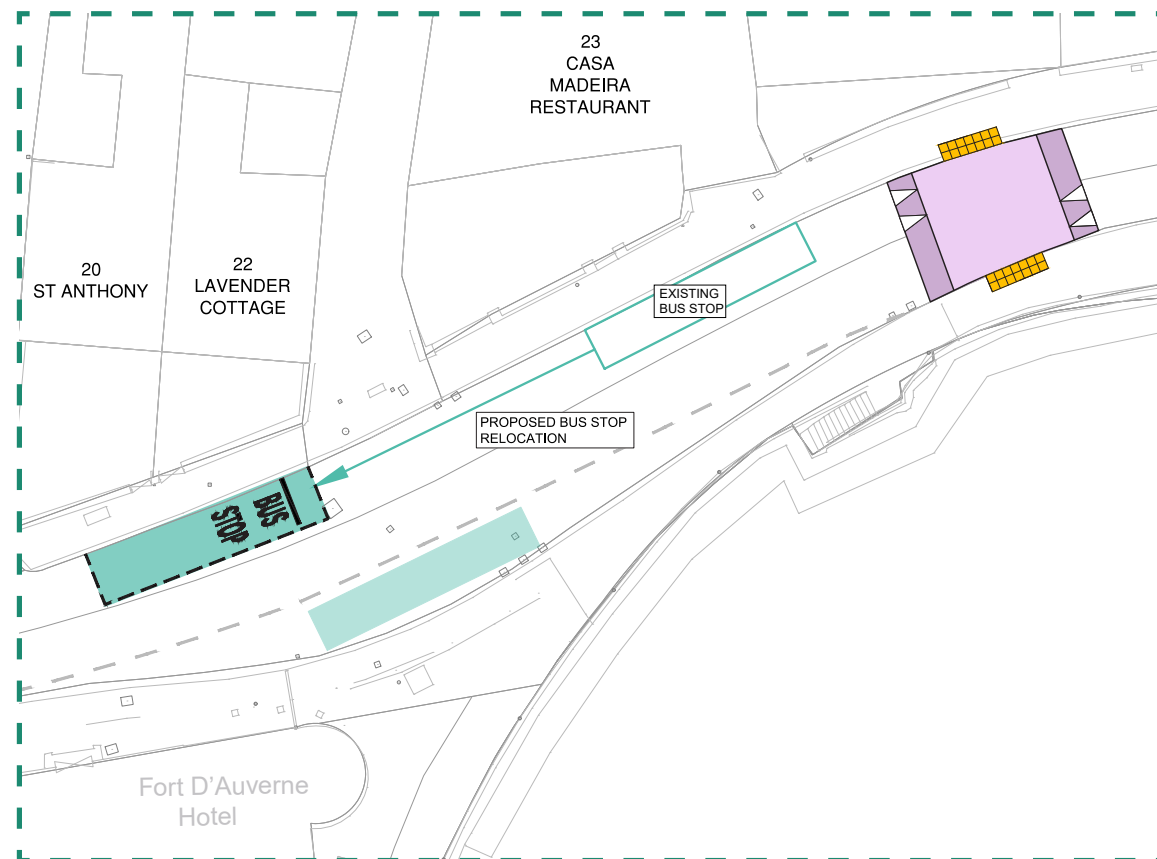
The seven general crossing locations are shown here, although their precise positions will be subject to detailed design.



