



PARISH OF ST HELIER
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ROADS COMMITTEE MEETING

Wednesday 13 July 2022 at 9.30am
Meeting held in the **Assembly Room**

A G E N D A

'A' AGENDA – OPEN TO THE PUBLIC

- A1. Apologies.
- A2. Declarations of interest.
- A3. To approve minutes of meeting held on 25 May 2022 ('A' Agenda items).
- A4. Matters arising.
- A5. For decision: To review cycle signage on La Grande Route du Mont a L'Abbe
- A6. For information: Roads Programme (from 1 May 2022 to 30 April 2023).
- A7. For decision: To consider draft policy on road resurfacing.
- A8. For decision: To consider recent planning applications.
- A9. For information: Reports:
 - Live matters report.
 - Minor road works report.
 - Streets Inspector report.
- A10. Agreed decisions

'B' AGENDA ITEMS

- B1. To approve minutes of meeting held on 25 May 2022 ('B' Agenda items).
- B2. Matters arising.

Dates of 2022 meetings:

Wednesday 17 August 2022 (Roads Committee)
Wednesday 21 September 2022 (Roads Committee)
Wednesday 16 November 2022 (Roads Committee)

Friday 9 Sept 2022 Visite du Branchage et Chemin
Wednesday 19 October 2022 (Roads Committee)
Wednesday 7 December 2022 (Roads Committee)



PARISH OF ST HELIER



Minutes	
<u>MINUTES OF THE ROADS COMMITTEE MEETING – A- AGENDA</u> <u>HELD IN THE ASSEMBLY ROOM ON</u> <u>WEDNESDAY, 25 MAY 2022 AT 9.30AM</u>	
PRESENT	The Very Rev'd M Keirle (MK) Mr T Vibert (TV) Mr K Proctor (KP) Mr B Manning (BM)
IN ATTENDANCE	Mr P Pearce (Procureur du Bien Public) (PP) Mr G Jennings (Procureur du Bien Public) (GJ) Mr J Turner (Chief Executive Officer) (JT) Mr S Alves (Head of Infrastructure) (SA) Mr A Sty (Infrastructure Manager) (AS) Mrs A Roberts (Parish Secretary) (AR) Miss E Sheehan (Minutes) (ES)
APOLOGIES	Constable S Crowcroft (SC) Mr B Le Feuvre (BLF) Mr J Baker (JB)
DECLARATION OF INTEREST	None.
OPEN MEETING	PP acted as Chairman in the Constables absence. Having been previously circulated, the 'A' Agenda Minutes of the meetings held on 20 April 2022 were agreed.
MATTERS ARISING	
65/2022 UPDATES ON SCAFFOLDING IN CASTLE STREET AND ON ROAD CLOSURE BYRON LANE	Previous minute 56/2022 refers Mk asked for an update on Byron Road closure. AS said, we do not have an update at present, we will chase the engineers. MK asked if the sinkhole was just under the road. AS said, the sinkhole is under the road and one property.
66/2022 LA GRANDE ROUTE DU MONT A L'ABBE CYCLING	Previous minute 51/2022 refers TV said he had received at least five complaints from residents regarding near collisions with cyclists when coming out of their properties. He said they find it impossible to see what is coming down the road unless they inch the car out of the drive. He said it is not working and is very dangerous. GJ said it is marked as a virtual pavement in a different colour, and all the properties are perfectly aware of this and have been for years. It is intended to protect pedestrians and warn vehicles coming out of the driveways to be careful. TV wanted it recorded that when there is a severe accident, the committee should be held responsible as he has had his say, and the committee ignored him.

<p>67/2022 TO APPROVE IN PRINCIPLE ROAD RESURFACING AND ROAD PROJECTS FOR FINANCIAL YEAR 1 MAY 2022 – 30 APRIL 2023</p>	<p>SA referred to the draft proposed roads programme for the new financial year running from 1 May 2022 through to 30 April 2023.</p> <p>He explained the proposed roads are listed in the order of priority and will be subject to the approved road budget sum. The figures indicated on the schedule are "indicative costs" and will be firmed up as the projects progress.</p> <p>Section A Road Works Maintenance identifies the proposed essential resurfacing works that we plan to undertake listed in the order of priority.</p> <p>The listed roads have been assessed by officers based on the condition of the road, the number of defects on the road, amount of maintenance and patching that is required.</p> <p>The draft also included photographs and plans of the roads.</p> <p>Section B Road Works improvements are listed in the order of priority based on the criteria we have identified. If the list is approved, we will work systematically through the list of projects within the overall budget that is set for the roads programme which is currently under review.</p> <p>The committee was asked to approve the proposed road list so that preparatory works can commence.</p> <p>KP said he had noticed the road by the arts centre had been resurfaced in black asphalt; he was under the impression that roads around the ring road would be resurfaced in red asphalt. He asked if this was a financial decision.</p> <p>AS said, he had received an email from the supplier that advised him that they had a new product and did not recommend laying on this particular road, as there are six garages and two driveways. They could not guarantee it would hold up to the extra traffic; so, the decision was made to resurface in black asphalt. He added that the red asphalt had also doubled in price and would like to bring this to a future roads committee meeting for discussion.</p> <p>SA informed the committee he is in the process of putting a tarmac resurfacing policy together.</p> <p>The committee approved the proposed roads programme for the new financial year running from 1 May 2022 through to 30 April 2023.</p>
<p>68/2022 VERBAL UPDATE ON THE NEW HOSPITAL PROJECT</p>	<p>JT said, you will all be aware, planning permission has been granted for the new hospital. The Parish has received compulsory notices for land the project team require for the development, which was a States Assembly decision.</p> <p>TV asked if there was any indication of what consultation if any the roads committee would receive on the actual road rather than the hospital. JT said he did not know at this stage; the next step was to transfer the road from our administration to the Ministers administration.</p>
<p>PLANNING APPLICATIONS</p>	
<p>69/2022 DENTAL SURGERY, 26 DAVID PLACE, ST HELIER, JE2 4TD</p>	<p>Change of use of existing ground and first floor from Class K – Surgery to create 1 three-bed residential unit. Various internal alterations to second and third floor to convert existing 1 one-bed into 1 two-bed residential unit and extend existing terrace. AMENDED PLANS RECEIVED.</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 25 May (refer to documentation attached)</p>

<p>70/2022 31-41 BROAD STREET AND 19-29 COMMERCIAL STREET, COMMERCIAL STREET, ST HELIER, JE2 3RU</p>	<p>Demolish existing buildings at 31-41 Broad Street and 19-29 Commercial Street. Construct 137 one-bed, 96 two-bed and 5 three-bed residential units. Construct 103 room Aparthotel with ground floor restaurant, cafes and shops with associated car parking, landscaped public courtyard and pedestrian access link. Restore facades to 35-37 Broad Street. 3D Model available.</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 25 May (refer to documentation attached)</p>
<p>71/2022 HOPE COTTAGE, BELLOZANNE VALLEY, ST HELIER, JE2 3JX</p>	<p>Demolition of existing dwelling garage and outbuilding. Construction of new building containing 3 two-bedroom maisonettes and 2 two-bedroom flats.</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 25 May (refer to documentation attached)</p>
<p>72/2022 UNIT 13c FF, LIBERTY WHARF, LA ROUTE DE LA LIBERATION, ST HELIER, JE2 3NY</p>	<p>Change of Use from Office (Class C) to Restaurant (Class B) on First floor and part of Second floor.</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 25 May (refer to documentation attached)</p>
<p>73/2022 INFORMATION REPORTS</p>	<p>The committee had no comment.</p>
<p>74/2022 AGREED DECISIONS</p>	<p>The following decisions were agreed:</p> <p>The committee approved the proposed road programme for the new financial year from 1 May 2022 to 30 April 2023.</p> <p>SA agreed to add 'more parking spaces required' automatically to all new planning responses when developments include parking.</p>
<p>NEXT MEETING</p>	<p>The next meeting will take place on Wednesday 13 July 2022 at 9.30am Assembly Room Town Hall.</p>

1. Dental Surgery, 26, David Place, St. Helier, JE2 4TD

P/2022/0354

Change of use of existing ground and first floor from Class K – Surgery to create 1no. 3 bed residential unit. Various internal alterations to second and third floor to convert existing 1no. 1 bed into 1no. 2 bed residential unit and extend existing terrace. AMENDED PLANS RECEIVED.

The Roads Committee has examined plans for the above submission and comments as follows:-

1. Committee notes that the proposal is for the change of use of the ground floor and first floor surgery to 1 No 3 bed and internal alterations to the existing 1 no. two bed and 1 no. 1 bed unit of accommodation on the upper floors. A total of 3 units of accommodation will be provided in the building. There is no car parking, however there will be 3 no. cycle parking spaces provided.
2. The applicant is to provide sufficient cycle parking as there should be at least one cycle parking space per bedroom, it is noted that the accommodation will comprise of 1 no. 3 bed and 1 no. 2 bed unit and 1 no. 1 bed - therefore 6 no. cycle parking spaces should be provided complete with electric charging. An additional 3 no. cycle spaces should be provided.
3. The refuse store/collection arrangements, refuse separation and recycling strategy is to be agreed in detail with the Parish Refuse Manager.
4. That notwithstanding the above comments, this submission should be referred to Infrastructure, Housing and Environment since the road in front of the property is a Government Main Road.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/0354>

2. 31-41 Broad Street and, 19-29 Commercial Street, Commercial Street, St. Helier, JE2 3RU

P/2022/0388

Demolish existing buildings at 31-41 Broad Street and 19-29 Commercial Street. Construct 137no. 1 bed, 96no. 2 bed and 5no. 3 bed residential units. Construct 103 room Aparthotel with ground floor restaurant, cafes and shops with associated car parking, landscaped public courtyard and pedestrian access link. Restore facades to 35-37 Broad Street. 3D Model available.

The Roads Committee has examined plans for the above submission and comments as follows:-

1. Committee notes that the proposal is to redevelop the site to provide 238 no. new residential units (comprising of 137 no. one-bed, 96 no. two-bed and 5 no. three-bed), a new 103 no. room hotel, ground floor shop units (Class A) and café / restaurant units (Class B), with 96 no. car parking, 3 no motorcycle spaces, 1 no. unloading bay and 284 no. cycle parking (260 long stay and 24 short stay), landscaped public courtyard with pedestrian access link (between Commercial Street and Broad Street).
2. Committee requests that the applicant considers providing facilities for children on the site, such as play areas or green spaces.
3. 260 no. covered and secure cycle parking spaces are being provided (long stay) 13 no. of these spaces are designed for oversized bicycles. A further 24 no. spaces are provided in the form of 12 cycle stands for visitor spaces (short stay). Committee requests that the applicant provides electric charging for electric cycles. Committee recommends that bicycle washing facility and workbench is provided within the cycle hubs to enable residents to clean and service/repair their bicycles within the hub area.

Committee requests that the number of cycles parking spaces is increased as there should be at least 1 cycle space per bedroom. Based on the breakdown of the units the Committee calculates 344 no. cycle spaces should be provided indicating a shortfall of 84 no. cycles spaces. If increasing cycle spaces is not possible then as an alternative the applicant should consider include facilities for cycle hire for residents using "EVie Cycles" or similar cycle hire company and providing occupiers with 12 months free membership.

If EVie or similar cycles are to be introduced, these hire cycles should have their own dedicated cycle spaces as to ensure that there is no reduction in available visitor cycle spaces.

