



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, though 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:

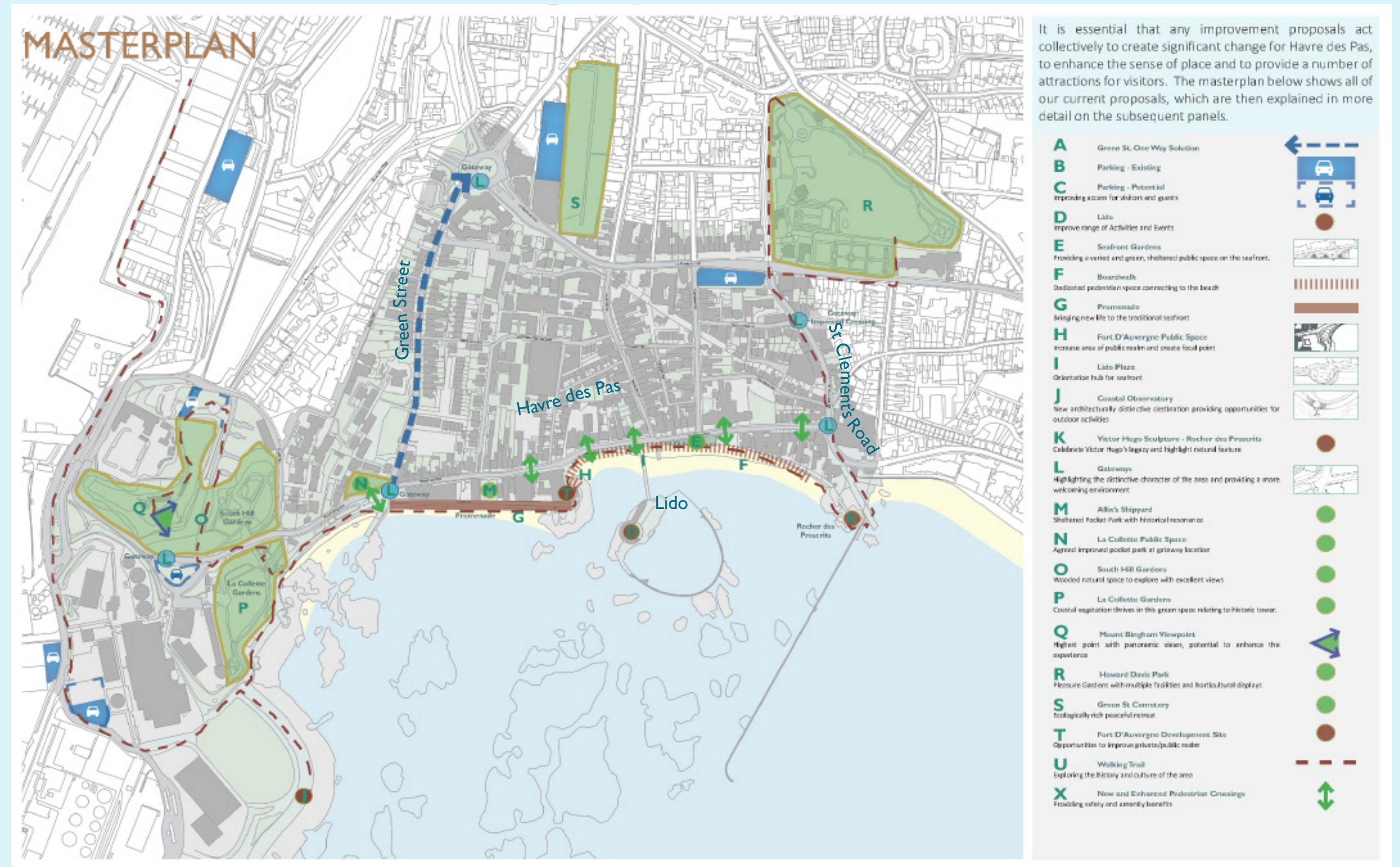
“Improved design and the frequency of crossings in key locations can help to address issues of severance which occur across St Helier.”