HAVRE DES PAS - TRAFFIC CALMING



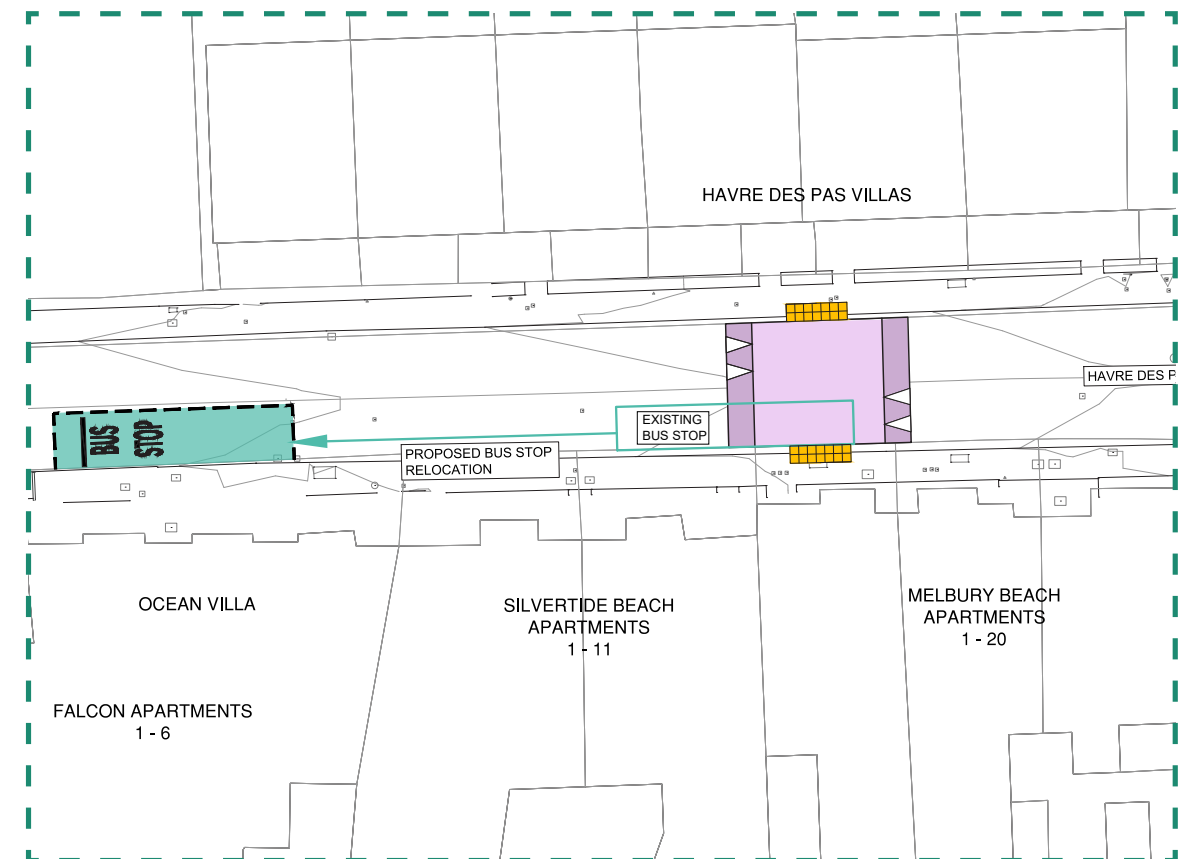
Bus Stops Relocation



Marett Road Eastbound

The existing eastbound bus stop would be too close to the proposed pedestrian crossing, creating a risk from vehicles overtaking a stopped bus without sufficient forward visibility to the crossing.

Therefore, this bus stop is to be moved further west, as shown. The westbound bus stop here would be unaffected.



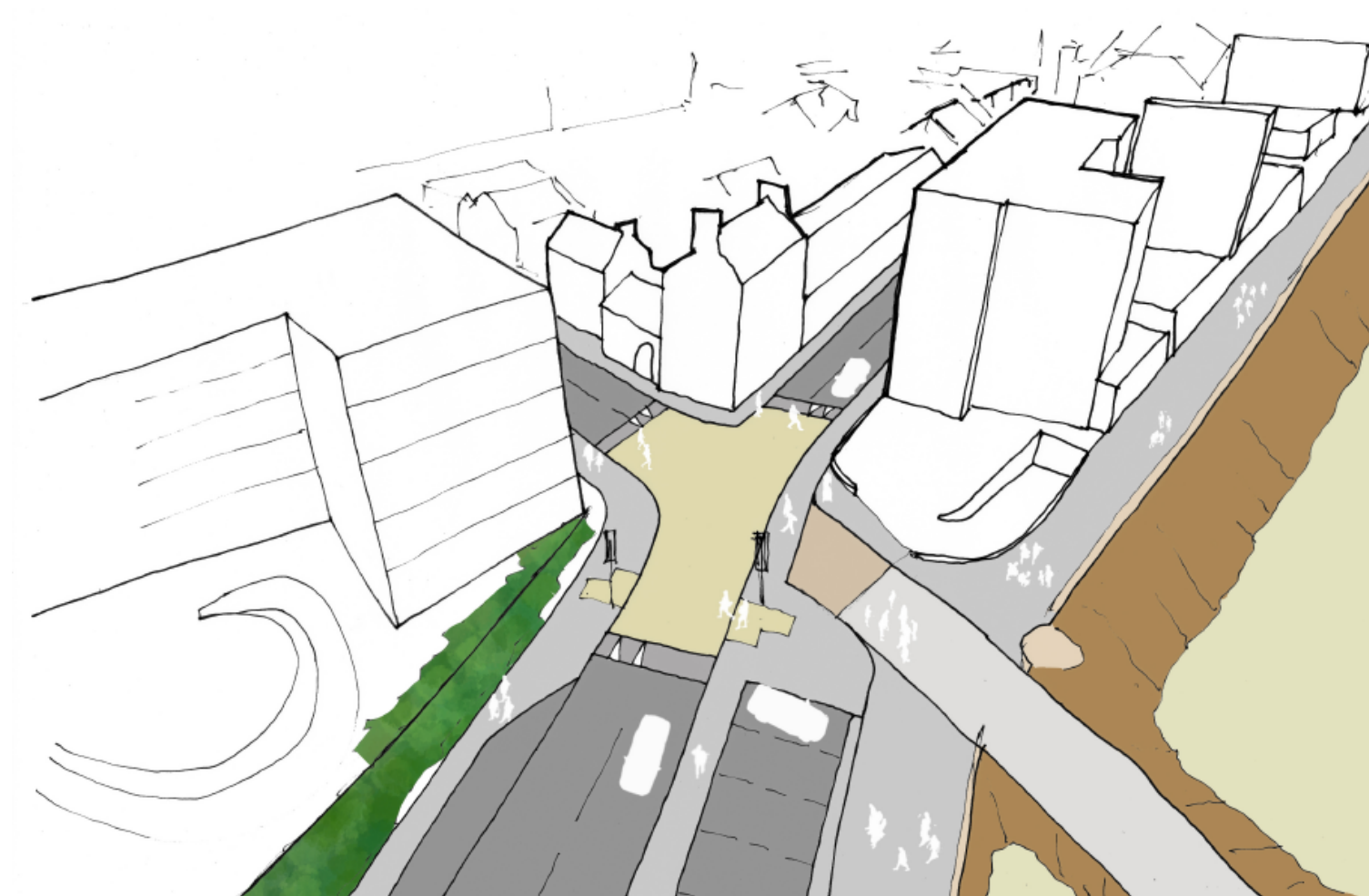
Havre des Pas Westbound

The existing westbound bus stop coincides with the proposed pedestrian crossing, which is itself constrained by proximity to the St Clement's Road junction.