4. It is noted that there are six commercial units proposed, however there does not seem to be any cycle parking facility provided for staff employed within the commercial units. The applicant should provide some cycle parking for the units.
5. Committee notes the proposed 103 no. room hotel being proposed on site, it is noted that there is no cycle parking facility provided for staff working at the Hotel or for visitors staying at the Hotel. Cycle parking should be provided for staff and visitors staying at the hotel.
6. It is noted that access to at least three of the five the cycle stores (hubs) totalling approximately 198 no. cycles and the 24 no. visitor cycle spaces will predominately be via Commercial Street. Therefore, the Committee requests that the applicant contributes to improvements to the cycle network/connectivity on Commercial Street. Committee request that the applicant contributes towards the Government of Jersey Cycling strategy with a view to improve cycling connectivity along Commercial Street. Improvements to Commercial Street may be required to accommodate the significant increase in cyclist using this route.
7. As a design observation it is noted that Cycle Store C is centrally located within the site, access to the store will require cyclists to cycle through the open public thoroughfare however reviewing the plan there may be an alternative option to create cycle access to this store via the car park although it may be that floor levels do not lend itself to this option.
8. Broad Street was closed to all traffic in May 2020 to allow for social distancing during the COVID 19 pandemic. Broad Street has retained access for delivery and servicing vehicles between the hours of 0700 and 1100 daily. States Assembly overwhelmingly backed proposals for a trial 'pedestrian-priority area' in Broad Street with access allowed for buses and cyclists therefore if Broad Street remains closed there will be a requirement for Broad Street to be used to access the two cycle stores (hubs).

Therefore, the applicant should contribute to the regeneration of Broad Street working with IHE and the Parish to improve cycle connectivity, ideally making Broad Street the preferred access route for cyclists as Commercial Street with the number of commercial properties and accesses along this road is not the ideal route for cyclists.
9. The site is approximately 250m from Liberation Bus Station which provides regular services that link to the Island's main locations and attractions. All services depart from Liberation Station. It is suggested that the applicant provides occupiers of the units of accommodation with free annual bus pass to encourage sustainable transport.
10. It is assumed that the servicing of the six commercial units and the Hotel will be via the car park and/or the proposed pull in bay in commercial Street. Applicant to clarify.

11. The applicant is providing 3 no motorcycle parking spaces within the car park, Committee requests that electric charging facility is provided.
12. The applicant proposes to create 96 no. car parking spaces for residential use only (providing a low ration of 0.4 spaces per dwelling). The applicant proposes that 20% of the parking spaces will have EV charging facility whilst to remaining spaces will have infrastructure in place to extend the facility. Two of the parking spaces provided will be disabled parking spaces.
13. The applicant advises that discussions have been ongoing with Evie (provider of Car Club and Electric Bicycles) who have indicated a strong interest in providing an e-Bike Share facility within the public realm. This will further help to encourage residents, staff and visitors of the site to travel by bicycle. It should be made conditional that a car and cycle club/share facility for residents and hotel staff/visitors to use should be provided prior to completion of the development and should include 1 year's free membership for occupiers of the units of accommodation.
14. The car parking provided should be conditioned that the car parking spaces are solely for the use of the residents of the development not sub-let.
15. The applicant proposed to place an off-street loading bay on commercial street which is welcomed as the applicant advises that all deliveries to the site will be split between Broad Street and Commercial Street. All refuse servicing will take place from Commercial Street with the dedicated loading bay to be provided on Commercial Street.
- The applicant is to ensure the proposed off street loading bay in Commercial Street has sufficient clear headroom to enable a refuse truck to park under, collect and empty the refuse bins. Applicant to confirm that there is sufficient clear headroom for this essential operation.
16. It is noted that the applicant intends to employ a Travel Plan Coordinator, it should be made conditional that the travel plan co-ordinator (TPC) is appointed prior to occupation and that the TPC is responsible for implementing the travel plan – the duration should be set for 10 years. The TPC will be responsible for the residential units, the hotel and the commercial units and for adapting the measures of the TP based on the initial travel behaviour at the Site.
17. Commercial Street carriageway and northern footpath including road line markings for the extent of the site are to be renewed at the cost of the applicant. The extent and specification of the resurfacing works is to be discussed and agreed with the Parish of St Helier prior to work commencing on site. Applicant is to note that only approved Parish contractors are to work on the Public Road.
18. A strategy to clean the façade of the building without the necessity for external equipment which must be operated from the roadway must be developed.
19. The construction process and site servicing arrangements must be discussed with Parish of St Helier Infrastructure at development stage.
20. That no part of the foundations of the building may project under the public highway. The applicant should note that contravening this condition will mean that the Parish will take action against the applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
21. That any new or altered access must be surfaced in a hard bound material, such as concrete or asphalt, (not loose stone or gravel) within 2m of the public highway and all surface water generated on the area is to be disposed of within the site by soakaway or other appropriate means. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used.

22. The kerb and footpath must be lowered by the Parish of St Helier or approved Parish contractor at the expense of the applicant. This is a Parish of St Helier set condition which must be undertaken by the applicant prior to the parking space being used. The Parish will not allow access across the footpath by the applicant/owner without this work being undertaken first, this is to avoid damage to the kerbstones from vehicle movement.

The applicant must contact the Parish of St Helier Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant.

23. That a line of 50mm wide split blocks shall be laid flush at the junction between the private land and the rear of the public footpath for the width of the site. This is a Parish of St Helier set condition which must be undertaken by the applicant/owner prior to the parking space being used.

The applicant must contact the Parish of St Helier Infrastructure department prior to undertaking any work to the public highway to agree the extent of work and specific detail and specification. The applicant is to be aware that only Parish approved contractors are permitted to work on the public road/footpath. All necessary works are to be at the cost of the applicant.

24. The applicant must remove obsolete service boxes that are no longer used to provide a service to the applicant's site or alternatively realign/renew service boxes liaising with the appropriate utility company. Obsolete ditched kerb and footpath entrances are to be removed with the kerbs and footpath lifted, which will result in making good to the asphalt for the full width and length of the ditched area as a minimum. Applicant is to be aware that depending on the location of the property that red and/or black asphalt may be required for making good to the footpath. Although in some instances, the applicant may need to reset granite footpath paving.

The specification and extent of the remedial works must be agreed in advance with the Parish of St Helier Infrastructure department. Only Parish approved contractors are permitted to work on the public road/footpath. All remedial works are to be at the cost of the applicant.

25. Applicant is to note that the cost for removal and relocation of any street furniture or utilities for example: lamppost, bollards, bike racks, etc. and subsequent making good to road and pavement surfaces due to this application is to be at the applicants cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.

26. That the requirements of the Highway Encroachments (Jersey) Regulations 1957 are strictly complied with. Planning approval does not give permission for a structure to encroach on the highway or footway.

27. That the refuse store/collection arrangements, refuse separation and recycling strategy is agreed in detail with the Parish Refuse Manager. The main concern is the clear headroom at the unloading bay off Commercial Streets. The clear headroom needs to be sufficient to accommodate a refuse vehicle and the emptying/tipping of the bins into the back of the refuse vehicle.

28. That notwithstanding the above comments, this submission should be referred to Infrastructure, Housing and Environment since the road in front of the property is a Government Main Road.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/0388>

<Does Committee wish to add to this>

3. Hope Cottage, Bellozanne Valley, St. Helier, JE2 3JX

P/2022/0414

Demolition of existing dwelling garage and outbuilding. Construction of new building containing 3 No. two bedroom maisonettes and 2 No. two bedroom flats

The Roads Committee has examined plans for the above submission and comments as follows:-

1. Committee notes that the proposal is to convert demolish the existing property and construct 3 no. 2 bed maisonette and 2 no. 2 bed flats. A total of 5 no. units of accommodation is being provided. It is noted that the applicant is providing one EV parking space per units of accommodation and 1 no. visitor space (6 no. car parking spaces). Covered cycle parking is provided for 3 no. cycles
2. The applicant is to provide sufficient cycle parking as there should be at least one cycle parking per bedroom, it is noted that the accommodation will comprise of 5 no 2 bed units therefore 10 no. cycle parking spaces should be provided complete with electric charging. An additional 7 no. cycle spaces should be provided.
3. That the refuse store/collection arrangements, refuse separation and recycling strategy is agreed in detail with the Parish Refuse Manager.
4. That notwithstanding the above comments, this submission should be referred to Infrastructure, Housing and Environment since the road in front of the property is a Government Main Road.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/0414>

4. Unit 13c FF, Liberty Wharf, La Route de la Liberation, St. Helier, JE2 3NY

P/2022/0462

Change of Use from Office (Class C) to Restaurant (Class B) on First floor and part of Second floor.

The Roads Committee has examined plans for the above submission and comments as follows:-

1. That the refuse store/collection arrangements, refuse separation and recycling strategy is agreed in detail with the Parish Refuse Manager.
2. That notwithstanding the above comments, this submission should be referred to Infrastructure, Housing and Environment since the road in front of the property is a Government Main Road.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/0462>

5. Warwick Farm, La Grande Route de St. Jean, St. Helier, JE2 3FL

P/2022/0497

Change use of land from Agriculture (Class D) to Sport and Fitness (Class H). Construct clubhouse and stores with associated car parking, landscaping and floodlighting.

The Roads Committee has examined plans for the above submission and gives approval provided:-

1. Committee notes that the application is for the relocation of the existing Jersey Bowling Club currently on Westmount Road to a new facility at Warwick Farm that will incorporate a 40mx40m bowling green, 460 sq.m. clubhouse, 12 no. cycle parking spaces and 44 no. car parking spaces.
2. A total of 12 no. cycle parking spaces will be provided for visitors close to the clubhouse entrance, located on Sheffield stands. Additional cycle parking will also be provided within the storeroom for staff parking. This will be secure and sheltered cycle parking. Committee requests that electric cycle charging is included.
3. The Committee supports the introduction of the 44 no. car parking which is split into two areas as detailed below, Committee requests that the infrastructure is in place to enable all parking spaces to have electric charging facility.

Entrance Car Park:

- 4 standard parking bays
- 3 disabled parking bays
- 1 minibus/loading bay
- 6 electric vehicle charging points (4 standard, 2 disabled)

Main Carpark:

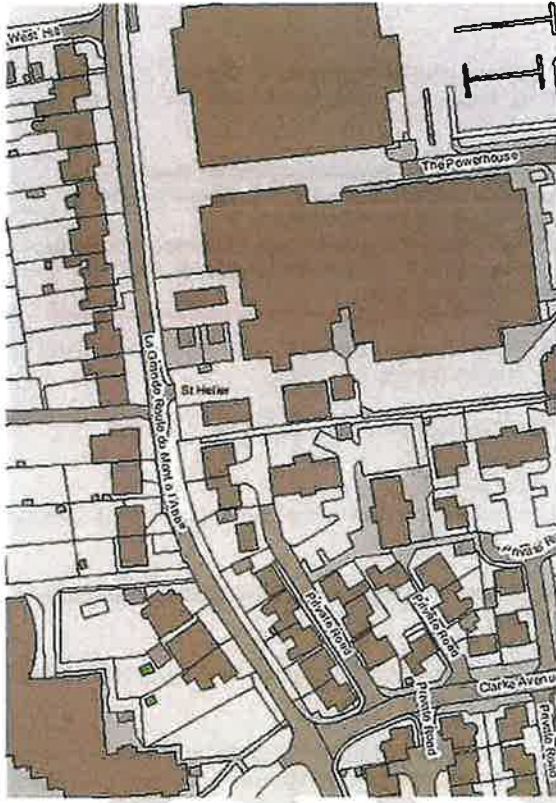



- 33 standard parking bays
- 6 Motorcycle bays

4. That the refuse store/collection arrangements, refuse separation and recycling strategy is agreed in detail with the Parish Refuse Manager.
5. That notwithstanding the above comments, this submission should be referred to Infrastructure, Housing and Environment since the road in front of the property is a Government Main Road.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/0497>

<Does Committee wish to add to this>



Date of request: 13 July 2022	Road reference & title of report: 114 La Grande Route du Mont a L'Abbe
Address: La Grande Route du Mont A L'Abbe	Requested by: Review requested by Procureur du Bien Public
Location map: 	Photograph/street view: 
Brief introduction/summary: <p>On 26 January 2022 Roads Committee approved the below signage which was installed in April/May. This has resulted in concerns being raised by the residents regarding the signage message as it allows cycling on the virtual footpath, which was the cause of the accident in December 2021, when a cyclist using the virtual footpath collided with a resident. The cyclist wrongly accused the pedestrian as being at fault as the cyclist thought that the pedestrian had to give way to cyclists on the virtual footway which he misunderstood as being a cycle lane. The Roads Committee therefore approved the below signage:</p> <div></div> <p>Small repeater signs installed on bollards</p>	



The signage was installed as per the request of the Roads Committee (Extract of the 26 January 2022 minutes):

**08/2022
LA GRANDE
ROUTE DU MONT
A L'ABBE
CYCLING**

AS explained a Roads Committee member had brought to his attention about an accident that happened on La Grande Route du Mont A L'Abbe in December last year in which a resident struck by a speeding cyclist who was using the virtual footpath as a cycle track.