“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.”

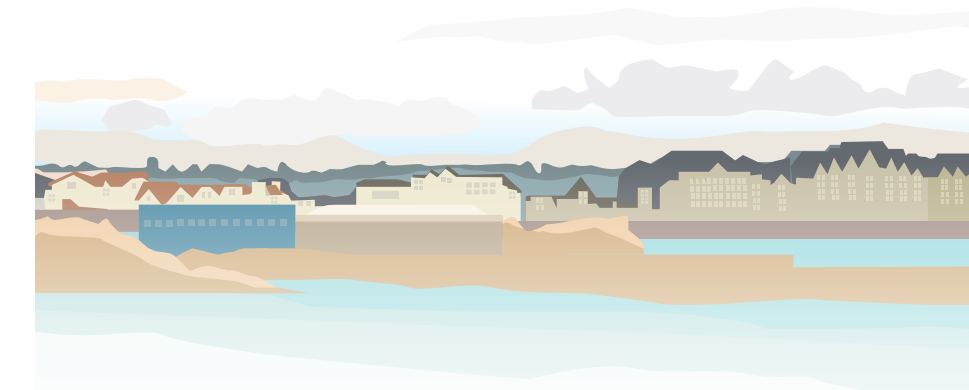
One of the specific Strategy proposals is to:

“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 re-surfacing 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:

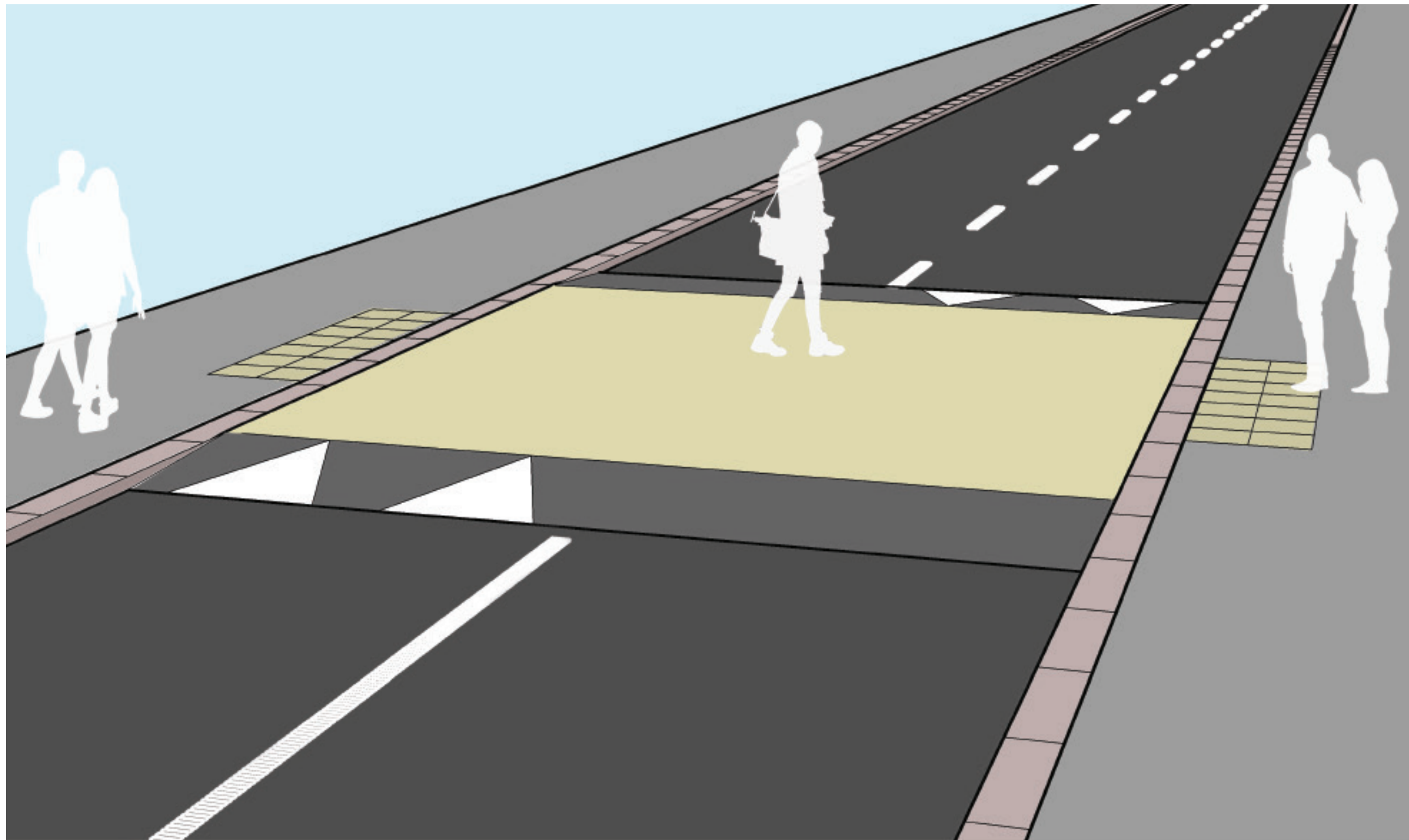
- adjacent to the Havre des Pas/ Green Street junction
- on Havre des Pas at the Lido access