Therefore, this bus stop is also to be moved further west, as shown.

The relocation of two existing bus stops is required to accommodate the new crossings, which is explained in more detail above.

HAVRE DES PAS - TRAFFIC CALMING

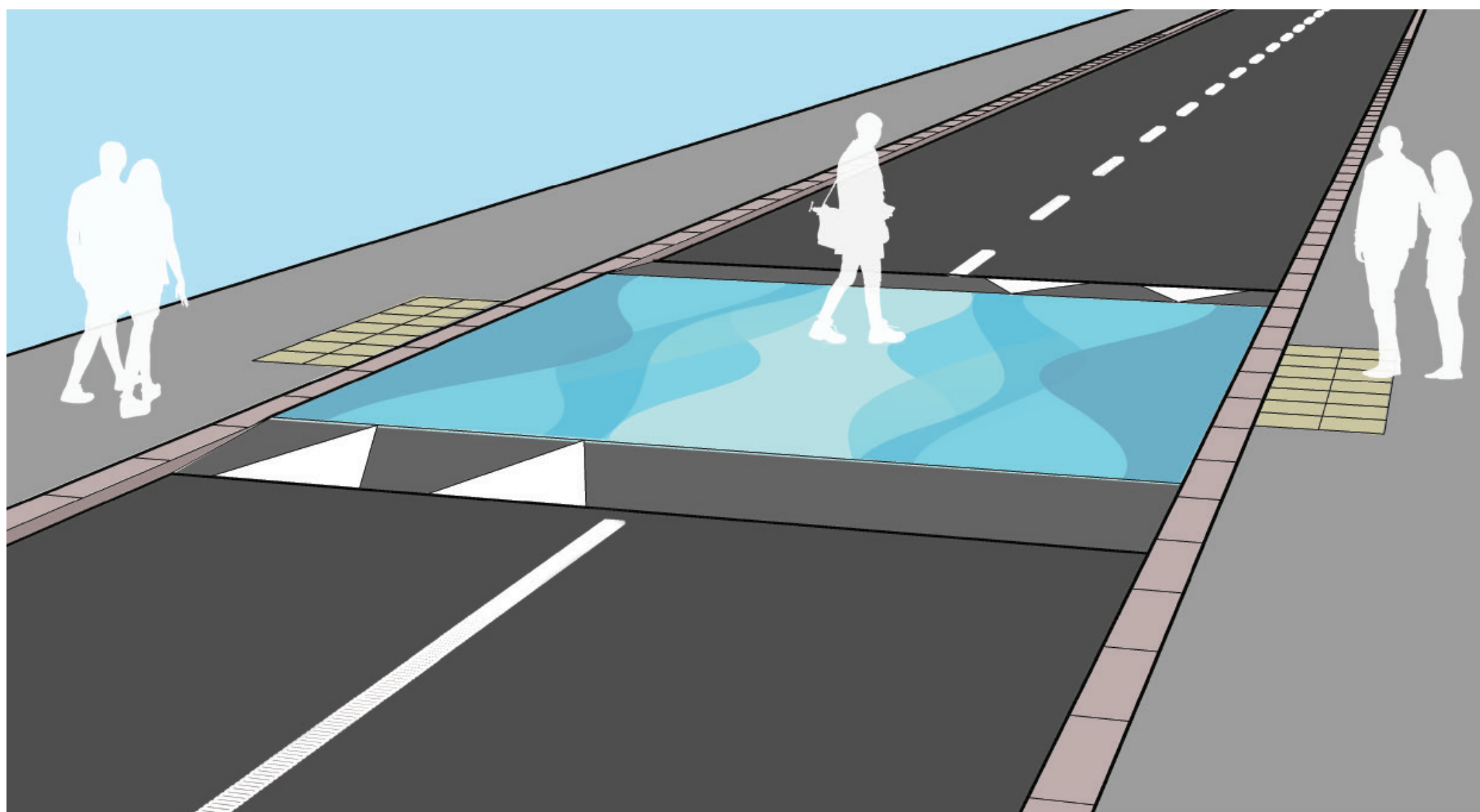


Green Street Table

This location is at the junction of Havre des Pas, Green Street and the Green St Slipway, with numerous potential pedestrian and vehicle movements. There is also on-street parking adjacent to the shelter and the existing traffic light controlled crossing.

The proposed raised table here extends to include all arms of the junction, with a pedestrian path extending across the top of the slipway and the parking area, to bridge the gap in this walking route. This will also create a more attractive setting for the traditional sea-front shelter.