This resulted in the resident going to hospital. The cyclist seemed to think the virtual footpath was a cycle track and therefore cyclists having a right of way.

The Committee is asked to approve the introduction of signage to be placed on the virtual footpath to make it clear to cyclist that the virtual footpath is for pedestrians only.

The Committee member also reports residents raising speeding issues. AS have spoken to the Honorary Police coordinator who confirms that the Honorary Police will be targeting this area for enforcement.

The Roads Committee were in agreement of installing signage stating **pedestrians have priority cyclists must give way.**

The Procureur du Bien Public requested that the signage be reconsidered. Committee is asked to reconsider the signage in conjunction with the Procurers' report below.

Report from the Procurer: La Grande Route du Mont à l'Abbé cycle route signage

*Overall, how is cycling infrastructure signed in Jersey? Incoherently
Consequently, what is cycling infrastructure supposed to look like? And what do people think cycling infrastructure looks like?*

The Roads Committee reacted to a state of confusing signage of a cycle route by making the signage less coherent, despite being told what the result would be.

La Grande Route du Mont à l'Abbé is legally a Green Lane with a 15mph speed limit and priority for pedestrians, cyclists & riders across its entire width. There is no footway.

Stretches of "virtual footpath" (not a legal footway) have been installed, protected by bollards which prevent motor vehicles from driving along these stretches, but enable drivers to pull in between bollards to facilitate passing manoeuvres.

For a number of years the Government has undertaken the construction of high-profile cycle paths using red tarmac. The result has been that for many people, especially those who have been encouraged by the Government to take up cycling by using these paths a strip of red tarmac looks like a cycle route. Many people new to cycling in Jersey also take the Government's rhetoric about cycling at face value and assume that provision of cycling infrastructure is more developed than it is in reality.

Recent reports of conflict on the virtual footpath between pedestrians who mistakenly believed it was a legal footpath and cyclists who mistakenly believed it was a dedicated cycle path, led the Roads Committee to discuss adding signage. I pointed out that as it was a Green Lane, cyclists could use the entire width so there could not be any signs instructing cyclists not to cycle on it (it would also be illogical to tell cyclists not to cycle on the virtual footpath while telling motorists to drive onto it). However the effect of adding signage drawing attention to the cyclability of the virtual footpath would encourage more cyclists to use it (and would likely make car drivers more likely to expect cyclists to use it rather than the rest of the roadway).

I was concerned when I saw the proposal to use the signage indicating a legal shared-use path on the virtual footpath, since the virtual footpath is not a route listed in the legislation to which such a sign applies. Also the effect would be to draw attention to the virtual footpath's legal cyclability and to give the impression that it was the intention that cyclists use it.

In fact when the new signage went up, it had that effect on me (despite my awareness of the tangled background) - I started cycling along the route as signed, and actually found myself enjoying the experience of using a safe route protected by bollards, as indicated by the signage.



Of course the "give way" instruction caused the same annoyance as equivalent signage does along Commercial Buildings. I'm not annoyed, because I'm quite happy to give way to pedestrians, no matter how inconvenient, but seemingly a large number of pedestrians demonstrate intense annoyance at being given way to. It seems there are people who think "give way" means get out of the way, which of course legally it doesn't.

Adding to all this is the attitude of car drivers who think the virtual footpath serves as some sort of transitional splay that entitles them to pull out of their accesses so that they can then move out into the "road proper". They are not entitled just to pull out over an actual pavement, whether cyclable or not, without expecting traffic; certainly there can be no legitimate expectation of pulling out into a Green Lane and expecting some sort of priority, especially when the highway authority has specifically made provision for pedestrians along the side of the road, and then placed signage encouraging cyclists to use it (as they legally can anyway).

Certainly, using conflicting and inapplicable signage in La Grande Route du Mont à l'Abbé brought exactly the increased cycle usage of the virtual footpath as I had suggested to the Committee would occur.

Is there a solution?

There should be consistent standards for what footpaths, cycle paths and shared-use paths look like and what the signage looks like.

Collision record:

This is the most recent incident of a pedestrian being struck by a cyclist. The incidents we have come across are usually due to motorists.

Traffic volume & speed (if available):

Conducted in April 2021:

85 percentile speed recorded: **19 mph**

Speed limit of road:

15	20	30	40	N/A
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Officer dealing with request:

AS

Proposals:

As per Officers previous recommendation, Committee is asked to consider the following proposal:-

- It is recommended that signs are painted on the virtual footpath and replacement road signs on poles with the below (approximately 6 to 8 signs):

Painted on virtual footpath:



Placed on poles:



**NO CYCLING
ON THE VIRTUAL
FOOTPATH**

Safety Audit level:

Not required

Anticipated budget cost to implement:

Approximate cost: £ 1,000

Funding proposal:

The funding will have to come from the current line marking funding

Programme:

The road signage will be removed and replaced with a word sign and painted signage on the virtual footpath.

PARISH OF ST HELIER - INFRASTRUCTURE

FUNDING WAS APPROVED AT THE RATES ASSEMBLY ON 06.07.22
PROPOSED ROADS PROJECT AND MAINTENANCE

Version: 1.3
 Date: 13.07.22

A. ROAD WORKS MAINTENANCE/RESURFACING WORK

Priority	Brief detail	Indicative Cost	Area	Lin/m	A. Road works Maintenance; the roads have been assessed on site and against the department's register. The italic listed roads(a, b & c) are stand-by roads in the event that any of the proposed or approved resurfacing cannot be undertaken due to site issues, the resurfacing road list is in the order of priority as assessed by the Department.
1	Road works mat., Road Markings, Tarmac repairs & fountain maint., etc.	101,000	Essential maintenance		
2	Le Breton Lane 166m/913m2 (Carriageway and Footpaths) 1996	75,000	913	166 l/m	
3	Seale Street 128m/500m2 (Carriageway) 2010	34,000	500	128 l/m	
4	Duhamel Street (Carriageway and Footpaths) 1990	16,000	350	61 l/m	
5	Undercliffe Road (Carriageway and Footpaths) 1988	85,000	1,454	211 l/m	
Sub total:		311,000			

Rates Assembly approved budget: 311,000

- a Cleveland Road (Footpaths)
 b Minden Street
 c Aquila Road

B. ROAD WORKS IMPROVEMENTS

Priority	Brief detail	Indicative Cost	Score	Criteria	Note
1	Allowance for Road Safety Assessments	15,000			
2	Janvrin Road (School) crossing point with railing	60,000	31	2,3,6,7,8	
3	Neighbourhood Improvement areas (5 no areas) + 1 no. further if approved by RCom (Commence with one initial zone).	60,000	29	1,3,4,5,6,9	
4	Regent Road Safety measures - Repairs locally to wall	20,000	26	1,2,6,8,10	
5	Vallee Des Vaux Traffic Calming	65,000	26	1,3,5,6,8,9	
6	Barbizon, La Pouquelaye - Road improvement line (£ 50k)		21	1,5,6,9,10	(£ 50k Funding to acquire land from Capital)
7	Halkett Street - Essential repairs	20,000	21	1,2,3,5,6,7	(Only essential work)
9	Seaton Place planter & Paving (£ 1.5k funded from R&M)		16	3,4,7,8,10	(Funded from general R&M)
11	Investigate 2x RPZ (Old Trinity Hill@£ 20k & Havre des Pas@£ 30k)	50,000	4	6,9	
Sub total :		290,000			

Rates Assembly approved budget: 290,000

- 12 Halkett Street - Precinct paving 350,000 19 Funding to be secured to undertake refurbishment
 13 Rue De L'Etau Improvement scheme (£ 80k) (3,4,5,6) 80,000 17 delayed due to Horizon and budget constraints
 14 Old St Johns Road traffic calming humps (£ 12.5k) (1,5,7) 12,500 17 Review if access to premises designations does not work
 15 Claremont Road Traffic Calming (£ 15k) (1,5,6) 15,000 17 This forms part of the works being undertaken by JHE
 16 Les Chennas creation of footpath (£ 10k) (3,5) 10,000 10 Planning permission not possible as listed, repairs only
 17 La Pouquelaye footpath widening, prog (2 yrs) (£50k) (5,6,8) 50,000 9 No funding and would require traffic assessments and study
 18 Don Street Regeneration (£ 150k) (5,7,9) 150,000 9 No funding and would require traffic assessments and study
 19 Hope Street investigation RSA etc. (£ 20k) (6,9) 20,000 4 Traffic Engineer ass. Req'd study could be undertaken initially

PARISH OF ST HELIER – INFRASTRUCTURE

PROJECTS/MAINTENANCE CRITERIA OBJECTIVES

Version: 1.3
Date: 13.07.22

<u>Ref</u>	<u>Note</u>	<u>Score</u>
1	The project/maintenance will address road safety, i.e. visibility, speed, etc	10
2	Accident/near misses - Evidence to substantiate has been provided	10
3	This project/maintenance will improve the public realm facility	5
4	The project create local attractive green routes through communities where people are the priority	5
5	Improved accessibility will be achieved - walking and cycling routes (Improved crossings)	5
6	Will the work benefit the wider community (more than 20 households).	2
7	The project will benefit businesses such as retail and hospitality - providing more opportunity for alfresco	2
8	The work will be complete within this financial year	2
9	The project reduces vehicular dominance on the street/road.	2
10	This project/maintenance is approved by Roads Committee and Funding has been secured.	2

PARISH OF ST HELIER – INFRASTRUCTURE

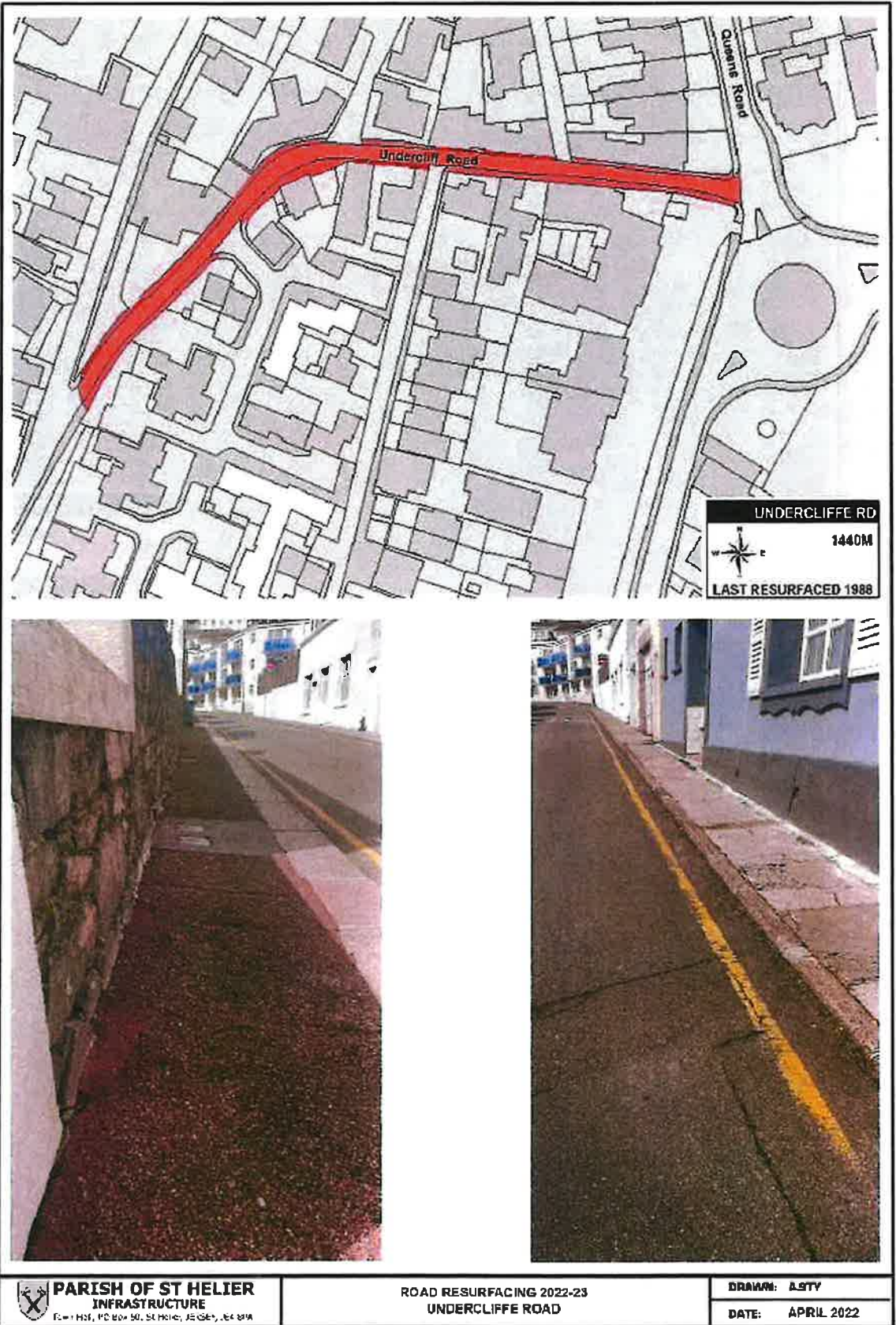
Appendix 1: Proposed roads to be resurfaced (A)





