



Take Your Time, in St Aubin

a report to

**St Aubin's Future
Improvement Group**

prepared by

St Aubin's Traffic Advisory Group



Introduction

Christopher Davey Advisory Group Chairman

Of the 44 "Most Important Present Trends" voted for by the working groups, within the top six were:

- (1) Community-led traffic planning
- (4) Management of Motor Car
- (5) Use of motor vehicle
- (6) Use of Alternative Transport

all "increasing"





“Must have been quite a place before the traffic finally seized”

Common Ground Statement

- 1. Reduce Thru-traffic by:**
 - Establishing a speed limit through the village**
 - Traffic calming**
 - Improving and signing alternative routes**
 - Reviewing the one-way systems**
- 2. Rationalise parking – sites and rules**
- 3. Develop more alternative modes of transport**

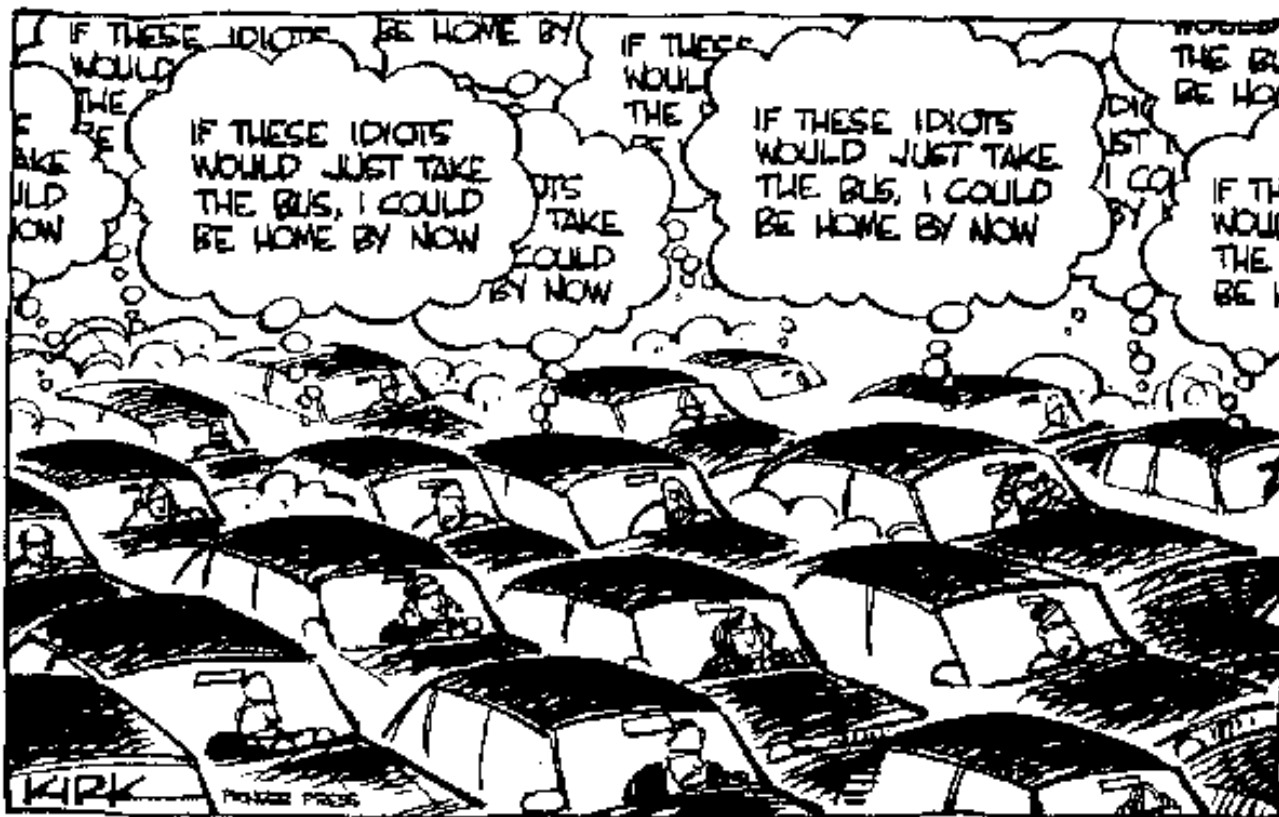


StATAG Process

| Common Ground Statement | Primary Principles Agreed by Combined Groups | Group "Desired Future Scenarios" | StATAG Discussion and Consultation |
|---|--|---|---|
| Reduce Through Traffic by: Speed limit through village | | Reduced Impact of car 15mph limit 20mph limit | 15 mph on St Aubin residential secondary roads 20mph main road Difficult to police Pilot and measure |
| Calming (measures) eg.: zebras, bumps, etc | Traffic calming | Traffic calming on Mont de la Vaux 2-w ay road as far as Checkers Roundabout outside Checkers Pink granite cobble stones in road entrances to village Electronic speed indicators / smiles | 5 zebra mats locations (rather than pelicans) Remove driver comfort Achievability of cost Pilot and measure Run and measure pilot traffic schemes |
| Improving and signing alternative routes (safety) | Re-route traffic | Westbound traffic diverted from La Haule Ringroad with route up La Haule Access only into St Aubin No through route Mini roundabout at bottom of La Haule and diversion for through traffic | "Weekend barrier on main road" Weekend access only T&TS will resist any diersionaly measures |
| | Dissuade through traffic | | Mini roundabout at La Haule Change feel Widen pavement - narrow road Change surface T&TS will want "experience" to change nearer centre |
| Reviewing one-way systems | | Pedestrianised Waterfront Walks promoted / walkway along Bulwarks More al fresco dining Bulwarks one way | Extend Green Lane down Mont du Boulevard and Bulwarks - "No access" signs simpler "Pave" Bulwarks to Market Hill walk, Green lane = priority to pedestrians Replace parking outside restaurants with al fresco Problems with race track effect / Somerville exit? Try access only at Bulwarks, Market Hill, Route de Haut and Mont Authur. Market Hill two way. Run and measure pilot traffic schemes |