HAVRE DES PAS - TRAFFIC CALMING



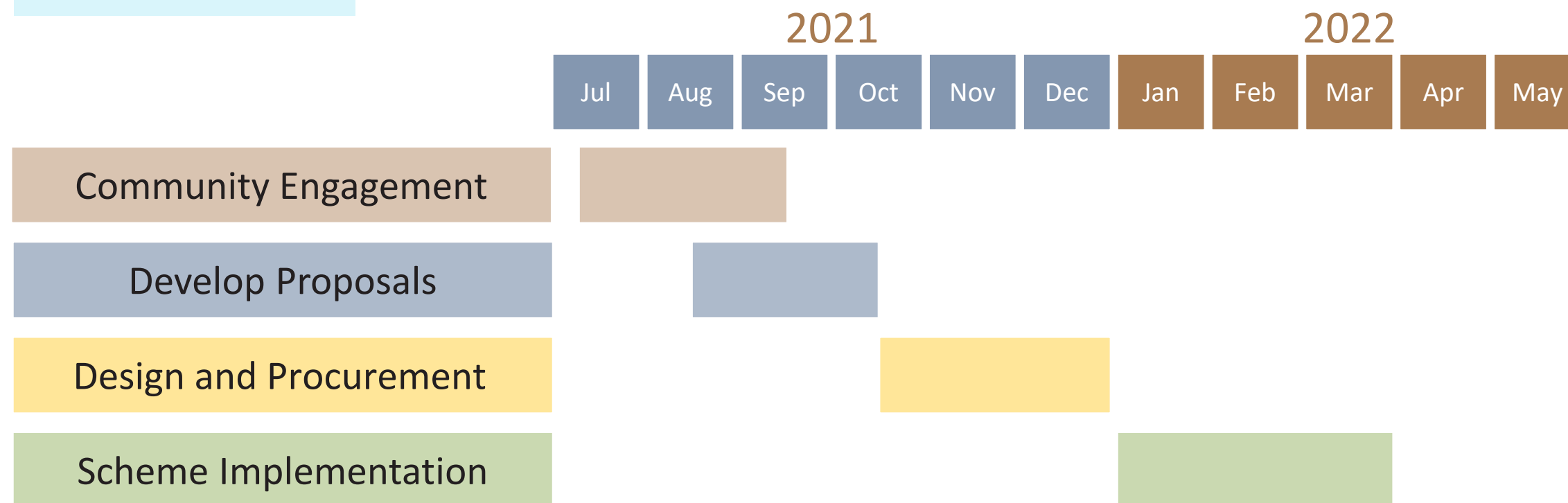
Art Crossing

The raised table crossings offer an opportunity to incorporate artwork on the table top, with colour, pattern or imagery. This could involve the Havre des Pas community and a local artist, reflect the character of the area, its history, culture and natural environment, or something more abstract or fun. Each crossing could tell its own story or they could share a linking theme. This approach could add an attraction for visitors to the area and strengthen the unique sense of place of Havre des Pas.

HAVRE DES PAS - TRAFFIC CALMING



Planned Programme



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APPENDIX B - COMMUNITY ENGAGEMENT RESPONSES RECEIVED

Havre des Pas Traffic Calming Community Engagement Responses Summary

Ref	Date	Company/Organisation	Form	Summary of comments made
A	28/07/2021	Private Individual	e-mail	<p>Terrible idea. What problem are you trying to solve? It makes no sense. We also don't have the money. As a cyclist, I believe this would also be dangerous all the ups and downs and people crossing and not looking at what coming along the road. Does not encourage cycling 1 bit.</p> <p>I am writing regarding the Havre des Pas traffic calming. I have no objections to the proposals even though the number of crossings does seem excessive for the short stretch of road. However I feel very strongly that the scheme should be extended along La Greve d'Azette heading east. I am sure you are aware of the very dangerous road layout and speed limit heading East from Le Havre des Pas from the mini roundabout past the Hotel Normandie. It would seem sensible to extend the 20mph limit past the Hotel up to the bus stop just past Beach Road. [REDACTED] unfortunately many cars seem to accelerate around this corner and often the dangers are obvious and it is very surprising that there have not been more accidents here. There are always pedestrians trying to cross on the bend and cars exiting the Hotel and often a small queue of vehicles behind a bus at that stop behind which vehicles need to brake sharply after accelerating. The pedestrians as well as the cars exit the Hotel Normandie as well as people walking down from Beach Road. May I suggest that one of the proposed crossings along Havre des Pas may be omitted from the proposal and instead one be installed further on along La Greve d'Azette as I'm certain this would be well used by pedestrians. I realise that there is a bend and Beach Road and a bus stop either side but I feel if the traffic here could be completely slowed down then a crossing could be safely installed. Most people unfortunately walk between St Clements road and La Greve d'Azette at the junction of the mini roundabout at it's west end (across the east end of Havre des Pas) instead of using the islands to cross over outside the Fiddlers Arms and back outside the corner shop so I very much doubt that they will bother to walk a few yards west along Havre des Pas to use the new crossing proposed there!</p>
B	29/07/2021	Private Individual - HdP Resident	e-mail	
C	03/08/2021	Private Individual	e-mail	<p>Just read about the traffic calming measures Havre des Pas. I think this should be put in place in Green Street as well. With the painting on them should you not just put 20MPH on them as there are still quite a few people that speed in both areas. Also the 20MPH signs on the posts in both areas are not big enough. Would also like to see Green Street a complete one way as I don't know how many times [REDACTED] two buses or a bus and car coming both ways having to mount the pavement, [REDACTED]. I know of someone's cat been killed on that road as people still going too fast, also late night racing up the road.</p>
D	03/08/2021	Private Individual	e-mail	<p>The reality of what you are proposing is in my opinion a waste of tax monies. 1.Vehicles will of course slow to mount the raised crossing then accelerate between the that and the next one increasing both noise and vehicle emissions. 2.It is better to allow a constant 20mph than continual stop/start or slow/acceleration that will subsequently occur. 3.People will by nature cross wherever they fancy rather than an official crossing (As Longueville Road). 4.A courtesy crossing is a raised crossing in the road which provides pedestrians with a safer place to cross, although traffic is not obliged to stop.' - so we will have a series of crossings that look like crossings, that pedestrians will think are crossings, but drivers will know are not crossings - sounds like a recipe for disaster. Safer roads ? [REDACTED] where traffic calming measures were introduced some time ago its a disaster and all you hear now is lorries bouncing over them, cars accelerating between them and bikes wheeling over them thus actually reducing the quality of life for those adjacent to each hump.</p>
E	04/08/2021	Private Individual	e-mail	<p>I notice you are proposing speed bumps along Havre des Pas. We were [REDACTED] having a drink at The Ommeroo and commented on the excess speed of vehicles driving along the front. I support your proposed traffic calming proposals for Havre des Pas. Bonne chance!</p>