PARISH OF ST HELIER – INFRASTRUCTURE







PARISH OF ST HELIER INFRASTRUCTURE

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Roads Committee: Policy Resurfacing & Road Works Policy Page 1 of 16

Date approved and version of the Policy:

Issue date: 13 July 2022

Version: 1.2

Policy reference and title:

(391) Resurfacing & Road Works Policy

Policy background:

The Parish of St Helier is approximately 9,638,230.76 square meters (3.72 square miles) comprising of approximately 271 no. Public and private roads of which 191 no. are Parish by-roads which in terms of areas is as below:

- 45,705.97 lin metres (28.4 miles) Parish administer roads.
- 284,416.42 square metres (0.11 square miles) approximate overall area of which:
 - ❖ There is over 76 miles of Roads in St Helier.
 - ❖ The Parish maintains over 28 miles of Parish by-roads and pavements.
 - ❖ 77,186.53 square metres (0.030 square miles) are pavements
 - ❖ 207,229.89 square metres (0.08 square miles) are carriageway.

With a replacement value of circa **£ 48 million** which makes it arguably, the single most valuable asset owned by the Parish.

Given the value and importance of the network to commuters and the broader economy, correct choices regarding maintenance techniques are essential to ensure the safety of road users, minimisation of disruption and value for money.

In the prevailing economic climate correct choices are essential. Maintenance options must be considered against the need for affordability and avoidance of ongoing maintenance liabilities.

Roads in Jersey are primarily finished with **Asphalt** which is a generic term for all types of coated material, including Macadams, Hot Rolled Asphalt, Stone Mastic Asphalt, and proprietary surfacing. They are manufactured using temperature sensitive bitumen as the binding agent.

The materials used in asphalt has evolved in a variety of ways over many years, but the pace of product development over recent years has been rapid with the industry continually driving towards the production and use of more sustainable and environmentally friendly asphalts, through increased use of recycled materials and targeting reductions in energy use by lowering mixture temperatures.

Service life of Surface Courses

Circa 20 years

Service life is defined as the period of time for which asphalt materials after first installation are fit for purpose and as such can be used for asset management purposes. The 'life' of a pavement is the time at which significant maintenance becomes necessary. On any given road the materials may have a greater or lesser life depending upon circumstances for example:

- **Weather** - rainwater can take off the top layer of road surface, permeate the tarmac and make its way into further layers. As the temperature changes this moisture will expand and shrink causing holes in the road to get bigger.
- **The weight of cars and other vehicles** - repeated light traffic and heavy lorries can cause indents, which eventually turn into potholes.
- **Poor repairs** - filling a small hole with gravel will not solve the problem and often this will progress into a pothole.

Scope of Policy:

This policy will be applied for resurfacing of Parish-by-roads, working on Parish-By Roads to provide contractors and developers with guidance of the Parish requirement and specification for road and pavement resurfacing.



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In the UK the Specification for Highway Works forms Volume 1 of the Manual of Contract Documents for Highway Works (MCHW) and is complimented by Volume 2, which gives advice and guidance in the implementation of the specifications given in Volume 1.

Government of Jersey guidance publications:

- The Government of Jersey Infrastructure Housing and Environment will be publishing a Utility Reinstatement Specification, which will include Class 1, 2, 3 carriageways, footways of various material types, pedestrian streets, Class 1 2 3 Cycle paths, and vehicle crossovers which the Parish Roads Committee will consider and if deemed acceptable adopt for Parish by-roads.
- The Government of Jersey Infrastructure Housing and Environment will be developing a Public Realm Manual/ Style Guide which the Parish Roads Committee will consider and if deemed acceptable adopt for Parish by-roads.

Tarmacadam resurfacing specification:

Specification for road resurfacing is to be in accordance with the Government of Jersey Infrastructure Housing and Environment Specification for the Reinstatement of Openings in Main Roads and the New Roads and Streetworks Act 1991 Code of Practice Specification for the Reinstatement of Openings in Highways.

Specification of road build up is based on the "class" of road. Parish by-roads are primarily class 4 "Neighbourhood Route", although some roads are also class 3 "Local Circulation Route" (i.e., Tower Road).

The class of a road is indicated on the interactive Government of Jersey map by following this link: [Road information map \(gov.je\)](http://Roadinformationmap.gov.je)

Stone mastic Asphalt:

Carriageway resurfacing works:

- a) Milling 40mm
- b) Resetting of all ironwork
- c) Bond coat – Bond cot C40 B40 or C40 BF4. Spread rate 0.4 litres per m2 (pavement)
- d) Supply and lay close graded asphalt concrete 40/60 PEN with 10mm aggregate surface course 40mm thick (carriageway)
- e) Over banding all joints with HAPPAS or other approved material

Strengthening works:

- a) Milling 60mm
- b) Supply and lay dense graded asphalt concrete 40/60 PEN with 20mm aggregate binder course 60mm thick carriageway and hard strip.

Edge restraints (Kerbs):

Continuous restraint where footway and cycleway construction abuts an adjoining carriageway shall be provided by the installation of kerbs.

- a) The kerbs shall be placed on 150 mm concrete bedding over 100 mm subbase.
- b) Elsewhere, unless the footway or cycleway abuts an existing building, wall or kerb, continuous restraint shall be provided by the installation of edgings.
- c) The edgings shall be placed on 100 mm concrete bedding over 100 mm subbase

Coloured tarmacadam surfacing:

The current arrangements are that pavements within the ring road area are generally finished with red asphalt.

Historically, it seems that this arrangement was passed down from one engineer to another (for the last 15 to 20 years) that footpath areas within the ring road would be surfaced using a red asphalt. Whilst it has been what the Parish and Government of Jersey (IHE) have worked to, it seems that there was no formal policy written. The Government of Jersey IHE department are developing a "Style guide" as part of the Public Realm work.



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Coloured surfaces although may be considered to be aesthetically pleasing when compared to black tarmac, but the main disadvantage is the high cost, availability and durability. It should also be noted that coloured tarmac tends to fade quicker than the traditional black tarmac.

Many councils in the UK are minimising the use of coloured tarmac, due to:

- a) Coloured surfaces are not considered as signs or road markings and therefore have no legal status.
- b) Applied coloured surfacing is less durable and is more expensive to maintain and installed than a tarmac road surface.

Red Asphalt has 50% to 60% less lifespan than black Asphalt especially in heavily trafficked areas. We only lay Red Asphalt on footways or non-trafficked areas; we are aware of asphalt companies no longer laying red asphalt in private driveways anymore as there are too many issues with it.

Jersey local supplier advises (Ronez):

Red asphalt is a proprietary product and has been designed for footpath and crossover sections.

As such Ronez would not recommend the use of red asphalt on any areas that are to be heavily trafficked, where constant turning, and parking take place.

The pigment was a red iron oxide, and this is no longer available for the type of batching plant we have.

The new product is a considerable cost increase to the old red oxide powder.

The pigment is now delivered in wax pellets, and this changes the chemistry of the material so no specific time frame can be suggested for product integrity.

It is important to note that there is no warranty on the product.

- c) Prices for red Asphalt has significantly increased over the last year, the biggest cost increases is on coloured asphalt when compared to standard black asphalt.

Asphalt prices are currently volatile due to current global financial issues, demand and cost of the raw materials that are used to produce asphalt.

Jersey supplier: As a guide as a cost comparison:

Due to a large price increase on Bitumen. [over £42 a ton more in 3 weeks brings the total cost for one ton of Red Asphalt to just under £300 per ton]. Note: 1 Ton of asphalt does 12.5 sq. m.

- Black asphalt current rate: **£ 185.66 per Ton**
- Red asphalt current rate: **£ 291.12 per Ton**

Red asphalt is 56.8% more expensive compared to black asphalt.

It should be noted a minimum order of 1 Ton is required, this is the reason why there are some red footpaths with black tarmac patches due to the minimum order for the red asphalt not being met. Which then requires the black asphalt patch to be removed and replaced with red asphalt when the contractor has sufficient red available, basically duplicating work and increasing carbon footprint.

Government of Jersey Infrastructure Housing and Environment current policy; is to continue using red/brown asphalt even though there are issues with product as alluded above, to address this problem of durability with the use of red asphalt, IHE propose to use black asphalt at vehicle entrances such as the recent work undertaken in Midvale Road:



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The Parish Roads Committee does not support the approach as illustrated in the photo above as this gives the wrong message that motorists have priority across the footpath as the red asphalt is stopped either side of the vehicle entrance.

High Friction Surfacing (Anti-skid)

High Friction Surfacing (HFS) or Anti-Skid surfacing is a resin-based road surfacing material designed to provide high skid resistance. The resin is combined with calcined bauxite aggregates to create a high friction surface.

Although there is no legal requirement to introduce HFS its application is now considered best practice as a standard road safety measure. In Jersey we tend to use "Buff" HFS at locations where the skid resistance is not met or there has been a high number of wet road skidding collisions i.e. on a bend or the approach to a junction as HFS increases skid resistance and reduces braking distance thereby reducing the potential for accidents. The

Speed limit	Colour	Length
30mph or less	Buff	30m
40 mph	Buff	50m

There is no local contractor who is able to apply HFS, therefore a specialist supplier/installer comes over to Jersey from the UK. The Parish and IHE liaise regularly on this to arrange for any Parish by-roads to be installed with HFS.

HFS treatments should not be laid upon newly constructed or surfaced carriageway because of the problems of adhesion materials. Where possible newly laid surfacing should be used by traffic prior to the application of HFS, (6-8 weeks).

The correct carriageway markings should always be in place PRIOR to the application of HFS. Only in exceptional circumstances should it be acceptable to apply HFS and then install road markings on top of the HFS. All road markings should be 'masked off' by contractors prior to application of HFS and the road markings re-applied to a sufficient depth to bring them (and any applied reflective material) above the surface of the HFS. However, there is a tendency for white lining to 'blend into' lightly coloured surface treatments. Lightly coloured surfacing should not be used where a driver/cyclists etc is expected to rely on white lining.



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British Board of Agrément (BBA) undertook a comprehensive study of 220 high friction road surface sites and found the average service life for cold applied systems to be 12 years and for hot applied systems to be 8 years.