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.





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

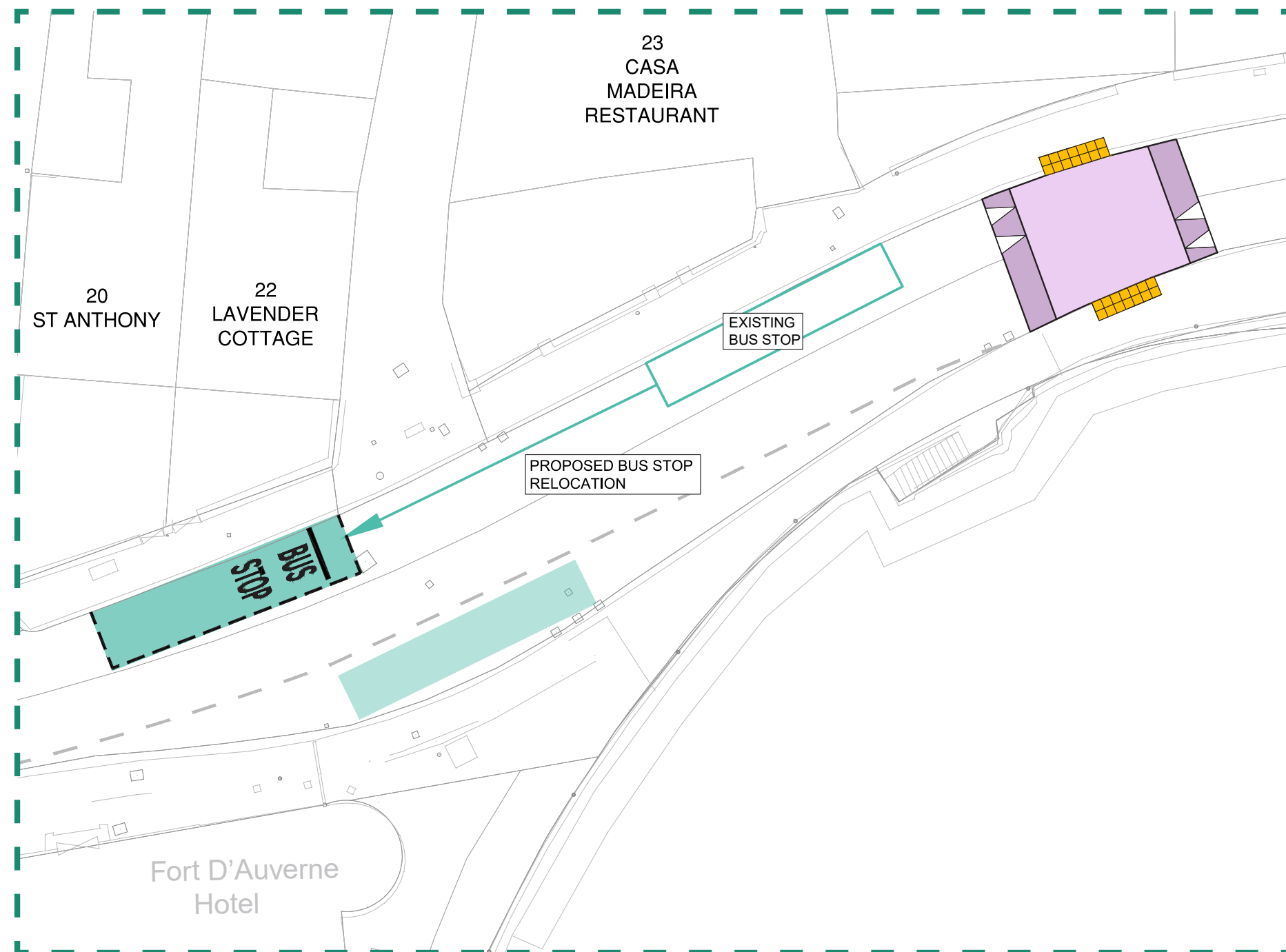


The seven general crossing locations are shown here, although their precise positions will be subject to detailed design.