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| Develop More and Alternative Modes of Transport | Fewer cars | Increased walking and cycling Better Bus Service (not just radial) Shuttle service from airport Electric buggies ferrying people around in village Car Share scheme | Tantivy - Le Petit Train - Boats "sex-up" public transport? Extend Bus fare refund schemes accross all traders Better cycling lanes and parking/lockups Better facilities for busses Move bus stop Bus shelters |



| | | | |
|-----------------------------|--|---|--|
| Rationalise Parking: | | | |
| | Unitary Authority for Parking Management | | Make better use of existing spaces. Same rules (scratch cards) for all spaces under one policing body |
| | Parking permits for boat owners | Pier parking for harbour users only | Parking Permits for residents and harbour users (one scratch card for 3 days) |
| | | Much less parking in St Aubin | "Around 40 business employees use central spaces" |
| | | No parking on Bulwarks | Make better use of existing space behind Parish Hall |
| | | No parking La Haule to Parish Hall | Mark these spaces to narrow road |
| Site options | Existing Spaces | Rearrange spaces? | Parish Hall |
| | | | Add a floor? |
| | | | Underground? Flood, rock |
| | | | |
| | | | |
| | Tunnel Area | Tunnel multi storey (for residents) | 2000sqm, 3-4 floors @100 vehicles per floor |
| | | | Remove stone but example is opposite Perquage Crt, St Ps Vly |
| | | | Access via Old Mill (mini roundabout) |
| | | | Maximise historical interest of tunnel (Occupation Society) |
| | | | Railway walk can be preserved |
| | | | Space allocation residents, traders, handicapped, green vehicles |
| | | | Blight on five houses - parking noise |
| | Chevron | Chevron on North (West) side none on South (East) | Looks attractive but not many spaces added |
| | | | Reversing into traffic problem |
| | | | More pavement more important? |
| | Landslide parking | | Access from Market Hill? |
| | | | Good for arrivals from East so keeps cars out of centre |
| | | | Not easy and risk of slips during construction |
| | | | Covenant |
| | | | "Too much circulation space required at top" |
| | | | "Game not worth the candle" |
| | Harbour Wall | | More spaces for harbour users |
| | | | One scratch card for 3 days |
| | | | Reclamation at Yacht Club |
| | | | Granite wall expensive |
| | | | Currently spending beach and open to elements |
| | | | Attracts traffic along Bulwarks |
| | | | Not many spaces added for cost |
| | | | Loss of dinghy spaces |





St Aubin Traffic and Parking Long Term Solutions (post 2009)