The drawback is that the surface does not last long and can look terrible aesthetically when patch repairs are required. The cost of applying this surface is very expensive **approx. £285 per sq. m.**

Locations where HFS is unlikely to be suitable:

1. For cycle lanes in rural locations because colour would be obtrusive.
2. For deterrence (hatched areas, road edges) in rural areas where colour would be obtrusive.
3. Where its use may give a false indication of priority for particular road users.

Policy particulars:

1. **Asphalt:** Due to the large costs increases and durability the Parish of St Helier Roads Committee have adopted the policy of using black asphalt in all areas, as this is the most cost-effective option and the life span of black asphalt compared to coloured asphalt.
2. **Granite:** Where a footpath is granite paved, the granite paving is to be re-used or replaced with similar granite paving unless it has been agreed by the Roads Committee to use an alternative material as part of a Roads Project.
3. **Brick:** The Parish has a number of areas with Herring bone brick surfaces, although this finish may be aesthetically pleasing however it creates significant maintenance issues in terms of cleaning and with traffic over these brick areas creates significant settlement issues resulting in pots holes creating road safety issues and on footpaths creating tripping hazards.

Brick Herringbone finishes are to be replaced with asphalt where bricks have been used on a road (i.e. speed humps) whilst on footpaths if the brick surface is damaged, it is to be changed to granite paving or concrete pavers.

4. **Road safety audits:** Depending on the situation Road Safety Audits levels 1, 2 and 3 are to be undertaken where there are significant changes to the road carriageway design and layout that alter the carriageway.
5. **Dished kerbs:** for pedestrians are to be fitted with concrete tactile paving for pedestrians with visual impairment.
6. **Continuous footpaths:** across driveways, garages, vehicular openings, are to be reinforced as per the guidance in this policy.
7. **Cross falls:** To provide good drainage, the provision of crossfalls on footways are necessary. It is recommended a **2.5% (1 in 40) crossfall as a maximum acceptable standard**, but crossfalls in the range 1 to 2% are preferred. Slopes: 5% (1 in 20) is preferred. The absolute maximum gradient is 8% (1 in 12)
8. **Rainwater channels:** RWP (Rainwater pipes) are to be plumbed into road gullies wherever possible by installing a pavement gully against the building with the RWP going into the pavement gully and the pavement gully connected into a road gully wherever possible under the pavement.

If this is not possible, then granite paving channels are to be used. The use of metal pavement channels will be phased out where possible, although there are situations due to available depth and falls that metal pavement channels must be used.

9. **Site notices:** It is essential to engage with local service providers (such as the bus company, etc.) and businesses affected by the closure. Unfamiliar changes of traffic flow increase the risk to the public; therefore, the Parish will ensure, through general publicity (advertising, social media, parish publications, roadside notices, letter drops, etc.) and site signage that the public understand the changes.



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10. **Traffic Management to be in Place: Traffic management (TM):** the responsibility for the administration of public roads is divided between the Government and parish highway authorities. The Government is responsible for the strategic road network and each parish for their local roads and lanes. Under Article 9 of the Road Works and Events (Jersey) Law 2016 (hereafter referred to as the Law), highway authorities have a duty to manage road works to secure the movement of traffic, having particular regard to:

- safety
- minimising inconvenience to road users, particularly people with a disability

Under Article 25 of the Law, a person carrying out road works (including a highway authority) must ensure that their works are adequately guarded, lit and appropriately signed, giving specific consideration to the needs of people with a disability as well as other vulnerable road users.

The Parish expects the following to form part of the TM:

- a) Setup advanced warning signs minimum 1 week before commencement
- b) Design Traffic Management Plan (TM), final design to be agreed with Parish via Trafficworx
- c) Letter drop to all affected resident and businesses in the affected road.
- d) Supply and placement of TM signage - the requirements are to be aligned generally with "National Highway" Manual of Contract Documents for Highway Works (MCHW), **Road Works and Events (Jersey) Law 2016** and **Working Safely on Jersey Roads** (Jersey Red book) approved code of practice

The Parish may require a traffic management plan which should detail the following:

- roads to be closed
- diversion routes
- pedestrian and vulnerable user access
- residential access
- temporary and suspended parking
- bus stop and taxi rank restriction or relocation
- temporary signage
- refuse collection schedule

11. **Road inspections:** The Parish Technical Manager and Streets Inspector will regularly review the condition of Parish by-roads and keep a record of the current condition to produce the annual list of roads that require resurfacing.

Highway condition, based on regular visual inspection by the PoSH Infrastructure team. The condition of the road is assessed by the rate of deterioration and the amount of localised patching.

The condition of the majority of Parish by-roads are included in **Appendix 1** of this policy with the current status of Parish-by roads, this list is updated annually.

12. **Road selection:** Roads deemed to require resurfacing are assessed by considering:

- Rate of deterioration and the amount of localised patching
- Planned utility works on the road being considered. (Occasionally major utility projects will affect when the resurfacing of a road can go ahead.)
- Planned utility or other work or traffic management on available diversion routes
- Planned developments on or adjacent to the road being considered,
- Location of the road being considered on the transport network, for example roads adjacent to schools or on major school access routes may be restricted for traffic management purposes to school holiday periods only

13. **Line markings:** Road marking are to be renewed once carriageway is resurfaced.

14. **Working on pavements:** When footways, crossings and pedestrianised areas are affected by works, it is important to make sure that pedestrians passing the site, especially people with a disability and other vulnerable road users, are safe. This means protecting them from both the works and any passing traffic.



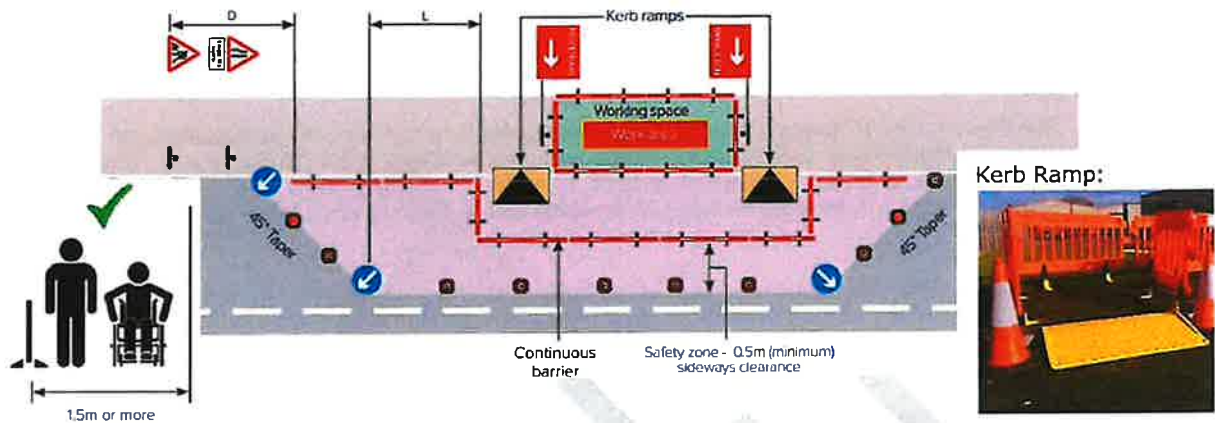
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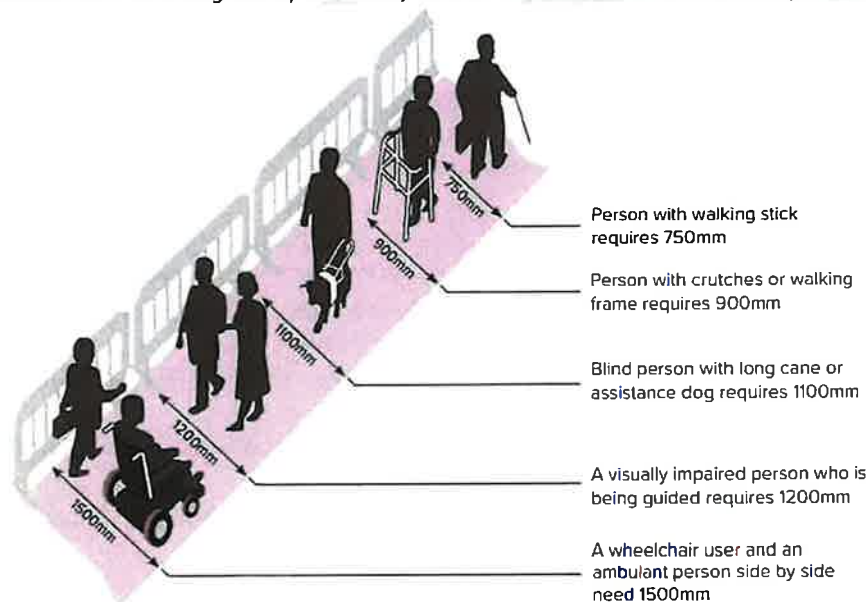
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The Parish will work in accordance with "Working Safely on Jersey Roads", where a pavement has to be closed to pedestrians, a pedestrian's temporary pavement is to be formed on the carriageway to walk around the closure where the carriageway is sufficient in width to allow this, the use of temporary traffic lights may be required.

Below extract from Section 7 of the "Working Safely on Jersey Roads" showing typical acceptable site setup where footpath is blocked by work.



Extract from "Working Safely on Jersey Roads" Pedestrian route width requirements



Direct pedestrians to existing or suitable crossing points

Contractors may consider directing pedestrians to existing or suitable crossing points if the works are nearby and:

- there are suitable crossing points in both directions
- there are dropped kerbs on all sides
- there is good visibility of oncoming traffic
- there is good street lighting
- the road is not so wide as to cause difficulty in crossing between gaps in traffic (if the road is wide enough then a 1.2m wide temporary refuge can be considered)
- the footway is closed at the point of crossing with clear directional signage

This option will not work in areas of high footfall unless the works are ideally located near existing crossings.



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15. **Utility Companies:** All Utility Companies are required to employ contractors that are approved to undertake construction works on public highways. Contractors who undertake repairs to the public highway are also required to be approved.

Approval is subject to the individual contractors having suitably qualified Supervisors and Operatives who have completed a City & Guilds (or equivalent) Signing, Lighting and Guarding (for non-excavation activities) and Streetworks Supervisor and Streetworks Operative (for excavation activities).

Utility Companies and their appointed Contractors are required to undertake their excavation and ancillary activities in accordance with the Road Works and Events Law (2016),

The Government of Jersey Infrastructure Housing and Environment will be publishing an updated Utility Reinstatement Specification, which will include Class 1,2,3 carriageways, footways of various material types, pedestrian streets, Class 1, 2, 3 Cycle paths, and vehicle crossovers which the Parish Roads Committee will consider and if deemed acceptable adopt for Parish by-roads.

Currently utility companies have to comply with the Government of Jersey Infrastructure Housing and Environment Specification for the Reinstatement of Openings in Main Roads and the New Roads and Streetworks Act 1991 Code of Practice Specification for the Reinstatement of Openings in Highways.

The Utility Companies and their appointed Contractors are responsible for ensuring that these standards are met and are required to guarantee any works in the public highway for three years after their completion; if remedial work is required to the trench (in the case of the trench not passing certain "intervention limits", or the integrity of the surface material is failing) this will be carried out by the relevant undertaker's appointed contractor.

16. **Embargo periods:** Road embargos in reference to opening up of roads following resurfacing is governed under Road Works (Embargo Periods and Protected Roads) (Jersey) Regulations 2017, which is part of Road Works and Events (Jersey) Law 2016 in which the following periods are stated:

The length of time referred to in the definition "embargo period" in Article 28(1) of the Law commencing on the date substantial highway authority works are completed is –

- (a) 5 years where the substantial highway authority works comprised construction (including enhanced surfacing) or reconstruction of a carriageway;
- (b) 3 years where the substantial highway authority works comprised resurfacing of a carriageway;
- (c) 5 years where the substantial highway authority works comprised enhanced surfacing of a paved road other than a carriageway;
- (d) 1 year where the substantial highway authority works comprised any of the following –
 - (i) construction (excluding enhanced surfacing),
 - (ii) reconstruction,
 - (iii) resurfacing,

of a paved road other than a carriageway.



