

STATES OF JERSEY



PROPOSED MERGING OF LIBERATION SQUARE AND THE WEIGHBRIDGE: CESSATION OF PROJECT

Lodged au Greffe on 21st March 2019
by Deputy J.M. Maçon of St. Saviour

STATES GREFFE

PROPOSITION

THE STATES are asked to decide whether they are of opinion –

- (a) that the proposed project to merge Liberation Square and the Weighbridge should not go ahead and, notwithstanding the allocation of £2,000,000 for capital expenditure on this project in the 2019 Budget ([P.114/2018](#)), to request the Minister for Treasury and Resources not to make public funding available for this project and, as shareholder representative, to ensure that the project is not funded by the States of Jersey Development Company; and
- (b) to request the Minister for Treasury and Resources to take the steps necessary to re-allocate States of Jersey monies set aside for this project on measures to improve pedestrian safety and traffic-calming measures.

DEPUTY J.M. MAÇON OF ST. SAVIOUR

REPORT

A constituent wrote to me and I couldn't have summed it up better. This is clearly a vanity project and the money could be better spent within the Infrastructure Department.

I'd personally like this to be used on pedestrian safety and traffic-calming measures, as I know the Infrastructure Department has a long list of improvements, and this would allow for capital expenditure to be used on capital projects, instead of ongoing spending proposals.

“Dear Deputy Maçon

I should be grateful if you would please address the following as a matter of urgency and of public interest:

Cease and desist order in relation to any changes to the Weighbridge Square/ Liberation Square road layout.

Reports from the media have discussed plans for the merging of the open spaces of the Weighbridge Square and Liberation Square by removing the roads between them and making them a pedestrian zone. These reports are alarming and shocking to all whether users of these roads or roads in the direct vicinity.

It is known that these roads are key to the traffic management of the area. All the traffic that comes down Hill Street to go east through the tunnel will either have to 1) go up Pier Road and likely create more traffic for Havre Des Pas (which is ear marked for a pedestrian precinct by the Constable of St. Helier) and Green Street, both of which are narrow and are struggling with peak traffic 2) have to queue alongside the bus station and up to the underpass roundabout, along with the traffic heading west and which is already heavily congested at peak times.

The resulting congestion and traffic delays will result in an increase in emissions, increase in stress, increase in travel times, decrease in time with family. Emissions will also increase as people will have to drive far further than they have to now. Buses will also be caught up in the congestion and this will cause delays for commuters using the buses.

The access to shops and restaurants, if either road is closed, will be reduced. Patronage to these shops and restaurants will decrease as people will no longer simply be dropped off.

Deliveries to the many many businesses and homes in the area will be made more difficult. Taxis will have to drive further and be caught up in the congestion thus costing the travelling public even more on taxi journeys.

I suspect that access for double decker buses will have to be reviewed as they cannot go down Hill Street.

If both of the areas need to be used and the roads closed off for a specific event, then we have cones and honorary police or the States of Jersey Police for that job.

The overall cost for this request should be nil and should actually save money.

I thank you in advance for your time.”

Financial and manpower implications

This proposal is potentially cost-neutral as the monies would remain within the Infrastructure Department to spend.