



**PARISH OF ST HELIER**

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**ROADS COMMITTEE MEETING**

**Wednesday 12 April 2023 at 9.30am**

Meeting held in the **OLD MAGISTRATES COURT**

**A G E N D A**

**'A' AGENDA – OPEN TO THE PUBLIC**

- A1. Apologies.
- A2. Declarations of interest.
- A3. To approve minutes of meetings held on 15 March 2023 ('A' Agenda items).
- A4. Matters arising.
- A5. For consultation: Presentation on the proposed new Parking Standards - presented by Government of Jersey Strategic Policy, Planning and Performance team
- A6. For decision: Presentation on the proposed new lighting scheme for La Rue de L'Étau that is proposed to be ceded to the Parish and placed on Parish footpaths.
- A7. For decision: Presentation on proposals for St John's Road safety improvements.
- A8. For information: Tree protection process - proposed new law in consultation stage ending 23 April 2023 [Tree protection process \(gov.je\)](https://www.gov.je/tree-protection-process).
- A9. For decision: To consider recent planning applications.
- A10. For information: Reports:
  - Live matters report.
  - Projects report
- A11. Agreed decisions

**'B' AGENDA ITEMS**

- B1. To approve minutes of meetings held on 15 March 2023 ('B' Agenda items).
- B2. Matters arising.
- B3. Lodging items for forthcoming Roads Committee meetings.

**Dates of 2023 meetings:**

Wednesday 10 May 2023 (Roads Committee)  
Wednesday 12 July 2023 (Roads Committee)  
Wednesday 9 August 2023 (Roads Committee)  
Friday 8 September 2023 (Visite du Branchage et Chemin)  
Wednesday 15 November 2023 (Roads Committee)

Wednesday 7 June 2023 (Roads Committee)  
Friday 14 July 2023 (Visite du Branchage)  
Wednesday 6 September 2023 (Roads Committee)  
Wednesday 11 October 2023 (Roads Committee)  
Wednesday 6 December 2023 (Roads Committee)



Minutes	
<b><u>MINUTES OF THE ROADS COMMITTEE MEETING – A- AGENDA</u></b> <b><u>HELD IN THE OLD MAGISTRATES COURT ON</u></b> <b><u>WEDNESDAY, 15 MARCH 2023 AT 9.30AM</u></b>	
<b>PRESENT</b>	<b>Constable S Crowcroft (SC)</b> <b>Mr J Lagadu (JL)</b> <b>Mr B Manning (BM)</b> <b>Mr T Vibert (TV)</b> <b>Mr K Proctor (KP)</b>
<b>IN ATTENDANCE</b>	<b>Mr Andrew Sugden (Chief Executive Officer) (AS)</b> <b>Mr P Pearce (Procureur du Bien Public) (PP)</b> <b>Mr J Baker (Procureur du Bien Public) (JB)</b> <b>Mr A Sty (Infrastructure Manager) (AS)</b> <b>Mr S Alves (Head of Infrastructure) (SA)</b> <b>Miss E Sheehan (Minutes) (ES)</b> <b>Representatives Clare Street Development (CSD)</b> <b>Mr Paul Davies (Centenier) (PD)</b> <b>Mr Danny Scaife (Chef De Police)(DS)</b> <b>Mr Ben Whelan (Vingtenier) (BW)</b>
<b>APOLOGIES</b>	The Very Rev'd M Keirle (MK) and Alison Roberts (AR)
<b>DECLARATION OF INTEREST</b>	None
<b>OPEN MEETING</b>	Having been previously circulated, the 'A' Agenda Minutes of the meetings held on 23 <sup>RD</sup> February 2023 were agreed.
<b>MATTERS ARISING</b>	
<b>36/2023 TOWN MANAGER REPORT</b>	<p>Previous minute 11/2023 refers.</p> <p>It was confirmed that a letter has been sent to the Infrastructure Minister regarding two-way cycling in Broad St.</p>
<b>37/2023 CLARE STREET DEVELOPMENT PUBLIC REALM IMPROVEMENTS – SAVILLE ST WORKS</b>	<p>SC introduced the design team for the Randalls Brewery development who presented the public realm proposals for Savile Street.</p> <p>Within the development it was noted that out of 66 car parking spaces only 11 are fitted with electric charging points: the developer confirmed that the infrastructure will be put in place for the remaining spaces and also for electric bicycles. The developer will investigate whether there will be space for parking larger bicycles such as cargo bikes and child carriers. Concern was expressed that there are only two spaces proposed for motorbike parking. The developer will also revert to the Committee regarding green roofs and solar panels.</p> <p>With reference to proposals for Savile Street, it was noted that tree planting will lead to the loss of one of the 7 on street parking spaces. The developer was reminded that the Island Plan requires such trees to be in the ground rather than in planters; the developer will assess what the additional costs of achieving this would be should services need moving. The Committee considered the pros and cons of introducing more trees to the street.</p> <p>The developer was requested to liaise with the Parish in relation to the</p>