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Departures from Policy:

1. Not permitted without prior approval of the Parish Roads Committee.

Relevant legislation and guidance (*in no particular order*):

1. Road Works and Events (Jersey) Law 2016
2. Road Traffic (Pedestrian Crossings) (Jersey) Order 1982
3. Road Works (Embargo Periods and Protected Roads) (Jersey) Regulations 2017
4. Road Traffic (St. Helier) (Jersey) Order 1996
5. Traffic Signs (Jersey) Order 1968
6. Loi (1914) sur le Voirie
7. Highways (Road Humps) (Jersey) Regulations 2002
8. Working Safely on Jersey Roads – approved code of practice
9. Government of Jersey Infrastructure Housing and Environment Specification for the Reinstatement of Openings in Main Roads
10. New Roads and Streetworks Act 1991 Code of Practice Specification for the Reinstatement of Openings in Highways

Review date:

This Policy will be reviewed regularly, especially with the future release of the Government of Jersey IHE department "Style guide".

Policy implementation date:

13 July 2022














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APPENDIX 1: Road list and condition

Below provides guidance on how to PoSH assess the surface condition of roads and footpaths to establish if it is visibly distressed, which is in accordance with: [Roads and Streetworks Act 1991 Code of Practice](#)

Flexible footway		
Good condition	Moderate condition	Poor condition
		
Rigid footway		
Good condition	Poor condition	
		
Modular surface		
Good condition	Moderate condition	Poor condition
		
Carriageway		
Good condition	Moderate condition	Poor condition
		



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Key - Priority:

GREEN 7 years +	AMBER 4 yrs to 6 yrs	RED 1 to 3 yrs
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Road names marked below with ***ROAD NAME** and shaded grey are roads administered by the Government of Jersey Infrastructure, Housing and Environment team (IHE)

Rd Ref	Official Street Name	Priority	DATE SURFACED	APPROX. LENGTH (m)	O/ALL AREA (Sq. m)
001	ALBERT STREET		-/5/01	156.00	1,423.87
002	ANLEY STREET		Jan-15 & Dec-18	112.09	750.06
003	*ANN PLACE (Part GHE & part private)		24/01/1984	103.40	1,189.85
004	ANN STREET		27/01/1984	193.65	2,022.69
005	APSLEY ROAD		08/11/1994	164.11	1,091.75
006	AQUILA ROAD		-/4/89	310.72	2,638.85
007	BALMORAL DRIVE				
008	*BATH STREET				
009	BEECHFIELD LANE		06/10/1989	407.41	1,441.54
010	BELLOZANNE ROAD		2009	488.85	4,070.91
011	*BELLOZANNE VALLEY				
012	BELMONT GARDENS		11/05/1988	105.83	505.78
013	BELMONT PLACE		-/1-/99	113.78	715.31
014	BELMONT ROAD		-/4/85	223.50	1,947.65
015	*BERESFORD STREET				
016	BOND STREET		02-Sep	92.11	713.61
017	BRIGHTON LANE		17/01/1986	66.80	259.09
018	BRIGHTON ROAD		03/05/1968	147.25	1,385.81
019	*BROAD STREET				
020	BROOK STREET		25/03/1986	30.71	208.17
021	BROOKLYN STREET		01/02/1984	85.31	1,138.05
022	*BURRARD STREET				
023	BYRON LANE		30/04/1974	222.23	1,322.30
024	BYRON ROAD		03-Dec	249.34	1,599.77
025	*CALEDONIA PLACE				
026	*CANNON STREET				
027	*CASTLE STREET				
028	CATTLE STREET		2017	74.61	662.49
029	CHAPEL LANE		-/2/99	161.14	747.06
030	*CHARING CROSS				
031	CHARLES STREET		02-Jun	91.86	664.84
032	*CHEAPSIDE				
033	CHEVALIER ROAD		Apr-16	167.31	1,151.41
034	CHURCH STREET		10/10/1968	51.46	372.59
035	CLAIRVALE ROAD		10-Jun	62.27	549.14
036	CLAIRVALE CUT		10/10/1968	327.64	2,422.38
037	CLARE STREET		10-May	105.18	769.48
038	CLAREMONT ROAD		11-May	629.32	4,070.77
039	*CLARENCE ROAD				
040	CLARENDON ROAD		02/05/1986	231.12	2,015.82
041	*CLARKE AVENUE				
042	CLEARVIEW STREET		-/5/01	258.83	1,920.10
043	CLEVELAND AVENUE		20/02/1985	163.45	1,091.61
044	CLEVELAND ROAD		05-Nov	320.13	3,222.37
045	CLOS ST ANDRE		10-May	228.55	1,940.35
046	CLUBLEY ESTATE		03-Jun	328.20	1,529.48
047	COLLEGE HILL		Aug-16	256.27	1,233.78



PARISH OF ST HELIER INFRASTRUCTURE

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Rd Ref	Official Street Name	Priority	DATE SURFACED	APPROX. LENGTH (m)	O/ALL AREA (Sq. m)
048	COLUMBUS STREET		-/5/01	208.71	1,927.01
049	*COMMERCIAL BUILDINGS				
050	COMMERCIAL STREET		10-Oct	232.21	1,610.59
051	COMMON LANE		11-Apr	140.05	633.31
052	*CONWAY STREET				
053	CRAIG STREET		27/11/1991	56.85	404.25
054	CROYDON LANE		-/6/99	107.07	584.76
055	CROYDON ROAD				
056	D'AUVERGNE LANE		11-Mar	86.91	325.98
057	*DAVID PLACE				
058	DEVONSHIRE LANE		23/02/1971 & - /10/97	165.00	810.25
059	*DEVONSHIRE PLACE				
060	*DON ROAD				
061	DON STREET		04-Sep	256.47	2,050.89
062	DONGOLA ROAD		03-Dec	69.96	618.65
063	DORSET LANE				
064	DORSET STREET		06/04/1984	218.98	1,691.19
273	DRURY LANE		May 2019		
065	DUHAMEL PLACE		02/04/92, 11/06/18 & 16/10/2019	136.52	1,032.02
066	DUHAMEL STREET		02/02/1990	61.09	350.27
067	*DUMARESQ STREET				
068	ELIZABETH LANE		-/2/99	147.97	571.44
069	*ELIZABETH PLACE				
070	*ESPLANADE				
071	FARLEY'S LANE		25/05/1966	67.70	326.26
072	FERN VALLEY		-/2/00	1,061.08	4,653.57
073	FOUNTAIN LANE		11-May	150.23	693.10
074	*FRANCIS STREET				
074a	PATRICK FREELEY LANE		23-Mar		
075	GARDEN LANE		-/9/98	259.77	1,143.43
076	GAS PLACE				
077	*GLOUCESTER STREET (west)				
077	*GLOUCESTER STREET (East)				
078	GRANDS VAUX		Nov 66 & Sept 99	600.68	5,302.71
079	GREAT UNION ROAD		10-Sep	501.09	5,052.37
080	GREAT UNION STREET		23/01/1975	27.52	310.35
081	*GREEN STREET				
082	*GRENVILLE STREET				
083	GROSVENOR STREET		19/02/1991	150.68	1,309.08
084	GROVE STREET		02/04/1982	44.96	320.17
085	HALKETT PLACE (NORTH)		02/04/1987	166.33	1,420.52
086	*HALKETT PLACE (SOUTH)				
087	HALKETT STREET				
088	HANSFORD LANE		19/11/1981	261.68	1,302.80
089	HASTINGS LANE		-/10/97	114.49	633.97
090	*HASTINGS ROAD				
091	*HAVRE DES PAS				
092	HAVRE DES PAS GARDENS		25/03/1983	168.13	875.16
093	HIGHVIEW LANE		-/4/91	347.89	1,069.74
094	HILARY STREET		-/4/97	146.41	1,153.48
095	HILGROVE STREET		01/03/1985	146.60	1,138.17
096	*HILL STREET				
097	HOPE STREET		-/11/98	62.50	390.97
098	*HUE STREET (NORTH)				



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099	HUE STREET (SOUTH)		10/01/1967	137.35	1,089.88
100	INGOUVILLE LANE				
101	INGOUVILLE PLACE		-/5/00	43.46	318.98
103	*JANVRIN ROAD (NORTH)				
104	JANVRIN ROAD (SOUTH)		30/01/1974	256.67	2,779.51
106	JOURNEAUX STREET		-/10/94	108.36	824.58
107	*KENSINGTON PLACE				
108	KENSINGTON STREET		05-Nov	45.62	332.73
109	*KING STREET				
110	*L'AVENUE ET DOLMEN DU PRÉ DES LUMIERES				
111	LA CHASSE		20/04/1990	234.71	1,428.45
112	*LA COLOMBERIE				
113	LA FRÉDÉE LANE		14/11/1989	420.58	1,119.79
114	LA GRANDE ROUTE DU MONT À L'ABBÉ		13/07/2001	1,346.53	3,156.42
115	* LA GRANDE ROUTE DE ST JEAN				
116	*LA MOTTE STREET				
117	*LA PETITE RUE DU VAL PLAISANT				
118	LA POUQUELAYE		02-Sep	1,171.70	10,015.14
118a	LA RACCOURCHE				
119	*LA ROUTE DE LA LIBÉRATION				
120	*LA ROUTE DE VEULLE				
121	*LA ROUTE DU FORT				
122	*LA ROUTE DU PORT ELIZABETH				
123	LA ROUTE DES PETITS CAMPS			728.9	
124	LA ROUTE DU PETIT CLOS		03-Nov	890.58	4,656.57
125	LA RUE CYRIL MAUGER				
126	*LA RUE LE MASURIER				
126a	LA RUE DE CARTERET				
126b	LA RUE DE L'ÉTAU				
127	LA RUE DE MON SEJOUR			308.83	
128	*LA RUE GEORGE DESLANDES				
129	*LA RUE GOSSET				
130	*LA RUE MATTHEW VALPY				
131	*LA RUE PHILIPPE DURELL				
132	LA RUE VUCLUSE		-/2/00	1,455.63	9,869.14
133	LE BRETON LANE		09/04/1996	165.11	925.35
133a	LE CLOS VAZE				
134	LE GEYT STREET (NORTH)		17/12/1990	85.55	621.75
135	*LE GEYT STREET (SOUTH)				
135a	*LE QUAI AUX MARCHANDS				
136	*LE QUAI D'AUVERGNE				
137	LE VERT CHEMIN		22/10/1991	137.43	649.70
138	*LEMPRIÈRE STREET				
139	LES RUISSEAUX		24/04/1996	564.06	3,557.99
140	LES VAUX NEW ROAD		May 87 & June 16	103.83	997.09
141	LEWIS STREET		05-Nov	297.91	2,204.08
142	LIBRARY PLACE		05/03/1986	62.04	650.38
143	LOWER KINGS CLIFF		-/2/00	209.84	1,552.84
144	MANOR PARK ROAD		-/11/91	602.87	3,227.81
145	MARETT ROAD		24/03/1972	1,515.18	590.05
146	*MARKET STREET				
147	*MIDVALE ROAD				
148	*MINDEN PLACE				
149	MINDEN STREET		-/4/99	95.23	764.30
150	*MONT COCHON				