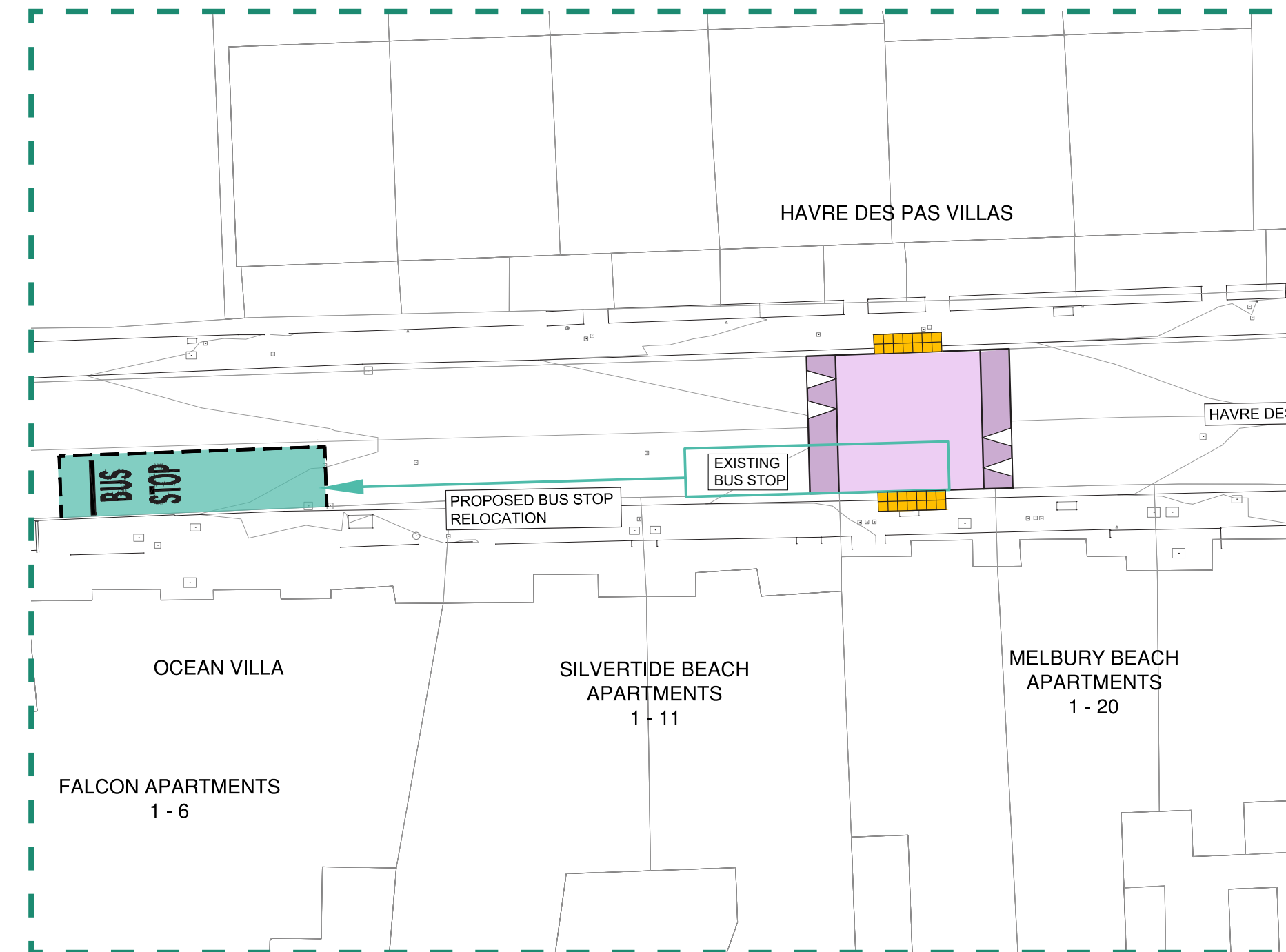
Bus Stops Relocation



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.