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2

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Havre des Pas Traffic Calming Community Engagement Responses Summary

Ref	Date	Company/Organisation	Form	Summary of comments made	
F	03/08/2021	States of Jersey Ambulance Service	e-mail	<p>I am contacting you in response to your letter regarding the Havre des Pas traffic calming scheme (received 28th July).</p> <p>We as an Ambulance Service fully support the development of the transport plan which is seeing control put in place to reduce the risk of accident and injury to road users and pedestrians. We would however like to highlight our concerns regarding the installation of speed bumps and table tops to achieve this, especially in the number and frequency being proposed within the Havre des Pas area.</p> <p>In the management of a patient, significant discomfort can be caused by the need to travel over multiple bumps with the added potential of exacerbation of condition, especially in the case of fracture or spinal injury. We unfortunately do not always have the luxury of being able to choose our destination and in the summer months it is likely that the beach at Havre des Pas could be one. I feel I also need to highlight the increase in wear an tear being seen on our vehicles with some of this being attributable to the undulating surfaces we face around St Helier and other public spaces.</p> <p>We politely request that due consideration is given as to whether alternative speed reduction and calming measures (chokers, chicanes et.) could be put in place which would alleviate the risk to us whilst also achieving the control you require.</p> <p>Thank you for you time and consideration of our concerns, please do not hesitate to contact our me further if your require and support of further information.</p>	1
G	04/08/2021	Liberty Bus	e-mail	<p>Thank you for sending this over [REDACTED].</p> <p>What are the proposed dates of works? I'm guessing it will require full road closures?</p>	2
H	04/08/2021	Private Individual	e-mail	<p>[REDACTED], I am concerned about the 'silent policeman ' approach, which is being proposed. It is not easy walking across them, due to the camber.</p> <p>The fact that motorists do not have to stop would lead to all kinds of problems and misunderstandings, and such ambiguity is not conducive to road safety, I would suggest.</p> <p>With so many crossing points I would expect delays, frustration and impatience on the part of motorists and pedestrians. Again, not good for road safety.</p>	3
I	05/08/2021	Private Individual	e-mail	<p>Please do NOT have the table tops in a fancy colour.</p> <p>Remember the section of road near the Millennium Park where a young person was killed because they couldn't tell the difference between the road and the pavement.</p> <p>Please do not create anything that could have the same effect.</p> <p>Havre des Pas has many more young people crossing the road, than that corner of the Millennium Park.</p> <p>Also, many visitors to the remaining hotels in the area will be unfamiliar with Jersey's road 'furniture'.</p> <p>Please try to make it clear that the road is the road and the table tops are not a zebra crossing.</p> <p>Thank you for taking the time to read this and providing a channel to raise my concerns.</p>	4