Maintain 20 MPH
Speed limit

Continue to enhance
side routes for
walkers/cyclists

Implement multi-storey
parking, subject to
feasibility study

Implement "shared
space" schemes
with TTS and
minimise signage

Complete surface
changes along
Bulwarks and
relocation of
parking

Complete improved
facilities for cyclists
and AmoT, bus
shelters/stops etc

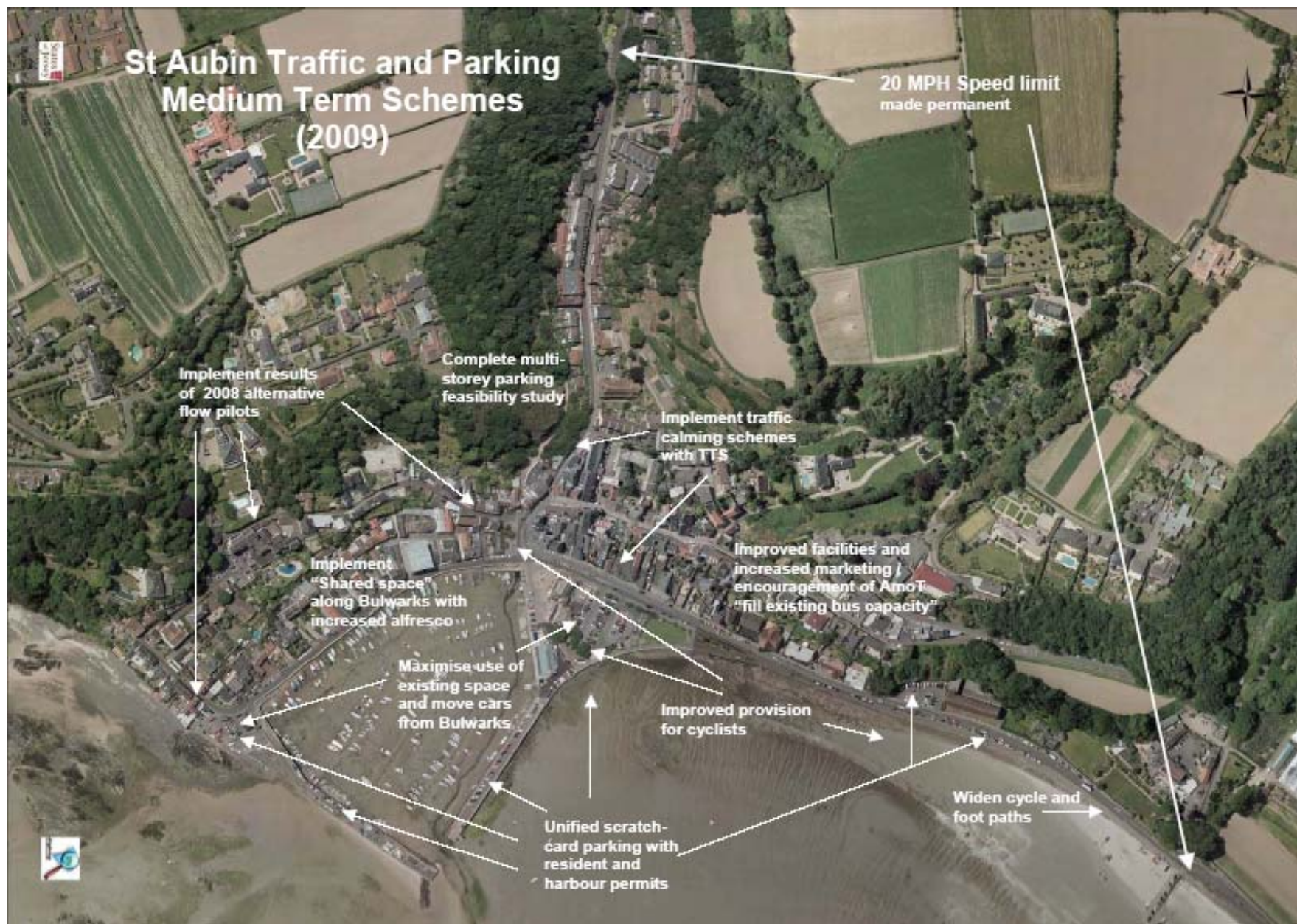
Subsidise AmoT
from visitor
parking charges

Enhance "gateway"
experience with
roundabout etc





St Aubin Traffic and Parking Medium Term Schemes (2009)





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How?



How?

Strengths

**Viewed by many as Jersey's
"Jewel in the Crown"**

**Vibrant mix of residents and
businesses**

Very good public transport

Weaknesses

**Conflict between needs of
community and through traffic**

**Public preference for private
rather than public transport**

**Agency inertia in effecting
change (not just funding)**

Opportunities

**Current momentum and Island
Plan Review**

**Need for island-wide change
(Integrated Travel and
Transport Plan for Jersey)**

St Aubin as a model

Threats

**Lack of "internal" focus or
funding**

**Alienation of remainder of
Jersey**

**Loss of ministerial support in
making St Aubin a Priority**



How

Act now to:

- 1) Establish funding for and get going with FEASIBILITY STUDY
- 2) Establish St Aubin as a priority in TTS 2009 BUSINESS PLAN and ISLAND PLAN REVIEW
- 3) Start work now with Parish Roads Committee & TTS to achieve SHORT TERM WINS AND PILOTS FOR SUMMER 2008

Marketing and Lobbying

People → Ministers → Departments → Action