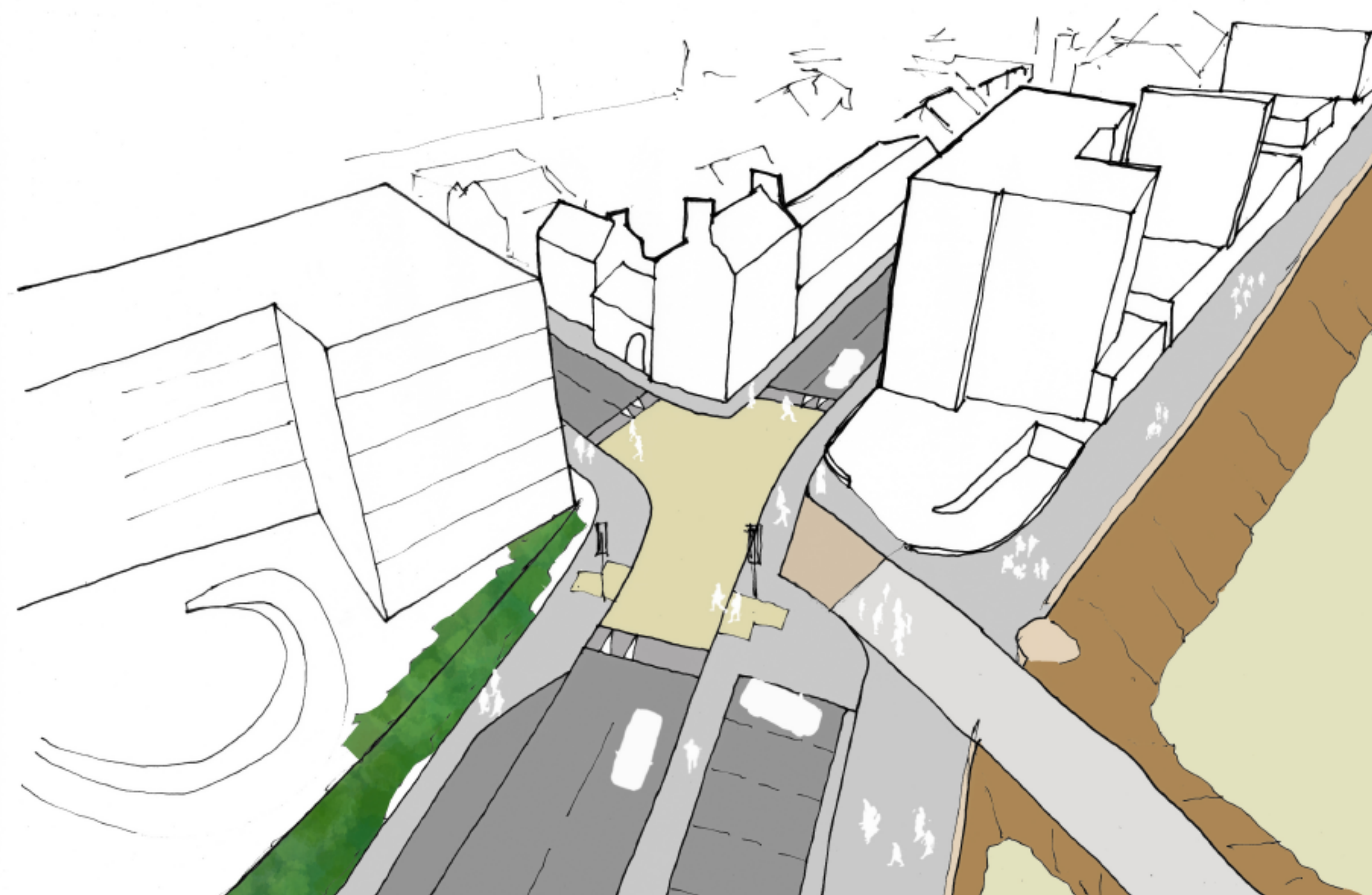


Havre des Pas Westbound

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.

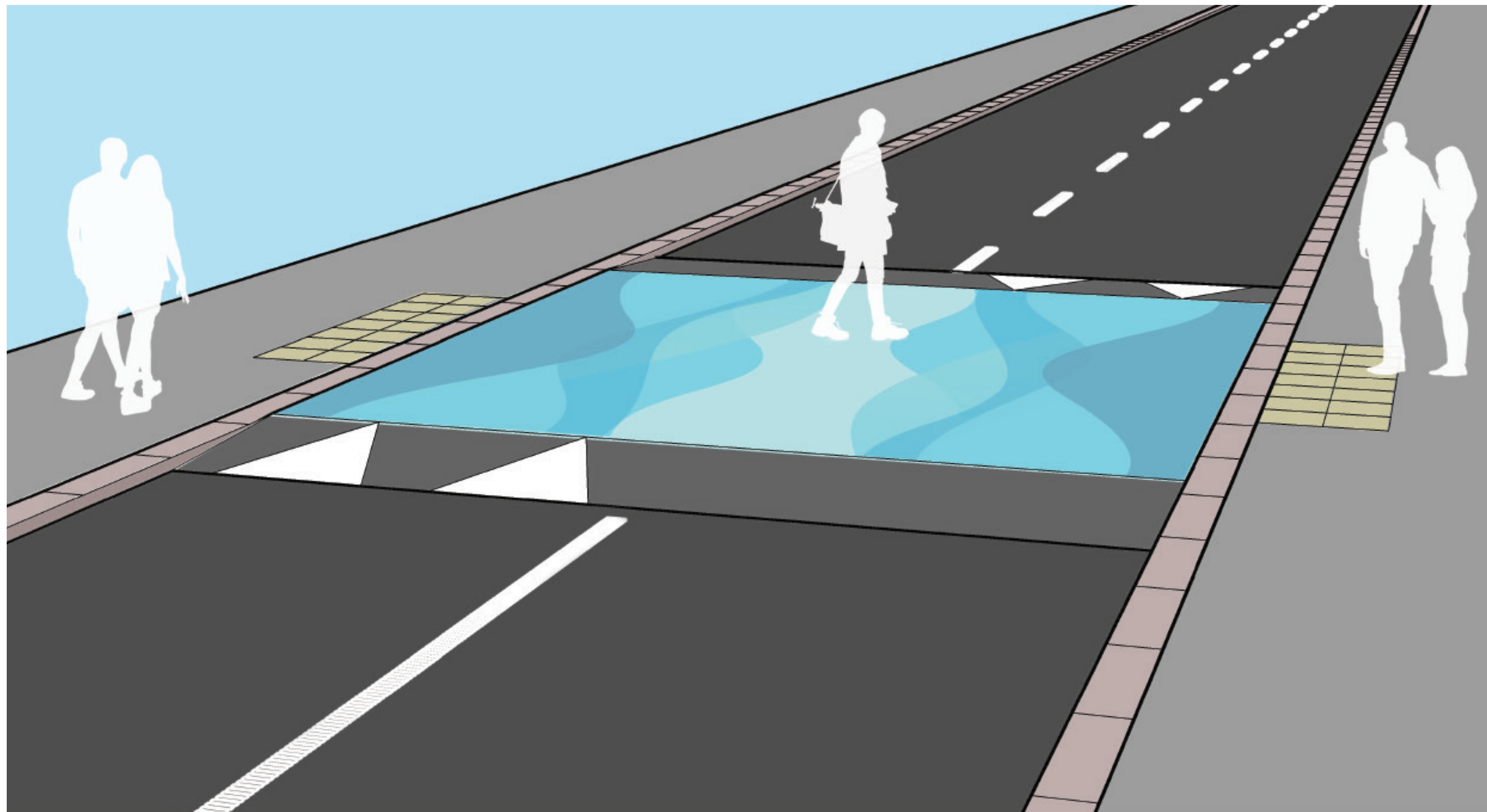
The relocation of two existing bus stops is required to accommodate the new crossings, which is explained in more detail above.



