

General Information	
Ministerial Decision Type	Miscellaneous
Report Title	West Park Surface Water Outfall – Trial Pits Site Investigation
Minister	Infrastructure
Signatory	Minister
Lead Department	Infrastructure, Housing and Environment (IHE)
Lead Directorate	Operations and Transport (IHE)
Ministerial Decision Summary: Public or Absolutely/Qualified Exempt	Public Select if more than one Absolutely/Qualified Exemption.
Date decision made if different to date 'Ministerial Decision Summary' signed.	Select date.
Report and Supplemental Report Details	
Report Author	Senior Engineer
Date of Report	15/06/2022
Supplementary Report Title <i>(If applicable)</i>	Insert Supplemental Report Title.
Supplementary Report Author <i>(If applicable)</i>	Insert Official Title Only.
Date of Supplementary Report <i>(If applicable)</i>	Select Date of Supplemental Report.
Ministerial Decision Report: Public or Absolutely/Qualified Exempt	Public Select if more than one Absolutely/Qualified Exemption.
Relevant Case/Application/URN <i>(Only complete if making a decision related to an appeal/case/application)</i>	Insert Relevant Case/Application.
Relevant Proposition Number <i>(Only complete if presenting Comments or if lodging an Amendment)</i>	Insert P. number.
Relevant Scrutiny Report <i>(Only complete if presenting a ministerial response)</i>	Insert S.R. number.
Associated Law(s) and/or Subordinate Legislation	Road Works and Events (Jersey) Law 2016
Action required if recommendation agreed	Department to take necessary action.

Resource Implications	There are no new financial and/or manpower implications.
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Purpose of the Report

The majority of the St Helier town area is connected to a combined sewer system, which means that both foul and surface water is collected and conveyed by the same sewerage network to transfer flows to Bellozanne Sewage Treatment Works (STW). Providing separate surface water drainage system has a significant positive impact on reducing the foul flows receiving full treatment at the Bellozanne STW and increasing the capacity available for future connections or developments, foul sewer extensions and climate change.

Infrastructure, Housing and Environment (IHE) propose to construct the West Park Surface Water Separation Scheme in the West Park area. The scheme will separate the surface water from the combined foul sewer system in order to improve surface water management in the area of West Park, Jersey.

The proposed scheme includes constructing a new surface water drainage system that would collect the surface water in the West Park area and discharge this direct to sea (St Aubin's Bay). A new surface water sewer is proposed to convey separated surface water from the Clos du Mont junction in La Route de St Aubin to a new outfall to be constructed through the sea wall on the south side of Victoria Avenue. The sewer would pass along La Route de St Aubin, cross Lower Park, Victoria Avenue and the promenade.

The detailed design of the new surface water infrastructure requires site investigation to confirm the position of all the existing services (electricity, water, telecoms and gas), buried structures and ground conditions along the route to confirm the vertical and horizontal alignment of the new sewer. If services are not confirmed there is a high risk that the positions of some of the services assumed for the detailed design will be incorrect requiring design changes and realignment of the sewer. This is expected to result in delays to construction and additional costs.

Information has been obtained from service providers regarding the positions of services and a non-intrusive ground penetrating radar (GPR) survey of the area has been completed. However, neither method will guarantee that the exact positions of services are correctly located. The information provided by service providers is generally for information purposes only and cannot be relied upon for the detailed design of new infrastructure. In particular there are three large diameter (12 inch and 18 inch) water supply mains in Victoria Avenue. Jersey Water have indicated that the depths of the services from ground level are uncertain (expected between approximately 1m and 3m) as they were constructed prior to the raising of ground levels which took place during the construction of Victoria Avenue. The GPR survey information is considered unreliable and inaccurate at significant depths (greater than 1-2m).

It is therefore considered to be necessary to excavate trial pits at critical points along the proposed sewer route to confirm existing services positions and complete the detailed design of the new surface water sewer and associated connections. In particular, it is necessary to excavate trial pits to locate services in Victoria Avenue. Two trial pits are required within the main carriageway (one in the west-bound carriageway and one in the east-bound carriageway) and a further two in the adjacent Victoria Avenue Layby 2 car parking areas. It expected that the trial pits in the main carriageway will be up to 3m deep, depending on the actual position of the services.

The purpose of the report is to demonstrate the need to excavate trial holes in Victoria Avenue and explain how the proposed trial pit works will be carried out.

Background

The scheme is located in the Parish of St Helier. The proposed locations and indicative extents of the trial pits are shown on Drawing No. 65201439-20-1015 – Trial Pit Location Plan which is attached to this report.

Excavation of the trial pit will be carried out by hand tools and by a small wheeled or tracked excavator to minimise the risk of damaging the buried services and surrounding carriageway construction. Where necessary, trench supports will be provided to prevent collapse of the trial pit and local subsidence.