	The Honorary Police were thanked for carrying out the speeding checks and for the detailed results which can be passed on to concerned residents.
<b>41/2023 UPDATE ON ST JOHN'S ROAD SAFETY IMPROVEMENTS (VERBAL)</b>	<p>Reference was made to the St Johns Road Safety Board was set up 2019 to seek improvements for this Government administered road.</p> <p>Phase 1 of improvements was the installation of a pedestrian crossing opposite the Pet Cabin, brought to Committee's attention by the late Barry Le Feuvre: this work has now been completed with permanent bollards and railings.</p> <p>Phase 2 has considered options to improve safety on the lower section of the road between the junctions with Parade road and West Park Ave at the road's narrowest point and where there are extremely narrow footpaths.</p> <p>Many options have been explored by IHE officers and their traffic engineers and at the last meeting held on the 2<sup>nd</sup> March it was agreed to trial the closure of the bottom section of the road to southbound traffic, making road users turn down into Parade road, commencing in the school Summer holidays.</p> <p>Officers from IHE will be attending next month's meeting to give the committee more detail on the proposal.</p>
<b>PLANNING APPLICATIONS</b>	
<b>42/2023 P/2023/0047 26 GREAT UNION ROAD, ST HELIER, JE2 3YA</b>	<p>Change of use of ground floor office space to form 1 one-bed residential unit.</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 15<sup>TH</sup> March (refer documentation attached)</p>
<b>43/2023 p/2022/1637 ST JOSEPH'S RESIDENTIAL &amp; NURSING HOME, ST JOHNS ROAD ST HELIER JE2 4XZ</b>	<p>Change of use from Class J (residential institutions) to Residential (over 55's accommodation).</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 15<sup>TH</sup> March (refer documentation attached)</p>
<b>44/2023 P/2022/1554 9 GREAT UNION ROAD 1-3 DEVONSHIRE LANE ST HELIER JE2 3YA</b>	<p>Demolish existing buildings. Construct two commercial units, 12 two-bed and 8 one-bed residential units with associated parking. Close existing three vehicular accesses and create new vehicular access onto Devonshire Lane. 3D model available.</p> <p>The Roads Committee discussed the above submission and does not support the application for the reasons detailed in the planning application report 15<sup>th</sup> March (refer to documentation attached).</p>
<b>45/2023 P/2023/0062 ELIZABETH HARBOUR LA ROUTE DU PORT ELIZABETH ST HELIER JE2 3NW</b>	<p>Redevelopment of existing operations at Elizabeth Harbour, to include revised access, demolition of existing infrastructure such as the passenger terminal building, the inbound customs inspection facility and the vehicle security search building. The construction of a new passenger terminal building, an inbound Customs inspection facility, and a vehicle security search building, a distribution centre, and the creation of a new Lo-Lo (lift-on lift-off) facility, which includes dredging a new berth pocket, a new suspended deck and land reclamation, to create new hardstanding, and relocation of the crane from New North Quay.</p> <p>The Roads Committee approved the draft comments detailed in the planning report dated 15<sup>TH</sup> March (refer documentation attached)</p>
<b>46/2023 INFORMATION REPORTS</b>	The committee had no comment.
<b>47/2023 AGREED DECISIONS</b>	<ul style="list-style-type: none"> <li>The developer of the Randalls site to be asked to plant street trees in the ground and to increase tree planting in Savile Street, proposed by (TV) and seconded by (KP); to provide more motorcycle parking within the development; to enable all car and cycle spaces for electric charging; to liaise with the Parish</li> </ul>

**1. 26, Great Union Road, St Helier, JE2 3YA****P/2023/0047***Change of use of ground floor office space to form 1 no. one-bed residential unit.*

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

1. Committee notes this application is for a change of use of the existing Ground Floor office unit into 1 no. one-bed residential unit. The site does not have the space to accommodate car parking; however, the applicant is providing a store room to accommodate 2 no. cycle parking spaces and the bins.
2. Committee requests that the applicant provides cycle parking with electric charging and sufficient space to accommodate a cargo bicycle.
3. That the refuse store/collection arrangements, refuse separation and recycling strategy be agreed in detail with the Parish's Refuse Manager, it being noted that the proposed car parking space will affect the refuse facility.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/0047>

**2. St Joseph's Residential & Nursing Home, St John's Road, St Helier, JE2 4XZ****P/2022/1637***Change of use from Class J (residential institutions) to Residential (over 55's accommodation).*

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

1. Committee notes this application is for a change of use of the existing Nursing and Residential Care Home to residential accommodation for over 55's. The proposal is to re-categorise the existing 20 no. flats (all one-bed units) from Class J institutional units to over 55's rented flats. There are no changes proposed to the existing units.
2. Committee requests that the applicant provides dedicated cycle storage for a mix of standard and larger cargo cycles for the units of accommodation with electric charging facility.
3. There are no details on the car parking facilities being provided for the units. Committee requests that one parking space per unit be provided; if this cannot be accommodated then there should be a car-share club in place for residents to access with at least 12 months membership provided for each resident in the units. Car parking spaces provided are to include electric charging facility.
4. That the refuse store/collection arrangements, refuse separation and recycling strategy be agreed in detail with the Parish's Refuse Manager, it being noted that the proposed car parking space will affect the refuse facility.
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/2022/1637>

6. It should also be noted that Devonshire Lane has an embargo in place as it was fully resurfacing in 2022; therefore, no opening of the carriageway is permitted for 3 years (up to 2025). However, if there is a need to excavate the road (i.e. for services), then the carriageway and affected pavements for the full width and length will need to be resurfaced at the cost of the applicant – not patched.
7. The users of the car parking spaces currently shown off Great Union Road will be expected to reverse into the parking space, because parking front-face will cause a serious risk to pedestrians walking on the footpath. The Committee requests that if the application is approved there is a condition imposed on the applicant that cars parking in these spaces must reverse into the parking space - if this cannot be conditioned then the Committee has serious safety concerns.
8. The Roads Committee will expect the applicant to contribute to public realm improvements in the vicinity, as the Parish is planning to resurface and improve Aquila Road.
9. 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.
10. The construction process and site servicing arrangements must be discussed with Parish of St Helier's Infrastructure department at development stage.
11. That any new or altered access must be surfaced in a hardbound 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.
12. The kerb and footpath must be lowered by either the Parish of St Helier or the Parish-approved 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's 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.
13. 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's 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.
14. 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 dished 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 dished area as a minimum. Applicant is to be aware