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.

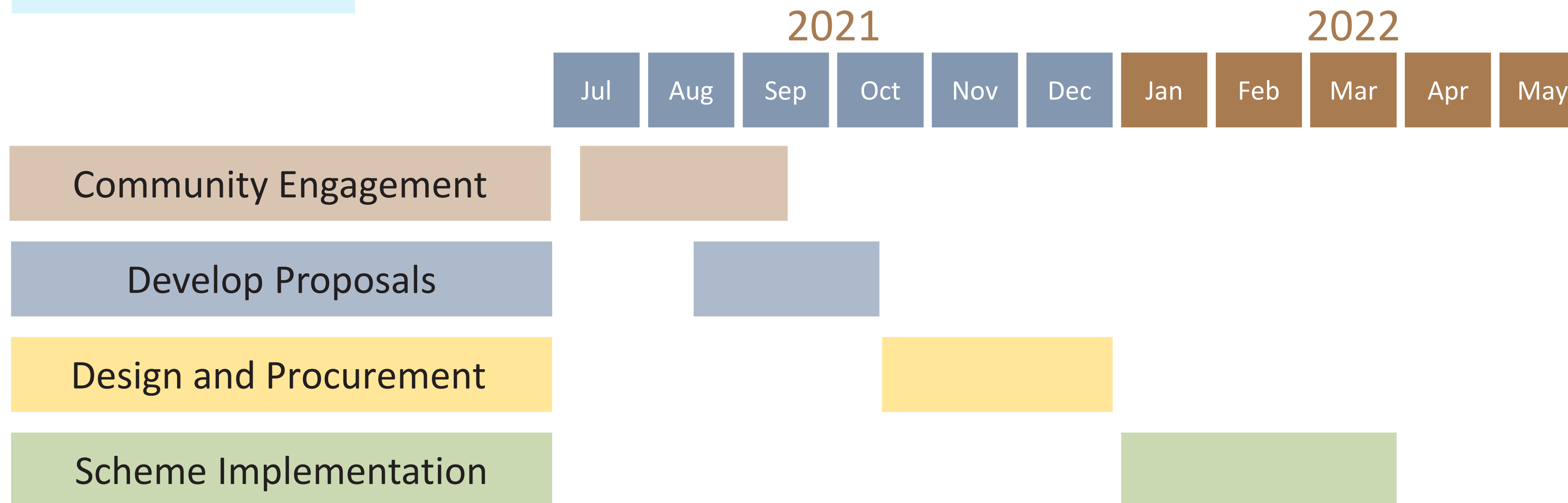


Art Crossing

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.



Planned Programme



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