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Rd Ref	Official Street Name	Priority	DATE SURFACED	APPROX. LENGTH (m)	O/ALL AREA (Sq. m)
151	*MONT MILLAIS				
152	MONT NÉRON		-/11/92	666.92	4,085.50
153	MONT PINEL		20/12/1985	521.53	3,477.65
154	*MOUNT BINGHAM				
155	*MULCASTER STREET				
156	MUSEUM STREET		-/4/95	76.66	478.59
157	NELSON AVENUE		19/11/1984	121.10	962.24
157a	NELSON STREET		11/02/1993	44.99	274.14
158	NEWGATE STREET		13/02/1991	107.13	1,093.29
159	*NEW CUT				
160	*NEW STREET				
161	NEW ST JAMES PLACE				
162	OAKLANDS LANE		06/01/1995	596.52	2,767.64
163	OLD DON ROAD		-/5/68	74.83	409.28
164	OLD STREET		06-Sep	80.17	521.56
165	OLD MONT COCHON		-/4/87	284.46	1,195.29
166	OLD ST ANDREWS ROAD		-/1/97		
167	OLD ST JAMES PLACE		-/11/93	56.62	261.39
168	OLD ST JOHNS ROAD		-/12/87 & 30/04/2013	660.56	4,031.60
169	OLD TRINITY HILL		28/11/1973	283.59	2,158.00
170	OXFORD ROAD		Apr-14	403.84	3,417.15
171	PALMYRA ROAD		-/4/00	131.93	750.94
172	PARADE ROAD		01/04/1987	214.95	1,493.35
173	PARADE (EASTERN)		-/5/83	108.37	1,567.04
174	*PARADE (WESTERN)				
175	PARIS LANE		15/12/1971	52.27	249.73
176	PATRIOTIC PLACE				
177	PATRIOTIC STREET		13/02/1991	139.63	1,213.99
178	PAYN STREET		-/11/93	111.25	519.10
179	PEIRSON ROAD		02/04/1990	223.43	2,383.46
180	PEIRSON PLACE				
181	PEN-Y-CRAIG		-/4/85	118.17	652.08
182	PETER STREET		20/01/2015	102.39	840.63
183	PHILIPS STREET		11/03/1988	83.88	1,057.36
184	*PIER ROAD				
185	PITT STREET				
186	*PLEASANT STREET				
187	POMONA LANE		06-Sep	54.34	232.97
187a	POMONA ROAD				
188	POONAH LANE		-/4/98	78.15	384.90
189	POONAH ROAD		Feb-17	205.55	1,283.43
190	PROVIDENCE STREET		19/01/1984	147.32	1,025.76
191	QUEEN'S AVENUE		28/03/1996	83.71	591.45
192	QUEEN'S LANE				
193	*QUEEN'S ROAD				
194	*QUEEN STREET				
195	RALEIGH AVENUE		02-Oct	190.82	1,423.12
196	RALEIGH LANE		10-May	70.47	409.28
197	REGENT ROAD		16/11/1964	258.20	1,781.62
198	RICHMOND ROAD		14/03/1989	228.64	2,174.75
199	LA RUELLÉ DE RAUVET		19/11/1970	153.22	303.61
200	ROBIN PLACE		06-Apr	124.92	805.14
201	RODNEY AVENUE		14/04/1967	117.06	781.88
202	*ROSEVILLE STREET (NORTH)				
203	ROSEVILLE STREET (SOUTH)		14/02/1985	116.15	908.04



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204	*ROUGE BOUILLON				
205	ROUSSEL STREET		04-Aug	225.95	1,698.74
206	LA ROUTE DE LA ROULERIE		13/02/1975	254.65	766.39
207	*LA ROUTE ÈS NOUAUX				
208	ROYAL CRESCENT (PART PoSH)		25/07/1974	26.83	54.14
209	*LA RUE DE L'EST				
210	LA RUE DE MAUPERTUIS			483.59	
211	LA RUE FLIQUET		13/12/1990	783.55	3,324.66
212	*LA RUETTE HAGUAIS				
102	LA RUE DE FUNCHAL		11/03/1971	130.73	886.49
213	LA RUE DE LA CROISERIE		20/11/1970	212.23	1,412.85
214	LA RUE DE LA HAUTEUR		-/9/82	940.14	5,510.20
215	LA RUE DES ARBRES		02-Nov	224.88	829.16
216	LA RUE DES CANONS		12-Mar	166.78	553.52
217	LA RUE DES CÔTILS		11/09/1981	380.37	1,402.13
218	LA RUE DES MIELLES		06-Apr	62.55	666.35
219	LA RUE DE PODÈTRE		06-Dec	191.28	1,081.98
220	LA RUE DE TRACHY		20/02/1992	429.98	2,822.10
221	LA RUETTE DES PARCQS		06/01/1986	145.38	367.94
222	LA RUETTE PINEL		-/6/88	739.34	2,758.26
223	SAND STREET				
224	SAVILLE STREET		-/4/97	237.51	1,930.73
225	SEAFIELD AVENUE		-/2/88	184.28	1,475.22
226	SEALE STREET		28/04/1998	139.30	1,094.02
227	SEATON PLACE				
228	SIMON PLACE		-/3/97	150.94	1,176.23
229	*SNOW HILL				
230	SOUTH HILL		05/11/1982	593.17	4,763.51
231	*SPRINGFIELD ROAD				
232	ST ANDREWS ROAD		03/05/1990	327.27	2,881.60
233	*ST AUBINS ROAD				
234	*ST CLEMENTS ROAD				
235	*ST JAMES STREET				
236	*ST JOHNS ROAD				
237	ST MARKS LANE		18/03/1977 & Sept 16	83.14	478.26
238	*ST MARKS ROAD				
239	*ST SAVIOURS ROAD				
240	STAFFORD LANE		01/04/1980	382.15	1,990.20
241	*STOPFORD ROAD				
242	TOWER ROAD		Feb-16	1,057.20	9,627.39
243	*TRINITY HILL				
244	*TRINITY ROAD				
244	TRINITY ROAD(Part Parish)				
245	TUNNELL STREET		Apr-15	270.92	1,934.69
246	TYNEVILLE LANE		09/10/1995	71.84	504.07
247	UNDERCLIFFE ROAD		25/05/1988	210.76	1,453.90
248	*UNION STREET				
249	UPPER CLAREDON ROAD		10-Oct	187.67	1,653.40
250	UPPER KINGS CLIFF		-/11/98	263.41	1,360.28
251	UPPER MIDVALE ROAD		-/10/92	170.06	1,303.43
252	*VAL PLAISANT				
253	VALLÉE DES VAUX		Mar-16	1,825.50	17,280.73
254	VALLEY ROAD		18/02/1992	109.37	688.58
255	VAUXHALL STREET		11/02/1993	196.38	1,447.31
256	*VICTORIA AVENUE				



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Rd Ref	Official Street Name	Priority	DATE SURFACED	APPROX. LENGTH (m)	O/ALL AREA (Sq. m)
257	*VICTORIA STREET				
258	VINE STREET		25/03/1986	61.17	533.73
259	WATERLOO STREET		-/11/86	58.90	425.05
260	*WEIGHBRIDGE PLACE				
261	WELL LANE		10/01/1995	210.33	513.41
262	WESLEY STREET		05-Jul	113.04	752.68
263	WEST HILL		-/7/98	876.13	5,651.78
264	WEST PARK AVENUE		01/04/1987	134.08	1,068.82
265	WESTMOUNT ROAD		12-Mar	995.16	7,826.08
266	WHARF STREET		04-Oct	68.18	489.94
267	WINCHESTER STREET		08/06/1967	208.69	1,134.47
268	WINDSOR ROAD		10-May	143.52	1,047.33
269	*YORK STREET				
TOTALS:				45,705.97	284,416.42

1. 24, Windsor Road, St. Helier, JE2 3YF

P/2022/0622

Convert existing 6no. bed dwelling to create 1no. two-bedroom residential unit and 1no. three-bedroom residential unit.

The Roads Committee has examined plans for the above submission and comments as follows:-

1. Committee notes that the proposal is for the conversion of the 6 no. bed dwelling to create 1 no. two bed and 1 no. three bed unit with 4 no. cycle parking spaces created split 2 per dedicated store cupboard. The applicant states there will be electric cycle charging facility provided. There is no car parking provision with the property.
2. Committee requests that cycle parking is increased so that there is one cycle space per bedroom with electric charging facility.
3. The refuse store/collection arrangements, refuse separation and recycling strategy is to be agreed in detail with the Parish Refuse Manager.

<https://www.gov.je/citizen/Planning/ApplicationDetail.aspx?s=1&r=P/2022/0622>

2. The Limes Development Site, Green Street, St. Helier, JE2 4ZE

P/2022/0619

Revised plans to previously approved RM/2021/1135 (RESERVED MATTERS to PP/2020/1453 (OUTLINE APPLICATION: Demolish existing nursing home, health centre and residential accommodation. Construct 39 No. one bed, 81 No. two bed and 7 No. three bedroom residential units with associated partial underground parking and landscaping. Alterations to existing vehicular and pedestrian access onto Green Street. Extinguish 2 existing accesses on Green Street. Fixed Matters: Scale and mass, siting, means of access and landscape): Reserved Matters: External appearance and materials. 3D Model available.) : Create external stair up to podium. Change previously approved apartments at lower ground level to create a day care centre. Extend parts of the lower ground floor car park. Relocate JEC Substation and bin store enclosure.

The Roads Committee has examined plans for the above submission and comments as follows:-

1. Committee notes that the proposal is specifically for the reserved matters as identified, being external appearance, external stair to the podium level, removal of the ground floor apartments to create a day care centre, extending the basement area and relocation of the JEC substation and bins storage.
2. The refuse store/collection arrangements, refuse separation and recycling strategy is to be agreed in detail with the Parish Refuse Manager.
3. That notwithstanding the above comments, this submission should be referred to Infrastructure, Housing and Environment since the road in front of the property is a Government Main Road.

<https://www.gov.je/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=RP/2022/0619>

3. Indian Cottage, 78, New Street, St. Helier, JE2 3TE

P/2022/0651

Demolish existing building consisting of a vacant ground floor restaurant with single dwelling unit above. Construct 2 no. 1 bed and 2 no. 2 bed residential units. Provide communal electric bike storage and bin store. 3D Model available

The Roads Committee has examined plans for the above submission and comments as follows:-

1. Committee notes that the proposal is to demolish the existing vacant restaurant and single dwelling above the restaurant to create a new building comprising of 6 no. units of accommodation (2 no. one bed units and 2 no. two bed units) with the provision of 6 no. cycle parking spaces within the bin store area with electric charging. The applicant proposed to widen the footpath to Garden Lane which currently is 722mm wide, it is proposed to be widened to 1.5m.
2. Committee notes that the site being restrictive does not lend itself to the provision of car parking. the Committee welcomes the provision of 6 no. cycle parking spaces with electric charging. The parking spaces are accessed via Garden Lane.
3. It is noted that there will be the provision of 2 no cycle hoops on New Street (providing cycle parking for 4 no. cycles) as part of the public realm improvements which the applicant will need to discuss and agree with IHE.
4. Committee welcomes the proposed extension to the footpath and note that the First Floor will overhang over part of the widen footpath where the bicycle/bin store area is located, it is noted that there will be a clear headroom of 2,580 mm. The applicant is to transfer to the Parish the widened footpath allowing for the property to overhang part of the extended footpath up to the applicants existing site boundary. The costs associated with the transfer and construction of the new widened footpath is to be at the full cost of the applicant. The specification for the footpath is to be agreed by the Parish, the work to the footpath is to be undertake by Parish approved contractors.
5. The applicant must remove obsolete service boxes that are no longer used to provide a service to the applicant's site or alternatively realign/renew service boxes liaising with the appropriate utility company. Obsolete ditched kerb and footpath entrances are to be removed with the kerbs and footpath lifted, which will result in making good to the asphalt for the full width and length of the ditched area as a minimum. Applicant is to be aware that depending on the location of the property that red and/or black asphalt may be required for making good to the footpath. Although in some instances, the applicant may need to reset granite footpath paving.

The specification and extent of the remedial works must be agreed in advance with the Parish of St Helier Infrastructure department. Only Parish approved contractors are permitted to work on the public road/footpath. All remedial works are to be at the cost of the applicant.

6. Applicant is to note that the cost for removal and relocation of any street furniture or utilities for example: lamppost, bollards, bike racks, etc. and subsequent making good to road and pavement surfaces due to this application is to be at the applicants cost. Relocation of street furniture must be agreed with the Parish in advance prior to any work commencing on site.
7. That any windows and/or doors bordering the Public Road or Footpath shall be of a type whose opening lights do not open beyond the face of the building. The applicant should note that contravening this condition will mean that the Parish will take action against the applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.