- The proposals include a new shared-use path for pedestrians and cyclists to access the port, off Rue de l'Étau. It would run in a southwest direction alongside Elizabeth Marina to the new passenger terminal building and would replace the current pedestrian access along the footway of La Route du Port Elizabeth. The Scheme would also include a new shared crossing of La Route du Port Elizabeth south of the junction with Rue de l'Étau.
- The provision of 18 no. bicycle parking spaces.
- The provision of 108 no. car parking spaces.

2. **Travel Plan:** The main core of a Travel Plan is its package of measures, which can be a mixture of different kinds of actions or incentives (soft measures) and infrastructure improvements (hard measures). A Travel Plan is not intended to be a static document and is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant.

**Roads Committee comments:** Roads Committee welcomes the introduction of the Travel Plan and the measures to address some of the key challenges. The applicant should identify and commit to having a Travel Plan Coordinator who will ensure that the Travel Plan is implemented, and the measures detailed in the Travel Plan, and subsequently confirmed for taking forward, are put into practice.

It will be the responsibility of the Travel Plan Coordinator to ensure that staff are provided with information to encourage the use of the public transport network and sustainable transport options and to deliver the Action Plan.

Roads Committee notes that there will be an overall reduction of car parking compared to the existing site. It is therefore very important that the Travel Plan proposals are actioned to encourage alternative travel as the reduction of the available car parking will likely result in more demand for the nearby private car park.

3. **Pedestrian/Cycle route:** There are four designated cycle routes within the study area around Elizabeth Harbour (Cycle Routes 1, 1a, 5 and 9).

The applicant proposes to create a new shared pedestrian and cycling route between Rue de l'Étau / La Route du Port Elizabeth and the new passenger terminal building. This will run from a crossing of La Route du Port Elizabeth south of the Rue de l'Étau / La Route du Port Elizabeth roundabout, in a southeast/northwest direction parallel to Rue de l'Étau.

It will then run southwest towards Elizabeth Marina before running along the marina frontage and the boundary of the Scheme. Zebra crossings will be provided across the new port access junction and a new crossing of La Route du Port Elizabeth will also be provided to link into existing NMU facilities in the vicinity of Albert Pier and along La Route du Port Elizabeth.

**Roads Committee comments:** It is understood that the new harbour will be approximately 390 metres which is 70 metres further away than the existing, therefore it is important to ensure that the walking (and cycling) route are safe and easily walkable.

4. **Cycle parking:** Secure cycle parking for 18 bicycles is proposed at the new passenger terminal building, an increase of 10 compared to the provision at the existing passenger terminal building.

**Roads Committee comments:** Roads Committee requests that the number of bicycle parking spaces is increased to encourage staff who work at the harbour to have access to dedicated cycle parking and shower facilities. The cycle parking provided needs to be sufficient in size to cater for cargo bicycles and provision of cycle charging should be considered.

5. **Public Transport:** There are currently no bus services provided at Elizabeth Harbour. The closest bus stop is at Liberation Bus Station, which is approximately an 800m walk from the passenger terminal building. The applicant advises that there are no changes to public transport provision as a result of the proposed redevelopment.

**Roads Committee comments:** Committee welcomes the applicant's Car Park Management Plan which is to work in hand with the Travel Plan. It is noted that the car parks will be controlled via Pay-by-Phone with the Elizabeth Harbour car park, whilst also accepting GoJ Scratch cards, to accommodate visitors.

7. **Freight: Access of freight to and from the proposed new freight harbour zone (Lo-Lo) facility on New North Quay:** The proposed redevelopment of Elizabeth Harbour involves relocating the port's LoLo operation from New North Quay to Elizabeth Harbour, to consolidate all port activities to Elizabeth Harbour.

To segregate passengers from commercial activities two separate accesses to the port are proposed, one for passengers and one for freight.

The new freight access is proposed to be at the southern end of La Route du Port Elizabeth. Outbound freight vehicles would continue to route south on La Route du Port Elizabeth after the roundabout junction with Rue de l'Étau, as per existing arrangements. They would then proceed through a restricted zone gate and weighbridge and access the new trailer parking spaces whilst waiting to depart on outbound ferries. A freight operator, vehicle repair, and refuelling area would be located to the northwest of the trailer parking spaces.

All inbound ferry arrival vehicles (arriving on the Island) will roll off the ferry and use lanes provided to the south of the outbound facilities. These lanes take vehicles to Immigration Control and the new inbound Customs inspection facility. Vehicles then exit the harbour via a T-junction onto La Route du Port Elizabeth to the south of the Albert Pier junction.

**Roads Committee comments:** The current status of, primarily, freight users utilises this section of the New North Quay for docking the ship, discharging, and then delivering directly out to Island clients, followed by returning directly to the New North Quay without using Elizabeth Harbour. However, it should be noted that with the proposed move this traffic will undoubtedly have an increased impact on freight traffic movements in the Elizabeth Harbour area. This may not necessarily be detrimental; however, Committee feels that this should be considered as an increase by the applicant.