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J	05/08/2021	Private Individual	e-mail	<p>I have reviewed the proposal for traffic calming measures and had the following observations :</p> <ul style="list-style-type: none">- existing infrastructure does not appear to have been taken into consideration with regard to the East M crossing. Looking at the plan, this looks like it will align with where the cycle path joins the main road. If cyclists are due to share the crossing with pedestrians, it must be absolutely clear that part of the crossing is for cyclists and leads them back on to the main road as part of their route. Not only is it woefully mismarked currently (when I first tried to use the cycle route I regularly didn't see the point at which the route joins with the road and would find myself cycling on the pavement, with angry-looking pedestrians, wondering why what I believed was still a "shared route" was so narrow.- traffic calming measures will not really tackle the key issue for pedestrians (based on the fact that most people are out and about 6am - 11pm), which is that HDP is overly congested (with everyone unwilling to "lose ground", causing a thick stream of regular traffic that is impossible to cross) as it is used for commuting to town by most likely everyone who leaves south east as far as, say, Seymour Tower. I have commuted this route my whole life, sometimes driving, sometimes on a motorbike, sometimes cycling. By the time you hit the Dicq slip, you have started to sit in traffic (occasionally as far back as the Lighthouse) and are frustrated so you start to play the game. Maybe you cross the roundabout and turn left before the garage to use the small roads to cut onto the inner road to skip the traffic lights. Maybe you go along HDP and try to tuck up Cleveland road last minute [REDACTED]. Maybe you decide to commute via green street and race to pass through traffic lights or be part of the stream of cars overtaking a van pulled up in the road for deliveries (or maybe you have been sitting waiting for cars in the other direction to overtake the van in the road and now you've lost time and there are no cars ahead so by the time you manage to get past the van, you speed up). Either way, without supporting cultural change and providing safe and efficient ways to commute without cars, the issue won't really be resolved. <p>When walking, I go along Havre de Pas as far as green street (for the views), then I turn up there for speed. Then inevitably I end up crossing two roads and walking through the tunnel (probably very bad for my health), probably because I would have to wait for two crossings at the tunnel, backtrack a bit, then try and cross the entrance to a car park on a roundabout at the busiest time of day to get to the pavement if I was to try to get to work via snow hill.</p> <p>When commuting by bike, I usually cycle along Havre de pas road and up green street. I don't use the cycle route as it's a big detour and there are no ideal ways to then cross into the office areas (I assume that the official route is to use the zebra crossings to cross from just pass the marina to liberty wharf, but I have no idea how you are then meant to join onto the road). In addition, you have to be very slow and careful due to the pedestrians, dogs and children. Because of this, I only use the Havre de pas cycle route when I have plenty of time and am going west to Bel Royal or St Aubins as I only cycle [REDACTED] because it is quick to get in and easy to park.</p> <ul style="list-style-type: none">- If these pedestrian crossings are not actually about pedestrians but are actually about slowing down the racers (who are usually around 12-3am, when most pedestrians are not), there are probably better and more effective approaches as I am not convinced that they will stop using the route due to some raised crossings and you might get more acceleration noise as they slow / speed / slow / speed over the bumps.
K	05/08/2021	Private Individual	e-mail	<p>I wish to make the following comments on the proposed installation of seven raised table pedestrian crossings at Havre de Pas.</p> <p>Firstly, the consultation document states that "Recent traffic speeds surveys undertaken since the introduction of the 20mph speed limit have confirmed that daytime traffic speeds are generally at or below the speed limit. The surveys show that compliance in the evenings and overnight, when traffic levels are low, were slightly higher. The raised tables will help reduce traffic speeds when traffic flows are light."</p> <p>This raises the questions of why the raised tables are needed at all if the speed limit is already being observed, and why they are needed when traffic is light anyway. This would seem to be a potential waste of taxpayers' money by fixing a problem that doesn't exist.</p> <p>Secondly, the JEP reported on 4 August that "according to the government, motorists will have no obligation to stop and allow pedestrians to cross on the raised tables". I fear this will lead to confusion for both pedestrians and motorists alike, especially if pedestrians think they have right of way, and potentially step out in front of cars which were not intending to stop. There are already two formal crossings and a well observed speed limit in place along this road, which protect pedestrians – again the Government seems to be trying to fix a problem that isn't there.</p> <p>In conclusion, my view is that this measure should not go ahead.</p>