8. That no part of the foundations of the building may project under the public highway. The applicant should note that contravening this condition will mean that the Parish will take action against the applicant/owner under the Highways Encroachments (Jersey) Regulations 1957.
9. The refuse store/collection arrangements, refuse separation and recycling strategy is to be agreed in detail with the Parish Refuse Manager.
10. That notwithstanding the above comments, this submission should be referred to Infrastructure, Housing and Environment since the road in front of the property is a Government Main Road.

<https://www.gov.ie/citizen/Planning/Pages/PlanningApplicationDetail.aspx?s=1&r=P/2022/0651>



PARISH OF ST HELIER INFRASTRUCTURE

Town Hall, PO Box 50, St Helier, JERSEY, JE4 8PA

ROADS COMMITTEE: LIVE MATTERS REPORT

Prepared: Head of Infrastructure

Issue date: 04 July 2022

Version: 06/22

A. The below table identifies actions that Roads Committee have requested from Parish of St Helier Infrastructure department.

#	Request Date	R/Com ref	Detail/description	Status	Officer	Approx. due date	%
1	16.04.21	N/A	ROUSSEL STREET: JEC contacted the department to provide on street electric charging point in Roussel Street.	Awaiting legislations changes – this is with IHE – out of our control.	AS	July 22	95
2	27.01.21	4/21 127/20	SOUTH HILL PARKING NEAR TA: South Hill parking – request for additional parking.	No further progress	AS	TBC	20
3	11.11.20	109/20, 26/20, 03/20	LA CROIX DE LA REINE, CHARING CROSS, ST HELIER: Department was chased on progress with the water feature fountain at Charing Cross.	NO FURTHER WORK. This will be removed from our register as it is proposed to be delivered by SoJDC	SA	TBC	75
4	11.11.20	100/20, 94/20, 91/20	VALLEE DES VAUX GARDENS: Renaming the gardens.	No further progress, this can be looked at with the proposals for Vallée des Vaux	TBC	TBC	0
5	11.11.20	98/20, 84/20	PARKING POLICY: Committee to agree to a parking policy for St Helier	On hold – as this is subject to Planning Parking Policy being available.	SA	TBC	0
6	14.10.20	86/20, 44/20, 265/19, 172/19, 202/18	ST JOHNS ROAD: This is an IHE Road, however BLF and Inna Gardenier are involved with the Project Group looking at safety in St Johns road to investigate options to make the crossing.	Railing design is approved in December Roads Committee meeting. It is with IHE for implementing. PoSH to make minor changes to bollards/signs and street light position. Work is delayed due to Hospital proposals.	AS	TBC	80
7	12.08.20	48/20	CRAIG STREET: RCom agreed to widening of the pavement for the prop Topsy Town House dev. subject to planning approval.	On hold waiting on developer to make contact with the department.	AS	TBC	0
8	20.05.20	29/20	LE MASURIER DEVELOPMENT, BATH STREET AND RUE DE FUNCHAL: Proposals for the public realm finishes include a turning point at the exit point of the Nelson Street Car Park.	Work on crossing to Halkett Street due to commence in the next month. Work on Rus du Funchal is progressing on programme.	AS	N/A	0
9	20.05.20	28/20	ANN COURT PUBLIC REALM IMPROVEMENTS: Providence Street (Parish ownership) and the new public square. Access to Providence Street, will be closed.	Providence street is closed works are on-going. Proposal will go to RCom to formalise on the restriction on Providence street.	AS	N/A	50
10	12.02.20	29/20, 36/19	PHASE 2; SPEED LIMIT REVIEW: Committee agreed to implementing full speed limit changes to all 59 no. Roads at Sept RCom meeting.	Waiting legislation changes.	SA	TBC	60



PARISH OF ST HELIER INFRASTRUCTURE


Town Hall, PO Box 50, St Helier, JERSEY, JE4 8PA

ROADS COMMITTEE: LIVE MATTERS REPORT

Prepared: Head of Infrastructure

Issue date: 04 July 2022

Version: 06/22

#	Request Date	R/Com ref	Detail/description	Status	Officer	Approx. due date	%
11	06.09.21	N/A	LA RUEELLE RAUVET: Investigate closing this road to motor vehicles access. Proposal to come to Roads Committee.	Proposal to make this road as no access to motor vehicles is to go to Committee in the Future, as the road is currently very narrow and not sufficient for pedestrians and cars. Priority to be given to consideration. Scheme to go to Committee for consideration.	AS	TBC	0
12	15.09.21	N/A	UNION STREET: SC requested the relocation of the Road Name sign Infront of the WW1 memorial	Investigate with IHE alternative location of Union Street road sign. 	AS	TBC	0
13	Sept 21	TBC	LA POUQUILEAYE: Deputy Inna Gardenier has requested that pavement widening from the Almorah Cemetery to D'Auvergne School be investigated.	This project has been delayed until 2023/24.	AS	2022/23 July 22	0
14	Nov 21	TBC	OLD TRINITY HILL: Small RPZ zone	Approved in principle. This request has been included in the project register for 2022/23.	SA	2022/23	0
15	2018	TBC	HAVRE DES PAS - RPZ: Request for RPZ Zone in HdeP area	In 2018 we looked at costs to undertake a feasibility study for an RPZ Zone in the area following residents contacting SC on this issue a figure of circa £ 40k for a feasibility study was presented. This request has been included in the project register for 2022/23.	SA	2022/23	0
16	Oct 2021	TBC	RANDALL SITE _ TEMP CROSSINGS Following RCom decisions to approve Zebra Crossing Dandara have provided RSA.	Crossing due in the next couple of weeks.	AS	July 22	100
17	2021	TBC	SOUTH HILL OFFICES Address Roads Committee requirements following the planning application submitted by SoJDC	On-going conversations with SoJDC regarding public realm improvements, land valuations and legal issues	SA	On-going	25
18	17.01.22	TBC	GROSVENOR STREET Email from the Constable reference unloading bay	Request for unloading bays on Grosvenor Street. We will commission Traffic Engineer report.	AS	TBC	0
19	02.11.21	TBC	ROADS LAW REVIEW GROUP Officer attending regular meeting with IHE and other island parishes reps.	Regular meeting with PoSH officer and other island parishes to discuss proposed law changes to roads laws	AS	TBC	N/A



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Issue date: 04 July 2022

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#	Request Date	R/Com ref	Detail/description	Status	Officer	Approx. due date	%
20	Oct 21	Oct 21	HALKETT PLACE Proposed unloading bay	Article 68 signed off, unloading marking are to be removed and new signs to be installed in July 22.	AS	July 22	90
21	10.01.22	TBC	GRANDS VAUX – CORNER Constable requested department to look at options to address issue raised by member of the public	SID survey being undertaken and PoSH working with Parish of St Saviour to investigate if there are any issues.	AS	TBC	50
22	11.11.21	TBC	USC STORE, DON STREET Public realm improvements	Public realm installation to be organised once an update given to the internal fit-out.	AS	TBC	10
23	Jan 22	N/A	GAS PLACE Replace Tarmacadam surface outside haldressers with granite paving (we have granite paving in stock) to tidy up area.	Existing tarmacadam surface outside haldressers to be replaced with granite to time in the two areas following the closure of the Gas Place to through traffic.	AS	Autumn 2022	0
24	Mar 22	N/A	LE BRETON LANE The Constable has committed to a parishioner that Le Breton Lane and associated area will form part of a further Neighbourhood area making this the 6 th area. The Constable has also committed to investigating Le Breton Lane as an access to premises restricted road.	Any changes to Le Breton Lane should be looked at holistically not due to a single request. The changes requested should form part of the Neighbourhood improvement study to consider. A further zone will need to be created and funding will need to be reviewed for this additional zone. This work will need to be outsourced. Note Le Breton Lane due to resurfacing in 2022/23	SA	TBC	0
25	May 22	N/A	ROSEVILLE STREET Suspected sink hole	Complete	AS	June 22	10
26	April 22	N/A	DORSET STREET Suspected sink hole	Depression in kerbs near gully – in May	AS	June 22	0
27	April 22	N/A	LE BRETON LANE Sink Hole	Completed	AS	May 22	90
28	Jan 22	N/A	BYRON ROAD Sink Hole	Road remains closed whilst property owner disputes responsibility for the drains.	SA/AS	July 22	



PARISH OF ST HELIER INFRASTRUCTURE

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STREETS & ROAD INSPECTORS REPORT

Prepared: Head of Infrastructure

Issue date: 04 July 2022

Version: 07

Streets Inspector issues for last month:

- Development of new Digi map app to locate faults.
- Inspections carried out and work forwarded to Roads team
- Car park renewals
- A board licenses
- Service meeting with IHE
- Juraf Meeting
- Meetings with utilities regarding proposed work
- Daily trafficworx permits
- Day to day enquiries from the public regarding general issues
- Monthly service meeting with utilises discussing any issues
- Dealing with Embargo requests
- Road resurfacing list out for tender.
- Undercliffe Road has started, TM drawn out and all street lamps changed.
- 200 Branchage pre-warning letters sent out.

(422) Roads Inspectors report:

Vingtaine	Title	Name	Surname
Vingtaine du Mont à l'Abbé	Mr	Edward	Lindsey
Vingtaine du Mont à l'Abbé	Mr	Mario	Pirozzolo
Vingtaine de la Ville	Ms	Fiona	Mesney
Vingtaine de la Ville	Mr	Jason	Lagadu
Vingtaine de Haut du Mont au Prêtre	Mr	Eberhard	Stegenwalner
Vingtaine de Haut du Mont au Prêtre	Ms.	Sarah	Richardson
Vingtaine du Mont Cochon	Mr	Bob	Morris
Vingtaine du Mont Cochon	Mrs	Eileen	Morris
Vingtaine de Bas du Mont au Prêtre		vacant	
Vingtaine de Bas du Mont au Prêtre	Mr	Daren	O'Toole
Vingtaine de Rouge Bouillon	Mr	Martyn	Gallery
Vingtaine de Rouge Bouillon	Mr	Michael	Channing

Scaffolding & Trafficworx updates:

- 1 Number of live scaffolds in St Helier as of this month. 32No.
- 2 Number of traffic works requests processed in St Helier for this month. 40No.



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MINOR WORKS REPORT

Prepared: Head of Infrastructure

Issue date: 05 July 2022

Version: 06/22

Minor works carried out in the last month:-

Note: The minor works team (Small works) and Road Crews also assist the department by undertaking works that relate to the Parish building portfolio which is not identified in this report)

1. St Andrew Rd: Tarmac patching and pointing kerbs
2. Penny Craig Av: Install x 2 bollards
3. Halkett PL: relayed slabs
4. Mont A Labbe cemetery: Repointed wall
5. Clos de St Andre: Filled potholes
6. Clearview St: replaced bollard
7. Peirson Rd: Replaced kerbs
8. Mount Bingham: Filled Tarmac Patch
9. Seaton place: Replaced slabs
10. Seale St: Replaced bollard
11. Old St John Rd: Replaced sign pole
12. St Andrew Park: Reset bollard
13. La Breton Ln: Attended to sink hole
14. Le Breton Ln: Rebuilt drain
15. St Andrews Park: attend to wall after accident
16. Tunnel St: Replaced slabs
17. Commercial St: Reset kerb
18. Depot: Rebuilt wall
19. Commercial St: Filled pothole
20. Tynville Ln: Filled pothole
21. Claredon Rd: Replaced bollard
22. Depot: Built wall for Battle of Flower shed
23. Various locations: Replaced batteries in SIDs
24. Rue de la Croiserie: Replaced Sign
25. Robin Place: replaced name sign
26. Undercliff Rd: Placed out prewarning sign
27. King St & Queens St: Put out new benches
28. Roseville St: Reinstated bollard
29. La Pouquelaye: Fixed Priority sign
30. Craig St: Reinstalled City bollard
31. Fern Valley: replaced faded sign
32. French lane: attended to broken bin