8. **Public realm suggested improvement to pier:** Committee understands that the long-term solid pier of Elizabeth Harbour to the west of the area, closest to Elizabeth Castle, was designed with a public walkway/promenade alongside, overlooking the berthed vessels and with good views towards vessels entering and departing the harbour through the 'small roads' marine route. With the proposed new location of the harbour terminal, it is felt that it could be feasible to open this area of the upper section of the pier for public access to the end of the pier.

#### **Roads Committee requirements:**

9. That the refuse store/collection arrangements, refuse separation and recycling strategy be agreed in detail with the Parish's Refuse Manager, as it is noted that the proposed car parking space will affect the refuse facility.
10. That any new or altered access must be surfaced in a hardbound 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.
11. 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's 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.



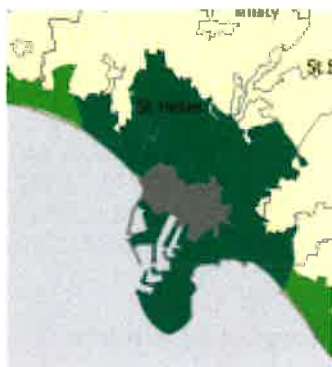
<b>Date of request:</b> 12 April 2023	<b>Road reference &amp; title of report:</b> Parking Standards
<b>Address:</b> N/A	<b>Requested by:</b> Government of Jersey Strategic Policy, Planning and Performance
<b>Brief introduction/summary:</b> <p>Committee will be aware that the Government of Jersey's Strategic Policy, Planning and Performance department has now released for consultation the "<b>Draft supplementary planning guidance: parking space standards</b>". This is currently open for public consultation and the closing date is 17 April 2023.</p> <p>Committee members were passed a link in an email dated 6 March 2023 inviting them to register to attend a webinar organised by the Government which was held on <b>Tuesday 28 March</b> from 12.30pm to 1.30pm. Members who attended will be familiar with the proposals planned.</p> <p>The Government of Jersey's Strategic Policy, Planning and Performance are here today to present the proposals and are seeking Roads Committee input into his consultation.</p> <p>For ease, Committee can find the full consultation details via this link: <a href="#">Draft supplementary planning guidance: parking space standards (gov.je)</a>. The full policy document can be downloaded by clicking on this link: <a href="#">C Draft SPG residential parking space standards.pdf (gov.je)</a>.</p> <p>Committee members are encouraged to read the guidance ahead of the presentation.</p>	
<b>St Helier - Key points:</b> <p>The below must be read in conjunction with the full <b>Parking Standards Guidance</b> draft that Committee members can download via this link: <a href="#">C Draft SPG residential parking space standards.pdf (gov.je)</a>.</p> <ol style="list-style-type: none"><li>1. The advice note provides guidance on the cycle, motorcycle and car parking standards on which decision-makers will be required to have regard, as a material consideration, in assessing proposals for new residential developments and the extent to which development proposals comply with them.</li><li>2. The standards deal with the amount, type and specification of off-street parking that is required to be provided – for bikes, motorcycles and cars – as an integral part of a development proposal involving the creation of new homes or extended residential accommodation.</li><li>3. Any variation from the adopted minimum parking standards will require justification, which may be related to the specific nature of the site, or the provision of commuted payments or services to support alternative sustainable transport for the users of the development. In the case of variation from maximum standards, this may relate to the intended use or occupants of the development (e.g. where there may be a greater proportion of people with disabilities) and should be addressed as part of a travel plan for the development.</li><li>4. <b>Deviation on standards:</b> In all cases, any deviation away from adopted parking standards will need to demonstrate that this would not cause problems of indiscriminate and inappropriate parking in the locality causing on-street parking congestion, negative impacts on access, implications for highway safety, and the quality of the place.</li></ol>	





Both the town centre and the wider Town of St Helier benefit from a range of public parking opportunities on- and off-street where parking is controlled.

The Town of St Helier STZ reflects the boundary established for the zone, as defined in the Bridging Island Plan.



### **Sustainable Transport Zones**

- |                           |                            |
|---------------------------|----------------------------|
| ■ Town Centre             | ■ Accessible local centres |
| ■ Town and Les Quennevais | ■ Other areas              |

#### **Residential parking standards**

11. Maximum levels of car parking provision are proposed in St Helier town centre. This is the most accessible part of the Island's built-up area that is well-served by public transport and other travel options, and where there is some management of on-street parking. The application of maximum standards here will enable and optimise the density of development and help manage the impact of more vehicular traffic on the local road network.
12. Where maximum car parking standards apply, there is no minimum standard for the provision of car parking space set thereby offering the potential for lower levels of car parking provision and forms of car-free residential development. The provision of car-free development proposals will, however, require justification against a series of tests.
13. All parking requirements which result in part of 1 space being provided will be rounded down to the next whole number (except where the level of provision would result in less than 1 space).
14. **Forms of residential development:** The standards in this guidance are designed to be applicable to all forms of residential development where planning permission is required, including new residential buildings, extensions to existing residential buildings, and changes of use to provide homes.
15. **Visitors:** The requirement to provide dedicated visitor spaces, for all forms of parking, applies to residential developments throughout the Island (with different thresholds applying to different STZs (see Appendix 3C), except for the town centre sustainable transport zone, where there is no requirement for visitor space to be provided given that the town centre is already very accessible and where other car and cycle parking opportunities are available
16. **Electric charging infrastructure:** Where car parking spaces are required to support residential development, 20% of all spaces should be provided with an active electric vehicle charge point (EVCP), i.e. one electric vehicle charge point should be provided for every 5e spaces. The remainder of the spaces should have a passive provision involving the provision of cables and power supply so that at a future date a socket can be easily added.