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L	05/08/2021	Private Individual - commuter	e-mail	<p>Please accept this as part of your consultation for Havre Des Pas speed humps.</p> <p>I have just read the article to install speed humps throughout Havre Des Pas which I have to say is ridiculous and expensive. Before there is any work done to install expensive speed humps, please resurface the road as it is not fit for purpose in its present condition.</p> <p>I drive this route and I am totally against any form of speed hump, especially with "ART" painted in the centre of it, this will only encourage graffiti in the area whilst distracting drivers from concentrating on the road ahead. For the most part you cannot drive at 20mph along this route due to the amount of traffic that has been created by closing Green Street to 2-way traffic.</p> <p>I have yet to see any police officer's checking peoples speed with cameras on this road since it was made into a 20mph zone. This should be enforced first, before any further inconvenience to motorists is forced on them in this area. Besides the fact that traffic is always stopped by people indiscriminately parking on the pavement which naturally slows down the traffic.</p> <p>This is once again an unnecessary expenditure of taxpayer's money and will not resolve the real issue of population growth, people drive cars they do not drive themselves. Please resurface the road as I have complained about its condition with no rectification of the appalling road surface.</p>	5
M	05/08/2021	Private Individual	e-mail	<p>So pleased you are doing this, most speed at 30mph. More bumps needed in Jersey, eg vallee des vaux , most speed through there.</p> <p>There is one road going on to an Island in France we go to called Quiberon, wish you could see it, bumps calming measures and small roundabouts everywhere, it's brilliant. The Island should be 35mph and 20 mph, and do away with the others, so confusing if you miss a sign, and more filter in turns. Thanks, my opinion</p>	3
N	06/08/2021	Private Individual	e-mail	<p>Good morning Gentlemen</p> <p>I learn that speed bumps are being fitted on Havre De Pas, I think they would be sufficient on Route De St. Aubin.</p> <p>May I have your comments please.</p>	5
O	09/08/2021	RGA Consulting Engineers	e-mail	<p>The redevelopment of the Fort D'Auvergne hotel is ongoing and there will be a new vehicle entrance formed onto Havre des Pas. It appears that one of the new pedestrian crossings is very close to the proposed entrance and the positioning may need adjusting. There is no scope to move the vehicle entrance.</p>	6
P	15/08/2021	Private Individual	e-mail	<p>I wish to take issue to the proposed installation of raised crossing points at seven locations along the stretch of Havre des Pas between the junction with Green Street and St Clements Road.</p> <p>I think that this is an ill thought out</p>	6
Q	16/08/2021	Private Individual	e-mail	<p>I just wanted to comment and say I think with the proposed amount of crossings will cause a lot more congestion and if you have people walking to work crossing at each of these the traffic is going to be crazy.</p> <p>There are currently already two traffic lights for pedestrians to cross and passing through there by bike, foot and car a lot. I don't really see the requirement for this work.</p> <p>Increasing congestion and time to travel in cars will increase pollution and work against the island trying to be greener and it won't encourage more people to all this way.</p>	7
R	23/08/2021	Private Individual	e-mail	<p>Harve des Pas Traffic calming measures</p> <p>For:None.</p> <p>Contra: 1.Roads are generally designed to enable vehicles to go from A to Z as easily, efficiently and safely as possible. Placing an obstruction in the road is counter-productive.</p> <p>2.Footfall. Is there enough footfall to justify so many level crossings?</p> <p>3.Danger. What are the statistics which show injury to pedestrians in the Harve des Pas area? And do they justify so many level crossings.</p> <p>4.Danger to cyclists. Having a lump in the road can cause cyclists to unbalance and fall onto the tarmac causing injury.</p> <p>5.Vehicle suspension. "Sleeping Policemen" or humps in roads cause damage to vehicle suspension.</p> <p>6.Pelican crossings. There are two perfectly adequate Pelican crossings installed already.</p> <p>7.20 m.p.h. This is an unnecessary speed limit. During the day there are nearly always obstructions on the narrow road that control the speed of vehicles. These obstructions may take the form of delivery vans, parked cars or buses. At rush hour there is a continual queue of vehicles moving slowly.</p> <p>8.Priority. Infrastructure should concentrate on maintaining roads not digging them up and creating uneven surfaces.</p> <p>9.Expense, delay and nuisance.</p>	8

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S	25/08/2021	Private Individual - Local Resident	e-mail	<p>As a Havre des Pas resident [REDACTED] I feel that I am well qualified to comment on the current traffic calming proposals delivered to my house in an envelope in July 2021.</p> <p>As a resident [REDACTED] there are two main concerns. Firstly, the volume of traffic using the road for the morning & evening commute. Secondly the speed of traffic outside of the rush hour periods.</p> <p>I have seen various people monitoring the traffic flow, especially during peak times, those people would probably be able to confirm that during these busy periods traffic generally conforms to the 20mph rules, not out of choice but because of the sheer volume of traffic, also there is the junction of Cleveland Road and the Seafront road, plus traffic exiting from Roseville street & other minor roadways between Green Street & the mini-roundabout by Cleveland Stores & Hotel Normandie.</p> <p>Whenever the traffic is not congested virtually no vehicle adheres to the 'new' 20mph limit in either Cleveland Road or along the Havre des Pas seafront. For these reasons I support a traffic calming scheme.</p> <p>However, I am not entirely convinced that the proposal of 7 pedestrian crossings is the best solution for this. Yes, agreed that a series of speed humps is going to deter the 'boy racer' in their low-ride vehicles, but I can't see that they would be much of a deterrent to the SUV & Chelsea Tractor brigade that will simply sail over the top of these speed humps.</p> <p>at the Airport I saw this happening there.</p> <p>Why haven't other traffic calming & flow solutions been considered such as those in place in St. Martin & St. Mary where there is a priority of flow. From what I have seen this seems to slow down the traffic as there are more physical barriers than speed humps in place, although it does rely on drivers following the priority signage. It could also be arranged to give priority Westbound in the morning & Eastbound in the afternoon to compliment the rush-hour flow.</p> <p>If the 7 speed hump pedestrian crossings is the preferred option can I ask that the Orange flashing beacons be shielded so that they only flash at the vehicular traffic and don't annoy the residents with flashing light pollution.</p>	7
T	29/08/2021	Private Individual	e-mail	<p>Please put in as many passenger crossing as you like. but do NOT make them humped. I thoroughly dislike humped crossings, [REDACTED] have to slow to almost stopped, [REDACTED] and go gently forward. There is no need to be slowed that far. There are 3 crossing close together in St Aubin - also a 20mph speed limit, which are not humped and drivers always stop. I waited for 2 men to cross the road who were taking no notice of the traffic and arguing as they went!</p> <p>There are humped ones outside schools and a whole string of them in St Andrew's Road .</p> <p>What effect do these humps have on cars, which are not designed to bounce up and down like that, it must affect their suspension?</p>	8
U	31/08/2021	Private Individual	e-mail	<p>Hammer to crack a nut. Way over the top!</p>	9
V	31/08/2021	Fort d'Auvergne Hotel Development Site	e-mail	<p>The following consultation makes reference to our former Fort d'Auvergne Hotel: https://www.gov.je/Government/Consultations/Pages/HavreDesPasCrossings.aspx</p> <p>We wish to advise your Department that the Approved plans for the complete re-development of our former Fort d'Auvergne Hotel are now commenced on site to form 25 new apartments with new vehicular access to Havre des Pas itself.</p> <p>Whilst we commend your Department and largely agree with the underlying aims of the proposed changes being suggested for the overall area, we do have concerns with the specific location of those elements close to the Planning Approved vehicular entranceway to our new apartments and that by the existing parking area to our separate adjacent building No. 15 Havre des Pas.</p> <p>Our concerns relate to the re-positioning of the east bound bus stop, looking to be relocated close-by our new entranceway and to the roadway table location by 15 Havre Des Pas.</p> <p>We note that your proposals are out for consultation and that you are not fixed regarding the positioning and we would now welcome the opportunity to consult with your Department at a near date so as your proposals are practical with the new and existing building configuration arrangements so working forward in the safest possible manner for the future of the area.</p> <p>We look forward to hearing from you at a near date to discuss these matters further.</p>	9
W	09/09/2021	on behalf of the POSH Roads Committee	e-mail	<p>Feedback from the POSH Roads Committee meeting 28th July 20021;</p> <p>SC stated there are already two crossings in the area; he expressed concern that the new raised table crossings provided no pedestrian priority. He believes they are an inconvenience to motorists and cyclists and there are simpler ways to control speed, such as digital solutions. He is not able to support the proposal as raised tables are very expensive and the ones chosen do not give priority to pedestrians. [REDACTED] suggested turning the road to one way. SC advised this had already been proposed by the residents and been rejected.</p> <p>[REDACTED] does not support the scheme; in his view, it is dangerous to have road humps spanning from pavement to pavement, as it gives pedestrians the assumption they have right of way.</p> <p>[REDACTED] said they have a raised crossing at Castle key and it causes no end of problems.</p> <p>[REDACTED] expressed concerns for people with visual disabilities. [REDACTED] confirmed the government had been in contact with Eyecan who are supportive of the proposals.</p>	10