Reinstatement of the trial pits will be carried out in accordance with the requirements set out by the IHE Operations & Transport Highways and Coastal Principal Engineer to backfill the excavated trial pit, reconstruct the carriageway and restore surfaces to their original condition. Where trial pits are excavated in the main carriageway of Victoria Avenue, irrespective of the length of the trial pit excavation, the final road surface will be reinstated over the full width of each carriageway lane in which a trial pit is excavated. The permanent reinstatement of the road surface course will extend 50mm beyond the extents of the base course in accordance with the Specification for the Reinstatement of Openings in Main Roads.

Stakeholders

There are no residential or commercial properties within 100m of the proposed trial pits in Victoria Avenue. Hence no significant impact is expected.

Traffic Management Proposals

It is proposed that the trial pits in Victoria Avenue are excavated in September or October 2022 (avoiding public events) in order to minimise disruption during the school summer holidays and to the key tourist route. All traffic management, including footpath and cycleway diversions, will be the responsibility of the trial pit contractor who will be an IHE Highways Authorised Contractor who meet the competency framework requirements for working on IHE highway assets and with experience in such works. All works would be carried out in accordance with the Code of Practice: 'Working Safely on Jersey Roads' 2020.

The trial pits in the parking and footpath or cycleway areas adjacent to Victoria Avenue (TP7 & TP17) can be excavated without disrupting traffic flow in Victoria Avenue. It is proposed that each trial hole will be completed within one or two days working during normal working hours. It will be necessary to close several parking spaces whilst TP7 is excavated and provide local traffic control within the car park area whilst work is being carried out. It may also be necessary to close a number of parking spaces to site the contractor's welfare facilities. The IHE Parking Control team have been informed of the potential disruption to Victoria Avenue Layby 2 and the number of temporarily suspended parking spaces will be agreed with the IHE Parking Control team in due course. Temporary footpath and cycleway diversions will be required for TP17.

The trial pits in Victoria Avenue main carriageway (TP5 & TP6) will be excavated at separate times to minimise disruption and each within a single lane closure, as detailed below:

- Temporary traffic management for TP5 will commence from 09:30 and removed before 06:30 on the following day; and,
- Temporary traffic management for TP6 will commence from 19:30 and removed before 15:00 on the next day.

A single lane closure would be required for each trial pit. Only one trial pit would be excavated at any time. All excavation works and interim road surface reinstatement would be completed

within the single closure period. A second short lane closure would be required for the final reinstatement of the permanent carriageway surface course. Appropriate traffic management complying with the Code of Practice would be provided for each lane closure to ensure that the works were completed safely with minimum disruption to traffic flow. It is noted that although TP7 is planned to be outside the carriageway, it may be necessary to extend it into the carriageway if the services are not in the positions expected. In this case, the excavation works would comply with the same working hours restrictions as TP6.

A clear route for Emergency Service vehicles will be maintained at all times.

Restrictions & Mitigation Measures

Risk Restriction	Impact	Mitigation	Residual Impact
Tourist impact and attractions between St Helier and the west of the island.	Med	Complete works during September or October 2022.	Low
Access restrictions for residents.	Low	No residents should be affected by the works.	Low
General traffic movement and bus routes.	Low	One lane will remain open during the works. Only minor delays at peak travel times are expected. Works in each carriageway to be completed within the specified hours of working.	Low
School and travel routes affected.	Low	One lane will remain open during the works. Only minor delays at peak travel times are expected and hours of working planned to avoid primary direction of commuter travel during peak travel times. Works in each carriageway to be completed within the specified hours of working.	Low
Economic impact on businesses.	Low	No businesses should be affected by the works.	None

Recommendation

In summary, the work including traffic management and footpath and cycleway diversions, will be carried out by an IHE Highways Authorised Contractor with experience in such works. All works would be carried out in accordance with the Code of Practice: 'Working Safely on Jersey Roads' 2020. The works will be carried out during September or October 2022 (avoiding public events) in order to minimise impact on tourism and the working hours will be planned to avoid primary direction of commuter travel during peak travel times. It is anticipated that it will be possible to complete the works with a need to close only one carriageway at a time and for less than 24 hours at a time thereby minimising impact on traffic flow. If the trial pit works are removed from the site investigation scope and not carried out, there would be a high risk of delays and additional costs due to the unknown positions of existing services requiring design changes during construction. It is therefore recommended that the trial pits site investigation works are carried out in Victoria Avenue.

Action Required

Ministerial approval to proceed with the intrusive site investigations (trial pit excavations and reinstatement) in a protected route, as defined by the Road Works and Events (Jersey) Law 2016.

Resource Implications:

None required.

Written by: Senior Engineer

Approved by: Warwick Vogt (Traffic Management, IHE)

Attached: Trial Pit Location Plan