Non-standard bikes, including adapted cycles, tricycles, cargo bikes and cycles with trailers are larger, varying in width and length, and require more space. The space required for a parked non-standard bike should be taken as **2,800mm (length) by 1,200mm (width)**.

Cycle parking: residents	1-bed home	2-bed home	3-bed home	4+-bed home
Sustainable transport zone	Minimum level of provision per dwelling			
All zones	2	3	4	5+

Table 1: Residential bike parking standards - residents

Cycle parking: visitors	
Sustainable transport zone	Minimum level of provision per dwelling (for schemes of ten or more homes)
Town centre	0
All other zones	0.1

Table 2: Residential bike parking standards – visitors

21. **Motorcycle parking space:** a minimum motorcycle parking space standard is **2.0 x 1.0 metres**.

In these standards, a space refers to a facility for a single motorcycle.

Motorcycle parking	
Sustainable transport zone	Minimum level of provision per car parking space (for schemes of ten or more homes)
All zones	0.1

Table 3: Residential motorcycle parking standards

22. **Car parking space:** a minimum car parking space standard is **2.5 x 5.0 metres**.

Where parking spaces are bounded by a wall or fence, an additional 300mm will need to be added to facilitate door opening.

23. Minimum specification for a **single garage is 3.0 x 6.0 metres**.

24. Minimum car parking space standard to enable wheelchair access is **3.7 (2.5 + 1.2) x 6.2 (5.0 + 1.2) metres**.



**Officer comments:**

1. **Cycle storage hubs:** Recommend that large developments of 6 or more units of accommodation should incorporate a cycle storage hub complete with cycle washing facility and maintenance bench/stand within the hub to enable residents to maintain and clean their cycles in a dedicated space and also helps to encourage cycling. There should also be consideration given to cycle lockers:



Folding bike locker



Bike washing stand



Bike pump and repair stand

2. **Cycle network:** We suggest that large developments of 6 or more units of accommodation need to contribute a sum of money to extend the public cycle networks and provide ways to link their development to the cycle network wherever possible. The funding should also be earmarked for provision for covered public cycle stands.
3. **Commercial cycles:** All commercial developments should include sufficient cycle parking facilities and changing room facilities for staff which include shower facilities. The developer should provide secure and safe cycle parking facilities for their staff/users of their building.



Example of cycle store

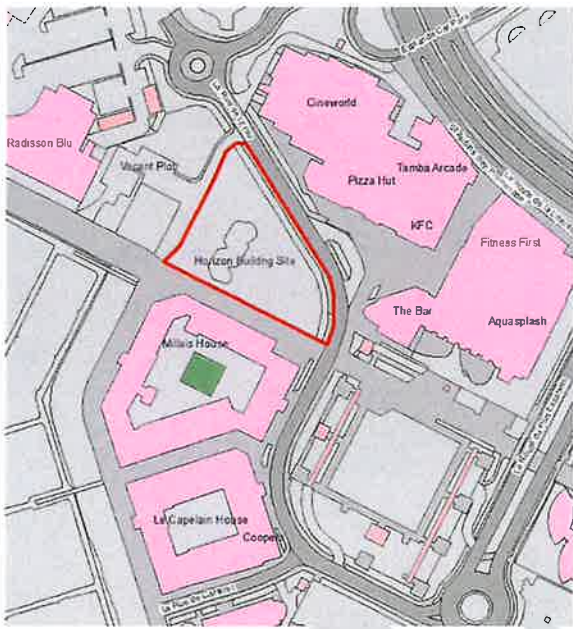

There should also be sufficient visitor/customer cycle parking provided.

4. **Public Realm cycle parking:** As part of a POA, developers should contribute to the provision of public cycle parking stands as part of their contribution to improving the public realm, such as providing parklets and planters incorporating cycle parking as per the below example.







<p><b>Date of request:</b> 12 April 2023</p>	<p><b>Road reference &amp; title of report:</b> 126b La Rue de L'Étau – proposed crossings</p>
<p><b>Address:</b> La Rue de L'Étau</p>	<p><b>Requested by:</b> Developer</p>
<p><b>Location map:</b></p> 	<p><b>Photograph/street view:</b></p>  <p><small>Figure 1 – Riding and Loading Activity Throughout the Day in the Castle Quay</small></p>
<p><b>Brief introduction/summary:</b></p> <p>Committee is asked to consider the States of Jersey Development Company's (JDC) proposal to provide new street lighting from the granite crossing point up to the roundabout outside adjacent to the Radisson Blu hotel.</p> <p>The new street lighting will be placed on the pavement that is to be adopted by the Parish and the new lamp posts transferred to the Parish. JDC is proposing that the new lamp posts (5 no. in total) are 'Bega lamp post style'. These will replace lamp posts reference PLC 01, 06, 08 10 and 12.</p> <p>PLC 01 This lamp post is not on La Rue de L'Étau and so therefore cannot be adopted by the Parish.</p> <p>PLC 06 8m high Bega 70836 steel column and lantern to be painted with marine grade finish. Lantern is Bega 84407K4 LED 54.2W 7.16klm.</p> <p>PLC 08 8m high Bega 70836 steel column and lantern to be painted with marine grade finish. Lantern is Bega 84407K4 LED 54.2W 7.16klm.</p> <p>PLC 10 8m high Bega 70836 steel column and lantern to be painted with marine grade finish. Lantern is Bega 84407K4 LED 54.2W 7.16klm.</p> <p>PLC 12 8m high Bega 70836 steel column and lantern to be painted with marine grade finish. Lantern is Bega 84407K4 LED 54.2W 7.16klm.</p> <p>JDC is reviewing the remaining street lighting as there is currently a risk of a mismatch of styles along La Rue de L'Étau, thus spoiling the aesthetics of the street.</p> <p>JDC advised that they have liaised directly with the JEC who currently maintains and services the Parish's street lighting, and have confirmed that the Bega street lantern and column can be serviced by the JEC.</p>	