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X	09/09/2021	Local Business (The Lido)	e-mail	<p>██████████, we couldn't agree more strongly that speed control is needed in the area.</p> <p>We however do not believe that the money being spent on the raised speed bumps as part of the resurfacing is a wise use of public funds, nor the best solution for the area.</p> <p>We would support speed cameras with fines sent to offenders as used worldwide with great success.</p> <p>We would also strongly request that a large 20 is painted onto the road surface in multiple locations. The current signage is insufficient and many people find themselves above the speed limit before remembering that it is a 20mph zone. This is inexpensive and would be useful.</p> <p>We would also strongly support a one way system with widened pavements etc. As put forward before. This would generate a far safer and more economically vibrant community for the area.</p>	10
Y	15/09/2021	Private Individual - Local Resident	e-mail	Duplicate, if slightly extended response S above, received 25/08/21.	11
Z	15/09/2021	Private Individuals - ██████████	e-mail	<p>I agree with all proposals presented and have two matters arising from them.</p> <p>Firstly, it was sad that those who live in Havre des Pas area rather than those living beside the road were not given opportunity to be informed by the distribution of earlier hard copy information.</p> <p>It needs to be appreciated that those who live in Havre des Pas area are as involved with the area's development as those who live on Havre des Pas roadway.</p> <p>Secondly, while these proposed changes are welcome, it should also be understood that they are very limited in terms of the constraints & needs imposed on the residents of the area.</p> <p>Urgent attention needs to be given to the provision of off-street parking, speed limits and street furniture in the area (not just HDP roadway). Also the removal of dilapidated buildings and cars and levelling these areas to provide parking.</p> <p>Attention needs to be given to limited land reclamation to provide commercial vehicle parking on the rubble beach bordering the present reclamation site. This would help ease the white van parking so prevalent in the area and allow a degree of control to both residents and visitors non-commercial parking.</p> <p>Mature trees should be provided on the hilltop at present failing to hide the incinerator. The Lido desperately needs development as it is "down at heel", of deficient design, ██████████.</p> <p>One hopes that our politicians and civil servants will push for a more realistic action to improve the much needed amenity of the area.</p>	4
AA	21/09/2021	Private Individual	e-mail	<p>Can I ask you to consider extending the project to Mount Bingham. ██████████ I often witness vehicles, including bicycles and skateboarders whizzing down Mount Bingham causing other vehicles to break hard or give fright to pedestrians. There is a dropped kerb at the entrance to La Collette Gardens at the crest of the hill, where there is a junction with South Hill and a raised table at this point would deter any acceleration coming down the hill to Green Street junction.</p> <p>Otherwise I applaud the plan especially since the completion of low rise La Collette will significantly increase the traffic flow coming down Mt Bingham due to the one way system on Green Street.</p>	5
AB	30/07/2021	Private Individual - Local Resident	Phone	Supportive of the Scheme but concerns re proposed repositioning of west bound bus stop adjacent current undercroft parking of Falcon Apartments. Please reposition the bus stop further west to be clear of the access.	6