

STATES OF JERSEY



STRATEGIC TRAVEL AND TRANSPORT PLAN (P.174/2005): SECOND AMENDMENT

Lodged au Greffe on 20th September 2005
by Deputy M.F. Dubras of St. Lawrence

STATES GREFFE

STRATEGIC TRAVEL AND TRANSPORT PLAN (P.174/2005): SECOND AMENDMENT

At the end of paragraph (b)(i)(5), after the words “and Route de la Haule” insert the words “together with the inter-connected congestion along St. Peter’s Valley (la Vallée de St. Pierre), la Route de St. Aubin, la Rue d Galet and the western end of Victoria Avenue, all within the Parishes of St. Lawrence, St. Peter and St. Brelade

DEPUTY M.F. DUBRAS OF ST. LAWRENCE

REPORT

The issue of severe congestion in the communities of Beaumont and Bel Royal has been the subject of much research, discussion and growing frustration among residents as well as those passing through the overall area.

As housing and other development continues 'upstream' of Beaumont and Bel Royal/Millbrook and increasingly along la Route de St. Aubin, together with planned developments still to be approved, this issue must cover the wider area of inter-connected main and parish roads in the southerly communities of St. Lawrence and St. Peter.

This amendment is brought to give recognition that to concentrate only on the Beaumont junction and la Route de la Haule would be to avoid a much bigger problem. A long-term, cost-effective and holistic solution (or set of solutions) to alleviate the chronic congestion situation, if one can be found at this late date, must be imaginative and engage the local residents and businesses, the emergency services, Parish authorities, the firms involved in transport and distribution as well as the travelling public.

Financial and manpower implications

The additional resources needed for a satisfactory outcome may be somewhat greater than envisaged by the Committee; reference page 6 of the Committee's Report, it is likely to require a combination of fund-raising measures rather than an 'either/or' approach.

To balance this, any government investment in the short term should be aimed to reduce the long-term costs to the economy by (i) reducing unproductive lost-time from congestion and (ii) lowering the number of minor accidents that tend to occur, often adding to the delays.