# PARISH OF ST HELIER INFRASTRUCTURE

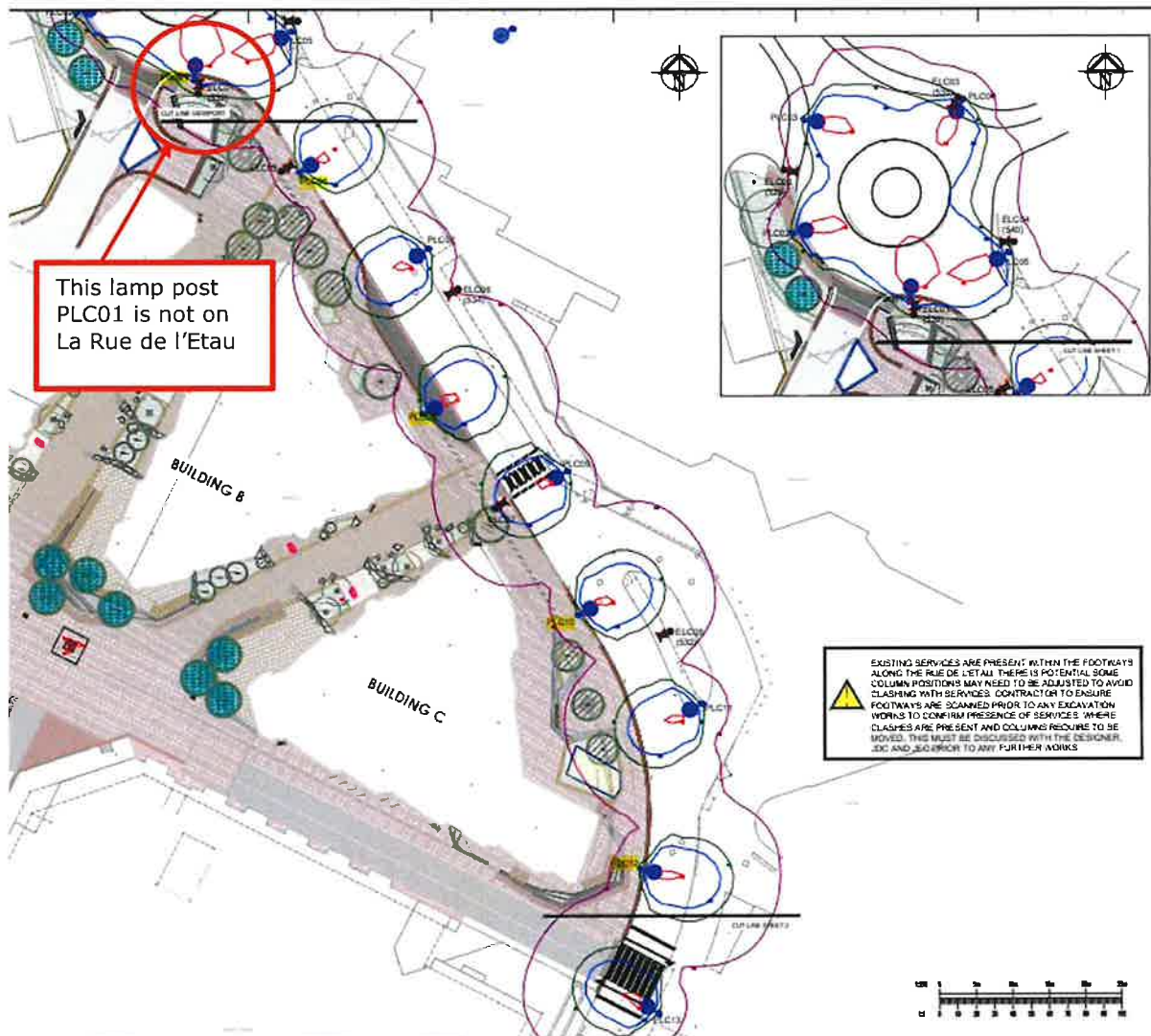
Town Hall, PO Box 50, St Helier, JERSEY, JE4 8PA

## Roads Committee Report

La Rue de L'Etai, Street lighting

Page 3 of 3

The street lighting will be located:



Speed limit of road:

15	20	30	40	N/A
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**Note:** The proposal is for the speed limit on La Rue de L'Etai to be reduced to 20mph.

**Road Safety Audit (RSA) level:**

A lighting assessment was undertaken by JDC.

RSA will be required where the proposed crossings are to be located to ensure adequate lighting is provided at these points. This may result in the introduction of Belisha beacons.

Officer dealing with request:

SA

**Anticipated budget cost to implement:**

No cost to the Parish



<b>Date of request:</b> 12 April 2023	<b>Road reference &amp; title of report:</b> Tree Protection process – consultation
<b>Address:</b> N/A	<b>Requested by:</b> Constable
<b>Brief introduction/summary:</b> <p>The Constable has requested that this matter be brought to the Committee's attention as Committee members may want to contribute to the consultation process.</p> <p>The consultation process ends on 23 April 2023. Committee members are encouraged to review the proposals by following this link: <a href="https://gov.je/tree-protection-process">Tree protection process (gov.je)</a>.</p> <p>The proposed legislation would require anyone wanting to chop back or cut down a tree to seek planning permission first.</p> <p>If a felling project requires permission, applications will be considered through a 'prior notification' procedure to consider whether a full application for planning permission is needed or if it can go ahead as a 'permitted development'.</p> <p>A list of exceptions has been proposed, such as removing dead branches or trees that pose a public danger, and Islanders can have their say on them via this public consultation until 23 April.</p>	
<b>St Helier - Key points:</b> <p>Ahead of the introduction of legislation setting out which works to trees will require permission in Jersey, the Minister for the Environment is consulting with Islanders about the details of the proposals.</p> <p>In 2022, the States Assembly approved plans to better protect trees by bringing works to them under the definition of development within Jersey's Planning and Building Law.</p> <p>When the revised law comes into effect, operations to or on trees will require permission before they can proceed. However, it's proposed that there will be a list of exceptions that will specify those operations that can go ahead without permission.</p> <p>Of the proposed exceptions outlined in the Order works that would not be classed as development, are:</p> <ul style="list-style-type: none"><li>• the tree is diseased, so far as the operation is necessary to preserve or protect the health of the tree or other trees</li><li>• the tree is posing a danger to the public, so far as the operation is necessary for the interests of public safety</li><li>• the tree has caused or is causing damage to a building, so far as the operation is necessary:<ul style="list-style-type: none"><li>• to repair the damage caused by the tree</li><li>• to preserve or restore the structural integrity of the building</li><li>• in the interests of public safety</li></ul></li><li>• the operation is a routine management measure taken in the interests of the health, preservation, amenity value or utility value of the tree</li><li>• the operation is a necessary part of the routine cultivation of a fruit tree on land which is used for commercial production of fruit</li><li>• the operation involves only the removal of dead branches from a living tree</li><li>• the tree is growing in a container (other than a container located in a public place) and not in the ground</li><li>• the tree is held as stock in a garden centre or nursery</li></ul>	

**1. 12, Belmont Road, St. Helier, JE2 4SA**

**P/2023/0082**

*Change of use of the ground floor from Class A shop to residential use and reinstate the entire property as 1 No. four bed dwelling.*

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

1. Committee notes this application is for a change of use of the existing Ground Floor shop to residential use to convert the property back to a 4-bed dwelling (Previously lodging accommodation above the former shop). There is no car parking provided as the property does not have scope for car parking to be provided. However, cycle parking store is provided.
2. Committee requests that the applicant provides electric charging for the cycle parking and sufficient space to accommodate a cargo bicycle.
3. That the refuse store/collection arrangements, refuse separation and recycling strategy be agreed in detail with the Parish's Refuse Manager.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/0082>

**2. Chanceux, La Vallee des Vaux, St. Helier, JE2 3GA**

**P/2023/0187**

*Convert existing lower ground floor studio flat into 1 no. one bed unit with single storey flat roof extension to South of Flat 1, amenity space and storage. Install 3no. rooflights to North elevation.*

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

1. The committee notes that the current property comprises of two units of accommodation with a garage in the lower ground floor and parking for two vehicles outside in the yard. The applicant proposes to convert the garage and associated area in the Lower Ground Floor into a one-bed unit of accommodation resulting in the loss of one garage parking space. This will leave the existing two parking spaces in the yard for the two existing units of accommodation on upper level. The remaining two existing car parking spaces will incorporate electric charging facility.
2. The applicant proposes to provide one cycle storage unit capable of storing larger cargo bicycle with electric charging for the proposed unit of accommodation.
3. That the refuse store/collection arrangements, refuse separation and recycling strategy be agreed in detail with the Parish's Refuse Manager.

<https://www.gov.je/citizen/planning/pages/PlanningApplicationDetail.aspx?s=1&r=P/2023/0187>



# PARISH OF ST HELIER - INFRASTRUCTURE

Version: 2.2  
Date: 12.04.23

## ROADS PROJECT AND MAINTENANCE PROGRESS REPORT

### A. ROAD WORKS MAINTENANCE

Priority	Brief detail	Indicative			
		Cost	Area	Lin/m	% Update
1	Road works mat., Road Markings, Tarmac repairs & fountain maint, etc.	101,000	Essential maintenance		n/a
2	Le Breton Lane 166m/913m2 (Carriageway and Footpaths) 1996	75,000	913 m2	166 l/m	0 Due to be completed End of April
3	Seale Street 128m/500m2 (Carriageway) 2010	34,000	500 m2	128 l/m	0 Postponed
4	Duhamel Street (Carriageway and Footpaths) 1990	16,000	350 m2	61 l/m	0 Postponed
5	Undercliffe Road (Carriageway and Footpaths) 1988	85,000	1,454 m2	211 l/m	75 Footpaths Complete, Road on hold £ used on Cleveland Rd
6	Cleveland Road Half lower section (Carriageway and Footpaths)	TBC	913 m2	n/a	0 Complete
Sub total:		311,000			
7	Cleveland Road (Footpaths)	75,000	913	166 l/m	Note: Financial year - 2023/24 work
8	Minden Street	34,000	500	128 l/m	Note: Financial year - 2023/24 work
9	Aquila Road	16,000	350	61 l/m	Note: Financial year - 2023/24 work

**Rates Assembly approved budget: 311,000**

### B. ROAD WORKS IMPROVEMENTS

Priority	Brief detail	Indicative		
		Cost	%	Update
1	Allowance for Road Safety Assessments	15,000		
2	Janvrin Road (School) crossing point with railing	60,000	100	Completed
3	Neighbourhood Improvement areas (5 no areas) + 1 no. further if approved by RCom (Commence with one initial zone).	60,000	10	Pomona & Poonah Rd scheme drawn C/Fwd to 2023/24
4	Regent Road Safety measures - Repairs locally to wall	20,000	75	Completed
5	Vallee Des Vaux Traffic Calming	65,000	30	Scheme drawing produced, C/Forward to 2023/24
6	Barbizon, La Pouquelaye - Road improvement line (£ 50k)			Postponed to 2023/24 due to resources
7	Halkeet Street - Essential repairs	20,000		On Hold - Aim to commence project in 2023/24
9	Seaton Place planter & Paving (£ 1.5k funded from R&M)			Postponed to 2023/24 due to funding
11	Investigate RPZ (Old Trinity Hill)	50,000		Completed
Sub total :		290,000		
		<b>2022/23 Rates Assembly approved budget: 290,000</b>		
12	Halkeet Street - Precinct paving	350,000	0	Funding to be secured to undertake refurbishment
13	Rue De L'Etau Improvement scheme (£ 80k) (3,4,5,6)	80,000	0	delayed due to Horizon and budget constraints
14	Old St Johns Road traffic calming humps (£ 12.5k) (1,5,7)	12,500	0	Review if access to premises designations does not work
15	Claremont Road Traffic Calming (£ 15k) (1,5,6)	15,000	0	This forms part of the works being undertaken by IHE
16	Les Chennes creation of footpath (£ 10k) (3,5)	10,000	0	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	0	No funding and would require traffic assessments and study
19	Hope Street investigation RSA etc. (£ 20k) (6,9)	20,000	0	Traffic Engineer ass. Req'd study could be undertaken initially



PARISH OF ST HELIER - INFRASTRUCTURE





# 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: 30 March 2023  
Version: 04/23

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

#	Request Date	Detail/description	Status	Officer	Approx. due date	%
1	16.04.21	<b>ROUSSEL STREET</b> Provide on street electric charging point in Roussel Street.	Awaiting legislations changes – this is with IHE – out of our control	AS	Jan 24	95
2	27.01.21	<b>SOUTH HILL PARKING NEAR TA</b> South Hill parking – request for additional parking.	No further progress	AS	Jan 24	20
3	11.11.20	<b>VALLEE DES VAUX GARDENS</b> Renaming the gardens.	No further progress, this can be looked at with the proposals for Vallée des Vaux	AS	Oct 23	0
4	14.10.20	<b>ST JOHNS ROAD</b> IHE Rd, one POSH Roads Com member and Officer.	Update to be given to Committee in April 2023 for trial	AS	Aug 23	80
5	20.05.20	<b>ANN COURT PUBLIC REALM IMPROVEMENTS</b> Providence Street (Parish ownership)	Providence Street is closed; works are on-going. Proposal will go to RC to formalise the restriction	AS	Aug 23	50
6	12.02.20	<b>PHASE 2; SPEED LIMIT REVIEW:</b> Implementing full speed limit changes to all 59 no.	Awaiting legislation changes	AS	Sept 23	60
7	06.09.21	<b>LA RUELE RAUVET</b> Investigate closing this road to motor vehicles access.	Proposal to make this Road 'no access to motor vehicles'	AS	Oct 23	0
8	15.09.21	<b>UNION STREET:</b> Relocation of the Road Name sign Infront of the WW1 memorial	Relocation of sign is not straightforward; investigating placing it on nearby lamp post	AS	Sept 23	20
9	17.01.22	<b>GROSVENOR STREET</b> Reference unloading bay	Request for unloading bays on Grosvenor Street	AS	Apr 24	0
10	02.11.21	<b>ROADS LAW REVIEW GROUP</b> Officer attends with IHE and other island parishes reps.	Regular meeting with POSH officer and other Island parishes to discuss proposed law changes	AS	not in POSH cont.	n/a
11	11.11.21	<b>USC STORE, DON STREET</b> Public realm improvements	Out for pricing for removal of the tarmac/concrete entrances and change to granite in accordance with POA	AS	Oct 23	10
12	01.09.22	<b>SCAFFOLD EMBARGO REVIEW</b> Department is reviewing the embargo list	Draft Policy to be amended and public consultation	AS	Dec 23	80
13	Jan 23	<b>GROVE STREET</b> Investigate give way line & no through road sign	Enquiry out to provide 'give way' sign and 'no through road'; to revert to RCom in due course	AS	July 23	25
14	Feb 23	<b>DORSET STREET</b> Request for cycle stand	To be installed during schools' Easter half term	AS	Aug 23	30
15	Feb 24	<b>TOWN HALL</b> Request for cycle stands directly outside the Town Hall	York Street is an IHE Road; however, dept will view feasibility of cycle stands outside Town Hall	AS	Oct 23	0
16	15.03.23	<b>ROAD NAME POLICY</b> RCom request: Policy on road names	Develop a policy on road name signage	SA/AS	Jan 24	0